



CAPE COD
COMMISSION

2024 REGIONAL TRANSPORTATION PLAN

Technical Appendix Q: Public Comments

**FINAL JULY
2023**



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Technical Appendix Q: Public Comments

The Public Comment Summary Grid presents a summary of the comments received during the 21-day public comment period. Comments received in advance of the public comment period were used to inform the development of the plan and are also included in the Public Comment Summary Grid. These 81 comments, as well as input from the survey and the Portuguese comment cards (see Appendix O), were key in the development of this plan.

The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) at their July 24, 2023 public meeting. The consideration of and response to these comments is documented in the Public Comment Summary Grid on the following pages. The public comments are included in their entirety in this Appendix after the Public Comment Summary Grid.

PUBLIC COMMENT SUMMARY GRID

2024 RTP Public Comment Matrix (For CCMPO 7-24-2023)

#	Date Received/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
Public comments received during UPWP, TIP and RTP development, but prior to the public comment period (October 2022 to April 24, 2023)				
1	10/21/2022 (RTP Outreach Form)	Colton Atkinson	Concerns for walking/biking along main roads (i.e. Rt 151, 28, 130) where there is heavy traffic and no separation. Need to design for bikeable/walkable cities. Support commuter rail from Hyannis to Boston as well as bike/pedestrian infrastructure along major roads on Cape Cod.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
2	10/26/2022 (RTP Outreach Form)	Chris Mathieson	Provincetown has the potential to be a completely green town but the roads are not safe for bicyclists and pedestrians. Crash incidents involving non-motorists are up 42% from 2021 to 2022. Need leaders to do more to improve alternative transportation in Provincetown to mitigate climate change.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
3	10/27/2022 (RTP Outreach Form)	Anonymous	The Cape is in dire need of a general No Idling campaign. Whether at a beach parking lot, school, tour buses, or halting the proliferation of drive-thrus (think Chick-o-Filet), the Cape is behind where many communities are in education, regulatory signage, and overall approach to the topic. Consideration for driverless cars and electric vehicles. Challenging locations include: Route 6A, rotaries, and Route 28 Yarmouth Road to Iyannough Rd is worst for congestion. Need better signage for bicyclists.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
4	2/9/2023 (Email)	Duncan Berry	Suggests design modifications to the Route 28 Dennis/Harwich project as an opportunity to align with the historic village district.	Thank you for your comment as part of the MassDOT 25% design. Your comment was forwarded to the MassDOT project team. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
5	2/10/2023 (Email)	Colton Atkinson	Voice support for TIP scenario that prioritizes Mashpee Route 151 project moving to 2024 based on readiness concerns as the Mashpee project is farther in the design process than the Harwich/Dennis Route 28 project and Provincetown projects.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. We appreciate your thoughtful feedback regarding project readiness and project scoring. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
6	2/10/2023 (Email) & 2/14/2023 (Email)	Sally Milne	Concern with proposed design for Route 28 Dennis/Harwich corridor project with regards to the historic Captain's Row area in Harwichport. Would like to see modifications to the design to align with the historic character of area, including more brick sidewalk, uniform period lighting, a pocket park, consideration to reducing cross section widths, providing sidewalk on one side of road similar to the project to Saquatucket Harbor. Would like to request a meeting with MassDOT to discuss further.	Thank you for your comment as part of the MassDOT 25% design. Your comment was forwarded to the MassDOT project team. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and July 24, 2023 (RTP).
7	2/13/23 (RTP Outreach Form)	John Newstead	Would like a sidewalk on Route 6A from Barnstable into Sandwich. I do not feel safe walking and the road is a barrier to encouraging walking/biking.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
8	2/14/2023 (Email)	Anita Atkinson	Voice support for TIP scenario that prioritizes Mashpee Route 151 project moving to 2024 based on readiness concerns as the Mashpee project is farther in the design process than the Harwich/Dennis Route 28 process and also scores higher on the TIP Project Evaluation.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
9	2/15/2023 (Email)	Kathleen Fraini	Support for the Route 151 sidewalk and bike path project.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
10	2/15/2023 (Email)	Virginia McIntyre	Prioritize Route 151 project as it is a very busy road.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
11	2/15/2023 (Email)	Kevin McKeon	Support funding for Route 151 corridor. A resident of Hatchville, has difficulty at the intersection of Route 151/Sam Turner as it is a dangerous and confusing intersection. He often seeks alternate routes due to safety concerns and increased traffic during peak summer period.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
12	2/15/2023 (Email)	Randall Essex	Support for Route 151 improvements. It is a vital and critical link to the Bourne Bridge and warrants the highest transportation consideration.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
13	2/15/2023 (Email)	Denise Gushue	Please consider voting for Route 151 improvements. It is not a safe or easy road to drive on.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
14	2/16/2023 (Email)	Deborah Sorrentino	Support for Route 151 corridor project.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.

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15	2/19/2023 (Email)	Andrew Fietek	Please prioritize Route 151 project as it is a high speed road with no accommodations for pedestrians and bicyclists. There are serious safety and congestion concerns that need to be addressed. Left turns from Algonquin are dangerous.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
16	2/20/2023 (Email)	Kari Fietek	Please prioritize Route 151 project as it is a high speed road with no accommodations for pedestrians and bicyclists. There are serious safety and congestion concerns that need to be addressed. Left turns from Algonquin are dangerous.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
17	2/24/2023 (Email)	Taylor Holland	Strong support to prioritize TIP funding for Route 151 project. The project will have the greatest benefit for all roadway users and currently has safety concerns that need to be addressed.	Thank you for your comment and your support for advancing the Mashpee Route 151 Corridor project (Phase 2) project. Your comment will be included in the public comment packet and presented to the MPO for their consideration at their meeting on May 22, 2023 (TIP) and RTP on July 24, 2023.
18	3/20/2023 via Truro outreach meeting	Anonymous	Year round bus service for service workers	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
19	3/20/2023 via Truro outreach meeting	Anonymous	Equity - add as 8th goal	Thank you for your comment. Action: Equity has been incorporated into all seven RTP goals.
20	3/20/2023 via Truro outreach meeting	Anonymous	Improving comfort for awaiting bus passengers ; Bus stop location (Truro) to community center may be more well used	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
21	3/20/2023 via Truro outreach meeting	Anonymous	Connections: housing for jobs	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
22	3/21/23 RTP outreach meeting HTC	Don Emerson	Consider including "service" and not just infrastructure improvements in the Vision statement. Would like to see increased funding towards climate projects, more EV chargers in the region, and improvements and expansions to Park and Ride facilities	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
23	3/21/2023 via HTC outreach	Anonymous	Sunday bus service - year round	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
24	3/21/2023 via HTC outreach	Anonymous	Better off-season transportation availability to Martha's Vineyard	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
25	3/21/2023 via HTC outreach	Anonymous	North Street CVS run, bus route	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
26	3/21/2023 via HTC outreach	Anonymous	Sunday bus service - H20, Villager, Sealine year round	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
27	3/21/2023 via HTC outreach	Anonymous	Why not use rubber wheels for trains, Canadas using for their trains. Train use / need monorail	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
28	3/21/2023 via RTP outreach virtual meeting	Stephen Buckley	Is there anything in the plan that speaks to the future of roads with traffic congestion because if everyone comes to Cape Cod it won't be special? Concerned with Cape Cod Canal bridges causing more traffic congestion.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
29	4/12/23 RTP Meeting	Anonymous	Would like to see multimodal improvements on Route 6A as it is too dangerous to ride a bike and there are no accommodations Need to bring attention to MassDOT.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
30	4/12/23 RTP Meeting	Katherine Jansen	Under Goal 3 with large affordable housing projects and 40B we need more to be required to install multimodal improvements with these projects or fund Complete Streets projects (i.e. proposed project on Sandwich Rd in Falmouth). Need to reduce single occupancy vehicles.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.

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31	4/12/23 RTP Meeting	David McPhearson	The Transportation Improvement Program (TIP) needs more bike projects in the outer years to complete Vision 88. Support for Bourne Rail Trail and a more aggressive plan for planning process for Vision 88.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
32	4/12/23 RTP Meeting	John York	Consider performance measures for bike/peds alternatives. Consider MassDOT walkability tool and analysis. More data is needed to track bicycle crashes and fatalities, including contributing factors such as road condition.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
33	4/12/23 RTP Meeting	Colton Atkinson	Vision 88 is a good model for recreational bicycling but doesn't help reduce reliance on single occupancy vehicles (SOV). Need more separated bike lanes and stronger goal to meet SOV reduction. Support for multimodal improvements at Mashpee Rotary	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
34	4/12/23 RTP Meeting	Sean Polay	A performance measure for Complete Streets might be worthwhile to track. Consideration of ebikes in RTP. Need to visualize and articulate future connections to Vision 88 network, such as to Mashpee and South Sandwich.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
Public comments received during FFY2023-2027 TIP and FFY2023 UPWP public comment period (April 24, 2023 to May 15, 2023)				
35	4/24/2023 via APCC Meeting	Anonymous	<ul style="list-style-type: none"> Expansion of park and ride lots needed – particularly in Barnstable At Barnstable park and ride – ev, solar canopies, and trees are needed Dedicated bus lane or other ways to make public transit more competitive are needed EV chargers in village center to encourage people to go there, but also with a way to encourage turnover 	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
36	4/26/2023 (HTC Outreach Table)	Marybeth Phelan	The CCRTA is great and there are friendly drivers.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
37	5/2/2023 via email	John York	<p>The Regional Transportation Plan should include language and proposals for improved planning processes to encourage the public to: 1. Keep voicing public needs and desires. 2. Coalesce around specific projects that address those needs. 3. Get plenty of voices to speak the message, and particularly municipal voices. 4. Find program based strategies for funding and awareness.</p> <p>Voiced support to improve Route 6A to include multimodal accommodations and the need to potentially improve rules for the Old King's Highway Regional Historic District. Consider establishing and enforcing reasonable speed limits by towns and meaningful discussions and solutions for how best to provide unobtrusive pedestrian and bicycle improvements within the context of lower vehicle speeds.</p>	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
38	5/9/2023 (Station Ave Outreach Table)	anonymous	Speed limit on rail trail (electric and normal bikes). Leisure riders are affected by higher speeds when bikes pass	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
39	5/9/2023 (Station Ave Outreach Table)	anonymous	Support for bike paths (both rail trails and on-road network)	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
40	5/9/2023 (Station Ave Outreach Table)	anonymous	Support bike paths and want to see the connection to Hyannis completed	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
41	5/9/2023 (Station Ave Outreach Table)	anonymous	Extend the Cape Cod Rail, particularly to the Cape Cod Canal path	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
42	5/9/2023 (Station Ave Outreach Table)	anonymous	More buses to Cape Cod Hospital	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
43	5/9/2023 (Station Ave Outreach Table)	anonymous	Intersection of Willow Street and Route 6A could use improvements (Yarmouth)	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
44	5/9/2023 (Station Ave Outreach Table)	anonymous	Overall bike path support	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
45	5/9/2023 (Station Ave Outreach Table)	anonymous	Fix the Cape Cod Canal Bridges	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
46	5/11/2023 (Chatham Outreach Table)	anonymous	Support for the bike path network - The path improves quality of life	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.

