



CAPE COD
COMMISSION

2024 REGIONAL TRANSPORTATION PLAN

Technical Appendix O: Survey Results

**FINAL JULY
2023**



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Technical Appendix O: Survey Results

The RTP was developed through input from a wide range of federal, state, and local agencies and organizations, and the public. In addition to over two dozen meetings including six regional public meetings, eight outreach tables and two English as a Second Language (ESL) events, feedback was also solicited through an online survey and comment cards from a local Portuguese church service. The extensive public feedback throughout the development provided valuable input into the process including the identification of locations with transportation issues or challenges. Comments received reflected both regional interests in the Cape Cod transportation system as well as more location specific concerns based on the location of the meeting.

ONLINE SURVEY

To facilitate public input in the development of the RTP, an online survey was developed and advertised through several outreach techniques as discussed earlier in this chapter. The RTP survey was advertised at RTP outreach meetings and events as well as other local and regional meetings and open houses. The survey was also distributed through the extended email distribution list, social media platforms, and picked up by several local media outlets.

The survey was open from March 20, 2023 to May 5, 2023 and a total of 394 responses were received.¹

QUESTION 1 – RTP VISION STATEMENT AND GOALS

The online survey began with a draft vision statement and draft goals. As follow:

Draft Vision Statement:

“The Cape Cod Metropolitan Planning Organization, informed by public input, envisions a multi-modal transportation system that supports the environmental and economic vitality of the region through infrastructure investment that focuses on safety, livability, sustainability, resiliency, equity, and preservation of the character that makes our special place special.”

¹ Given the relatively small sample size and the potential for self-section bias, the survey results should not be assumed to be necessarily representative of the overall population of Cape Cod

To support this vision, the RTP includes the following goals:

- **Safety:** Provide safe travel options for all users
- **Environmental and Economic Vitality:** Maintain, protect, and enhance the natural environment while strengthening the economy.
- **Livability and Sustainability:** Support livable communities and village centers that strengthen the long-term sustainability of the region.
- **Multimodal Options/Healthy Transportation:** Provides a variety of healthy transportation options to all users.
- **Congestion Reduction:** Reduce congestion and improve travel time reliability.
- **System Preservation:** Preserve, maintain, and modernize the existing transportation system.
- **Freight Mobility:** Improve efficiency and reliability of freight movement.

In question 1, respondents were asked to provide any suggested additions or revisions. Responses included:

- Where's the feeds of cape traffic?
- Tolls for visitors on the islands would help with the cost of road maintenance. Visitors, not residents, cause much of the road deterioration. Ideally, a bridge or passage for visitors during peak season would be ideal to allow residents of the islands to traverse on and off the cape ... just an idea ... !! Frustrating to leave the cape during summer months.
- *Specific suggestion* Revitalization of the Falmouth Secondary and preservation of active rail service on this line.
- Not removing any freight mobility and congesting our already congested highways in the summertime. Removing the Falmouth secondary and the rails to Cape Cod will also remove the forms of transportation that Cape Cod has to bypass the congested highways, Trash, military equipment, and passenger service. Trains offer a service of carrying one huge load of freight by several cars, trains would also produce less emissions than the total amount of trucks combined to take trash off cape.
- Less traffic
- Bathrooms on Rt. 6 or at least somewhere where visitors can take advantage of the need to relieve themselves.
- Easy, rapid and environmentally friendly commute
- The preservation and revitalization of Cape Cod's railroad such as the Falmouth Secondary and the addition of commuter rail service to the Cape.
- None of the goals address equity even though the word is in the vision statement. Equity is about not only the individual people served but the regions of the Cape that are served or underserved.

- "Reducing car dependency" needs to be a specific goal. "Prioritizing walking, bicycling, and transit over driving" must be a gating priority for all projects.
- Accessibility For All - Including Though Not Limited to Those With Disabilities
- Equity is in the overall statement but not reflected in list of goals. Maybe add to livability and vitality goal.?
- "Multi-modal options that specifically meet the work schedules of workers year-round (but especially from May 15 through Sept 15 to accommodate J-1 cultural exchange workers). Issues: 1. Seasonal schedule should begin May 15th to accommodate J-1 workers. 2. Routes to major J-1 employers must run 7 days a week and run both early buses and late ones to accommodate students' work schedules."
- Make sure objectives are SMART objectives.
- Not sure what "system preservation" means. Not sure what "livability and economic vitality" entails. Something that more clearly conveys the ideas would be more effective. For each goal, it would be more compelling if you stated what the goal around each item is, as the list is rather vague. For example: Make Route 6 safer for motorists; Reduce congestion on Route 6 west of the Orleans roundabout.
- Bus shelters in Truro Center and please consider earliest morning bus stop in Truro Center which is supplied to other stops but skipped over in Truro at the Cobb stop and not available until 9am rather than near 7 am. Thanks.
- Preservation of character is code words for "build/change absolutely nothing at any time for any reason". I don't like the character of Cape Cod - suburban sprawl that leaves houses disconnected from commercial and civic centers with little options for anything other than driving.
- I'm not too sure what multi-modal means exactly but I would love to see more bike paths and sidewalks for easier biking and walking commuting. We also need a LOT more EV charging stations. Many of the older ones are breaking down and not getting fixed and there are a lot more electric cars on the roads now without an increase in charging stations. The free charging stations are few and far between and always busy when I try to use them and there are hardly any pay chargers.
- Handicap accessibility, Elderly accessibility,
- Justice and equity! Improvements and public works around here largely seem to cater to the extremely wealthy second home-owners and tourists, and it does quite well at that. Yet the Cape is actually a very difficult and limiting place to live for us year-rounders in terms of local infrastructure. Putting more weight on justly and equitably planning improvements could really benefit the people whose actual livelihoods depend on the local infrastructure, rather than just those who are here for relatively short leisure time.
- Reevaluate Exit Safety along the single lane Route 6 (13 Miles) stretch between Orleans and Harwich.
- More bike paths and sidewalks around the Cape!

- Local community building/connectivity and reliability
- "Add to congestion reduction - pollution reduction (fewer cars on road) Also in safety - creating community bicycle norm that makes it safer for all riders when every driver is aware of bicycles, dangers to bicycles (sudden stops, opening doors, mirrors swipes, distance/speed/actions for safe passing, etc.)"
- Inclusion of diversity (race, class, etc.)
- nothing to add, these are very thoughtful and comprehensive goals!
- "Split the long sentence into two: "The Cape Cod Metropolitan Planning Organization, informed by public input, envisions a multi-modal transportation system that supports the environmental and economic vitality of the region. Infrastructure investments will focus on safety, livability, sustainability, resiliency, equity, and preservation of the character that makes our special place special." Also, some of the goals are a bit vague. For example, freight mobility. What does this mean? What do you want to accomplish in this area? "
- Frequency and accuracy (i.e. real time bus updates)
- Zero deaths
- "Do NOT allow a high-Density development at 35 Scudder Ave. We need to protect our open space recreational space for our community and endangered migratory wildlife."
- Preservation of what rail lines are left including this latest attempt to abandon the Falmouth Branch. The non-military portion of Otis should be multi-modal with freight transloading and passenger/bus connection to Woods Hole from/to passenger service.
- Scheduling that makes bus travel a realistic option for workforce commuting year-round, but particularly from May to October.
- "That focuses on..." it needs to be convenient for large numbers of people to wean us off private transportation.
- More emphasis could be put on supporting diverse housing options, through transportation interventions that make already-developed areas more attractive for new housing development. Similarly, transportation improvements can support new small business opportunities by increasing access to statewide or New England-wide markets for businesses on the Cape.
- "I suggest an additional goal related to improved connectivity between modes. An example would be a new and expanded park and ride lots for people traveling to and from the Cape by bus. It also seems to me that multi-modal options and healthy transportation should be separate goals. To me, multi-modal encompasses various forms of transit, whereas healthy transportation focuses on biking and walking. I'm not keen on the congestion reduction goal and wonder if travel time reliability might be a good substitute. The plan should not be driven by peak hour V/C ratios. "
- Needs to be more succinct.
- Convenience

- "Sustainability is a worthless term if not defined. Identify ""Emission reduction"" as a goal, encompassing air quality improvement and climate mitigation."
- Accommodating Youth
- Although the topic may fall under "Environmental and Sustainability," suggest including the theme of "Improving air quality." Excessive idling is rampant on the Cape and there No Idling regulatory signage and education is lacking. This would apply to public spaces such as beach parking lots to schools to limiting the quantity of vehicle drive-thru's.
- Instead of "System Preservation" maybe System Improvements?
- Will provide alternatives to cars for short trips AND for long trips on Cape Cod.
- Affordability.
- Efficiency, ease of use, predictability
- Accommodating the seasonal influx in the region as well as the year-round population.
- N/A
- "The vision statement to me is a list of broad vague terms which more or less renders the vision statement as empty and relatively useless. For me a vision statement about Cape Cod must include integration with a regional system of transportation where the region is defined as a line from Providence to Boston and everything south including Cape Cod, Nantucket and Martha's Vineyard. Freight in particular must be diverted NORTH of the Cape cod Canal bridges. An aerial view of this region clearly shows that New Bedford is the center of intermodal transportation with a deep-water harbor, Federal Highway, Airport, train, bus depot, etc. population growth has overgrown the steamship Authority and its present form. Created in 1960 The SSA has had its season and should now be dismantled replaced by a New Bedford centered transportation hub with freight deliveries direct to the islands. There is no longer any reasonable rational for driving Island bound freight and passenger vehicles over the Cape Cod Canal bridges! Furthermore, maritime licensing authority must stand alone, separate from a service provider such as the SSA, and private carriers engaged to provide creative multi- modal solutions in the service of reducing environmental and financial cost. Cape Cod, Nantucket Island and Martha's Vineyard Island are no longer independent isolated entities. They are part of a larger community system the northern border of which, as mentioned above, is a line from Providence to Boston and all municipalities south including Cape Cod and both islands. Bill Hallstein, SMART Citizens Task Force"
- "Accessibility (both on and over bridges) and to all areas on Cape Parking and bus options"
- "First thank you for this survey, it's great to see a public agency asking for the tax-payers opinion. I believe that a sky liner like they have in Disney would be great. It's like a gondolier. This would be a relaxing way for people to travel and help with gas guzzling SUV traffic. Each town could have a stop where people could call for an uber, lift or taxi from a local resident to help friendly Cape Coders earn extra money and share their knowledge of things to do and places to see and recommend local restaurants! It is also a clean form of energy to help

with climate change. This could be started in Bourne on the main land side to help elevate traffic on the bridges, which we all see deteriorate more and more every year. "

- dementia friendly, more accessibility in rural areas/isolated places
- The second point, Environmental and Sustainability... Environmental what... Environmental protection?
- My suggestion after living here for 12 years is that in the summer there are families on Woods Hole Road and it's NOT safe! Why not add a bike line on the Woods Hole Road all the way to Woods Hole.
- "Include environmental values in the mission statement—meaning electric vehicles, bike racks, etc. Consider affordability somewhere in goals. Like allowing hop-on-hop-off passes"
- "Community impact Cost"
- I don't understand why people are looking to envision something in the year 2050 when no one is taking care of the problems that are here now. Decades ago, I and other Cape Codders stated that things needed to be done in order to maintain our beautiful Cape Cod the way it was. Unfortunately, no one listened, so now we no longer have an off-season. Instead, we have unprecedented trash and all kinds of pollution (including noise pollution), destruction of Cape Cod itself and all of its inhabitants, the disgusting smell and look of Boston (toxic fumes, way too many oversized useless buildings etc.), among so much more destruction. People are moving here in record numbers, while others price gouge like I have never seen before. Mashpee claims to have a septic issue yet look at all the buildings that are being allowed to be constructed that contain at least one to two bathrooms, toilets included. Also, according to the police department in Mashpee, killing is allowed on conservation land. How can you call it conservation land if you allow people to kill with guns and other weapons on that land? And why don't the residents of Mashpee have the right not to have to listen to gunshots? When we hear gunshots and we call the Mashpee Police Department, they claim that it's coming from hunters. How can they possibly know this if they're not out there? If violent people, murderers, and serial killers find this out, Mashpee will be their new playground! What is a person supposed to believe, what the politicians in Mashpee say, or the evidence that we see all around us? I could say the same about the entire Cape, not just Mashpee. We supposedly have an association to preserve Cape Cod, yet if you look at the Cape 20+ years ago and compare it to today, all you will see is destruction. Don't worry about the year 2050, take care of your problems now. Remember, this is what you are leaving our children, grandchildren, and future generations. If we can't have clean air, clean water, and decent caring intelligent people here, can we please try to ensure that for our children and all future generations?
- Emphasis on both passenger and freight rail to the cape
- "Leave Rails to Joint Base Cape Cod. This is important as although Military movements do not happen "all the time" they are "oversize" and Rail saves a lot of planning. If the base is closed in part or whole, having no rail will greatly affect the way it can be redeveloped.

Another reason to leave Rails. Relay tracks from North Falmouth to Woods Hole and Extend Cape Flyer Services to There for direct Ferry-Rail Transfer."

- Railroad Preservation and perhaps ease of use in terms of the whole system.
- Railroad availability can be marketed to reduce auto and truck traffic on the over trafficked cape roads. Cooperation between rail, ferry and bus transportation could make the difference. This could become an important commuter plan.
- Increased modality on cape cod
- Have a direct rail to ferry connection at woods hole.
- Tourist Friendly
- Looks good, clear and to the point.
- It is important to plan for a future whose only certainty is uncertainty. I'm especially concerned with trash removal off Cape. I feel that the plan to remove the RR track down to Joint Base Cape Cod and REPLACE it with a bike path would indicate a lack of foresight on the part of transportation planners.
- "Working at sea and returning to land gives you perspective into how inefficient our transportation networks are. The future of the capes transportation systems should be highlighted as follows: Trucks off the roads, running container systems to the islands instead of tractor trailers Expanding railroads on cape cod, taking back the rail trail and running dual railroad beds put to Orleans- running a year round south station/Logan connector Making roads more walkable and replacing strip malls with conservation lane. Zoning out these strip malls thus pushing businesses closer to main town centers and keeping traffic into these centers minimum thus reducing accident prone areas (ex. bell tower mall) Rebuild old wharf at end of old colony rd. and replace old colony road with single bed railway for fuel/container/cargo movement. "
- Communication
- Equity should be a standalone goal.
- Save the Falmouth branch line railroad and bring the commuter rail down to at least Hyannis. Also bring a cape flyer like train to woods hole to ease congestion *doesn't even have to be year-round* as the parking lots in communities like Cataumet are taking up unnecessary space due to a lack of public transport. Remove and halt the progress of rail trails as they are seasonal and cater to a handful of people most of which are tourist/non-residents which would benefit from a rail service.
- Keep the cape's historic rail lines alive, keep the rail trails way side of the tracks or don't have them at all. Also, year round MBTA service to Hyannis is a good addition as it could ease congestion permanently.
- accessibility for all no matter where they live on cape cod.
- Less traffic and congestion. More mass transit and bike options.
- Stop building businesses...too congested in Yarmouth, not enough space.
- Focus on better public transportation.

- Looks good to me!
- Increase recreational opportunities.
- Circular dependency needs specifics.
- Better Outer Cape service for seasonal workers.
- Gerson Rodrigues
- Make the Vision Statement published to the General Public Quarterly, outlying successes, failures, and the change in the goals.
- Encourage public transportation. Continue the Cape Flyover Train beyond Hyannis. Encourage e-bikes and e-trikes.
- More options for travel, to and from Cape Cod. Rail travel should be available all year round. Taking up the tracks in favor of bicycles is not in the best interest to elevate auto congestion.
- Transportation Equity - providing people with transportation options that meet their needs.
- Reduce carbon emissions.
- None
- help meet the daily goals of an aging population, such as multiple roundtrips, 7 days a week to Cape Cod Hospital for treatment or visiting.
- family transport
- N/A
- As a senior previously in the home care field, I see the great need for affordable transport for home care workers to their patients on the outer Cape. I also can imagine a growing demand for door-to-door public transport for our ageing population.
- "I live in Hyannis. My doctors and friends and family are in Sandwich the accessibility just isn't there. I can't walk from where they go now to get to where I need to be. "
- Affordability
- Sidewalks for pedestrians
- Close the on-ramp to the Sagamore Bridge during construction times. Most of the people using the ramp or cutting through the Christmas Tree shop get off at exit 2. Will it inconvenience some Bourne residents, yes. Traffic would flow would increase if the ramp was shut down.
- Increase Railroad use for freight / passenger needs.
- Affordable
- What is your vision statement? This seems to be a high-level format.
- Financial aid (voucher, free days/time of day, books of 12 trips for price of 8) to lower income-families
- None
- Vision statement
- It's totally ridiculous to try to switch buses to electric power. All the meaningless virtue signaling aside, how are these large, heavy vehicles going to make round trips from Hyannis

to P'town or Hyannis to Woods Hole, several times a day, without spending hours being recharged by generators that run on DIESEL FUEL? Additionally, does anyone in a decision-making position even consider the damage done in the mining of lithium or in the amount of energy it takes to produce one lithium battery or the cost of purchasing and replacing the batteries (and disposing of them) or the CHILD LABOR used to mine the lithium? Pointless, expensive, and in the end, useless.

- Public transportation expansion
- none.
- Sustainable environmental and resilience are unclear- sustainable and resilient environmentally and economically?
- "Environmental and Sustainability" does not make sense from a grammatical standpoint.
- More reliable and comprehensive public transportation, in all seasons.
- The traffic is unbearable coming home or leaving the cape this work is to slow the light leaving is absolutely a Joe 4 cars at a time really.
- Make one bridge off cape, and one bridge off cape, anything is better than what we are going through now.
- Travel efficiency
- Discourage car trips.
- Year-Round Transportation / Express Service to Metropolitan Cities
- Are these GOALS hierarchical in nature? IS SAFETY the highest goal? If there is a conflict between "Environmental & Sustainability" versus "Livability & Economic Vitality," which goal takes precedence? The GOALS section gives no clues as to how potentially conflicting goals will be prioritized.
- Technically 'environmental' is an adjective so it needs a noun that it modifies, so something like 'environmental security' or 'environmental preservation/enhancement' would work better.
- "Converts everything but doesn't prioritize not make choices."
- Equity should be a goal.
- As a frequent user of CCRTA fixed route services (& also DART), I am frustrated by the constant expansion of the Flex route to include some senior housing developments. The route is already a long one from Harwich Port to Provincetown & the expansions are difficult for drivers AND passengers. Also, lack of service on 6A beyond Brewster. So maybe the revision should be: Route Changes/Additions for Improved Customer Service.
- Perhaps add a goal about reducing our transportation system's impact on climate change.... maybe cite the climate emergency...
- The vision of the local and regional transportation system should include community strengthening. In fact, it should be one of its core goals. Eventually, the public's transportation is made to facilitate people mobility for economic, social, health, cultural, emergency and many other reasons such as reducing the impact of individual

transportation on the environment. A well-integrated and efficient public transportation will strengthen intra-community connections, as well as open it to the outside world.

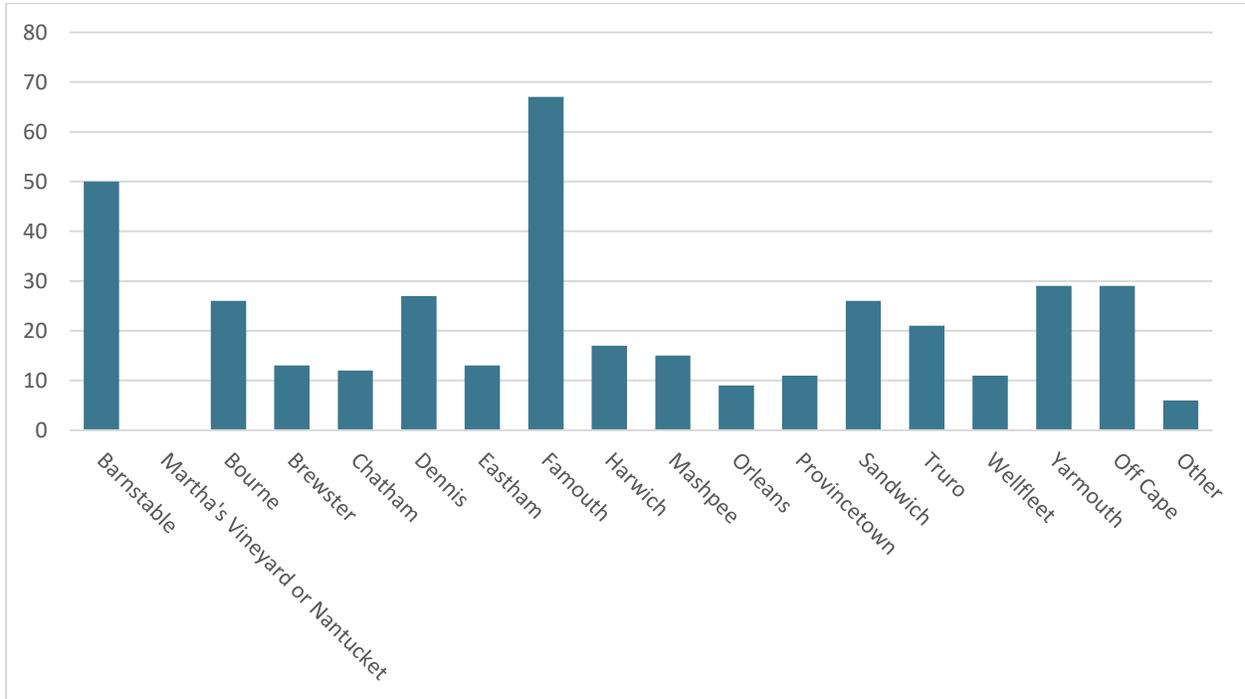
- Increased pedestrian mobility

QUESTION 2 – PLACE OF RESIDENCE

In question 2 respondents were asked “Where do you live?” There were 382 responses. All 15 Cape towns were represented with the highest frequency in Falmouth (67 responses) and Barnstable (50 responses).

A distribution of responses is shown below in the following figure.

Responses: "Where do you Live?"

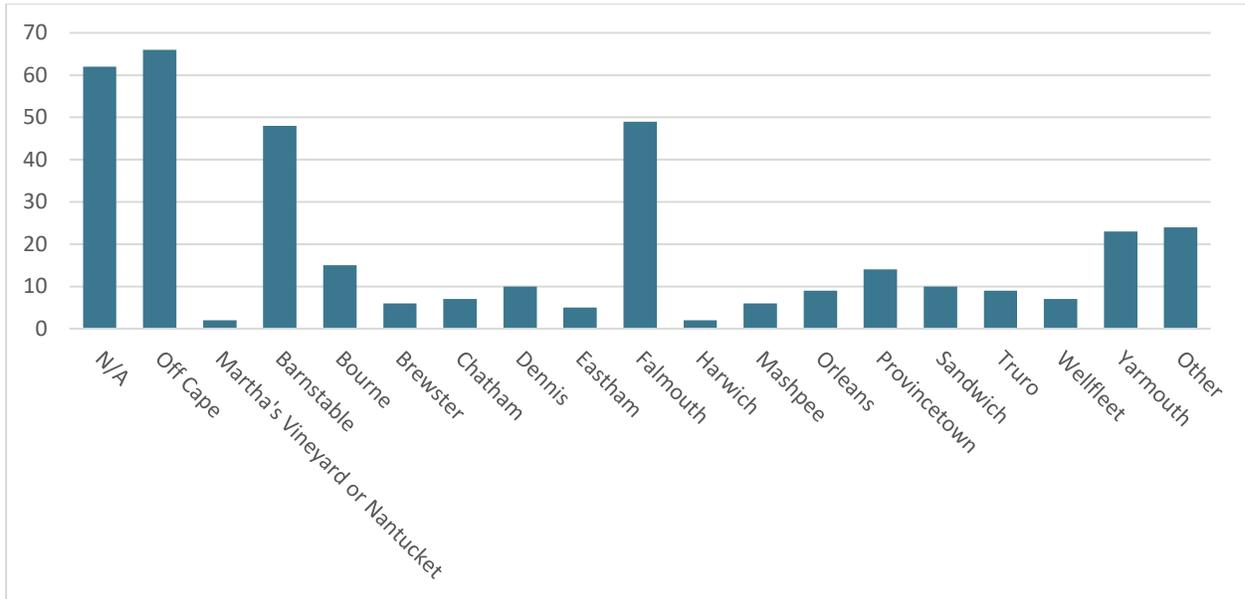


QUESTION 3 – PLACE OF WORK/SCHOOL

In question 3 respondents were asked “Where do you typically work/go to school?” Respondents were presented with a drop-down list of Cape Cod town names, “N/A”, and “Other.” There were 374 responses to this question with the largest frequency of respondents selecting Off Cape (66) and “N/A” (62).

A distribution of responses is shown in the following figure.

Responses: "Where do you typically work/go to school?"

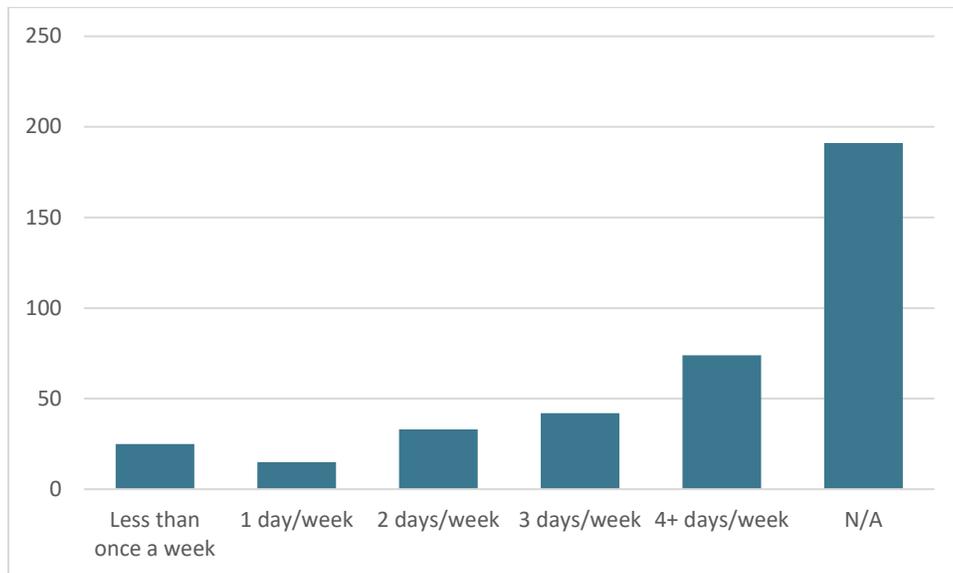


QUESTION 4 – IF YOU WORK IN A HYBRID MODE, HOW MANY DAYS DO YOU TYPICALLY WORK IN THE OFFICE?

In question 4 respondents were asked “If you work in a hybrid mode, how many days do you typically work in the office?” Respondents were presented with a drop-down list with a range of options from less than once a week to 4+ days/week. Respondents could also select “N/A” as an option. There were 380 responses to this question. The most frequent answers were “N/A” (191) and 4+ days/week (74).

A distribution of responses is shown below in the following figure.

Responses: “If you work in a hybrid mode, how many days do you typically work in the office?”

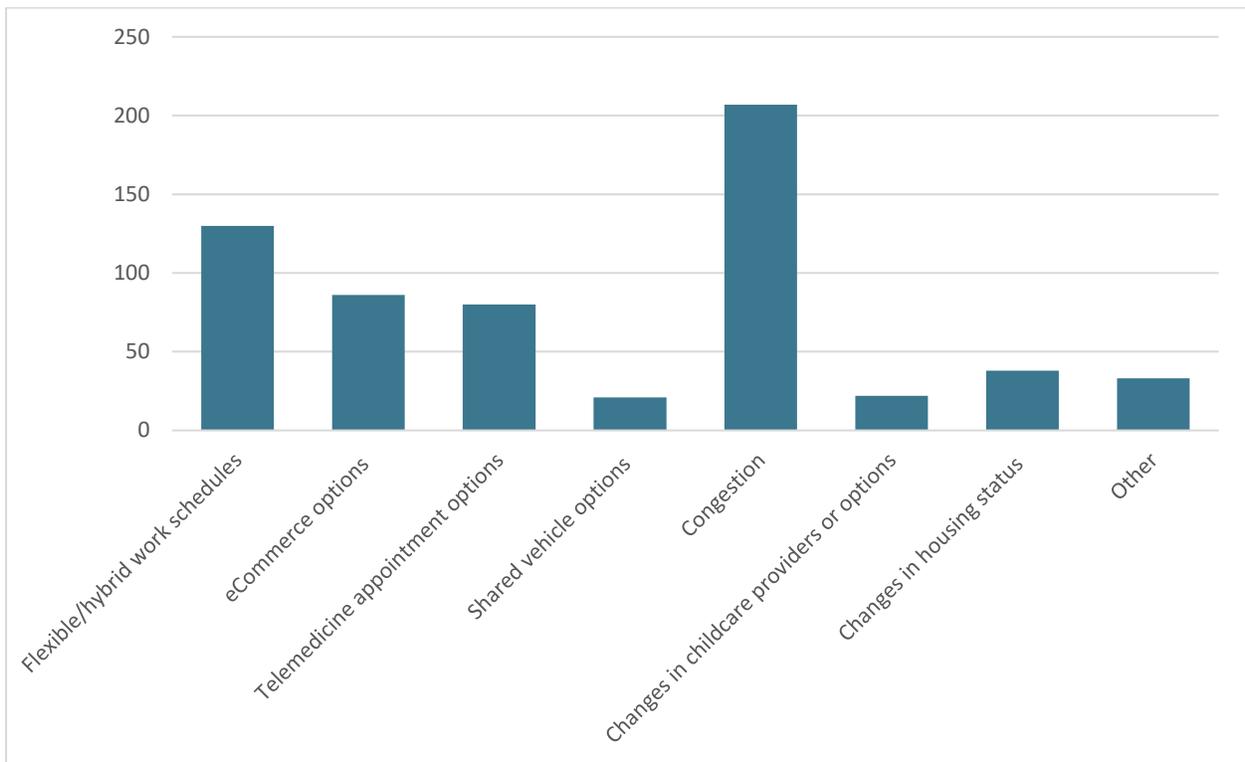


QUESTION 5 – HAVE ANY OF THE FOLLOWING CHANGES CAUSED YOU TO ADJUST THE WAY YOU TRAVEL?

In question 5 respondents were presented with a check list in which they were instructed to answer, “Have any of the following changes caused you to adjust the way you travel?” Respondents were instructed to check all that applied, in total there were 617 responses to this question. The most frequent answer was Congestion (207).

A distribution of responses is shown below in the following figure.