2024 RTP Public Comment Matrix (For CCMPO 7-24-2023)

#	Date Received/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
47	5/11/2023 (Chatham Outreach Table)	anonymous	Extend the rail trail to Provincetown	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
48	5/11/2023 (Chatham Outreach Table)	anonymous	Planes landing in Chatham are loud	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
49	5/11/2023 (Chatham Outreach Table)	anonymous	Need more rules and regulations for E-bikes on the rail trail network	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
50	5/11/2023 (Chatham Outreach Table)	anonymous	Overall bike path support	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
51-190	5/21/23 (Comment cards from IPR Church Hyannis predominately Portuguese speakers)	Various - see comment cards in Appendix O	In responding to questions about what was important, respondents noted the importance of roads that are accommodating for all users, improving bus service, repairing existing roads and bridges. Additional written comments included notes on the importance of expanded public transit service, transportation to church, reducing traffic congestion in Hyannis and Yarmouth, more street lights, more sidewalks and bicycle lanes. See Appendix O for more details.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
Public comments received during 2024 RTP public comment period (June 26, 2023 to July 17, 2023)				
191	6/28/2023 via email	Steve Minaudo	Daily gridlock. The rotary on the Cape side of the Bourne Bridge has to go! The unnecessary traffic, accidents and delays should be of paramount importance when designing future projects.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
192	6/28/2023 (outreach table)	Anonymous	From Maine to Cape Cod, the Boston connection is confusing with North vs South Station	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
193	6/28/2023 via online comment form	Anonymous	Concerned with climate change and the fragile environmental impact with improvements and new infrastructure on Cape Cod.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
194	6/28/2023 via online comment form	John A Speers	The replacement Canal bridges need to be planned for the present / future traffic needs of the Cape with a minimum of 3 lanes On Cape / 3 Lanes Off Cape at each bridge location with safe pedestrian & bicycle access as well. Proposed improvements to the Bourne Rotary should be cancelled as they will do nothing but to further create congestion / driver frustration with an outdated rotary which is obsolete, and its elimination is the only answer to traffic problems at this location. This Bourne rotary funding should be reallocated to fund access improvements to the Upper Cape Tech School in Bourne. Such Improvements could be traffic lights / relocated access roads as getting in or out of this school is very dangerous at times with long waits to get on / off Sandwich Road. Rail Freight traffic on / off Cape should be increased by expanding the use of Mass Coastal Railroad which is under-utilized. For example, all trash and Construction & Demolition debris disposal shipped off Cape should be exclusively transported by Rail to remove truck traffic congestion from our highways / Canal bridges. All other freight delivered to Cape Cod is primarily by truck and should be shifted to Rail transport as much as possible to expand the use of the lightly used rail infrastructure to further reduce truck traffic congestion Cape wide. MassDOT has been funding RR track improvements to all Cape rail lines since 2018 and are in the best condition they have ever been in. Planned improvements continue following the 2018 State Rail plan with Rail crossing / track condition upgrades which make the use the railroad more attractive as an alternate to trucks which would reduce traffic congestion, as well as air pollution.	Thank you for your comment as part of the 2024 RTP Outreach and on FFY2023-2027 TIP Amendment 3. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
195	6/28/2023 (outreach table)	Anonymous	Buy and dedicate benches for senior citizen seating. Engineering wise - maintenance for surface buffer area on trails and cut plants back.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
196	6/28/2023 via email	Joseph Sullivan	Would like to see multimodal improvements in Brewster on Route 6A to Drummer Boy Park, Town Hall, First Light Beach, etc. Suggest renaming Cranberry Highway a and removing "Highway" as it is not a pedestrian and bicycle friendly word. The county and state should rename Cranberry HWY in the stretch from Brewster to an Orleans to something less Highway like, for example Cranberry Way. In the winter the Cape Cod Rail Trail is not lit and not cleared from snow so there is a need for sidewalk extensions to Orleans. The section of Cranberry Highway can easily be redesigned to include traffic calming measure that will allow bike lanes and sidewalks since the "Highway" is very wide compared to other sections in Brewster and Orleans. A sheltered bus stop point would also be a good thing to include.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
197	7/5/2023 via email	MassDOT Office of Transportation Planning, Raissah Kouame	Provided MPO Liaison RTP Review Checklist - General completeness and grammatical edits. Request to correct MassDOT project titles and add project numbers in funding, GHG and Equity tables. Request to add information for specific projects under larger placeholders (i.e. Route 28 Multimodal Improvements). Request to use exact project estimates for FFY2024-2028 projects.	Action: Updated RTP and Appendices per grammatical edits and suggestions. Added Table 21 to include list of potential placeholder projects under the larer categories.
198	7/9/2023 via email	Ed Rizzotto	Expand CapeFLYER to a year round everyday service and during new Canal Bridges. More consideration of rail freight with better connections to rail lines as this is an efficient alternative to reduce climate change. Excited about self-driving shared vehicles: to reduce road congestion & climate change. The self driving cars would also make the roads safer and help with the aging population. Need for enhanced smart and dependable Electric Charging infrastructure and grid.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.

#	Date Received/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
199	7/10/23 phone call	Jane Perry	Supports year round commuter rail between Cape Cod and Boston. Wants to see improved transit service and improved outreach to help Cape residents understand what transit options are available. Would like to see Smart Dart expanded within entire town of Falmouth.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
200	7/10/2023 via RTP meeting	John York	Apps like Waze are just moving congestion, there should be other ways than just re-routing the congestion. Consider freight using rail. Reduce number of cars on road, introduce things into the system (transportation) to encourage this and not more pavement. Cycling on roads in off season is easier than summer on Cape Cod. Multimodal improvements are needed on Route 6A and Route 28. Current Canal bridges do not constitute ped crossing and neither do the new planned ones. Canal project needs to consider connections to bike paths and more access points along the Canal path. Would like to see more conversations between Mass Rail and bike committees and Mass Rail to be more public facing.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
201	7/10/2023 via RTP meeting	Richard T. Johnson	Support for more EV charging stations. Request to improve sidewalks on Route 28 in Falmouth from Falmouth Lumber to Jones road and to improve bus shelters as they don't feel safe.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
202	7/10/2023 via RTP meeting	John Carroll	Would like to see a word in the vision statement about economically or efficient use of what we have. Leaving a car overnight to take a bus is not readily available south of Canal area, like it is in Sagamore. EV charging - Would hope that there could be a focus on small businesses, or shops and destinations to get charges, focus on level 2. Electrification of heavy transport, larger fleets will exist soon.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
203	7/11/2023 via email	Nat Trumbell	Agrees that Falmouth/New Bedford/Martha's Vineyard (MV) freight will reduce Woods Hole traffic. Believes future cape transportation should have trucks off the roads, running container systems to the islands instead of tractor trailers. Concerned with safety issues on Falmouth and Woods Hole streets due to SSA ferry service from New Bedford to MV and Nantucket. Also believes that freight off cape to MV should be shipped from New Bedford.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
204	7/11/2023 via HTC RTP outreach	Anonymous	Fix potholes, improve road quality please	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
205	7/11/2023 via HTC RTP outreach	Gordon Starr	Sidewalks from Barnstable Village to East 132, dangerous sidewalk places where sidewalk doesn't exist or small (3ft). Commerce Road, Barnstable harbor to 6A - road needs to be raised up due to flooding issues. Activity centers on Route 28 need sidewalks ; Route 6 - keep track of sidewalks.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
206	7/11/2023 via HTC RTP outreach	Alex Nelson	Equity should include rural equity for outer cape. For RTP the outer cape's rural equity needs more representation. DART services do not support the needs of the outer cape. Prioritizing and improving Route 6 for bikers / peds. More bus shelters and amenities for the outer cape CCRTA. Noted there seems to be an error in Table 20 of the RTP for projects missing in the Outer Cape in comparison to the List of potential future projects shown in the RTP powerpoint presentation.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. Action: Updated Table 20 on page 101 to reflect future rail trail extensions and Route 6 Multimodal improvements in the Outer Cape
207	7/11/2023 via HTC RTP outreach	Anonymous	Bike trail Barnstable missing pieces and needs connection. Bike paths - connectivity of bike / ped across Cape cod is important, connecting Provincetown and woods hole.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
208	7/11/2023 via RTP zoom meeting	Colton Atkinson	Sharing concerns of increased traffic from new bridges. More people communitng in from off cape, especially in the Bourne and Sandwich area. Needs to be an assessment of what the existing bike route features are. It is important to rule out waivers from MassDOT requirements for shared use paths for routes designated as bike routes. Bike routes should require piecemeals for multimodal accessibility.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
209	7/11/2023 via RTP zoom meeting	Stephen Buckley	Comment regarding Public Participation Plan measures of effectiveness and meaningful pubic involvement / public engagement. Suggest that Cape Cod Canal bridges section could be more clear with how the RTP effects what's being planned by MassDOT and the Army Corps of Engineers.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
210	7/13/23 phone call	Paul Phelan	Would like to see use of the Barnstable Gateway Airport property go towards more ferry parking and roadway improvements in the Hyannis Area to Willow St. Support for rail access to Hyannis, Cape Cod Rail Trail extensions but concerned about e-bike issues on the trails.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
211	7/14/23 via email	Steve Waller	Concerned about non-motorized transportation, fatalities of ped/cyclists has gone up, partly due to lack of incentives. Would like to see more speed / stoplight cameras, more police enforcement of posted law. Concerned that roads are being ripped up for new sewer and wind cables, but no sidewalk are being installed during this work. Greater access to alternative transportation for all is the answer to improving transportation. Finally, I support more roundabouts - less time spent idling at a red light with an empty intersection will help all of us and our climate.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
212	7/14/2023 via Email	Rik Ahlberg	Highlighted the need to be more aggressive with mode split goals to get people out of vehicles and onto bicycles, walking paths and transit. Noted the decrease in mode shift goals between the 2020 RTP plan and the draft 2024 plan (page 43 of the 2024 plan) and stressed the importance to to prioritize building and funding multimodal improvements as a top priority across the region. Improvements to bicycle infrastructure must not only focus on recreational trails but also include seperated bike lanes along existing roadways. Shared additional potential project ideas to be considered in the future to shift mode splits and encourage multimodal transportation.	Action: Updated Table 11 (Regional Performance Targets) on page 44 to revise 2030 Target for Mode Share back to 13.5% which was previous target from 2020 RTP. This future target is based on tripling the previous 2019 existing mode share splits which were based on prior to COVID-19 pandemic. Action: Added various new project ideas to the Universe of Projects contained in Appendix M Transportation Project Analysis.
213	7/14/2023 via email	Kristin Alexander	Please consider the proposed Pedestrian Walkway on Wood Hole Road between Kettle Hole Road and Harbor Hill Road (2.6 miles). See attached letters.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
214	7/17/2023 via email	John Carroll	Provided comments regarding the Canal area and the need to shift more heavility away from the single occupant vehicle and toward other modes. The RTP needs to not add more vehicles or more vehicle lanes to any part of Cape Cod and focus on more mode shift options similar to the Park&Ride at North Sagamore. Would like to see a Park and Ride facility at both Canal bridges on both sides.	Action: page 26 added a new strategy under Goal 5 (Congestion) "Expand and develop new park and ride facilities as necessary to support public transit and the reduction of single occupancy vehicle trips, particularly in the Cape Cod Canal Area"