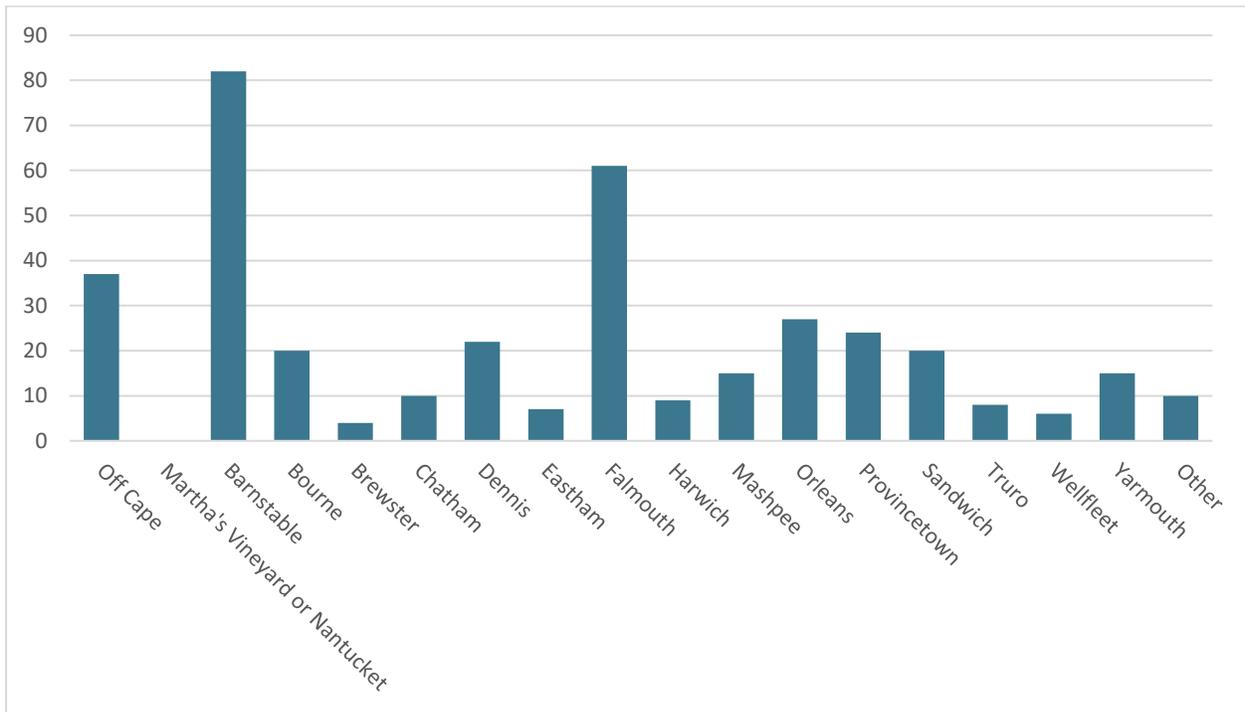
Responses: “Have any of the following changes caused you to adjust the way you travel?”



QUESTION 6 – LOCATION OF OTHER ACTIVITIES

In question 6 respondents were asked “Besides home or work/school trips, what town do you spend most of your time? (visit, shopping, entertainment …)” Respondents were presented with a drop-down list of Cape Cod town names, Off Cape, and “Other.” There were 377 responses to this question. The most frequently selected towns include Barnstable (82), Falmouth (61) and Off Cape (37); these responses are shown in the following figure.

Responses: "Besides home or work/school trips, in what town do you spend most of your time?"

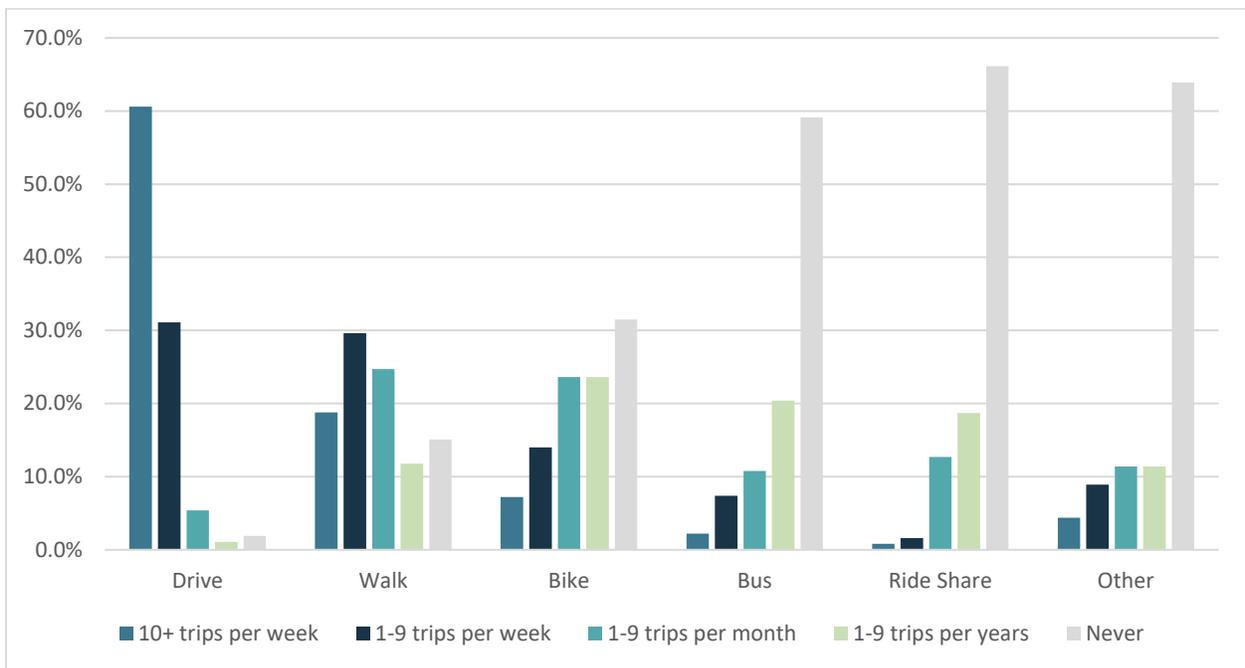


QUESTION 7 – MODE OF TRAVEL

In question 6 respondents were asked “How frequently do you travel by each of the following modes of transportation?” Possible choices included: Drive, Walk, Bike, Bus, Ride Share, Other. Choices of frequency included: 10+ trips per week, 1-9 trips per week, 1-9 trips per month, 1-9 trips per year, never.

As shown in the following figure, the most frequently used mode of travel is to drive. Walking was generally the second most popular travel mode, followed by using a bike. Using the bus as a means of transportation has also seen an increase in response since the last RTP survey.

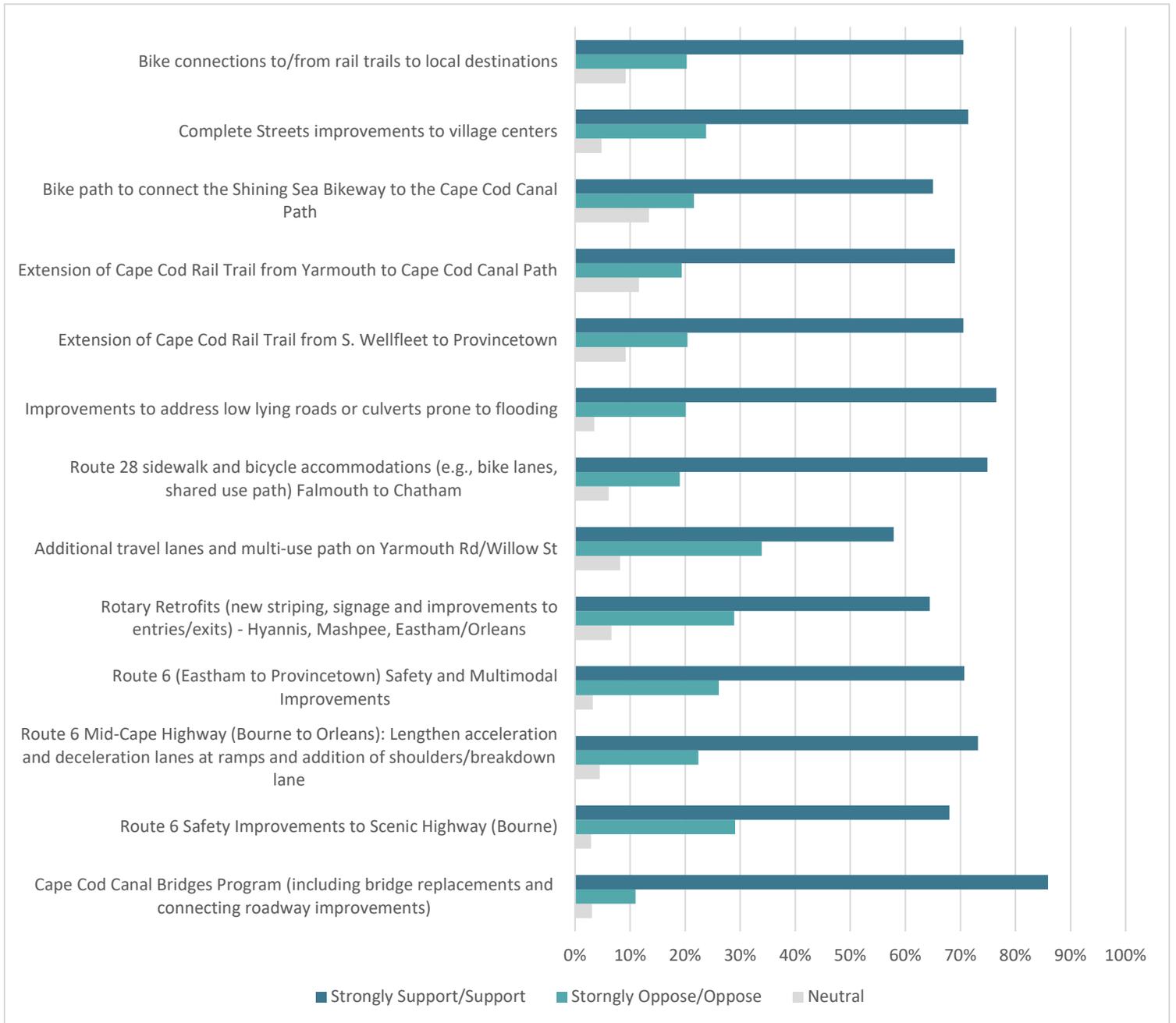
Responses: "How frequently do you travel by each of the following modes of transportation?"



QUESTION 8 – PROJECT SUPPORT

Respondents were asked to indicate their support for the several projects. For each project, respondents were offered the following choices: Strongly oppose, Oppose, Neutral, Support, Strongly Support. Responses are summarized in the following figure.

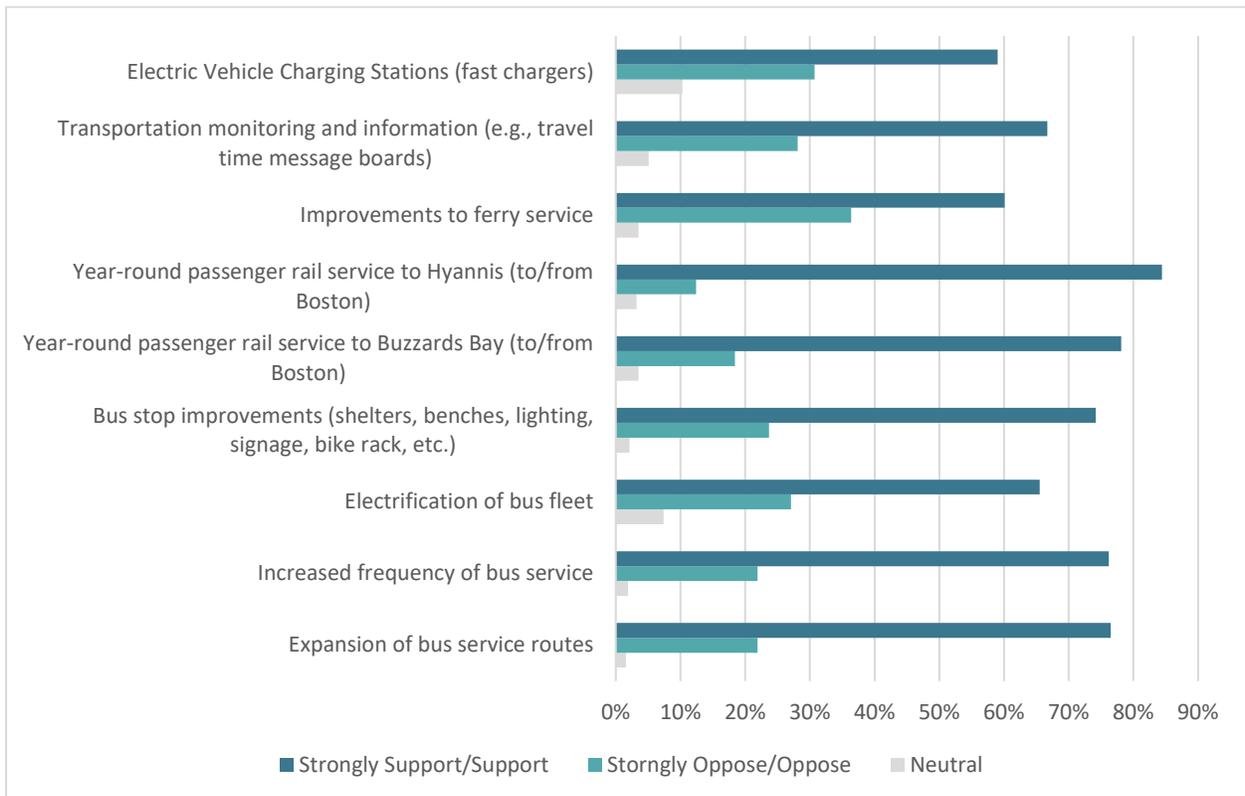
Level of Support for Potential Projects



QUESTION 9 – TRANSIT PROJECT SUPPORT

Respondents were asked to indicate their support for the several transit projects. For each project, respondents were offered the following choices: Strongly oppose, Oppose, Neutral, Support, Strongly Support. Responses are summarized in the following figure.

Level of Support for Potential Transit Projects



QUESTION 10 – OTHER PROJECT SUPPORT

In response to question 8 and question 9, respondents were asked “Are there any other project(s) would you support?” There were 183 responses to this question. Responses included:

- DOT needs to work with NPS to allow bike path within Seashore property and off of proposed Route 6.
- I support the Massachusetts Coastal railroad and their goal to keep the Falmouth Secondary a RAILROAD.
- Pedestrian and bike paths
- North / South Bike and walking trails from the sound to the bay... example: Looks beach in Cotuit, over Newtown Road, cross Race Lane to Great Hill Road to Chase Road to Old County to Carlton Drive to the bay.
- We need to connect all bus service to our community college. Students from most of the cape can't take public transportation there. Ferry rates for Cape Cod Residents not just islanders; and for those who travel back and forth for business.
- Please make a bus that goes to CCCC from towns other than Barnstable.
- Study the restoration of passenger rail to Falmouth and Woods Hole using the existing Falmouth Secondary and an extension down the original right of way.
- railway from South Station to Falmouth!
- Fast Cape cod rail to Falmouth from Boston
- Falmouth Secondary rail line repair project and commuter rail extension to the Cape.
- Connecting all Cape Cod bike paths to each other
- Addressing the lack of DART services in Wellfleet-Provincetown
- Electric bike chargers should be included at all electric car charging stations. Frequent express bus service is needed between the Outer Cape and Hyannis - it currently takes over 3 hours via the Flex bus from Provincetown to Hyannis. We desperately need a Cape-wide bike share system at transit hubs for last-mile trips.
- Extension of shared use path along Route 151 from Mashpee / Falmouth town line to the Shining Sea Bike Path as well as along Route 28 to Hyannis. Shared use path along Route 130 from Mashpee to Route 6A.
- The most important thing you can do is add/create/construct/make more Sidewalks. So that humans can safely travel by Foot/Bike/Wheelchair. Make it safe for anyone to walk, especially someone with any type of disability or uses a wheelchair or walker or cane or service animal.
- Emphasize expansion and frequency of buses especially from May 15 to Sept 15.
- lots of stuff regarding sidewalks and bike paths - separate from each other
- Winter ferry service Ptown to Boston
- YES! Widen Route 6 to four lanes with median between Orleans and Yarmouth (? where it becomes divided into four lanes). This is an enormous bottleneck and dangerous at all

times of year and it is unfathomable why it remains such a narrow 2 lane road with yellow markers down the middle.

- Continued push on safe bicycle/pedestrian East/West routes from the lower cape to mid-cape.
- safety improvements to Truro center/cobb archive area/ sidewalks
- Shankpainter bike lanes /rotary project
- The addition of multi-modal path and sidewalks to Route 28 is of paramount importance. Additionally, the bus service should make use of modern navigation systems to create an app that lets you know where the bus is and its approximate arrival time to your location. Lastly, there needs to be widespread installation of sidewalks on all roads and connecting bike/multimodal paths to commercial centers that separate bikes and people from cars using physical barriers.
- More speed limit signs, sidewalks, and a crosswalk at Popple Bottom Rd on Great Hill Rd. People drive 60mph on that road routinely (motorcycles even faster in the summer). The speed limit is 30mph but there are NO speed limit signs between the highway and Farmersville Road. Kids cross the road and walk down the road to their bus stops in the dark and I'm surprised none of them have been killed yet in doing so.
- Electric skateboards, electric scooters, electric bikes need separate path. Too dangerous for travel along rt 6, but too fast for the existing bike/walking/dog walking paths.
- In addition to more fast chargers, more Level 2 chargers on town and state properties. The Park and Ride is a good location and could even include level 1 (standard 110v plugs) for commuters who park for more than a day. Level 2 chargers at walking, hiking, biking and multi-purpose trails are also helpful.
- Please build a bike path along Sandwich Road in Falmouth (north of Brick Kiln Road). There are dozens of people who walk or bike to work along Sandwich Road every day, even through the winter, and Sandwich Road frequently has car crashes (at least three around Deepwood Drive in the past two years alone, including another only a month ago) because drivers so regularly exceed the speed limit by 10-20 mph. A bike lane would enable the literal thousands of people living in communities along Sandwich Road to reach the center of town without driving, thereby reducing congestion, carbon emissions, and collision risk. If the Town of Falmouth also plans on building the proposed 900 units of affordable housing on Sandwich Road, this makes non-car travel options even more critical for reducing congestion around peak travel times.
- Finding some way to help relieve the insane traffic on route 28 between Falmouth and Yarmouth, especially, would be helpful. Also, while I strongly support projects that improve the climate resilience of the Cape, I would really like to see ones that are realistic and permanent fixes, rather than the constant patch jobs that I tend to see. Some streets (for one, Surf Drive in Falmouth) seem impossible to preserve in the long term and already demand constant up-keep. This is a massive waste of resources and is really the opposite

of sustainable/environmentally friendly. So, being realistic about the magnitude of change that needs to happen to make roads/infrastructure usable and effective is critical.

- Surf Drive in Falmouth should really be a boardwalk & bike path only. It is costly to sweep the sand back every winter, and it floods every storm. Better to let the system return to sand dunes and leave it for walkers & bikers.
- Passenger rail service to Falmouth/Woods Hole since it's as well a ferry destination (similar to Hyannis); Ferry connection between Woods Hole and New Bedford to alleviate the housing crisis and connect the communities.
- painted bike lanes on surface roads
- moving ferry freight traffic out of residential Falmouth and to more appropriate venues such as New Bedford.
- "I would love to see the bike trail extended from Wellfleet to Provincetown. I am also upset by and opposed to closing the old county rd around Mill pond area. That beautiful road connects Wellfleet to Truro and is a wonderful way to bike safely and stop and support the merchants in both towns. I have been biking that roadway for thirty years and it's heartbreaking to think runners, cyclists, and those of us who love long walks may lose this special and precious amenity."
- In the Falmouth area in particular, protected bike path connections from shining sea through the shopping centers in Teaticket and especially up Sandwich Road
- Rail to Provincetown; year-round ferries to Provincetown; Frequent Bus routes to Boston; frequent bus routes throughout the outer cape; free transit trips for residents
- Rail access to Boston from the Cape, not just to the Cape from Boston
- Yarmouth - Route 28 reconstruction. The area currently has very little pedestrian or bike accommodations.
- Yes. provide sidewalks around Sturgis School and Greenwood Ave. Add cameras to catch the speeding vehicles in town and leave our streets the way they are. Stop the State from destroying the Hyannis village environment by dumping their problems on our village and putting us all at increased crowding and health risk.
- "Extension of bus routes in the summer for all the seasonal workers and bike lanes. It's not safe for them to bike on the roads and they are young adolescents, mostly in their 18s or early 20s. It's not right. Buses should connect rural areas to the main hubs where restaurants and hotels are. There are no lights either on some of these busy roads I'm always hearing about people getting hit every year. As a driver it's nerve racking because it can happen to any of us. It's so dark. Don't waste your time with any more safety or signage. Focus on the bigger projects that are going to cost more and will have more impact. Increasing traffic lanes, the bridges, rail service to and from Boston and providence daily, fast EV charging stations, lengthening bike trails and adding bike lanes to roads. Rail/more buses should connect to providence too as so many people come from NYC. Providence connects to NYC via Amtrak. Bus stations- there should be a tracker on it so on my phone I

can go to the website and see where the bus is, and I can plan to leave mt home. This way I know it's coming and I'm not waiting hopelessly. Don't waste your time with signs and hardware that will only break or get damaged. Invest in technology that can be accessed on your phone. For example, google any bus in NYC. I used to use the q100 or q69 bus all the time. I could see the bus moving to each stop. <https://bustime.mta.info/m/?q=Q69>"

- COMMUTER RAIL FROM MIDDLEBORO/BOSTON!! Want to ease the road congestion - there's your answer.
- Stop the ferry municipal building from being built. No need for waterfront offices.
- I believe that the Cape is becoming like the eastern end of Long Island, NY, a geography from where people commute into NYC regularly, many daily. The Cape is becoming a place that people want to make their permanent residence. That does not mean the tourist business is going to slow down; it's an acknowledgement that there are increasingly more year-around folks residing on this Island.
- review of each village center to ensure growth is in keeping with current needs and economic success.
- More specific complete streets improvements in village centers. The Complete Streets plans for each community are great, but they need to be continually implemented and updated.
- "Biking options from Mashpee and Cotuit to connect to the Shining Seas bike path or just in these areas. Biking is a nightmare right now. Also, more SAFTY pedestrian crossing areas across route 28 in Mashpee AND COTUIT."
- "Steamship Authority Ferry service for trucks from New Bedford to MV and Nantucket. I am increasingly very concerned about safety issues of fuel trucks along Falmouth and Woods Hole streets. Just yesterday, I was nearly hit by an enormous flatbed truck transporting TREES at the corner of Locust Street and Main Street in Falmouth. The truck could not make the turn and veered into my lane. It was terrifying. Noonan Fuel trucks speed along Locust Street to Woods Hole all the time. We really need help. "
- "The Ride" options...
- I cannot express an opinion on the above projects without further information on project scopes, costs, benefits, impacts.
- Moving ferry services to the Islands to the mainland will reduce congestion on Cape Cod roads thereby improving safety for all road users.
- Bridge replacement is a once-in-a-century opportunity to remake the Cape's transportation system; the project should be designed and built for 2050 and 2075 more than 2025, with a very broad scope in mind - all services and all modes, encompassing every Cape town plus the Islands.
- Buses into the evening for local youth, especially on Fridays and weekends
- "No Idling Campaign - regulatory signage and education Wider engagement with the Safe Routes to School program Encourage school bus ridership to help alleviate school-related traffic and improve safety."

- Year-round passenger rail service to Providence, timed to connect to Amtrak heading south -- and also just to visit Providence. Ideally, we would get Amtrak to come to Hyannis -- that would be my dream!!
- Town centers should become pedestrian zones. No cars, deliveries at scheduled times (prob. AM). Parking areas nearby. I bet shopping would increase. I see the current bike trail as recreation, after all it is shared with pedestrians. So, I am uneasy about the survey questions that seem to assume it can become a bike highway. What I have seen of 'complete streets' elsewhere seems to be focused on reducing travel lanes to provide slightly more parking and pretending to provide save bike lanes. But the bike lanes are still too close to both parked and moving cars for safety. Again, pedestrian only zones, with cars and bikes going around, not through town centers.
- Conwell street improvement to put cobble stone sidewalks and speed bumps going in both directions to slow down traffic and improve safety.
- Public transportation will ease the traffic and will get more people to their destinations in a more affordable way.
- Separated bike lanes on as many arterial roads as possible.
- Attention needs to be paid to the amount of traffic coming on-cape to the Bourne Bridge in the AM and going off-cape in the afternoon. It can take up to an hour to travel 4-5 miles to get either on or off cape for several hours in the AM and PM. With JBCC acting as a barrier, there are no "alternate routes."
- bike lanes or shared use lanes on major roads like Woods Hole Road
- Expansion of DIAL to ride services.
- Regular Bus service from Barnstable House of correction connection to all Rail and bus service all over cape cod and off cape.
- Please refer to my discussion under the vision statement which includes a response to this question. Step back from small issues, embrace a multi-model transportation system centered into Bedford, replace the steamship Authority with a creative fleet of diverse private carriers separating the movement of freight from passenger transportation needs. People should move quickly and efficiently from Nantucket, Martha's Vineyard, Cape Cod's south shore to New Bedford for connecting with the South Coast Rail, bus and air service. Separate maritime licensing from service and invite private carrier competition. The Steamship Authority is a dinosaur headed for extinction. Thank-you - Bill Hallstein/SMARTCitizensTaskforce.org
- increased bus service to the outer cape year-round
- Bike Ways /Paths in Mashpee on the current Dirt Roads to connect Bikers to town center and beach staying off 28 and 151.
- The train should be like on the old days as transportation, the beautiful train station it's there in Falmouth and the owner John has done a beautiful job , especially during the summer with flowers etc.

- "Can the weekend train to Hyannis run during the year, not just in the summer? A Plymouth and Brockton bus ticket to Boston, one-way, is \$30.00 - expensive! The large, expensive bus station in Hyannis is not open early mornings or evenings when I am commuting. Thanks for asking for opinions and comments. "
- RTS Oversight over impact of landside Steamship Authority transit issues, especially trucks
- I would like daily train service to Boston. I would like daily bus service from all park and rides to the Kingston commuter rail that *synchronizes with the train schedule*. As part of the arrangement to do business in the state, all private bus services should be required to stop at Kingston MBTA (or Plymouth (synchronizing with the train schedule) on the way and way back from Boston. Increase bus service to connect to Park and ride parking lots. PLEASE put a respectable, safe, and easily accessible bicycle path across the bridges. There should be a local bus service to all beaches to reduce the need for parking lots at the beaches. Increase separated bicycle infrastructure on roadways that go to stores where I shop. Require stores to provide bike racks in the closest parking space to the store Cycling is for transportation, not just exercise. If you are afraid to let your 10-year-old ride to school, we've failed them. One shouldn't need a police cruiser escort to have a bike to a school day. There should be no bike to school day, it should be bike to school life. Require police to enforce speeding rules and hold them accountable. Link neighborhoods that are cul-de sacs so bicycles can get through. No more cul-de-sacs as they damage everyone else's ability to get around. Change the zoning laws so we can build 2, 4, 6-unit complexes so we can build enough housing for young folks. Sewer the cape, otherwise the water is ruined. (Thanks for listening).
- I support a moratorium on building. No more building should ever be done on Cape Cod. I also support the tearing down of many newer buildings and homes. They never should've been put there in the first place. Replace these useless monstrosities with life-giving trees, the life-giving trees that were torn down all in the name of money. Give the animals their homes back. If people continue building and destroying Cape Cod, it will soon become a small disgusting Boston. We already have murders here now. Don't you see it? Don't you get it? I totally support bringing the beauty and the glory of Cape Cod back! Leave it the way it was, it was just perfect. And we used to have an off-season... How I miss that!
- Better scheduled air service to the airport in Hyannis.
- Continued rail use of the Falmouth Secondary rail line to Otis and to study passenger rail to Falmouth and/or Woods Hole
- Rail service down towards Falmouth
- We need more frequent daily summer train service to Boston and New York
- Please prioritize rail, and do not allow the need for bike infrastructure to supersede that. Both rails and trails can - and will need to - coexist. The Cape's communities have been viewing these resources as mutually exclusive for too long, and we are lacking bike and rail

infrastructure. Please strongly engage rail in master planning, especially for freight, as trucks traffic must also be reduced.

- Daily passenger train service between Boston/Hyannis/Wood Hole. You read that right. Put the train back to Woods Hole and get that automobile traffic out of Bourne.
- Extend rail back to Woods Hole
- "If there is a bike path, do not sacrifice an Active RR. Rails w/Trails Extend the Tracks back down to Woods Hole."
- Extend tracks on Falmouth line to Woods Hole. And provide commuter service from Boston directly to the ferries at Woods Hole.
- Stop rail trails. Preserve more rail routes for either full trains or trolley/LTA systems.
- Sidewalks everywhere!
- Increased rail services to Boston and Providence
- Train service to Falmouth
- "I would strongly support adding a second track to the cape main line. Part of the reason we have so much congestion on roads is due to people traveling to the city in their car, not on a train."
- Get off the rail trail stuff. Stick with the rails AND trails to benefit the commerce of the entire Cape.
- Trolley like service from parking areas to downtowns, beaches, and picnic areas
- Year-round ferry service between Provincetown and Boston. Extended CapeFlyer to Falmouth
- Love to see route 6 through Wellfleet replaced. I ride motorcycles and its road conditions are so dangerous for us bikers through Wellfleet.
- Woods Hole is not an appropriate location for freight service to Martha's Vineyard. New Bedford was at one time used for this purpose and should be again. The Steamship Authority retains too much anti-competitive power and that should be changed via the Legislature. South Coast Rail should team up with the SSA or another carrier to encourage day trips to Martha's Vineyard via New Bedford.
- "Old colony road wharf rebuild/ old colony rd rail rebuilding. Move hazardous waste to separate shipping center. Crosswalk projects, reduction of speed limits and get large tractor trailers off local roads. Remove strip malls. "
- Redevelop the Canal Generating Plant into a secure, free parking facility with its own exit off route 6, express CCRTA service, and a fast ferry to Wellfleet and Provincetown.
- Any improvement to the commuter population on and off Cape I would whole heartedly support. It would create housing competition for rentals. The cost off Cape (specifically new Bedford area) is so much less expensive eventually entry level persons will all just move there and the Cape which is already suffering will be worse.
- Attention to school transportation needs ... including incentives for busing and walkability to/from school(s)

- Bus schedule on the Outer Cape (Orleans to Ptown) that supports workers in the restaurant and hospitality sectors getting to/from work much more easily. Earlier and later and more frequent service
- I strongly support any bike related infrastructure improvement project.
- Improvements to major connector roads. This could help residents access destinations by bike from their home safely, instead of having to drive to a bike path to start a bike trip. I would love to be able to bike from my home (on Hayway Road, E Falmouth) to a main road (like 28 or 151) if the main road had a bike path or safe, sheltered bike lane. I do see people biking on my road, but I don't think it's safe and do not feel comfortable.
- A project to revitalize Cape Cods railroads, increasing speeds, industry, and accessibility.
- Commuter rail to cape cod and keeping the cape's existing railroads.
- expansion of DART fleet. Expansion of ADA to more than 3/4 of a mile from fixed routes.
- Bring back passenger rail service to Falmouth! It's insane that so many people drive to the Steamship parking lot and clog up roads on the Cape. Rail corridors should be better utilized for Shared use / public benefit. The wide right of ways should be rail, bike, walking and utility ways. Bigger highways only create more traffic. Stop incentivizing car use at the detriment of local residents. More frequent, year-round rail service to the Cape is the only sustainable long-term solution. Stop subsidizing more car dependency and think about future generations. Rail and bike corridors must work together.
- More rail (train) service to all Cape Cod locations. This will decrease traffic congestion and provide more affordable, environmentally safe travel options. Adding more roads and traffic lanes is senseless and foolish, demonstrating poor awareness of travel efficiency. Cape Cod roads are already crowded enough, making room for more cars is a very bad idea. Responsible future planning should follow the examples of many other countries that use rail services responsibly and efficiently.
- I support these projects and would like to see them completed.
- New cape cod train Bridge
- Extension of the SmartDART service throughout the Cape; ferry from Hyannis to New York City; create bridge over Route 6 from West Road in Orleans to avoid having to ride bicycle on the street (cars go fast there and it is often congested in the summer from Skaket Beach traffic); rail service from Hyannis to Providence (to make rail access to NYC easier)
- "I support removing the scantily used railroad tracks in order to build the Bourne Rail Trail. I support off-Cape freight service to the islands. "
- I use Shining Sea Bikeway for commuting most days. Would be great to see more of Falmouth and Bourne connected by bike paths.
- We need MANY Faster (DC, or Level 3) fast chargers on the Cape! Not just adding one or two on Route 6!!
- Early morning and late-night bus routes on the Outer Cape to support the seasonal workers commuting needs

- Working with the state to reduce the delivery cost of electricity to the Cape so we can benefit from the EV options in the future.
- I know Hyannis is a village in Barnstable, but it should have been listed separately under what other town do you travel to most - people go to Hyannis more than Barnstable center, for example.
- Establish a toll for non-resident use of the canal bridges to fund their maintenance and encourage multi-occupant vehicles.
- Daily train service from cape to Boston
- The top priority of our failed congressional delegation is to secure funding for one or more bridges over the canal. The delegation had two years under the Biden Administration to secure the funding but failed to secure the funding. Why can't there be funding secured for one bridge at a time?
- RAIL. RAIL. RAIL. This would dramatically alter traffic in the region along with good, reliable bus service.
- improved signage for bicycle safety, letting cars know that they need to share the road with bikes in places where the shoulders are narrow etc. More sidewalks. Also, more crosswalks, especially where there are sidewalks only on one side of the street.
- I suggest Main Street in Hyannis to be at least partially pedestrian only traffic. North Street and South Street to be one way in each direction.
- Keeping Beaches clean and monitored
- Increased frequency of bus pick-ups in lower/outer cape - DART? door to door service is infrequent.
- Concurrent with transportation and transit investments, towns should adopt zoning that enables development of more moderate and lower cost housing. Could include ideas like accessory dwelling units.
- Don't jump into electrification until all aspects of this proposal have been properly addressed.
- Improvement in construction planning for bridge work - this puts an immense strain on commuters who live off Cape that have to waste time in traffic during commuting hours. Are there alternatives to closing lanes on the bridges during daytime hours? Can work be scheduled overnight with all lanes reopening during the daytime hours? There may be obvious reasons when this cannot be accomplished (i.e. the roads may not be suitable for travel and there can't be temporary structures placed over work areas) but I think that should be the goal.
- rumble strips installed before the rotaries to make traffic slow down upon entering rotaries, especially at the Otis Rotary. Cameras installed on County Road to catch motorists running the red light at Barlows. Also speed cameras/radar to ticket motorists speeding, particularly on the bridges as well as installing no passing lane markers on the bridges. Dunkin Donuts

at Bourne Bridge is a calamity every single day. Towing oversized boats on local roads should include time of day restrictions as well as fees for using local roads this way.