#	Date Received/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
215	7/17/2023 via email	Gwynne Guzneau	See attached letter. Highlighted issues of equity regarding public transit services covered under the RTP for people living in the rural, geographically isolated towns of Provincetown, Truro, Wellfleet, and Eastham. Would like to see Subregion D receive additional emphasis because the geography creates the disadvantage of challenges accessing centers of activity for services from healthcare, to government benefits offices, to diversity of retail outlets. Stressed the importance of collaboration to improving transit access to the Outer Cape. Throughout the RTP, when referencing items such as "Providing education on other options for mobility"(P.56) it should include a reference such as: "other options for mobility that do not create an undue burden of travel time" or some such phrasing.	Action: Updated Outer Cape Meeting in a Box to list takeaways from meeting on page 5. Action: Updated a Goal 3 Livability Objective to state "between all Cape Cod communities" Action: included a new strategy under Goal 3 (page 23) "Improve transportation connections to rural portions of Cape Cod which are located furthest from essential services." Action: Revised a new strategy under Goal 4 (Multimodal) to note rural portions of Outer Cape that are underserved (page 24). Action: Added potential transit service and infrastructure improvements related to Outer Cape on page 99.
216	7/17/2023 via email	Alex Nelson - Outer Cape Community Solutions ; Town of Truro, Town of Provincetown, OCCS Steering Committee Member, Wellfleet Council on Aging, AIDS Support Group of Cape Cod, Truro Council on Aging, Helping Our Women Provincetown and Eastham, Provincetown Council on Aging	See attached letter. Provided comments to highlight unique concerns for the Outer Cape including environmental justice communities and the rural areas. Provided suggestions to revise wording for strategies under Goal 3 to reference geographically isolated regions of the Cape. Would like to see more collaboration on data collection and data sharing on transit rides from the Outer Cape between OCCS stakeholders. Would like to see CCRTA provide a daily hospital bus from Provincetown to the medical facilities in Hyannis. Provided suggestions to revise Regional Performance Measures and Targets to address rural inequities in transit program delivery. Would like to learn more info about potential Route 6 Safety and Multimodal projects and Rail Trail expansion on the Outer Cape in the future time bands (Table 20). Suggests improvements to bus stop and amenities on Route 6 in the Outer Cape.	Action: Updated Outer Cape Meeting in a Box to list takeaways from meeting on page 5. Action: Updated a Goal 3 Livability Objective to state "between all Cape Cod communities" Action: included a new strategy under Goal 3 (page 23) "Improve transportation connections to rural portions of Cape Cod which are located furthest from essential services." Action: Revised a new strategy under Goal 4 (Multimodal) to note rural portions of Outer Cape that are underserved (page 24). Action: Updated Table 11 (Performance Targets) on page 44 to add a Route 6 Sidewalk target. Action: Added potential transit service and infrastructure improvements related to Outer Cape on page 99. Action: Updated Table 20 (page 101) and added Table 21 (page 103) to specify potential future Outer Cape roadway/multimodal projects.
217	7/17/2023 via email	Priscilla Jones	See attached letter. Shared concerns regarding the amount of traffic on Cape Cod and the resulting noise and pollution. Concerned with new Canal Bridges and potential increase in population, plus the new class of tourists looking only for short-term rentals. Would like to see more info on specific locations targeted for housing and would like more public meetings in person.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
218	7/17/2023 via email	John York	See attached email. Highlighted the need for improved multimodal accommodations on bike routes, including Route 6A. Improvements such as reduced speed limits, shoulder widening, sidewalks, and/or adjacent shared use paths and improved rules for the Old King's Highway Regional Historic District. Thank you for encouraging and promoting public input, for promoting safety as the highest priority for roadways in Barnstable County and for making equity a key value embodied throughout the Regional Transportation Plan.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
219	7/17/2023 via outreach form	Cynthia Franklin	Would like to see more attention to and resources for the Outer Cape towns: better and more frequent public transportation, including more stops off the main corridor of Rt 6. More frequent transit service to Cape Cod Hospital. The plan notes that Outer Cape social service agencies have requested this...but I do not see plans to address this request.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities. Action: Updated to reference potential Outer Cape roadway and transit projects on pages 99 and 101
220	7/18/2023 via email	John York	See attached email regarding concerns for current proposed study area, planned improvements for Cape Cod Canal Bridge Program. Stressed importance to provide multi-modal cross-canal and local area mobility as well as improved through traffic connectivity. Suggested Canal area pedestrian-bicycle-water transit system to increase local area mobility, reduce reliance on motorized vehicular modes, and improve community coherence and quality of life.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
Public comments received after July 17, 2023				
221	7/21/2023 via email	Cape Cod Chamber of Commerce	See attached letter. Support for Cape Cod Canal Bridges.	Thank you for your comment as part of the 2024 RTP Outreach. All were presented to the MPO for consideration at their meeting on July 24, 2023 and will be included in the RTP Appendix. As applicable, comments will be shared with MassDOT, the CCRTA, towns and relevant entities.
Acronyms: CCC = Cape Cod Commission; CCRTA = Cape Cod Regional Transit Authority; FFY = Federal Fiscal Year; MassDOT = Massachusetts Department of Transportation; MPO = Metropolitan Planning Organization; RTP = Regional Transportation Plan; TIP = Transportation Improvement Program; UPWP = Unified Planning Work Program				
Note: The Public Comment Summary Grid presents a summary of the comments received before and during the 21-day public comment period. The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) during a public meeting where the body considered the comments. The response and any action taken by the MPO are summarized in this table. This table will be included in the final plan and is available at www.capecodcommission.org/mpo .				

PUBLIC COMMENTS

Joyia Smikle

From: Joseph Sullivan <jp.sullivan3@gmail.com>
Sent: Wednesday, June 28, 2023 4:50 PM
To: Transportation
Subject: 2024 plan input

Follow Up Flag: Follow up
Flag Status: Completed

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Subject: Completion of sidewalks along the full length of route 6A in Brewster, MA

Good afternoon,

Has there been any discussion on improving walking and bike riding access (non-vehicular users) to Drummer Boy Park? The Main St sidewalk project that took place many years ago dramatically improved walking and bike riding access for Brewster residents, but unfortunately the Cape Cod Commissions' plan to finish the job by connecting East Brewster sidewalks to Orleans and West Brewster sidewalks with Drummer Boy Park never happened and doesn't appear to be on the radar for the foreseeable future. Finishing the sidewalks along Main St in the Town of Brewster would go a long way toward improving access to Drummer Boy Park, Town Hall, First Light Beach, etc... for all Brewster residents. Brewster residents should not feel that they are taking their lives in their hands by walking or biking along unsafe sections of Main St (route 6A) to access town facilities.

I believe the sidewalks on Main Street project preceded the Complete Streets initiative. Massachusetts began a Complete Streets program in 2016 and the Federal CS Act wasn't passed until 2019. From what I understand the previous DPW Director and the former Chief of Police were instrumental in making the sidewalks happen. I'm sure it took many years and much convincing of homeowners along Main St that completion of sidewalks along Main St was for the greater good. I'm sure there were many - say no to sidewalks lawn signs along Main St - before it happened. How were the sidewalks funded? Someone should know and we're talking about a much smaller project to complete the sidewalks before the current sidewalk infrastructure was completed.

With climate change a major concern, increased costs of fuel, a growing obesity problem in the US, increased vehicle traffic along Main St (Route 6a) and a growing demand for more non-vehicular access, it would make sense for the Town, County and State to finish the sidewalk project along Main Street in Brewster. Why should anyone have to run a gauntlet of vehicles to get to Shaws in Orleans? While we're at it the county and state should rename Cranberry HWY in the stretch from Brewster to an Orleans to something less Highway like, for example Cranberry Way. Highway conjures up the image of a lot of danger for pedestrians and cyclists along that section of Route 6a. Should pedestrians and cyclist even be using an highway under Ma State Laws? According to the previous Brewster DPW Director the state was supposed to put in sidewalks when it did updates to the former exist 12 ramps, however this never happened. From the end of the sidewalks near the entrance to Robinwood to the Orleans Town line and between the end of the sidewalks in West Brewster to the Drummer Boy Park remains a virtual non-vehicular traffic wasteland. We have the annual Brewster Conservation Day on July 8 and the only safe way to get there is by motorized vehicles and that's sad thing! An article in the Cape Codder on 22 October 2012 by Rich Elred highlighted the Cape Cod Commission's plan to "convey people down route Route 6A from Nickerson Park to Skaket Corners in Orelans." That was 11 years ago, which is proof that things take a long time to get done.



Some people have commented that people who want to get to Orleans from Brewster can just use the Cape Cod Rail Trail. That suggestion lacks thoughtfulness. Is the Cape Cod Trail lighted at night? Is it cleared of snow in the Winter months? No I'm both cases. Access to transport routes should include pedestrians and cyclists. I've noted on many occasions people gingerly stepping around the margins of the cranberry highway to get to Orleans from Brewster and I don't understand how that has gone on this long. Please finish the sidewalks in Brewster and perhaps Orleans will do the same. The section of Cranberry Highway can easily be redesigned to include traffic calming measure that will allow bike lanes and sidewalks since the "Highway" is very wide compared to other sections in Brewster and Orleans. A sheltered bus stop point would also be a good thing to include.

Thank you for your kind consideration of my input.

Joe

Joseph Sullivan
Brewster, MA

Joyia Smikle

From: Ed Rizzotto <edrizzotto@gmail.com>
Sent: Sunday, July 9, 2023 7:15 PM
To: Transportation
Cc: Ed Rizzotto
Subject: 2024 RTP

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Medeiros,

Thank you for taking the time to accept and consider my perhaps minor comments on the Regional Transportation Plan. I am a retired National Park Service ranger/manager and have learned over a long career the importance of good planning. My primary letter concerns are supporting better train services, full consideration of self-driving vehicles and supporting an enhanced smart electrical grid and charging system (all likely complementary to whatever other topics you are already including).

Railroads: Many years ago, a private entrepreneur, noting the existing infrastructure (special RR bridge, tracks, rights of way....) proposed year-round full train service (perhaps primarily passenger) in return for a minor public subsidy. It was opposed and defeated by a local elected official who I later learned was in the employ of a local bus company. I hope this is a new and better time to consider expanding some version of the CapeFLYER to a year round everyday service, potentially including freight and better connections to lines coming from the south (as well as from Boston and the north). The highway bridge issues are regularly discussed and having a train would be a welcome service for both on and off Cape commuters particularly during highway bridge renovation and replacement but also for all the years thereafter (even continuing car, bus and truck drivers/riders would benefit from travelers removed from the road vehicle loads). Railroads can also be very efficient in energy and emission terms as we look for alternatives to control or reduce climate change.

Self-Driving Vehicles: In the same vein as efficient trains, new self-driving vehicles will also help us with climate change and hopefully reduce road congestion. More people can share and use fewer more efficient and climate safer self-driving vehicles (example two or three family units might co-own and share such a vehicle with each other rather than each family having a vehicle and a spare just for themselves). Self-driving vehicles would eliminate extra trips to drop off and recover shared vehicles. Their use would also particularly help persons with different abilities as well as the increasing numbers of retirees living on the Cape and likely make us all safer and independent simultaneously.

Enhanced Smart and Dependable Electric Charging and Grid: Better transportation (electric cars, trucks and equipment) will all require better, more dependable and more abundant electrical supply and charging systems. This is also true for heat pumps and many other alternatives to help climate management. If transportation leads here, they will likely find many allies.

Thank you for the work you do and for listening.

ed rizzotto
Resident of Mashpee, MA

Joyia Smikle

From: Colleen Medeiros
Sent: Tuesday, July 11, 2023 9:37 AM
To: Transportation; Joyia Smikle
Subject: Fwd: Draft 2024 Cape Cod Regional Transportation Plan - Now Available for Public Comment

Colleen Medeiros. P.E.
Transportation Program Manager
Cape Cod Commission

From: Nathaniel Trumbull <nat@teia.org>
Sent: Tuesday, July 11, 2023 9:33:15 AM
To: Falmouth Selectboard <selectboard@falmouthma.gov>; susan.moran@masenate.gov <susan.moran@masenate.gov>; dylan.fernandes@mahouse.gov <dylan.fernandes@mahouse.gov>; Cyr, Julian (SEN) <julian.cyr@masenate.gov>; Colleen Medeiros <colleen.medeiros@capecodcommission.org>; Peter Jeffrey <pjeffrey@steamshipauthority.com>
Subject: Draft 2024 Cape Cod Regional Transportation Plan - Now Available for Public Comment

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Draft 2024 Cape Cod Regional Transportation Plan - Now Available for Public Comment

The Cape Cod Metropolitan Planning Organization (MPO) has released the Draft 2024 Cape Cod Regional Transportation Plan for a 21-day public review and comment period. Members of the public are invited to review these documents and provide comments.

[Draft 2024 Cape Cod Regional Transportation Plan](#)

[Draft 2024 Cape Cod Regional Transportation Plan with Appendices](#)

Comments on these plans may be sent via mail, phone, facsimile, or via email, by July 17, 2023, as follows:

Cape Cod Commission
Colleen Medeiros, Transportation Program Manager
3225 Main Street (Route 6A) | PO Box 226
Barnstable MA 02630-0226

Phone: 508-744-1226

Fax: 508-362-3136

Email: transportation@capecodcommission.org

Online Public Comment Form: <https://cccom.link/RTP-comments>

Public comment opportunities for these plans will be held on the following dates:

- An in-person meeting at the Bourne Veteran's Memorial Community Center, Room 2, at 5:30 PM on [Monday, July 10, 2023](#)
- An in-person meeting at the Hyannis Transportation Center at 11:00 AM on [Tuesday, July 11, 2023](#)
- A virtual public meeting at 6:00 PM on [Tuesday, July 11, 2023](#)
(Virtual Meeting Link: www.capecodcommission.org/outreach/join or calling in to (929) 205-6099 and entering meeting ID 961 1903 7671)

A virtual public meeting of the Cape Cod MPO is scheduled for [Monday, July 24, 2023](#) at 1:00 PM to hear additional public comments and consider endorsement of these documents.

--

I very much appreciate this table entry (on pdf pg 522) of a "Smart Solution":

"Falmouth

New Bedford/Martha's Vineyard Freight

To reduce traffic on Woods Hole Rd, operate barges between New Bedford and Martha's Vineyard to carry fuel trucks and garbage trucks."

--

Also this "survey result" comment in Appendix 0, page 5:

"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"

--

This in Appendix 0, page 22:

"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. "

--

And this in Appendix 0, page 38:

"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."

Nat Trumbull, nat@teia.org, 508 540 0308

Joyia Smikle

From: Colleen Medeiros
Sent: Friday, July 14, 2023 1:14 PM
To: Joyia Smikle; Transportation
Subject: Fwd: Regional Transportation Plan comments

Colleen Medeiros. P.E.
Transportation Program Manager
Cape Cod Commission

From: Steve Waller <stevegwall@gmail.com>
Sent: Friday, July 14, 2023 1:08:03 PM
To: Colleen Medeiros <colleen.medeiros@capecodcommission.org>
Subject: Regional Transportation Plan comments

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I read with interest the RTP. Sorry I was not aware of its existence earlier. I would certainly have attended some of the public comment events. I did see a table at another event, but did not understand that I could offer input into the draft plan. First, I must commend the authors of the RTP. Terrific work. My concern is that transportation priorities include non-motorized transportation. I mainly walk or bike in my Centerville neighborhood, and have to be very careful of speeding motorists. That is not fair. I am a taxpayer, too. I note that there were 406 non-motorized crashes on the Cape in 2018-20. Way too many. I remember "Vision Zero" programs of a decade ago; instead, fatalities of cyclists and pedestrians in the US have gone up! Part of the problem is the lack of incentives. Enforcement of posted laws is near zero. We need more cops on patrol and more speed and stoplight cameras. Motorists should be aware that they can be penalized for breaking the law. Today, that is no concern to most of them. Using the DOT 'shared path dimensions' shown on p 8 in Appendix F would also help. Recently a busy nearby street was excavated for the wind energy cable and sewers, but no sidewalk was included in the re-paving. Wrong. I am 72, and I know many of my peers should not be driving. The standards should be higher for renewing licenses. Greater access to alternative transportation for my age group is also part of the answer. Finally, I support more roundabouts. Cape locals do well with them. Visitors - not so much. They should be posted with "Merge" signs, so non-locals know they don't have to stop if there is not oncoming traffic. Less time spent idling at a red light with an empty intersection will help all of us and our climate.

Steve Waller, Centerville

From: [Rik Ahlberg](#)
To: [Transportation](#)
Cc: peteokun@gmail.com; [David Abramson](#); [Cyr, Julian \(SEN\)](#); [Peake, Sarah - Rep. \(HOU\)](#); [Galen Mook](#); [Susan Roderick](#)
Subject: Comments on the Draft 2024 Cape Cod Regional Transportation Plan
Date: Monday, July 17, 2023 9:45:43 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Re: Draft 2024 Cape Cod Regional Transportation Plan

To the Cape Cod Commission:

It's truly sad to see that the region is failing so miserably in moving people out of personal motor vehicles and toward biking, walking, and riding transit.

The reason for this is clear: **There is very little investment in facilities to enable that mode shift, so residents and visitors have no option other than driving.**

If you compare the mode shift goals in the 2020 plan with the draft 2024 plan, it looks like you've completely given up on this and moved the goalpost (see page 43 of the 2024 plan vs page 44 of the 2020 plan).

According to those tables, mode share for walking, bicycling, and transit has actually dropped from 4.5% to 1.9% and **the target mode shift goal has been reduced from 13.5% down to a paltry 5.7%** in the 2024 plan. So it's clear that there's an expectation that car dependency is expected to get dramatically worse, not better.

If you don't prioritize building sidewalks and protected bike lanes and fund that infrastructure as a top priority across the region, even that anemic mode shift target is unlikely to be met.

It's incredibly disappointing that the focus on bicycle infrastructure has been on recreational trails rather than separated bike lanes along existing roadways. Trails are great for a fun ride in the summer, but they're not helpful for a trip to the grocery store or doctor's office in November, or to get from the Hyannis bus station to the mall or hospital.

Here are some transportation actions absent from your plan that should be high priorities:

- Focus on road safety through funding sidewalks and separated bike lanes to build complete networks across the cape;
- Fund and promote a CCRTA-operated regional bike share and electric bike charging stations across the cape;
- Dramatically increase funding for expansion of public transportation, with express service between regional hubs of Provincetown, Orleans, and Hyannis;
- Evaluate water-taxi passenger transportation between the bayside communities that could support it;
- Eliminate the land use regulations that promote low-density development – such as mandated parking and exclusionary single-family zoning – and continue to dig us deeper into a hole of

car dependency;

- Require bike parking and sidewalks in all future development;
- Fund the Cape Light Compact e-bike rebate program annually and partner with a bank to provide low-interest financing for purchases;
- Fund a CCRTA-operated car share service on the Outer Cape to address the lack of DART service and reduce the burden of car ownership on low- and moderate-income residents who are underserved by the status quo.

If the regional plan doesn't envision a less car dominated future, we'll remain trapped in this vicious cycle that erodes our quality of life, pollutes our fragile environment, and continues to isolate us all from one another.

Regards,
Rik Ahlberg
Provincetown

Joyia Smikle

From: Kristin Alexander <kristin@middlewaymedia.com>
Sent: Friday, July 14, 2023 5:59 PM
To: Transportation
Cc: Colleen Medeiros
Subject: Falmouth sidewalk letters of support
Attachments: Falmouth Sidewalk.pdf; WHCA to FSB WH Rd.pdf; Woodshole_Zoomed1.png; Woodshole_Zoomed2.png; 2023-07-06 DRAFT LETTER.docx

Follow Up Flag: Follow up
Flag Status: Completed

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Hi
I wanted to add these letters of support for the Pedestrian access on Woods Hole Road.
The road really needs a sidewalk for safety, and is well put by Representative Dylan Fernandes.