- fill in the cape cod canal...
- Leave Bourne Railroad tracks in place for future!!!
- Sidewalks in Dennis between Rt 28 and road to police station.
- "Buy electric buses! Tons of research done on them."
- MEDICAL TRANSPORTATION FOR THOSE IN NEED
- A monorail from Hyannis to South Station, Boston down center strip of Xpressway
- A solution to the congestion at the bridges. Rt 28 from Falmouth to Hyannis needs 2 lanes in each direction. Route 151 needs 2 lanes in each direction. REPAVE THE ROADS AFTER ROAD WORK! Address crater sized potholes.
- yes, hydrogen fueling stations are lacking, I think people are diving head first into electric before we have fully shaken out the BEST alternative
- Routes benefiting the seasonal workforce.
- more senior travel buses
- Ferry service to and from Boston from Sandwich or Hyannis
- Sidewalks for people
- Recreational off-roading locations. A place for the younger generations to legally enjoy operating all-terrain vehicles and explore nature.
- Freight needs to be shipped to the Cape by Rail to reduce truck traffic congestion on our highways and bridges. MassDOT has been rehabilitating all of the Cape's Rail infrastructure for several years now to increase its expanded use into the future and needs to be put to good use.
- Lights on major roads and all intersections
- Depending on your budget, there is my opinion. One thing that needs to be done, needs to be done. Well, it needs to be done tomorrow. That is to fix the bridges and to add a bridge. 100% focus should go to that project everything else is irrelevant if we can't fix getting on and off the Cape. It's reached critical mass.
- Expanding suicide alley to accommodate the number of daily commuters than summer traffic.
- Occasional "Tourists-Concierge" buses (small or vans) picking up and bringing back home, for a few hours of visiting highlights of the Cape.
- IMPROVE THE OUTDOOR WAITING AREA SHELTER AT BARNSTABLE PARK & RIDE BY PROVIDING DOORS AND OVERHEAD HEATING. THE CURRENT CONDITION OF THE SHELTER IS INEXCUSABLY UNCOMFORTABLE FOR BUS PASSENGERS, PARTICULARLY IN WINTER.
- Pedestrianization of high-density shopping districts
- More bike lanes

- "1) Tourism tax to pay for housing for seasonal employees. 2) Tourism tax to pay for limited income/elderly housing."
- "Do we have to have canal bridges replaced? Couldn't we eliminate bridges and go with different ideas? "
- "Purchase tickets from a person at the station Bus station is closed for buses at 5:30 am"
- Build the new Sagamore bridge before taking down present. Or repair present to become one-way lanes.
- Lower speed limits on 6A
- CCRTA needs to update and enhance many systems. GPS tracking of buses is inconsistent, some buses just do not show up in an app. when they make an error like not reviewing and then misprinting schedule errors on the Flex bus, they need to fix it right away, not tell passengers it will stay wrong until the next schedules are printed. That is not how a public entity serves the public. There are a lot of good things about the CCRTA, but it needs to be pushed forward to meet needs here.
- The on ramps onto route 6 are a nightmare. They aren't long or wide enough. People merging onto the highway cut off cars on the highway, going 50 - 55 mph, almost causing accidents, & slowing the flow of traffic down to 40 mph. People either don't know what "yield" means, or they ignore it. There should be stop signs at the end of the on ramps, forcing people to look before they cut off existing traffic & cause an accident and/or more traffic backup. Maybe the police should be parked at them so they can ticket people for failure to yield the right of way.
- Improvement in air options to Provincetown. Service to New York at seasonally.
- Expand parking at Sagamore bus stop.
- Anything that can prevent me from being stuck in a 45 minute back up at the Bourne Bridge- monitoring, a sign on 195 east, a warning about bridge work ahead of time, recommendations about summer traffic, ANYTHING!
- More bike paths, or bike lanes made.
- Vision 88 connection from Cape Cod Canal Path to the to be completed Multi-Use Path on the Service Road in Sandwich
- "Road diet plan in Eastham as recently described. Reduction from 4 to 2 lanes between Brackett Rd and Wellfleet. And continue that into to Wellfleet Main St intersection."
- None
- As someone that relies on two feet, biking, and public transit, I would be interested in a shuttle service between the beginnings and ends of the bike paths. A bus route that goes directly from Downtown Bourne to Downtown Falmouth and Downtown Sandwich would be nice since it is more efficient than changing buses in Mashpee. I would also like CCRTA to do digital fares on the bus as the VTA does already.
- Learn how to control traffic if there was ever an emergency, we would never get off Cape.

- Reliable, regular, fast, and cost-effective train service to Hyannis. Or even to Sagamore. The current public transport options are expensive, unreliable and have unsuitable timetables for Cape Cod commuters.
- Direct rail service from Hyannis to Grand Central Terminal or Penn Station New York City, and direct rail service to Providence, Rhode Island.
- "Expansion to the Cape Cod bike trails WITHOUT REMOVAL of the railroad tracks. Regular year-round train service for Cape Cod residents. Establishment of a train station at the former North Falmouth train station with regular service off Cape "
- Daily train to and from Boston
- Increased air travel from Hyannis to Boston / NYC / Philadelphia. Hyannis is perfect for being the transportation hub of Cape Cod!
- "Dense housing in downtowns/commerce centers Elimination of any existing parking minimum requirements Street tree promotion Native plant and habitat conservation More stop signs and less traffic signals"
- Sidewalk and/or bike lanes on 6A between Barnstable & Sandwich
- Expanding bike and rail transportation is KEY.
- addressing traffic congestion Orleans to Wellfleet
- Bring back the trains to and from Boston year-round.
- multi-use paths and protected bike lanes that do not come with expanded roads. more paths that are not right next to cars. pedestrian bridges over the canal. restoration of local trains.
- We need an easy way of using the Bourne bridge as an alternative to the Sagamore - that allows a real Highway connection to Rt6 that isn't impacted by traffic from the Sagamore (East Sandwich, Marston Mills)
- Encouraging development of denser housing near rail/bus/other transit hubs
- Better signage in Falmouth & woods hole about parking for the ferry. It's not clear coming down 28 where the lots are for the ferries & that parking in woods hole is all metered. WHOI lots get used by tourists & parking can be terrible in the summer. Also, employees of WHOI & MBL should not have to pay for metered parking if there's no space in the lots because tourists park inappropriately. It would be nice to be able to get a pass or a rebate.
- a year-round passenger rail for locals on Cape Cod to travel and commute to Boston. Multiple trains a day including late night and early morning trains for people who are traveling and especially those who work in an industry where their work schedule requires them to be at work / get out at odd hours such a public safety workers and medical staff. The price for parking and options for people are so limited and it will cut down on the number of vehicles on the road commuting and improving environmental ramifications by decreasing the amount of people driving back and forth to Boston and decreasing the cost of the individuals as well.

- Any projects that strengthen transit or active transportation, particularly for non-seasonal residents and/or visa workers.
- none - you've listed all the important ones.
- We need a railroad option to access Boston and Providence. As a retiree I have stopped driving and would like to be able to access Boston or Providence by train.
- Boat shuttles - for example - Wellfleet to Provincetown to get cars off of Route 6.
- "Expand ferry routes to/from Boston, and ferry routes between Cape towns. Preferably with low emissions ships. Improve multi-modal transportation (e.g. bike/bus, bike/rail). Including parking near bus/rail stations. Develop car sharing in general, for regular commuters (e.g. home to workplace, or shopping centers, downtowns). Develop boat sharing system and community. Facilitate bus chartering for special events (e.g. concerts, town hall meetings, etc.). Increase and facilitate access to point-to-point mini-bus or individual car rides, especially to healthcare facilities year-round. Develop public transportation to farmers markets, parks, beaches, to promote healthy lifestyle and strengthen community. Develop bike sharing and bike rental in beach towns. Increase numbers of train connecting Cape Cod to Boston. Increase connection to New Bedford, Providence (bus, rail, ferry). Facilitate and promote businesses in the public transportation sector. Improve visibility to local airline and facilitate access to it. If people have to travel by air, can they avoid going to Logan and use a more local airport and airline; better for the environment, the local economy and more convenient for people. "
- ANYTHING to do with sidewalk and bicycle accommodations.
- "1. Canal bridges replacement. 2. Pedestrian overpass at Stotts Corner Rd/Rt. 6 in N. Truro"
- "Improve ride share options and bus transport to health care centers / doctors for everyone, especially elderly who cannot drive; enhance bicycle safety and educate drivers about sharing road space with bike riders and pedestrians. Explore bicycle share program. Review regulation of e bike rules / safety, etc. Improve bicycle access to buses and trains and other public transportation. "
- We need to promote more options that utilize the THIRD BRIDGE that we already have!
TRAIN SERVICE!
- Replace canal bridges.

QUESTION 11 – BUDGET CHALLENGE

Recognizing that a limited amount of funding is available to address the transportation problems in the area, respondents were asked to indicate their level of support for the following strategies. For each strategy respondents could assign from 1 to 5 stars.

Level of Support for Strategies

STRATEGIES CATEGORIES	AVERAGE LEVEL OF SUPPORT (STARS)
Roadway projects to correct safety issues	3.90
Roadway projects to reduce congestion/improve air quality	3.76
Roadway pavement maintenance	3.95
Bicycle/pedestrian improvements	3.78
Transit service	3.92
Intelligent transportation systems (e.g., travel time message boards, real-time traffic monitoring)	2.94
Climate Adaptation (Resiliency projects including addressing low lying roads)	3.18
Climate Mitigation (e.g. Electric vehicle charging stations, electric buses)	3.19

OTHER COMMENTS

A final text box was provided for respondents to provide any additional comments or suggestions. Responses included:

- The Seashore is a wonderful amenity to have for enjoyment; however, there is no reason why NPS can't allow use of a small portion of parkland to allow bikeways/pedestrian paths away from Route 6.
- Support Mass Coastal and it's rails on Cape Cod, they are not specifically for sightseeing and we already have Cape Cod Central trains for that reason. Removing Cape Cods last existing rails would be a total mistake and would only cause more emissions. Removing the Rails would also cost millions and probably billions just to rip them up, removing a huge part of Cape Cods history.
- return the railway to Woods Hole
- We need more rail and service everywhere, and sidewalks.
- The rail trail projects are degrading to local transport and industry and need to be stopped.
- I didn't see anything about reducing car trips in this survey. That is much more effective than any kind of "climate mitigation". Fewer car trips means less congestion, less wear and tear on roads, and safer roads.
- I do not think public EV charging stations should be a priority. The Cape is not so large that people cannot charge their vehicle at home and get through their day. A comprehensive shared use path network is a relatively inexpensive goal that has a large amount of support among the community.
- "Please the most important thing you can do is add/create/construct/make more Sidewalks. So that humans can safely travel by Foot/Bike/Wheelchair. Make it safe for anyone to walk, especially someone with any type of disability or uses a wheelchair or walker or cane or service animal. Many roads need sidewalks. Area of significant need is between Route 130 / Dale Terrace and Route 130 /Route 6A. There is even a sidewalk and crosswalk at Dale Terrace that crosses Route 130 into someone's house bush. This is a recent extension as there are ADA part of the sidewalk. And it was instilled between 2011-2018 and never finished. This would allow safe access to Heritage Museum and Gardens, St Peters Cemetery, Freeman Cemetery, Bay View Cemetery, Shawme Crowell State Forest Campground, American Legion, please help make this happen as it would benefit many citizens in the community. Thank you. Sincerely."
- "Year-round ferry service between Boston and Provincetown would reduce auto emissions and congestion. Year-round Cape Air flights to Manhattan would reduce auto emissions and congestion. "
- Thanks for asking.
- Electric bikes are a game-changing transportation option, with prices falling rapidly, batteries improving, and new models (such as cargo and family options) coming onto the

market. They are 1/20 the cost of electric cars, putting them in reach of a lot more people. However, there is NO safe bicycling infrastructure on the Cape besides recreation-oriented rails-to-trails. There needs to be a lot of installed bike lanes that are physically separated from car traffic via concrete/trees/plantings to make it safe to use bikes for everyday transportation. Simply slapping down some paint for worthless "sharrows" or giving bikes two feet of the road shoulder with only paint protecting them from multi-ton vehicles traveling at 50 mph will do nothing to increase use of bicycles as a means of transportation.

- In summary, more bike paths and EV chargers!!
- Bus routes need to be more frequent, have a variety of routes, some direct along rt 6, some weaving in and out of towns, need easier access getting to main ports like Provincetown, Hyannis, and Boston. It would be nice to see local busses going back and forth to Worcester/Providence daily or bi-weekly as well.
- I think many of the "problems" addressed by the previous page's priorities would be obviated by improving the prospect of non-car travel options. This would reduce congestion and road wear, and therefore reduce the cost of long-term upkeep. Falmouth has prioritized car travel and parking (despite studies showing that small businesses perform better when the area is more walkable, rather than having more parking), leading to miserable walking and biking options unless you're lucky enough to live in the very center of town. All the proposed vehicular transportation options wouldn't be necessary if people could just walk and bike. Thank you for your time, and for helping make the Cape a more sustainable place to live.
- Harwich Exits are a great hazard.
- Questions 12-18 were nearly impossible to answer without at the very least a definition, e.g., what is "transit" in this context?, and additional information to make an informed reply... poor, survey construction that will undoubtedly yield biased results.
- A lot of students around my area have cars because they are necessary. It would be so nice to have nice cycling infrastructure and transit so that a car isn't necessary for basic needs. And it would result in less cars on the road too!
- Route 6 from Eastham to Provincetown is in rough shape in many places, especially through Wellfleet and Truro. We are hoping that resurfacing is planned for the near future!
- I would love to see year-round ferry service for those of us who live in Provincetown during the winter and need to get to Boston for work travel. Short of that, it would be great to see a rail service that extends to Provincetown or at least more frequent direct bus service to Logan Airport.
- "Protect our endangered migratory wildlife Corridors. Halt high density development of our Hyannis Village. "
- Bridge maintenance and road pavements should be separate questions. Road pavement is important but bridges I think are way more important to get funding for now. They're not going to last forever and we spend so much each year trying to maintain them. Please don't

increase taxes. Property taxes just doubled here for everyone as did electric and HOA fees and everything out. You'll kill us. Do some fundraising. I'd give a few dollars here and there when I'm out shopping. Get some grants from the mega rich who vacation here. Add bricks to the walls or something or some kind of plague with their names on it.