Woods Hole Road is an essential connector between downtown Falmouth, Woods Hole, and the Steamship Authority, where residents catch ferries to and from Martha's Vineyard. Residents and visitors often walk or bike along this route, particularly during the spring and summer months. However, for about 2.6 miles between Kettle Hole Road and Harbor Hill Road, there are no roadway accommodations for bicycles and pedestrians. A lack of infrastructure in this area poses a danger to all roadway users.

So far we have letters of support from the Town of Falmouth Select Board, Senator Moran, Representative Dylan Fernandes, The Woods Hole Community Association and 250 signatures from residents. We have sidewalk mapping done by MIT post-doc Maryam Hosseini, with her software Tile2Net for connecting communities.

Thank you so much,

Kristin Alexander
(representative of petitioners Falmouth MA)
774-238-1703
Kristin@middlewaymedia.com



The Commonwealth of Massachusetts

House of Representatives
State House, Boston, MA 02133

Dylan Fernandes

State Representative
Barnstable, Dukes & Nantucket

Legislative Aide

Alec Scicchitano
Alec.Scicchitano@mahouse.gov

July 14, 2023

Director Mary-Joe Perry
MassDOT District 5
1000 County Street
Taunton, MA 02780

Dear Director Perry,

I am writing to express my support for the construction of a shared use path along Woods Hole Road, as requested by the Falmouth Select Board. This path is critical in our efforts to encourage walking and cycling within our community. By providing a dedicated space for pedestrians and cyclists, the shared use path will promote active and healthy lifestyles, fostering physical well-being and a better quality of life for residents and visitors alike.

Woods Hole Road is an essential connector between downtown Falmouth, Woods Hole, and the Steamship Authority, where residents catch ferries to and from Martha's Vineyard. Residents and visitors often walk or bike along this route, particularly during the spring and summer months. However, for about 2.6 miles between Kettle Hole Road and Harbor Hill Road, there are no roadway accommodations for bicycles and pedestrians. A lack of infrastructure in this area poses a danger to all roadway users.

Investing in pedestrian and cycling infrastructure will make Falmouth and Woods Hole safer, healthier, and happier for generations to come. Thank you for your consideration. Please don't hesitate to reach out with any questions or concerns.

Respectfully,

A handwritten signature in black ink that reads "Dylan F".

Dylan Fernandes
State Representative
Barnstable, Dukes, and Nantucket

DRAFT LETTER

Ms. Mary-Joe Perry, District Highway Director
MassDOT District 5
1000 County Street
Taunton, MA 02780

July 11, 2023

Re: Proposed Shared Use Path/ Sidewalk on Woods Hole Road

Dear Ms. Perry,

We request your office investigate and ultimately construct a Shared use Path or Sidewalk along Woods Hole Road from Kettle Hole Road (where the current sidewalk terminates) to the existing sidewalk at Harbor Hill Road (where the current sidewalk continues to Woods Hole), a distance of approximately 2.6 miles.

As you know, this road experiences in excess of 10,000 trips per day.

Eliminating the pedestrian and bicycle gap in connectivity between Main Street in Falmouth and the Village of Woods Hole and the Ferry to Martha's Vineyard and Nantucket would provide a significant improvement to the health and safety of the Falmouth community and our visitors.

As part of this project we also request a crossing be provided at the signalized intersection of Woods Hole Road and Oyster Pond and Quissett Harbor Roads. The current signal does not allow for a crossing signal to be implemented.

Please contact our office if we can provide additional information.

Nancy Taylor
Chair, Falmouth Select Board



Woods Hole Community Association

Incorporated in 1919

P.O. Box 327 Woods Hole, Massachusetts 02543

July 9, 2023

Members of the Falmouth Select Board,

The Woods Hole Community Association (WHCA) believes that walkability is good for everyone in a community.

WHCA is a proponent of improved pedestrian safety and access in Woods Hole and along Woods Hole Road.

We have expressed this support numerous times in the past while working with the town of Falmouth and giving input to the Cape Cod Commission's studies. WHCA is in support of Kristen Alexander's current efforts towards the expansion of and improvements to pedestrian safety along Woods Hole Road.

Thank you for your continued work with MassHighway to encourage these improvements.

Sincerely,

Catherine Bumpus
Co-President



SUSAN L. MORAN
Plymouth and Barnstable District

The Commonwealth of Massachusetts
MASSACHUSETTS SENATE

STATE HOUSE
BOSTON, MA 02133-1053
TEL: (617) 722-1330
FAX: (617) 722-1010

SUSAN.MORAN@MASENATE.GOV
WWW.MASENATE.GOV

Mary-Joe Perry,
MassDOT, District 5
1000 County Street,
Taunton, MA 02780

July 18, 2023

Dear Director Perry,

I am writing to you today to express my support for a pedestrian walkway or sidewalk along Woods Hole State Road between Falmouth and Woods Hole requested by countless Falmouth residents, led by Kristen Alexander.

As a resident of Falmouth myself, I'm very familiar with the winding, 2-lane Woods Hole Road which consists of numerous blind curves with no access to a berm or ground area of the roadway. These conditions make it very dangerous for pedestrian travelers. The need for a dedicated pedestrian sidewalk has become increasingly apparent as a result of increased seasonal traffic due to tourism, the large freight trucks used by the Steamship Authority, and growth in foot traffic in our downtown areas. This roadway in its current state poses significant risks to public safety and creates a deterrent for active transportation.

By investing in a pedestrian sidewalk, we have an opportunity to address these concerns and improve the overall quality of life in our community. A walkway or sidewalk along Woods Hole Road would undoubtedly, decrease the dangerous blind curves in the roadway by enhancing visibility. Pedestrian sidewalks also provide a designated space for pedestrians, separating them from motor vehicles and reducing the chance of an accident. Finally, a sidewalk could allow for fewer vehicles on the road and encourage more people to use eco-friendly modes of transportation.

As the State Senator representing the Plymouth and Barnstable district, I support the Falmouth residents request for a pedestrian walkway or sidewalk, as it will allow pedestrians access to Falmouth, Woods Hole, and bike paths more safely. If you have any questions or concerns, please do not hesitate to reach out to me or a member of my staff.

Sincerely,



Susan L. Moran

State Senator

Plymouth and Barnstable District

Joyia Smikle

From: John Carroll <carroll.jg@gmail.com>
Sent: Monday, July 17, 2023 3:00 PM
To: Transportation
Cc: Colleen Medeiros
Subject: Cape Cod Regional Transportation Plan

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Commonwealth departments look to the new reality. Change is ahead. "The Clean Energy and Climate Plan for 2025 and 2030 (2025/2030 CECP) provides details on actions the Commonwealth will undertake through the next decade to ensure the 2025 and 2030 emissions limits are met"

The Canal area study is in opposition to the Commonwealth's stated goals. The Canal area study needs to focus away from the single occupant vehicle and toward the other modes. 21st Century thinking must come to Cape Cod because the 21st Century is here. The long range Cape Cod Regional Transportation Plan must meet the future. You can help with this. You need to.

Plans have come down from the Mass department that likes to build roads and bridges. These are not Transportation plans from transportation planners. They are the remnants of last century's head in the sand thinking about cars and asphalt. The plan pays little attention to the need for mode change and preparation for it.

Please ensure your long range plan does not add more vehicles or more vehicle lanes to any part of Cape Cod. Your plan should include mode change options similar to the Park&Ride at North Sagamore. These need to be on both sides of the Canal at both bridges.

John Carroll
Pocasset



34 Conwell Street, Provincetown, MA 02657 (508) 487-4357
www.helpingourwomen.org

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July 17, 2023

Cape Cod Commission

Colleen Medeiros, Transportation Program Manager

3225 Main Street (Route 6A) | PO Box 226

Barnstable MA 02630-0226

Re: 2024 Regional Transportation Plan (RTP) Comments

Dear Cape Cod Metropolitan Planning Organization (MPO) Committee Members:

As the Executive Director of an agency that has provided rides from the Outer Cape to healthcare facilities across Barnstable County for 30 years, I am writing to highlight issues of equity regarding public transit services covered under the RTP for people living in the rural, geographically isolated towns of Provincetown, Truro, Wellfleet, and Eastham.

Lead with Equity. When considering the phenomenal amount of work, energy, resources and talent that the 2024 RTP reflects and is planning to achieve there is much to be excited about. It is heartening to see the RTP reference the federal mandate in the Bipartisan Infrastructure Law (BIL) that calls for the MPO to orient its planning efforts under the Planning Emphasis Area (PEA) of “advancing racial equity and support for underserved and disadvantaged communities” (p. 90 “Equity and Justice40”).

- *Rural Is Underserved and Disadvantaged*. The Outer Cape towns of Wellfleet, Truro, and Provincetown are identified as rural from both by federal and state agencies. A number of Lower Cape towns are identified as rural by state agencies, including Eastham. In other words, **the geography of SubRegion D is precisely why Subregion D should receive additional emphasis because the geography creates the disadvantage of challenges accessing centers of activity** for services from healthcare, to government benefits offices, to diversity of retail outlets.
- *Racial Diversity & Subregion D*. According to 2020 Census Data, the Town of Provincetown has the fourth most racially and ethnically diverse population of the 15 towns in Barnstable County with 15% of 2020 Census respondents identifying as other than non-hispanic white. Therefore, a failure to equitably serve the residents of Provincetown in transit/transportation services is not only an equity issue from a rural/geographic point of view, it’s an equity issue from a racial point of view, as well.

- Recommended Actions:
 - When considering revisions to finalize the 2024 RTP, the MPO needs to explicitly identify ways to insure that transportation/transit funds received for “Barnstable County” are allocated in a way that ensures that 26% of the towns in Barnstable County are not adversely impacted by spending that focuses on services or programs that do not function effectively for 26%.
 - In fact, perhaps 26% of the transit funds received should be allocated, at a minimum, to pilot projects that align with stated RTP goals **and** insure that residents from the towns in Subregion D receive at least 26% of any program’s services if that program was funded for all of Barnstable County.
 - Throughout the RTP, when referencing items such as “Providing education on other options for mobility”(P.56) it should include a reference such as: “other options for mobility that do not create an undue burden of travel time” or some such phrasing.

Last year Helping Our Women provided 914 rides to healthcare and wellness appointments. According to recent reporting in the Cape Cod Times the CCRTA’s DART program is providing rides at a rate of approximately 220/year. CCRTA states that there is not the demand, however our agency’s work and the work of the agency’s with whom we collaborate at Outer Cape Community Solutions suggests that there is demand, however there is not a publicly funded program that meets the demand without creating undue burdens of length of travel or multiple bus routes related to travel.

In other words, the concerns expressed regarding the DART program reflect the fact that our geographic isolation and location is the exact kind of “underserved and disadvantaged community” that the BIL is asking MPO to focus on as a PEA.

I look forward to partnering with CCRTA, Outer Cape Community Solutions, the Cape Cod Commission and others to meet the PEA focus and mandate set forth in the BIL to improve equity in transportation services for all Cape Cod residents.

Sincerely,

/s/ Gwynne Guzneau

Gwynne Guzneau
Executive Director

Cape Cod Commission
Colleen Medeiros, Transportation Program Manager
3225 Main Street (Route 6A) | PO Box 226
Barnstable MA 02630-0226

July 17, 2023

To whom it may concern,

This letter is written by network partners of Outer Cape Community Solutions as a collaborative effort in response to the Cape Cod Commission's draft Regional Transportation Plan released in June 2023. Our network includes representatives from local boards of health, public safety, Councils on Aging, health and human service agencies, and healthcare facilities. We are writing to highlight critical needs and gaps that we continue to see across the Outer Cape towns. We ask that you consider adding or amending sections of the draft RTP to more equitably address the transportation needs of Eastham, Wellfleet, Truro, and Provincetown as defined below.

Data Equity

Wellfleet, Truro, and Provincetown are considered among the most rural parts of the country, according to the federal government. With this identity comes smaller population sizes, fewer available resources, and farther distances to critical economic or healthcare hubs. Simply put, rural transportation needs are often more extreme - and the Outer Cape is no exception. However, these greater needs do not receive greater attention, especially when there is only one Outer Cape representative in the Cape Cod Metropolitan Planning Organization (current and ex-officio members) and the Cape Cod Joint Transportation Committee.

When data from the Outer Cape towns is lumped together with data from the rest of the Cape, the rural responses are buried by larger towns with greater population density - like Barnstable and Falmouth. Therefore it is critical that data from the Outer Cape be identified and separated out in order to acutely understand the needs expressed by the community. This will begin to address the inequities in data that occur when looking at Cape Cod as one homogenous population.

In particular, in Chapter 2 on Performance-Based Planning and Programming, the RTP should include provisions that identify the need to segment data and performance measures across the different regions of the Cape. For instance, under Goal 3 the Objectives state "Improve connections between housing, job, cultural centers, and essential services within and beyond the region" then the Strategies to achieve this goal include: "Projects that improve access to or within community activity centers should be identified and prioritized." This section of the RTP is directly relevant to the needs of the Outer Cape community and the need to be sure that when drafting goals, objectives, and strategies that at some point the RTP recognizes the differences across the Cape. Therefore, this Strategy could be revised to read: "Projects that

improve access to or within community activity centers should be identified and prioritized...”including plans to ensure equitable access to community activity centers from the more geographically isolated regions of the Cape.” (p. 20-21)

While it is unclear from the RTP, it seems that the Outer Cape had a very low response rate to any community assessments for this report. With smaller population sizes, it is to be expected that the Outer Cape would have a smaller response rate to the assessments provided by the Cape Cod Commission. While the RTP says all 15 towns are represented, it's unclear how much input was received from the Outer Cape population at all. Otherwise, comments made at a January 26th meeting (with stakeholders primarily serving older adults and people with disabilities) were seemingly not included in this RTP. Additionally, the only other information gathering session on the Outer Cape was held at the Truro Town Hall - a building that is at the top of a very big hill, not easily accessed on bike or on foot, and several streets away from the Flex Bus route. The gaps in transportation also most likely contributed to this lower response rate and the lack of overall information gathered. Through partnerships across agencies, greater efforts could be made to engage with this isolated population and gather more information.

Similarly, it is unclear how this RTP is proposing that agencies or the Commission track any gaps in services; therefore we believe that specific language related to identifying challenges, not just successes should be included to present a full picture of the reality of transportation successes and challenges on Cape Cod. For example, the CCRTA is able to track transportation data and related needs based on the travel information gathered from CCRTA vehicles - including the Flex Bus or vehicles in use by local Councils on Aging. However, there are numerous rides provided by local nonprofit agencies and the COAs in town vehicles for which data is not available. Given the lack of resources available to these smaller agencies, these organizations need support to effectively gather and sort through this data to establish more accurate data collection processes and generate critical components of equitable plan development. With such support, network partners would look forward to supporting the equitable collection and reporting of data across our rural communities by partnering more closely with the Cape Cod Commission and Cape Cod Regional Transit Authority.

In addition to focusing on “rural” as an equity issue to address in accordance with the Equity and Justice40 federal mandates set forth in the Bipartisan Infrastructure Law referred to on page 90 of the RTP, we are writing to draw your attention to the fact that the Town of Provincetown has the fourth most racially and ethnically diverse population of the 15 towns in Barnstable County with 15% of 2020 Census respondents identifying as other than non-hispanic white. Therefore, a failure to equitably serve the residents of Provincetown in transit services is not only an equity issue from a rural/geographic point of view, it's an equity issue from a racial point of view, as well.



Lack of DART Services

The current DART services offered do not meet the needs of the Outer Cape residents - particularly those in Wellfleet, Truro, and Provincetown. Numerous agencies and their clients have been denied a DART ride from these towns. Others have been told trips will take hours longer than they would typically if they were to drive themselves in a car. Simultaneously, the CCRTA reports that they provided 88 rides for Outer Cape residents in 2023 so far. Therefore, clarity is needed to understand what kind of door-to-door services are available for Outer Cape residents.

The Cape Cod Times reported recently that, “Transit Authority General Manager John Kennedy said the DART is a shared ride model and is “not designed” to go over long distances — such as a trip from Truro to Hyannis.” However, the CCRTA and DART overview advertises that this service is available to all residents across Cape Cod. Limiting services in some towns (without defining this scope) is not equitable - especially as these areas are already disadvantaged by their distance to major resource hubs.

The RTP says that the CCRTA is not in a financial position to implement any new programs, but there needs to be an acknowledgement that the CCRTA’s Outer Cape transportation options are not adequately meeting the huge and growing transportation needs, particularly for those aging-in-place. As rearticulated by Mr. Kennedy in the Cape Cod Times article, the Flex Bus is the only cost effective option for longer rides. The expectation that residents should get themselves to a Flex Bus Stop (or within their pick up radius), then ride to Orleans and transfer to another bus to get to Hyannis over the course of *four to six hours* for one medical appointment is simply unreasonable, especially when a door-to-door ride from Provincetown to the Cape Cod Hospital could be completed in as little as 1 hour.

Organizations on the Outer Cape are left to manage these challenges on their own and were very forthcoming with Cape Cod Commission about this issue, yet nowhere in this RTP is this inequity or challenge referenced. The lack of DART services hugely impact livability – a major goal of the RTP (as identified on page iv). Network partners are eager to problem-solve with the Cape Cod Commission and Cape Cod Regional Transit Authority to find alternative solutions to this on-demand ride service that more appropriately meets the needs of Outer Cape residents.

These conversations could include subsidized microtransit programs or strategically placing CCRTA dispatch centers on the Outer Cape. Given the unique needs of the older adults and people with disabilities living in these towns, OCCS stakeholders highly recommend that the CCRTA provide a daily hospital bus from Provincetown to the medical facilities in Hyannis - similar to the Boston hospital bus program.



Our recommendation is that Table 11 on Page 43, "Regional Performance Measures and Targets" include more than "Population w/in a half mile of fixed route transit service" as the only target for transit programs. We propose the RTP include a Regional Performance Measure and Target to address rural inequities in transit program delivery by adding a measure such as: "Population receiving transit services other than fixed route - increase by 'x'." Alternatively, simply add to the existing performance measure of "Population w/in a half mile of fixed route transit service" the following: "including sub-region equity assessment across all regions."

Outer Cape Multimodal Improvements

The RTP's Highway Regional Target Funding Program of Projects (Table 20; page 99) references Route 6 Safety and Multimodal Improvements on the Outer Cape. However, nowhere in the RTP are these improvements described, defined, or otherwise identified. While some vagueness is expected as plans for 2029 cannot be made explicit at this point, partners would benefit from a general understanding of the prioritized improvements and projects for the Outer Cape.

Stakeholders across the Outer Cape have also noted that investing in extending the Cape Cod Rail Trail from South Wellfleet to Provincetown and improving bicycle transit safety could drastically improve safety and environmental sustainability in the community. Outside of increased tourist viability, improving bicycle transit would primarily serve the lower income population and seasonal employees - many of whom are people of color and/or non-English speaking community members. The same is true for creating sidewalks throughout each of these communities.

Bus Shelters

There are no bus shelters on the Outer Cape beyond the Provincetown pier. Bus stops are identified by metal sign posts with the CCRTA logo along Route 6 - where the speed limit varies from 40 to 55 miles per hour. By exchanging these low-visibility signs for actual bus shelters, there would be a marked increase in safety and security for riders - away from the elements, protected from speeding cars. These shelters would also likely increase ridership overall by allowing protection for riders, providing a sense of dignity and safety in riding, and improving marketing for public transit options. With increased marketing comes increased ridership - potentially improving congestion, ensuring system vitality, decreasing emissions, and growing attention for multimodal options - all goals of this RTP. The Outer Cape stakeholders would be happy to partner with the Cape Cod Commission and Cape Cod Regional Transit Authority to see through the development and implementation of such facilities, therefore ensuring appropriate community design and community acceptance.



We see this Regional Transportation Plan and Public Comment period as an opportunity to reframe and restart a conversation with the Cape Cod Commission and Cape Cod Regional Transit Authority. We recognize that transportation is a complex system of issues that require equally diverse and layered solutions. We look forward to finding opportunities to partner across our agencies, including potentially on shared marketing materials to better advertise the different transportation options available to rural residents.