- Safety for pedestrians and biking, please.
- Retired
- Improving bike infrastructure (separated bike lanes, not paint on the road) a huge priority. Also improving public transit so it's frequent and widespread enough to actually be convenient. Once/hour and unreliable at that does not cut it. Work with bus lines (Peter Pan and P&B) to stagger route times. Buses from Logan to Falmouth or Hyannis leave within minutes of each other, then there is a long gap. Split the difference!
- There needs to be a way to convince parents that it is safe for their children to take the bus to places like the YMCA or the boys and girls club from school.
- Thank you for your outreach. Addressing and encouraging active transportation options will benefit all.
- Big fan of Amtrak and other train services, especially given our aged population; the more ways we can get around without driving, the better for everyone.
- "We can't expect State and Federal money to pay for all of this so the towns will have to contribute also. Will be difficult to get through Town Meeting. Re pedestrian town centers: all of Europe does this, we can too. "
- More police enforcement to slow down traffic on town roads in Provincetown.
- Would love to see more money spent on our communities to improve public transportation, more sidewalks for people to feel "welcome " to walk around town .
- I work with young adults who have a variety of disabilities. I work with students who are transitioning from child services to adult services. My main role is to help prepare them for the work force. I have been doing this work for nearly 5 years now and our biggest and most consistent barrier is transportation to and from work. Most of the young adults I work with rely on public transportation or other varieties of transport such as Uber/Lyft. It is disheartening and upsetting when a young adult finds a job that works for them, however, they aren't able to get there due to the services offered being so limited. For example, if a young adult needs to be at work by 9am, in our experience we have been told it isn't possible with DART. We then look at other options like fixed route. The fixed route ends up not working more often than not due to the timing. It could get them there by 9:49 maybe but not by 9. We then look at Uber and the Uber maybe 40dollars one way. With individuals looking to enter the work force who rely on others for transportation and are on a fixed income it leaves our options for employment limited. At the end of the day to have transportation be the reason an individual can't work or work where they would like to is deeply upsetting.

- "More information and Data available at SMARTcitizenstaskforce.org This organization has been working for many years to make sense out of regional transportation with the region defined by a line drawn from Providence to Boston and all the municipality south including Cape Cod, Nantucket and Martha's Vineyard. "
- increase bus service to outer cape year-round.
- Mashpee deserves a bike path to get people safely to town without the use of sidewalks and the congested roads. It is not okay that the sidewalks are advertised as bike paths as that is dangerous and illegal. People end up biking way to fast at people with strollers or walking and it becomes a dangerous situation.
- work harder and get jobs done faster.
- Can't wait to see all the improvements. Especially in Falmouth/Woods Hole (the cape) so touristy on the summers that the improvements will be amazing.
- Priority is to improve transportation in an environmentally sensitive way for the people who live and work on the Cape. We should not make improvements that encourage more people to come by getting here more quickly. I.e. to building infrastructure needed for only 10-12 weeks of the year.
- Build more higher density housing, public transit and pedestrian and cycling infrastructure (to Stores not random places) Link cul-de-sac neighborhoods with ped/cycling paths. Daily train service to Boston. Require private bus companies to link to Kingston MBTA. Safe, comfortable separated bike lanes. Do not increase car lanes, it just makes the traffic problem worse. regular (once an hour is not usable for most), reliable bus service to beaches/stores. Change zoning laws to allow for more density and link those places with bike/ped and public transport while at the same time restriction # of parking spaces. Safe and comfortable bike lane on new bridges. Do not increase car infrastructure.
- There is nothing wrong with our roadways. They do not need to be widened, nor do we need to have sidewalks. We just need to have limits, and intelligence. These are our roadways. We live here, not the tourists. Please, I urge you, to think about the inhabitants of Cape Cod before the worshipping of the Almighty tourist dollar. We need breathable air again. We need to be able to drive in the off-season in a normal amount of time. We need the noise to stop. We need beautiful Cape Cod and we need our peace of mind back. Again I urge you to think and care about all of the inhabitants of Cape Cod first and foremost. We mean a lot more than any amount of money ever possibly mean. We are worth it and so is Cape Cod.
- Please don't spend too much money on electronic traffic signs. Most everyone has an App on their phone today (as example Waze) that tells them what the traffic is like.
- Stop trying to "fix" traffic and proceed to eliminate railroad connections on cape cod
- My interest is in traveling to the cape to visit from elsewhere in Massachusetts.

- Focus on rail and bike concurrently! Parking across the CAPE in towns is difficult and there needs to be minor transport from a remote parking area to town shops, stores, attractions, beaches
- Thanks for the survey. Hope it helps.
- Good survey! Believe in cape coda future. Reduce congestion for us full timers and keep the cape the cape!
- Rename the CCRTA to the "Sea Creachah"
- Please pay attention to needs of populations on-Cape ... especially needs of youth (schools) and young workers
- Think about the people who have to commute everyday not just the handful of bike riding and power walking tourist. Support our local industry and railroad Mass Coastal.
- I think with success of South Coast Rail that MassDot and the CCRTA should "see sense" and quit wasting infrastructure for a rail trail that could and should be used for rail service 'as railroads were intended to be used'.
- I am looking to volunteer Falmouth Hospital. I am working to establish consistent regular transportation to and from the hospital. I am finding that as an individual who lives in west Falmouth, does not drive and has a disability that my biggest challenge is securing transportation to Falmouth hospital. I have explored the DART and it won't get me there till 10 i need to be there at 9. I have explored the fixed route sealine however the nearest stop to my house is the hospital and is 4 miles away, i have explored the ADA paratransit however, live too far from the fixed route to meet the eligiabilty of 3/4mile from fixed routes. It is beyond frustrating that transportation is what is limiting me from volunteering. Options like uber or taxi can be financially burdensome particularly on a fixed income. I sit here writing this wondering how am i supposed to get out there and be a part of the community and society if i can't get anywhere.
- More Trains and Bikes. Less car dependency. Shared Rail and Bike corridors. Build bike paths along side rail lines. More year round trains. Stop subsidizing cars.
- Replacing the Canal bridges should be the highest priority for the Cape
- Please follow the examples of other countries and be pioneers for expanded rail services. Countries like the Netherlands, Germany, Italy, and many others rely on train service. Trains are efficient, better for the environment, reduce traffic congestion and pollution, and provide a relaxing way to travel. More Americans should use this excellent way to travel.
- Funding always seems to be a issue however, other states seem to have better infrastructure for half the money we pay here.
- "I would gladly replace my private car with public transit and biking/walking if local transit options made this feasible. I intentionally moved to a walkable community (downtown Orleans) with a bus stop that connects my home to my workplace. I only work two towns away and my driving commute is 25 minutes, but using the bus would increase my commute time to almost two hours each way (that's four hours daily!), which is just not

reasonable. Additionally, the bus doesn't run on Sundays, which is a workday for me and many other Cape residents. The bus service needs to have more routes and quicker point-to-point transit times in order to increase ridership. Travel to and from major cities like Boston, Providence, and New York is difficult without a personal car. Improved rail and ferry access on and off Cape would alleviate car congestion. The bus options that currently exist are not ideal because the riding conditions can be unpleasant and they often sit in traffic with the cars. Car-sharing options that are affordable, convenient, and flexible would also allow those of us who don't really want a personal automobile but have one anyway because of weekly trips (grocery, transfer station, etc.) get those cars off the roads. I'd much rather borrow a car for a couple hours or a day to run errands, then return the car so someone else can use it. Zipcar does not appear to be available on the Cape and it's a costly service to use. UBER is also expensive and doesn't have as much flexibility because you have to negotiate your ride with a driver. A local, subsidized car-sharing service would make a huge difference for those of us who are willing to give up personal vehicles but need car access on occasion. "

- "Tens of thousands of trucks go through Bourne each year from off-Cape to Martha's Vineyard. The freight they carry should be shipped from New Bedford. Keeping the rail in place through Bourne would kill the prospects for the the mixed use path. That path would be much more valuable than is the old railway."
- The importance of road surface quality, road safety infrastructure, and year round rail transportation have been ignored far too much in the Barnstable County area.
- More bike infrastructure people can actually use to commute!
- Please - many more EV fast charging stations at shopping destinations and the beach (places where people would naturally spend an hour or more). Also, please - more transit. I'm fine driving (now), but most Cape residents are older, and there needs to be a robust transit system for those who aren't comfortable (or shouldn't be) driving.
- Thank you for working on this issue.
- Concerning your questions involving future initiatives you should have included an answer indicating lack of support for that initiative. When someone is against a question posed, there should have the option to say "NO" and not NEUTRAL. Secondly why hasn't there been a study for one bridge over the Cape Cod Canal on the vicinity of the " high tension lines"? There are sandpits on the Scenic Highway side and the Military Reservation on the Sandwich Road Side. Access to and from the bridges to Rte 6 and Rte 28 (Falmouth) through the base. The same can occur with access roads from Rtes 3 and 25 through the sandpits.
- One question that was not asked. Are you a year round resident. This is very important because of the impact of the non resident summer resident.

- Affordable, reliable, entire year bus service should reduce congestion, improve air quality, allow workers to access more affordable housing wherever they may work. This is a key element to address the affordable housing crisis.
- Transportation investments must be coordinated with housing, education and health care issues. Equity requires that we recognize the legitimate needs of all people.
- Thank you for all of the work that you do and for providing us the opportunity to participate in this survey!
- There are roadways/places where increasing biking is inappropriate and unsafe. Also moving toward electric vehicles sounds good in theory but do we have the electricity bandwidth to actually do so? Seems that needs to be addressed before making any significant investment. Increasing train access--if the metal can do so--would be a great help to commuters and vacationers
- "Route 28 from Bourne to Falmouth could easily have a bike lane installed in the median. A foot bridge could be constructed for access to this. Also a traffic signal at Waterhouse Road merge onto MacArthur could help alleviate both accidents and back ups. "
- why replace the bridges with all the cost and future maintenance that is associated with it. I say fill in the canal make the larger ships that use it go around and plan a roadway system that will work. I'm sure the cost will be less to do than replacing the bridges and in the long run road maintenance will be less cost than bridge maintenance.
- Making automobile transportation easier is not going to help. The easier it is to use cars, the more cars there will be on the roads. The bridges do need replaced but making them 3 or 4 lanes in each direction is absurd. 2 lanes 12' wide in each direction along with bicycle and pedestrian ways in each direction is all we should be building.
- Any improvement should be made with the year-round population as a priority.
- Living here is amazing. I've lived here my whole life. If year round traffic is this bad, and where is a miles long back up every day due to bridge work and road work, the summer will be impossible. People who visit here should not be allowed to bring a car onto The Cape. Our roads are being ruined, they were not built for this. Maybe tourists who are staying here should have to pay a fee when they book their reservations, and that money could be used to improve the roads.
- talk to the people who ride the bus
- "Look at other states like Maine ... they have added new bigger bridges alongside existing bridges without disrupting service to highwayssmooth and there roads are much nicer use different pavement.... and they get worse weather. "
- All projects handicapped accessible
- Having a link from Shining Sea Bike Path to Canal Bike Path would be nice, but NOT if it means eliminating current rail line to MMR used by trash trains. Also, want to keep rail line to Pocasset, maybe find a way to extend further South towards Falmouth?

- Need to fully utilize the Railroad lines on Cape Cod to help reduce truck / car traffic congestion.
- Make it safe to walk or ride bikes
- Thank you for providing the opportunity to comment.
- Thank you for this thorough and easy to navigate survey.
- I would much rather take a bus to work in the morning or take a train to Boston than drive in Cape Cod traffic. It's safer, easier, and frees people up to focus on other things other than selfish drivers who do everything they can to cut a few seconds at the cost of everyone's safety.
- Rotary traffic is dangerous in the summer near the Hyannis airport. Large car transports should not be allowed
- This project of building 2 new bridges is way overdue.. Police traffic control should be included in the costs.
- I'll be looking for the tangible results of these efforts, thanks.
- Thank you for doing this survey!
- Need more crosswalks and traffic lights on streets like Quaker Meetinghouse. Streetlights on major roads.
- The lack of public transport options on the Cape is shameful, particularly when the age of the population is taken into consideration.
- "Walking and biking needs to be made safer and more people will do it. Also higher density and mixed land use in village centers would allow more people the ability to substitute walking for car trips. Ending Stop And Shop's land covenants preventing grocery sales on property they have bought and sold would also allow better access to groceries while reducing car trips. Finally, more consideration should be given to how to move people on and off the Cape, especially at peak in-season times. There is no direct bus service from places like NYC, which leads to more cars entering and leaving the Cape. Rail-ferry connections don't always align. As more people will have the ability to work remotely most of the time, there will be an increased need to service the occasional trip to places like Boston, Providence, New Haven, and New York City -- those trips will likely be done by car if transit improvements aren't made. "
- "Cape Cod needs more transportation options for those with low income and those who do not/ cannot drive. The current bus network is limited and the infrequent service hinders regular use for many people. With large increase of road traffic the current state of the two bridges is inadequate for the region and a major safety hindrance should there ever be a major evacuation of Cape Cod for any reason. Residents and Tourists need more ways to get on and off Cape Cod in a timely fashion. One example is more frequent train service. As it currently stands, the summer Cape Flyer train service only provides appropriate scheduling for those coming from Boston to Cape Cod and is mostly unusable for Cape Cod

residents. Recently Cape Flyer tried to get approval for additional trips during their summer service but was denied access to the railroad bridge by the Army Corps. Of Engineers."