Alex Nelson
Network Coordinator
Outer Cape Community Solutions

Emily Beebe
Health and Conservation Agent
Town of Truro

Lezli Rowell
Health Director
Town of Provincetown

Betty-Lynn Hathaway
Eastham Resident
OCCS Steering Committee Member

Dorothy Burritt
Director
Eastham Council on Aging

Jill Brookshire, LCSW
Director of Case Management
AIDS Support Group of Cape Cod

Suzanne Grout Thomas
Director of Community Services
Wellfleet Council on Aging

Gwynne Guzzeau
Executive Director
Helping Our Women
Provincetown and Eastham

Michelle Peterson
Deputy Director
Truro Council on Aging

Chris Hottle
Director
Provincetown Council on Aging



Reaction to Cape Cod Regional Transportation Plan

Having only read the report July 14 in the *Cape Cod Times* on the Regional Transportation Plan, and reeling from rainstorms and heat fueled by climate change, I don't have the energy today to absorb the 106-page report. So I urge the Commission staff to break up your recommendations in each category into sizeable chunks that the *Cape Cod Times* can feature and ask the public to send in their comments.

I am especially concerned about the traffic pouring down Route 6 in morning and evening rush hours which is very noisy and creates a great deal of pollution damaging the health of anyone who lives within a half a mile of the road, such as where I reside on Church Street in West Barnstable. Scientists need to measure the pollution and noise during rush hours, report both frequently, and consider whether in the future tall walls may need to be built on either side of the highway as they do in cities.

We need the Commission to think of ways to protect Cape Codders from the effects of the influx of remote workers now owning second homes here and their need for hundreds of yard and other workers to pour over the Canal bridges every day. This has led planners to demand construction of moderate income homes and rentals which none of the current housing projects really provide.

As for the planned new bridges over the canal, please consider the need to slow down the flow of new homeowners and tourists, because the Cape's environment cannot withstand the effects of a 25% increase in population, plus the new class of tourists looking only for short-term rentals. The beaches and harbors are overcrowded, and RV's proliferate to the point where regular beachgoers are confronted by ugly traffic jams on beaches such as Sandy Neck instead of a lovely shoreline to walk along and take a swim. The redesign of Sandy Neck parking lots places too much emphasis on RV's whose drivers can get beach-front "property" for 6 or 7 months a year for a permit costing about \$250. They don't cater to local restaurants or businesses that much, and the staff needed to patrol and assist the RV's costs the town a great deal. Please address this congestion which the residents of West Barnstable have complained about for years, to no avail.

The theme of many Commission reports is to fuel the year-round economy (are we really just like a suburb of Boston?) and to build, build, build, goals that will be made possible by putting in sewers. We may need public water systems to clean up the bays, but we don't need to link that worthy goal to the need for more high-rises which will benefit off-Cape developers, snowbirds and professionals connected with tourism, and not the workers who need moderately priced homes and rentals.

The Commission should list the specific locations the report planners are targeting for housing and get input from affected villages all over the Cape by holding public meetings – not on zoom – and displaying a list of specific locations, not relying on interactive maps which are hard to use. Planners should also focus on vacant office buildings and businesses that could be converted to housing, not just open spaces like golf courses or land owned by the Town.

Also, please lay out a plan to reduce traffic congestion by banning investor-owned Airbnbs and regulating Short-Term Rentals (STR's) by requiring proprietors to live on the property rented for 3 months a year. The STR's have gutted winter rentals, and if no action is taken to diminish the number of STR's, Cape Cod residents should not be asked to shoulder the cost of housing projects that enrich the developers, the real estate market, and the town's tax coffers.

I could go on and on, because the public trust in the Commission has diminished due to such actions as approval of the huge Twin Brooks development, now being opposed in court, which is out of character with the Cape and of the overbearing high rise going up near BJ's which also has no architectural value or business being built here, with rents as high as \$3,000- for a one bedroom. And many of us who were horrified by the Five Cents Savings Bank that went up on Rt. 132 have to go by it every day and grimace at its ugliness and excessive lighting. It would have been a great site for a small neighborhood of moderate-income housing.

Now we hear that they are going to build a pickle-ball court in the old K-Mart Plaza. Who is making the money off of that screwy plan which will mean shoppers in the new Landing Mall will have to listen to the obnoxious sound of balls smacking walls? Since the Developer also did Derby Street in Hingham, why can't his organization give us a Pottery Barn or Anthropologie. Doesn't Hyannis deserve good stores like that? Also how many of the developers in Hyannis are receiving tax breaks because they are building in so-called Opportunity Zones near neighborhood with many low-income people? What a boondoggle and one the public knows little about.

Too many projects are being tackled on the Cape at once. Why can't the Commission tackle one at a time – like making Hyannis' main street a two-way street lined with interesting shops and constructing traffic circles to improve traffic flow. Now, that is a good plan done by an expert invited to shake up what goes on in Barnstable. Too often, the same power brokers and town officials are the major influence, and the public doesn't have a voice in what should happen to this beautiful peninsula, which should be more like a national park than a suburb of Boston. As for Hyannis, fewer auto dealerships, used car lots, liquor stores, drug stores, banks, and bars on Main Street might open up a new future and revival as a truly interesting tourist destination.

I just heard a few planes go overhead, so Jet Blue will win out with their longer runways, and Barnstable residents will have to put up with the noise so the Gateway Airport (what a boring name) can provide better service to Nantucket and Martha's Vineyard.

Thank you for giving me the opportunity to bring up some major concerns about the future of the Cape.

Priscilla Samuel Jones
240 Church Street
West Barnstable, MA 02668 7/17/23

Joyia Smikle

From: jyork@cataumet-arts.org
Sent: Monday, July 17, 2023 11:53 PM
To: Transportation
Subject: Cape Cod Regional Transportation Plan, public input, Route 6A

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Regional Transportation Plan Subcommittee,

Here are comments and suggestions for the Draft Cape Cod Regional Transportation Plan.

1. Educating the Public on the Transportation Planning Process and How to Advocate for Specific Goals or Projects

The Thursday, April 13, 2023, Regional Transportation Plan (RTP) Outreach Meeting in Sandwich was reasonably well attended with approximately 10 attendees other than the presenters. As is appropriate for an outreach meeting, discussion focussed on needs and desires not currently being addressed, with less emphasis on available funding. One important role of outreach is to highlight areas which are not currently receiving attention.

The Friday, April 14, 2023 RTP Subcommittee meeting focussed more on promoting projects already in the pipeline ... an important function, but not necessarily what the average person thinks when asked for input to a 25 year regional plan. The prioritization of projects discussed at the Subcommittee meeting was driven by available funding sources (an important consideration) as much as or more than by needs and desires.

There was a great contrast between what was discussed as “transportation planning” at each of these meetings. To the uninitiated public, there might appear to be little or no connection between the two.

It may be easier to understand the context of the two meetings by analogy to the influence of available funding on health care decisions. A doctor prescribes a plan of care according to what insurance will pay for. Similarly, the regional transportation plan is driven by funding availability. There is Federal and State money for certain kinds of projects, and maybe not others.

What we mean when we say, “Transportation Planning”, is similar to what we mean when we say, “Health Care”. Health Care sometimes means Health Insurance and other times means the actual care provided to patients by medical professionals. Transportation Planning sometimes means the process of funding transportation projects and other times means the actual planning of the projects.

There is also the lens of institutional familiarity through which Cape Cod Commission staff view available funding. Transportation planners are familiar with the planning and funding process. They know what works and what does not when seeking funding. Planners also can be focussed on what is familiar ... what has already worked ... and be less willing or less prepared to seek funding for a new or different project.

The Cape Cod MPO, Joint Transportation Committee and Cape Cod Commission staff are doing the essential work of allocating funding and implementing projects. However, the interested public can be discouraged by a planning process which from their view has only ongoing projects, does not have an obvious point of entry to initiate new projects and is primarily concerned with an alphabet soup of Federal programs and State and regional review authorities rather than

transportation needs. What the public needs is education about the process and encouragement to perform its role of identifying needs and promoting projects not yet in the funding pipeline.

The Regional Transportation Plan should include language and proposals to educate the public how to initiate and advocate for a specific transportation project or goal.

Instructions for public participants:

1. Keep voicing public needs and desires.
2. Identify specific projects that address those needs.
3. Get plenty of voices to speak the message, particularly municipal voices.
4. Find program based strategies for funding and awareness.

2. Designated Bike Routes on Roadways

Government designated over the road “Bike Routes” have little value when they are nothing more than a recommendation to use one road as opposed to another. Designation gives planners something to point to and say, “See, we have bike routes.” Designation does not improve pedestrian and bicycle safety or comfort on the roadway unless there are improvements to back up the designation. Also, planners can (intentionally or unintentionally) use designation of one particular route as an excuse not to make improvements on a parallel non-designated route.

Older routes, such as Route 6A when it was simply “Route 6”, were once the only route for all modes. Speed limits were lower. Vehicles were narrower. Drivers expected and were more alert to other roadway users. 60 years ago, when the older routes were superseded by high-speed divided highways for automotive through traffic, the new highways took the route number. The older routes became the safe and obvious route for slower moving local traffic and non-motorized road users and were designated with an “A” after the route number. The expectation was that an “A” route would host a variety of roadway users, and would be the only and obvious choice for pedestrians and cyclists.

Over the last three decades, that picture has changed. The “A” routes have become unsafe for pedestrians and cyclists as higher speeds, more cars, larger cars, and more frequent commercial deliveries to an increased number of commercial establishments have redefined the use profile of what were once, not too long ago, the commonly preferred non-motorized routes.

The pendulum is now singing back towards an emphasis on complete streets for all roadway users. However, the expectation that the “A” routes should be safe for non-motorists has not been commonly adopted. Perhaps it is time to reclaim the “A” routes and other traditional multi-use corridors for their traditional and intended users. A good first step might be reduced speed limits on “A” routes and an enforced policy for through traffic to slow down or use the modern highway route. Quality of life might increase for all residents and businesses along the traditional corridors.

The Cape Cod Regional Transit Authority’s recently re-published “How to Get Around Cape Cod” transit and bicycle map shows Sandwich Road from the Bourne Bridge to the Sagamore Bridge as an “on road bicycle route”. Route 6A from Sandwich to Barnstable is not designated as a bicycle route.

Sandwich Road between the Bourne and Sagamore Bridges is entirely unsafe for bicycles.

Route 6A from Sandwich through Brewster has less motor vehicle traffic than Sandwich Road, and is a desirable route for pedestrians and cyclists in terms of origins, destinations, directness of travel and conveniences along the route, but is unsafe along much of its length in its present condition. A good deal of that un-safety comes from several decades of protection of and catering to automobile interests such as wider travel lanes, high speed limits and lack of enforcement, and from a lack of facilities for pedestrians and cyclists.

One might be reluctant to designate Route 6A as a bicycle route in its present condition, but its condition may be unlikely to improve without designation. Perhaps we could establish a process to declare a route as a target for designation. If target for designation were an officially recognized status, that could be a trigger for improvements leading to designation. A similar process is already used for shared-use paths. Pedestrian and Bicycle planning maps include “proposed paths” ... paths which do not exist but have been proposed and may be moving along in the planning, design, or construction process.