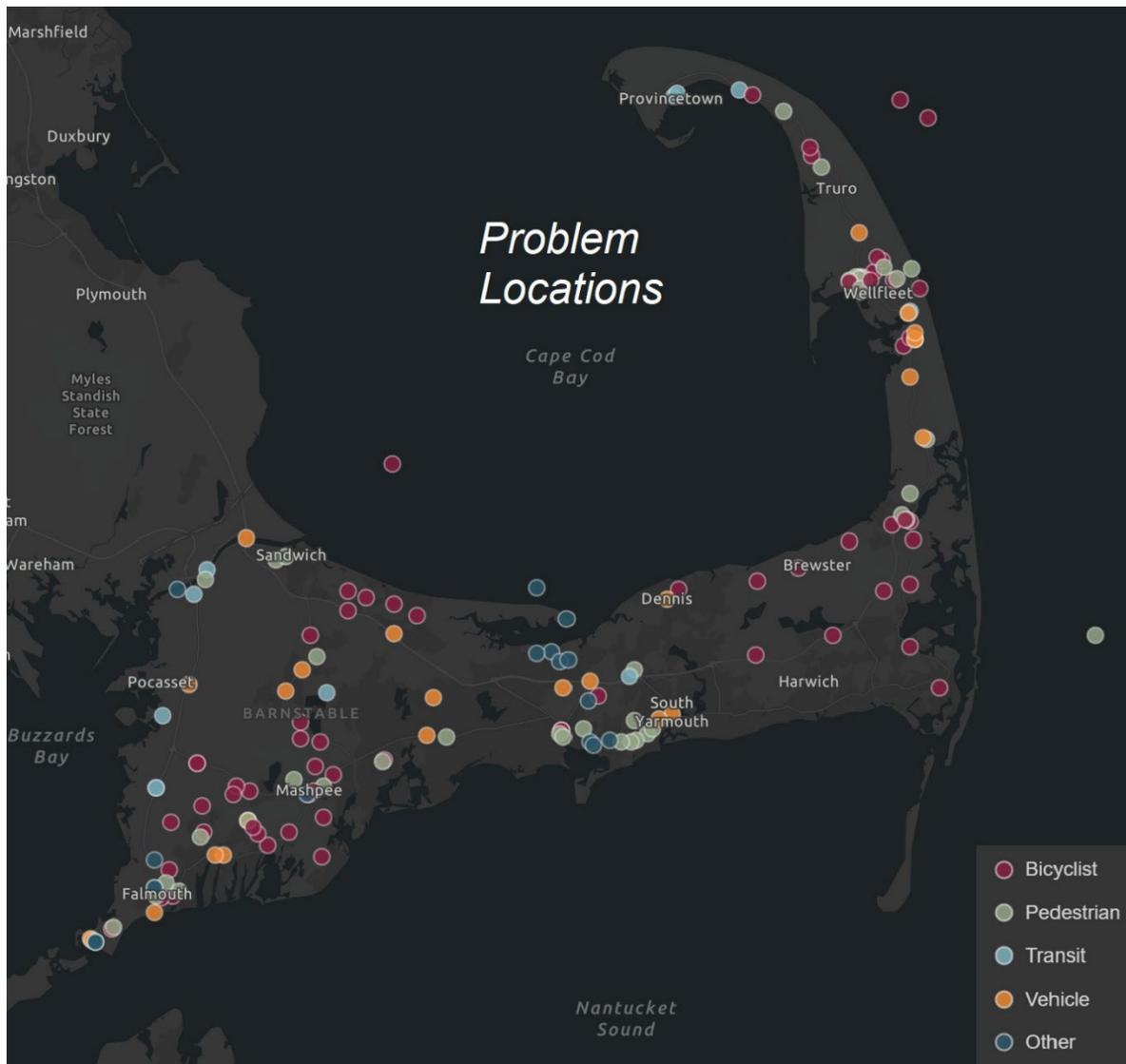
- Thank you!
- Bring back the trains to and from Boston year round
- Need to focus on mode shift. Expanding the bridges will increase car pressure on local roads. Should not increase car capacity on cape. When thinking about climate - subsidizing EVs is not a good investment - again, focus on mode shift. make biking, walking, and public transit better.
- Please design pedestrian paths separately from bicycle paths
- The bridge traffic & safety issues are the most important items to address. I think better signage & travel times would be economical & easy ways to improve traffic & parking issues. There is definitely not enough information or signage on route 6 or 28. Also driving down 28 from Falmouth to Hyannis is the worst. I would go over the bridge to do shopping or make doctors appointments just to avoid having to make that drive down 28. The Bourne bridge might have a lot of traffic but I've worked my weekend plans off Cape around when there will be traffic.
- Thank you for this opportunity to weigh in. I hope the decision makers listen to the input. However, I'm not sure that you will get a representative sample Cape-wide as many folks may not have access to this survey - so the results may be skewed toward those with more education & income. Just sayin'.
- A railway option is needed for Cape Cod.
- I think its imperative that we focus our transportation improvement policies and programs on expanding transit and bicycle/pedestrian transportation, given our climate emergency state and Cape Cod's traffic congestion. We should be as focused on that - and spending as much - as we do on the bridges. Im also concerned that the future bridge projects will induce more car travel to the Cape. ... Also, electric bikes are great for some, and the Cape Light Compact subsidy has been helpful, but I worry that we're ignoring the benefits of regular bicycles, which are cheaper and better for the environment. Why not provide a subsidy program for non-electric bikes too? ... And thank you Cape Cod Commission for all our good work!
- "I would like to see more information about access to public transportation, not only locally, but also regionally (MBTA). Thank you for putting together a great survey!"
- Please consider adding sidewalks along Sandwich Road between Sandwich and the Bourne Rotary. We are stuck here.
- "Improving public transportation options, expanding the bike trails and making them safe, improving pedestrian safety and encouraging the use of e bikes and electric cars are all excellent projects. "
- Railway from Hyannis should help with bridge traffic over the canal if connected to Boston.

SURVEY MAPPING EXERCISE

Following the survey questions, respondents are taken to the mapping exercise. Cape Cod Commission GIS staff prepared an online mapping tool to help respondents identify specific locations under the following classifications:

- Traffic safety problems
- Traffic congestion
- Bicycle/Pedestrian trouble spots
- Other issues that impact daily transportation needs

Identified Problem Locations - RTP Online Survey



The responses gathered in this exercise are being formatted into an online map that will be shared with local Departments of Public Works Departments, MassDOT, the CCRTA, and other agencies. Written comments included in the mapping submission are listed here by location, type of problem, description of problem, and additional comments (written comments may be missing inputs in some of these fields).

Responses included are as follows:

- Shore Road – Transit - Improve transit service on Shore Rd - Low lying road and a priority area in town.
- Bicyclist - Need BIKE PATH
- Wellfleet to Provincetown – Bicyclist - Lack of bike infrastructure - Build a bike path.
- Vehicle - long frequent back-ups at intersection - makes turning left from 130 onto Pimlico Pond difficult and stressful.
- Route 6 – Bicyclist - Lack of bicycle and pedestrian accommodation
- Route 6 @ Stott's Crossing – Bicyclist - No safe crossing for people on bikes or walking - Extremely dangerous to cross.
- Orleans – Pedestrian - Lack of sidewalks from bay to ocean - need bike lane and/or sidewalk across town, not just in a few different areas.
- Orleans – Pedestrian - sidewalk from bay to ocean - lack of sidewalk or shared use bike path consistent across town Main Street from ocean to bay/rock harbor.
- Provincetown – Transit - infrequent service - It takes over 3 hours to get to Hyannis by Flex bus. We need an express service that doesn't stop every 10 feet.
- Town centers – Transit - No bike share system - CCRTA need to implement a Cape-wide bike share system to enable last-mile and short trips from bus stations/stops in town centers.
- Hyannis Transportation Center – Bicyclist - Need a bike share system for trips from the HTC around town - No way to get to destinations from the HTC without a car.
- Hyannis Transportation Center – Bicyclist - No secure bike parking - Need secure, indoor bike parking.
- Hyannis Transportation Center – Bicyclist - No secure bike parking - Need secure, indoor bike parking.
- Route 130 – Bicyclist – Safety - Share use path stops along road with medium daily vehicle traffic.
- Route 151 – Bicyclist – Safety - Share use path stops along road with high daily vehicle traffic.
- Sandwich Road - Bicyclist – Safety - No protected bicycle lane along road with medium daily vehicle traffic
- Gifford Road – Bicyclist – Safety - No protected bicycle lane along road with medium daily vehicle traffic at high speed

- Route 28 – Bicyclist – Safety - No shared use path along road with high daily vehicle traffic at high speed
- Quinacisset Road – Pedestrian – Safety - No sidewalk along road with vehicle traffic near shopping center
- Mashpee Rotary – Bicyclist – Safety - No pedestrian or cyclist accommodations
- Old Barnstable - Pedestrian – Safety - No sidewalk along road with medium vehicle traffic
- Route 6A – Safety - No shared use path along road with medium daily vehicle traffic
- Mashpee Commons – Bicyclist – Facilities - Lack of bicycle parking
- Mashpee Pickleball Courts – Bicyclist – Facilities - Lack of bicycle parking
- Goodwill Park – Bicyclist – Facilities - Lack of bicycle parking
- Route 130 (Between Route 6A and Dale Terrace) – Pedestrian - No Sidewalk (No room to safely travel by Foot/Bike/Wheelchair) - No Sidewalk (No White Lines on Either Side of Road Yellow Center Line Faded, Some Areas Not Visible At All Depending On Weather Or Time Of Day One Is Forced To Walk/Ride/Wheel In Road Risking Life)
- Route 6A (Between 65 Route 6A Stop & Shop and the Route 6A Sandwich / Bourne Town Lime (Sagamore Inn Restaurant)) - Pedestrian - No Sidewalk (No room to safely travel by Foot/Bike/Wheelchair) - No Sidewalk (No White Lines On Either Side Of Road Yellow Center Line Faded, Some Areas Not Visible At All Depending On Weather Or Time Of Day One Is Forced To Walk/Ride/Wheel In Road Risking Life)
- Union St. (Between Whites Path Rd. and Route 6A) - Pedestrian - No Sidewalk (No room to safely travel by Foot/Bike/Wheelchair) - No Sidewalk (No White Lines on Either Side of Road Yellow Center Line Faded, Some Areas Not Visible At All Depending On Weather Or Time Of Day One Is Forced To Walk/Ride/Wheel In Road Risking Life)
- Orleans - Merge of two roads difficult to see (many bike/car crashes)
- Winslow Gray Rd. (Between Buck Island Rd. and 80 Winslow Gray Rd. (Joshua Baker Rd.)) – Pedestrian - No Sidewalk - No room to safely travel by Foot/Bike/Wheelchair - No Sidewalk - One Is Forced to Walk/Ride/Wheel in Road Risking Life
- Rt 28 & Cross Road – Bicyclist - no way to safely ride a bike towards town without rerouting either south to the bay or far north - Rt 28 needs bike lanes.
- Rt 151 & Boxbury – Bicyclist - high crash area, only a blinking light - Falmouth data shows this area is high for crashes and it is very dangerous for cyclists. 151 needs a bike lane and this intersection needs a stop light.
- Route 28 - 931-975 Route 28 Yarmouth (In front of and between Moonshine, Skull Island, Brentwood Motor, Pancake Man) - Pedestrian - Sidewalks Without Ramps of No Use to Those in Wheelchair Those in Wheelchair unable to use sidewalk and forced to travel in road risking life. - No Sidewalk Ramps (One Is Forced to Walk/Ride/Wheel in Road Risking Life)
- In Front of Seafood Sams Route 28 – Pedestrian - Fire Hydrant Blocking Sidewalk (Making It Non-Accessible to Those in Wheelchair) - Fire Hydrant Blocking Sidewalk (Making It Non-

Accessible To Those In Wheelchair One Is Forced To Walk/Ride/Wheel In Road Risking Life - No Room To Safely Travel Move Fire Hydrant A Few Feet Allowing Safe Travel)

- Corner Of Seaview Ave. / Route 28 / Moose Lodge – Pedestrian - Sidewalks Without Ramps (Of No Use to Those in Wheelchair - Those in Wheelchair unable to use sidewalk and forced to travel in road risking life.) - No Sidewalk Ramps (One Is Forced to Walk/Ride/Wheel in Road Risking Life)
- Route 28 - Across Street From (Peir 7 Condominiums 711 Route 28) - Just Before Parkers River – Pedestrian - Utility Pole Blocking Sidewalk (Making It Non-Accessible to Those in Wheelchair) - Utility Pole Blocking Sidewalk (Making It Non Accessible To Those In Wheelchair - One Is Forced To Walk/Ride/Wheel In Road Risking Life - No Room To Safely Travel - Move Utility Pole A Few Feet Allowing Safe Travel)
- Between (573 Route 28 Mariner Resort) to (615 Route 28 Past Time Cards) - Including Though Not Limited To In Front Of Mobile/Great Island Plaza/West Yarmouth Post Office/ Scallys Irish House/Sharkys Beach Shop – Pedestrian - Sidewalks Without Ramps (Of No Use To Those In Wheelchair - Those in Wheelchair unable to use sidewalk and forced to travel in road risking life.) - No Sidewalk Ramps (One Is Forced to Walk/Ride/Wheel in Road Risking Life. Please Fix.)
- Otis Rotary – Vehicle - Unsafe approach - People on 28 approach this rotary at highway speeds and assume right of way to enter as though there was no rotary present. New signage did not help. Need bolder signage and rumble strips on the approaches.
- Sandwich Road, between Teaticket and Rt. 151 – Bicyclist - Bike Lane - A bike lane from Teaticket to 151 is a perfect way to connect the center of town to nature trails and create an artery for non-car travel for both safety and decreasing congestion.
- Surf Drive- Vehicle - Frequent flooding, sand hazard - This road is heavily impacted by water and sand to the point of being difficult to use during storms and requiring frequent bulldozing of sand. It is also unsafe for the cyclist and pedestrians who use it heavily. Can't this be solved more permanently?
- Sandwich Rd – Pedestrian - Sidewalks needed - Too many people walking or biking along Sandwich Rd. It's dangerous. We need a sidewalk or a bike path.
- Around 685 Main St, Falmouth – Bicyclist - Bike path towards the East gets really narrow and doesn't accommodate bikers anymore; this creates a very dangerous situation where bicyclists slowly need to enter the street which is easy to miss for car drivers; so, bikes and cars regularly get very close.
- Tom Landers - Bicyclist - safer biking - wider road, multiuse path, or defined bike lane
- Route 28 – Pedestrian - Extremely poor sidewalks
- 6a & Hope – Vehicle - Congestion and dangerous crossing for vehicles - Congestion and dangerous crossing for vehicles
- Pedestrian - Unsafe ped crossing
- Pedestrian - Unsafe crossing

- Route 6 in Eastham – Pedestrian - Unsafe for pedestrians and bikes on Route 6
- Route 6 in Eastham – Vehicle - Speeding cars
- Barnstable P&R – Transit - Not enough parking spaces - Without confidence that spaces are available to catch bus, people are more likely to drive. Expansion of lot might be part of canal bridge replacement program, reducing vehicle trips during construction.
- Independence Road – Vehicle - Consider extension parallel to Mid-Cape to provide new E-W connection.
- Commerce Rd – Other - low-lying area - floods out in storms
- Barnstable Harbor Bridge on Millway - low lying so floods out.
- Indian Trail/ Mary Dunn Rd/Rt 6A – Other - low vehicle visibility - many car accidents here
- Woods Hole Rd – Bicyclist - Need for bike lane/shared use lanes.
- Woods Hole Rd – Pedestrian - Need for pedestrian path / multiuse lane.
- Main Street – Bicyclist - Lacking safe bicycle connection from Shining Sea Bikeway to businesses on main street - Adding protected bike lanes to connect the Shining Sea Bikeway to the center of Falmouth along Main Street would both increase safety and encourage cyclists to patronize the small businesses along Main Street
- East Falmouth – Vehicle - Cars turning left into Dunkin - congested area in summer, backs up Rte 28
- Acapesket Rd. and Rte 28 – Vehicle - Cars turning/exiting - Road junction is misaligned and very busy. North and south intersection should be aligned.
- Rte 28 and Osterville-West Barnstable Rd – Vehicle - Frequent back-ups with vehicles leaving from dump and companies at start and end of workday ... heading to Osterville / from Osterville - programming of signals?
- Race Lane & Osterville-West Barnstable Rd – Vehicle - Unsafe crossing - speed and visibility issues on Race Lane inhibit crossing for Osterville-West Barnstable Rd
- Sagamore Bridge – Vehicle - Backups with Construction - Light signal at entry from 6A during construction needs better timing and sensor ... if construction is 24 hours a day, it should have crews 24 hours per day ... economic damage is significant for workers supporting economy.
- Wood Rd & Rte 28, South Yarmouth – Vehicle - Speed on Rte 28 inhibits access from Wood Rd to take left onto Ret 28 - Light with sensor?
- Hayway Road – Vehicle - Cars go too fast - Cars and trucks use this as a connector road, and often driveway over the 30-mph speed limit - dangerous and uncomfortable for pedestrians. But this road is also heavily used for bicyclists.
- Hayway Road connecting to other roads – Pedestrian - trucks/cars go too fast on this connector road - Unpleasant and dangerous for pedestrians.
- Hayway joining Sandwich Road – Bicyclist - Bicyclists connecting to 151 to reach the shining sea bike way deal with vehicle traffic on sandwich road - create bike lane access connecting Hayway-Sandwich Rds - 151 - shining sea bikeway.

- near bandshell - Other - increase vehicle charging stations there are only 2 stations here and are in constant use. would be great to add more, even if they require payment.
- All along Great Neck Road South – Bicyclist - Great bike route and can connect to 151 at Commons; however cars drive way too fast - create dedicated bike lane and narrows the road to slow down drivers.
- Cataumet on Falmouth Secondary – Transit - Falmouth Secondary at risk of removal - potentially reopen existing stations or at least preserve the right of way for active rail service.
- Cape Cod Canal – Other - Cross-Canal Water Taxi - Main Street, Town Hall, Community Building, Park, Marine Life Center residents and visitors on one side. Schools, Library, Athletic fields, medical district, museums, ice arena, residences, bike paths and all of Cape Cod on the other side.
- Bourne Bridge – Transit - overnight parking - Provide car parking as is available at the Sagamore Park & Ride.
- West Road – Bicyclist - Rail Trail on Street - The Rail Trail in this location requires bikers and pedestrians to transfer to a busy road to cross Route 6. A designated Rail Trail bridge over Route 6 would be safer and more convenient.
- Jones Road at Gifford St – Pedestrian - no crosswalk on Jones on east side of gifford, so if coming from the from the east and turning left, you must cross 3 streets instead of one - dangerous and slows traffic because you must use the pedestrian button 3 times instead of one. This is especially bad for the seniors at Atria.
- Davis Straits between Dillingham and Falmouth Heights Rd – Pedestrian - need a sidewalk on the sound bound side of the street and a cross walk about halfway - this would allow people to cross at a safe spot
- Mid Cape Eastbound – Vehicle - exit ramp too short
- Higgins Crowell Road – Bicyclist - new bike/ped path - doesn't connect to other routes
- Cape Cod Canal – Transit - needs more transit options
- Route 6, Truro - Lack of safe bike route - Bike Lane
- Long Nook Road and Route 6 – Pedestrian - Lack of Pedestrian Access - Long Nook Rd is not safely accessible for pedestrians. Many would walk/run to the beach
- Cotuit Rd – Transit - Lack of service to Mashpee Commons - Right now, it takes about 2.5 - 3 hours to get to Mashpee commons from the stop and shop on quaker meeting house rd. I recommend rerouting either the sandwich line or sealine to accommodate Cotuit rd. - Transit Stop
- Vehicle – EV charging – no place to charge
- Woods Hole – Vehicle – too many cars - Car-free in woods hole village?
- Quaker Meetinghouse Overpass – Bicyclist - Improve bike/ped facilities - As the state takes on preservation of this bridge, improving the bicycle/pedestrian facilities -- and tying it into

the work happening on the Service Road path -- would be ideal. Currently riding a bike or walking over the bridge is intimidating for user - MultiUse Path

- Route 130/Cotuit Road intersection – Bicyclist - Improve intersection safety, particularly for cyclists - As the Service Road path gets completed, there will be increased bike traffic heading into and out of this area for local commercial, recreational and neighborhood areas. There needs to be improved bicycle facilities to enhance safety for all users - MultiUse Path
- Route 28 Yarmouth – Other - Lack of bike, pedestrian and safe transit stops. Outdated roadway design and very unsafe - A full redesign of Route 28 in Yarmouth is needed for both safety of all modes and congestion reduction - Other
- Route 28 Barnstable – Pedestrian - No sidewalks - There should be sidewalks along the full length of Rt 28 in Barnstable - Sidewalk
- Intersection of Cotuit and Quaker Meetinghouse – Pedestrian - Needs to be safer for pedestrians and bicyclists to cross - This a heavily trafficked area and it will only become busier, so we need to act now to make it a safer and more welcoming intersection and side of town as a whole for walkers, bikers, and transit users. - Bike Lane
- Hammond Road & 6A – Bicyclist - No bike lanes or sidewalks going east or west - DANGEROUS for bikers or pedestrians - MultiUse Path
- Plowed Neck Road & 6A – Bicyclist - No sidewalks or bike lanes going east or west - DANGEROUS for pedestrians and bikers - MultiUse Path
- Quaker Meeting House & 6A – Bicyclist - No sidewalks or bike lanes going east or west - DANGEROUS for pedestrians and bikers - MultiUse Path
- Sandy Neck Road & 6A – Bicyclist - No sidewalks or bike lanes going east or west - DANGEROUS for pedestrians and bikers - MultiUse Path
- Rte 6 Orleans to Wellfleet Center traffic light – Vehicle - congestion routinely in morning and evenings - adds up to 30 minutes on trip due to lanes going from 2 to one by Wellfleet cinema and from traffic turning off or crossing route 6 and is dangerous!!!
- Putnam Ave – Bicyclist – Safety - Need multiuse path to serve the northern Cotuit neighborhoods - MultiUse Path
- Putnam Ave – Pedestrian – Safety - Guardrails and high speeds make for unsafe walking conditions - MultiUse Path
- Lowell Rd and Great Neck Road – Bicyclist - Dangerous intersection - difficult entry to multi-use path, crosswalk angled at entrance to path. Path not well marked.
- Main St/130 & Great Neck Road – Bicyclist - unsafe to turn left onto either sidewalk/multi-use or road - extremely difficult to turn left from Main onto Great Neck. Very difficult entrance to not marked multi-use path - looks like a sidewalk at that point. Using the road is tough as there is no shoulder and a granite curb. - Bike Lane

- Carriage Shop Rd & Fresh Pond Rd – Bicyclist - riding east, can't see around curve - neither oncoming cars nor cyclists can see well around the curve, added danger with cars coming out of Fresh Pond
- Carriage Shop Rd and Hayway – Bicyclist - intersection confusion by drivers - Only one stop sign at Hayway east bound. Difficult sight lines for drivers and cyclists, very difficult to make the left turn headed West if you are a cyclist
- Boxberry Hill/Sam Turner & 151 – Bicyclist - dangerous intersection - there is only a blinking light, many car crashes there, super difficult to cross 151 headed west if you are a cyclist - Traffic Signal
- Woods Hole – Other - Parking & signage - better signage about not parking in the institution lots.
- Woods Hole – Other - Speeding down very very pedestrian dense location - Add better signage about pedestrian crossing & speed limits - Speedbump
- Falmouth ferry parking - Other - Inadequate signage for ferry parking & to not park in woods hole - It should be clearer in this area & on rte 28 where the ferry parking lots are & to not park in woods hole.
- Rte 28 – Transit - Inadequate signage of location of ferry parking lots - Add clear signs on 28 at Thomas Landers & brick kiln that there are ferry parking lots there to reduce traffic in town. Also offer transit around town from these lots especially down to woods hole.

COMMENT CARDS

To further public outreach opportunities among limited English proficiency communities, comment cards in both English and Portuguese were disseminated and collected at the IPR Church of Cape Cod in Hyannis on Sunday, May 20, 2023. Feedback received from over the 140 comment cards ranged from reducing congestion, constructing new sidewalks and increasing frequency and connections for public transit service.

The comment cards consisted of a series of five questions along with an open-ended response opportunity to identify problem locations or areas of concern for the transportation network. To help the CCC select priority projects, the public was asked to choose how important (very important, important, or not important) the following five goals are.

- Improve safety for vehicles, bicyclists, and pedestrians
- Reduce vehicle congestion (time waiting in traffic)
- Repair roads and bridges
- Improve road conditions for bicyclists and pedestrians
- Improve bus service

ENQUETE DE TRANSPORTE

Para nos ajudar na identificação de projetos de construção, favor selecionar cada objetivo abaixo relacionado de acordo com a importância:

	Muito importante	Importante	Sem importância
Melhoria da segurança para veículos, ciclistas e pedestres	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Redução de congestionamento de automóveis (tempo de espera no trânsito)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reparos de estradas e pontes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Melhoria nas condições para ciclistas e pedestres	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Melhoria do transporte urbano	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Favor descrever qualquer tipo de problema de transporte e ou experiências que você já teve.

Por exemplo, por favor, identifique intersecção você vê falhas, locais onde são necessários calçadas ou faixas de pedestres novos ou melhorados, ou tempos ou lugares onde você gostaria de ver serviço novo ou aumentado ônibus.

UM GRANDE PROBLEMA QUE VEU NA REGIÃO É CALÇADAS ADEQUADAS PARA PEDESTRES COM ESPAÇO ADEQUADO E SEGURO PARA PEDESTRES E CICLISTAS TAM. REPAROS NAS ESTRADAS TAM É ESSENCIAL, PRINCIPALMENTE NA REGIÃO DE HYANNIS E VERMOUTH. A REGIÃO DO SEMAFORO ONDE ESTÁ O TREM TEM SEMPRE OTRAS E MUITO TRÁNSITO E PRECISA DE CUIDADOS.

ENQUETE DE TRANSPORTE

Para nos ajudar na identificação de projetos de construção, favor selecionar cada objetivo abaixo relacionado de acordo com a importância:

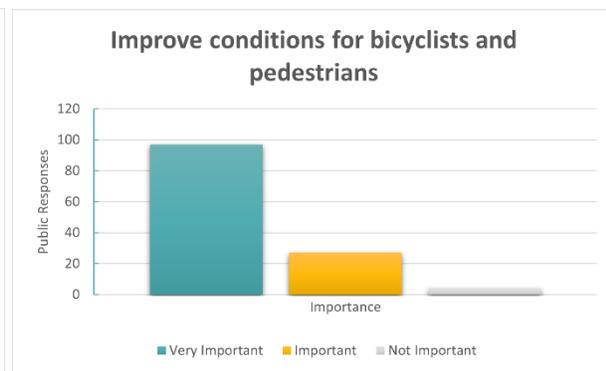
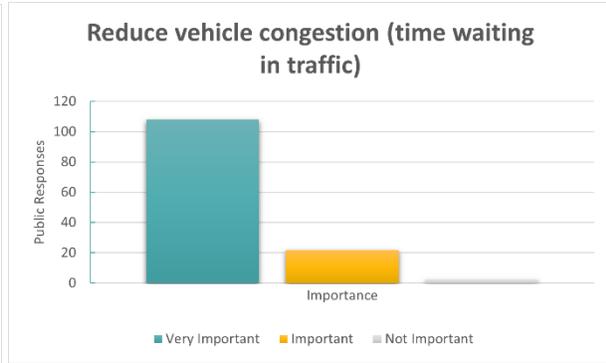
	Muito importante	Importante	Sem importância
Melhoria da segurança para veículos, ciclistas e pedestres	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Redução de congestionamento de automóveis (tempo de espera no trânsito)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reparos de estradas e pontes	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Melhoria nas condições para ciclistas e pedestres	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Melhoria do transporte urbano	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Favor descrever qualquer tipo de problema de transporte e ou experiências que você já teve.

Por exemplo, por favor, identifique intersecção você vê falhas, locais onde são necessários calçadas ou faixas de pedestres novos ou melhorados, ou tempos ou lugares onde você gostaria de ver serviço novo ou aumentado ônibus.

Melhorias no tempo de espera p/ transporte, mais pontes de para da e mais ônibus. De Fairmount p/ Hyannis mais pontes de parada em Marshpee Rt 151

A completed Portuguese comment card



Based on the answers received, importance of these goals are as follows: (1) reducing vehicle congestion, (2) improve safety {for vehicles, bicyclists, and pedestrians}, (3) improve bus service, (4) improve road conditions for bicyclists and pedestrians, and (5) repair roads and bridges.

A text box was provided for respondents to provide any comments or suggestions. Responses included:

- There are lots of traffic jam near the High School on West Main Street - Hyannis, during time of dropping off the kids. Also, Willow Street, exit to Dennis is very chaotic.
- Wait time for the traffic lights are very long for pedestrians. We need more pedestrian and cyclists' lanes.

- Very important please: The entrance for the Restaurant 99 on Route 28 in Centerville, cars coming from Cotuit. It is very dangerous maneuver; I believe that it is necessary to better the access.
- I live in Martha's Vineyard and I would like to have a bus service from the cruise line to IPR.
- My dream is to see route 28 with duplicated lanes for more mobility.
- Seat belts on Scholar buses
- Too much traffic on summertime. road works takes too long. not to work on all roads at the same time. Pavement on Jasper Road.
- Traffic jam
- Full preference on green traffic lights to turn left, waiting for opportunity to turn.
- More sidewalks for pedestrians and traffic improvements on rush hour.
- All improvements are important, but traffic jam reduction would be an excellent solution.
- More public transportations and sidewalks
- Improvements on the bus schedules on Route 28. Today is every hour, we need it with more frequency and later schedule.
- Sidewalks along the rotary. sidewalks on Pitchers Way. Sidewalks on Independency Way. also, on Route 132 and Route 28 plus ped shing.
- More speed bumps on busy Streets and lighting.
- There are many street crossings where need to cut some trees and bushes, business or preservation lands. This obstructs the view with great chance of accidents. We also need more speed bumps urgently.
- The work on the roads is taking too long.
- Traffic jam on Camp Street. More bike lanes.
- I think it's very important to have pamphlets with bus schedules. I don't know if there are any but when I needed the services i had some difficulties in find the information on it.
- Seat belts on Scholar buses.
- Sometimes, for some reason, one does not have a car and cannot move around. Uber is not an easy way either depending on the time of the day it is hard to find availability, therefore, I think that the public transportation needs to be improved.
- In general, it is just the time to move from one place to another due to traffic.
- More schedules and mores buses, sidewalks and bicycle lanes.
- It is necessary information on buses schedule.
- More public transportation to diminish the number of cars.
- Do not work on the Sagamore Bridge during the day.
- More public transportation.
- I would like to have public transportation in Forestdale, there is none.
- Route 28, exiting Yarmouth towards Barnstable, maybe a traffic light on Camp Street on West Yarmouth, Route 28.

- Improvements on Buses Schedules, more buses, more stops. From Falmouth to Hyannis, more stops in Mashpee, Route 151.
- Cape Cod is a wonderful place, but we need more Public Transportation
- It would be very important to have more public transportation, sometimes people don't have a good financial situation to have a car.
- Road work on the summertime. Centerville has poor lighting.
- Poor lighting on the streets.
- Very important to have more sidewalks for pedestrians and bicycle lanes. Reduction of traffic jam is considered urgent. Bikers do not respect the traffic on the roads, each one in its own turn.
- More availability on public transportation, more bicycles lanes and improvement on the roads.
- I think we need more public transportation on the main roads.
- Better sidewalks and bicycle lanes on Main Street.
- Bus stops. There are many good things, but it can get better.
- Bus service on 404 Great Marsh Road, Centerville, MA.
- Bus service on 404 Great Marsh Road to better serve the children in Centerville.
- Think about alternatives to decrease traffic on the summer.
- Route 28 - Hyannis; Willow Street - Lincoln Street.
- The traffic on Willow Street is very slow, just two-way traffic. Duplicate the main roads on the Cape
- The road work on the main roads have been very slow. the traffic has been disturbed a 100%. It is awful to move on Route 28 going to Hyannis.
- Thank you from offering us the opportunity to give our opinion on such important issues.
- more sidewalks for pedestrians and bicycle lanes, Thank you.
- More sidewalks for pedestrians and cyclists.
- Better public transportation.
- Better public transportation with more stops, especially on the towns there are distant from Hyannis.
- What I see as a big problem is lack of suitable sidewalks for pedestrians and bicycle lanes with enough spaces for safety. Improvements on the roads is also essential, especially around Hyannis and Yarmouth. The region near the traffic light on the railroad is always having road work and lots of traffic issues and it needs to be taken care of.
- Iyannough Road is a Road that would benefit of a cement sidewalk along the road because despite that is a straight road, many people make turns from left to right causing constant accidents near Toyota. Christmas Tree, MacDonalds.
- Some places on 28 and 132 need more sidewalks for safety in Osterville on 28.
- We need more space for pedestrians; cyclists; skaters. Be a cyclist in Barnstable is not a safe option. Thank you all for the support.

- The intersection where old stage merges into race lane near service Rd getting onto exit 5. There is always an accident or almost.
- Just the works on Phinney's Ln and Willow St. too long. I hope they finish fast. Thank you so much.
- Rt 28 & Yarett Rd precise Phinney's lane.
- Route 28, close "Gol supermarket" need another way for follow traffic.
- Rt 28 needs to be expanded. The road to Falmouth is terrible.
- A lot of traffic in the summer. Jasper rd. needs to be paved again. Rt 28 by the airport has too much traffic in the summer.
- On race lane with old Falmouth Road in Marston mills is very dangerous with people trying to turn. Something should be done there before more accidents happen.
- No repairs on the bridges during the day on weekends/summer. How about during the overnight and less busier months.
- The road 28 has not been finished for about two years we waited a long time because of the traffic.
- Set of lights in the intersection on Rt 28 with Pitcher's Way. It opens both ways at the same time.
- 6A Bicycles are dangerous.
- Pleasant St. - bus service to ferries the road is in terrible condition & sidewalks - tourists (if they fall in the street) will get injured or killed.

The pie chart below depicts the key transportation topics from the comment card responses that participants would like improved on Cape Cod.

Key Takeaways



- Traffic congestion
- Improve public transit
- Road Safety
- Additional mobility lanes
- Bus schedule information
- Bus safety
- Construction
- Sidewalk
- Lighting
- Bicycle safety
- Road condition

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