With a status of “Proposed Bicycle Route” for a route which requires roadway improvements, it might be easier to focus attention and get funding and approval for improvements. Some of these improvements, such as reduced speed limits, might have a very small capital cost. Others, such as shoulder widening,, sidewalks and or adjacent shared use paths may require more funding.

Once such improvements are made, the roadway could be designated as an “on road bicycle route”.

3. Route 6A King’s Highway Historic District and the history of roadway use

The Old King’s Highway Historic District extends along Route 6A from Sandwich to Orleans.

Old King’s Highway Regional Historic District enabling legislation, 1973:

<https://archives.lib.state.ma.us/handle/2452/26986>

Old King’s Highway District Bicycling Map, 1999:

https://www.capecodcommission.org/resource-library/file?url=%2Fdept%2Fcommission%2Fteam%2FWebsite_Resources%2Ftransportation%2FOKHCapeCodBikeMap1999.pdf

Automobile centric Old King’s Highway description on Cape Cod Commission website:

<https://www.capecodcommission.org/about-us/newsroom/experience-cape-cods-historic-route-6a/>

It is a bitter irony that limitations due to the Old King’s Highway Regional Historic District along Route 6A are sometimes perceived to be an impediment to improving pedestrian and bicycle safety on Route 6A.

I am not entirely familiar with the regulatory practices of the Old King’s Highway Regional Historic District Commission or the OKH Historic District Committees in each of the participating Towns. I do not see any specific language in the enabling act that would apply to features within the roadway property, unless the roadway layout is considered a lot.

There is general language in the enabling act describing historic and aesthetic values to be preserved within the District.

During the King’s Highway era (1637 to 1783) and the Early American era (1784 to 1860) there were neither cars nor bicycles, but plenty of pedestrians and occasional draft animals with or without carts or carriages. Bicycles, first introduced to North America in the 1860s, preceded and literally paved the way for automobiles. The introduction of bicycles in Massachusetts, including the organization of bicycle leagues to promote improved roadways, is an important piece of Massachusetts history and nationwide transportation history. It is almost certain that bicycles preceded motorcars by several decades on what is now Route 6A.

Vox magazine online article “Roads were not built for cars: How cyclists, not drivers, first fought to pave U.S. roads”: <https://www.vox.com/2015/3/19/8253035/roads-cyclists-cars-history> .

Additional information and links to 19th and early 20th century documents describing the introduction of bicycles and the movement to improve roads are attached at the end of this email.

The Old King's Highway Regional Historic District Commission and the several Town OKH District Committees are the custodians of a significant public and private investment in a public good. Public and private investment in the Old King's Highway District occurs every time a property owner appears before a town OKH District Committee, every time a town OKH Committee reviews a project, and every time a Committee or applicant pays an architect or other consultant to prepare, present or review an application.

Roadway design and management practices to accommodate motor vehicle needs and desires while not providing bicycle and pedestrian safety or accommodations has rendered Route 6A unsafe for pedestrians and bicycles and constitutes limiting access to this public good to a select group of users. Transportation planners are well aware that Route 6A is not safe for most pedestrians and cyclists as is indicated by their decision not to use this otherwise obviously preferred route for the State designated Boston to Cape Cod bike route.

Newly established environmental justice standards require all regional planning agencies to insure equal access to public assets for all communities and populations. The "bitter irony" of the Old King's Highway Regional Historic District is now an opportunity for the Old King's Highway Regional Historic District Commission to review its mission and if necessary revise its rules to promote improved access to the District for all roadway users. In so doing, the District Commission would better preserve the historic value and use of what is now Route 6A.

The Cape Cod Regional Transportation Plan should support environmental justice standards by recommending and promoting adoption of improved rules for the Old King's Highway Regional Historic District. Establishing and enforcing reasonable speed limits by towns within the district would be a first step. Reduced speed limits could be followed by meaningful discussions and solutions for how best to provide unobtrusive pedestrian and bicycle improvements within the context of lower vehicle speeds.

Thank you for encouraging and promoting public input, for promoting safety as the highest priority for roadways in Barnstable County and for making equity a key value embodied throughout the Regional Transportation Plan.

John York
20 Squeteague Harbor Road
P.O. Box 497
Cataumet, MA 02534

John Gardener Buzzell, Albert Pope, Pierre Lallement and the introduction of bicycles to America

John Gardener Buzzell, Jr., a Boston area industrialist and inventor of machinery for the shoe industry, received the first American patents for tension spoked wheels.

Buzzell may have built the first bicycles in America and with Albert Pope of Pope Manufacturing Company, built the first production bicycles in America. Buzzell and/or Pope brought Pierre Lallement, a French inventor and one of several Europeans who vie for the title of inventor of the pedal bicycle, to Boston. Lallamont spent the last years of his life in

Massachusetts. The League of American Wheelmen hold an annual commemorative celebration at Lallement's gravesite in Jamaica Plain.

Albert Pope went on to found Columbia Bicycles and build Pope automobiles. Pope was the marketing and lobbying genius who figured out to organize cyclists to lobby for smoother roads and to market bicycles to women. Pope, with several other pioneers of bicycling, is often credited with literally "paving the way" for cars. Pope's marketing of bicycles as a source of freedom and independence for women benefited from and contributed to the feminist movement, but the claim that Pope "paved the way" for modern feminism is possibly a stretch of his influence.

<https://www.vox.com/2015/3/19/8253035/roads-cyclists-cars-history>

Vox magazine online article "Roads were not built for cars: How cyclists, not drivers, first fought to pave U.S. roads": <https://www.vox.com/2015/3/19/8253035/roads-cyclists-cars-history> .

City of Boston Bicycling Plan, May, 2001 (see page 7, History of Bicycling in Boston):
https://www.cityofboston.gov/transportation/accessboston/pdfs/bicycle_plan.pdf

ConnecticutHistory.org, "League of American Wheelmen and Hartford's Albert Pope Chaampion of the Good Roads Movement", June, 2013: <https://connecticuthistory.org/the-league-of-american-wheelmen-and-the-good-roads-movement-how-popes-bicycles-led-to-good-roads/>

John Gardener Buzzell, Jr., was born Nov 12, 1827, in Barrington, (MA or NH?), and died after 1901. He resided at Lakeport, NH, Lynn, MA, and Boston, MA. He was during his career a carpenter, machinist, inventor, innovator in shoe manufacturing machinery, and held the first US patents for tension spoke wheels.

John Gardener Buzzell, Jr., Biography and Geneology:

https://books.google.com/books?id=Rdk4AQAAMAAJ&pg=PA290&lpg=PA290&dq=buzzell+wire+spoke+wheel+boston&source=bl&ots=gCNEL6TVXE&sig=ACfU3U1U28HT71673uJAXcp3Ba1jhI2eiw&hl=en&sa=X&ved=2ahUKewiGydufudP7AhXwlokEHW--A_8Q6AF6BAgrEAM#v=onepage&q=buzzell%20wire%20spoke%20wheel%20boston&f=false

US Patent 69403, October 1, 1867: (carriage wheel with coil spring spokes)

<https://patents.google.com/patent/US69403A/en>

US Patent 82690, October 6, 1868: (carriage wheel with spring action spokes)

<https://patents.google.com/patent/US82690>

Scientific American, October 21, 1868, p. 263:

https://books.google.com/books?id=1mI9AQAIAAJ&pg=PA263&lpg=PA263&dq=john+buzzell+wire+spoke+velociped&source=bl&ots=fCOP8EqFfP&sig=ACfU3U2wsZQi3nXvM8Wmppa9EqAnIud33A&hl=en&sa=X&ved=2ahUKewi9_r2JzdP7AhUkFFkFHZQBAQ4Q6AF6BAgCEAM#v=onepage&q=john%20buzzell%20wire%20spoke%20velociped&f=false

The Wheel and Cycling Trade Review, March 6, 1891, p. 42:

https://books.google.com/books?id=NfNYAAAAYAAJ&pg=PA42&lpg=PA42&dq=john+buzzell+wire+spoke+velociped&source=bl&ots=I5OC0q93vP&sig=ACfU3U3YyeG1MaJ4vPto9e0rtpAhGO41HQ&hl=en&sa=X&ved=2ahUKewj_oMjkw9P7AhWlj4kEHVsgAYMQ6AF6BAgJEAM#v=onepage&q=john%20buzzell%20wire%20spoke%20velociped&f=false

Albert Pope:

https://en.wikipedia.org/wiki/Albert_Augustus_Pope

Pierre Lallement:

https://en.wikipedia.org/wiki/Pierre_Lallement

Women and Cycling:

ConnecticutHistory.org,, “Albert Pope Pioneered Bicycles for Women”, May, 2020: <https://connecticuthistory.org/albert-pope-pioneered-bicycles-for-women/>

Literary Hub, “The Women Who Pioneered Bicycling as a Feminist Sport”, March, 2021: <https://lithub.com/the-women-who-pioneered-bicycling-as-a-feminist-sport/>

Joyia Smikle

From: jyork@cataumet-arts.org
Sent: Tuesday, July 18, 2023 12:05 AM
To: Transportation
Subject: Regional Transportation Plan, Cape Cod Canal and Canal Area Mobility

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Regional Transportation Plan Sub-Committee,

The Cape Cod Canal is a Federal transportation project that divides most of Barnstable County from the remainder of Massachusetts and divides the Town of Bourne in half.

Current (May 2023) preliminary designs for Canal Area Transportation Improvements include replacement bridges with wider lanes, higher speeds, longer approach slopes extending further inland, and more complex access interchanges than the existing bridges. Proposed bridges will have two travel lanes and one “on-ramp lane” in each direction, plus a separated pedestrian bicycle shared use path on one side of the travel lanes. The program area, which once included all the area within two miles of the Canal, has been reduced to two small irregular shaped areas which are the minimum necessary to capture the bridges and interchanges at the two bridge crossings.

MassDOT’s Cape Cod Canal Area Transportation Study recommended transportation improvements to provide multi-modal cross-canal and local area mobility as well as improved through traffic connectivity. Now MassDOT’s bridge replacement program envisions replacing the Cape Cod Canal’s functionally obsolete high-level bridges with higher, longer, faster bridges and complex, expansive interchanges at each end of each bridge. It is unfortunate for the Canal Area that the current proposed improvements do not include projects of independent utility to improve local area mobility.

Opportunities to Improve Canal Area Mobility

Here are three projects of independent utility which would increase local area mobility, reduce reliance on motorized vehicular modes, and improve community coherence and quality of life.

1. **Cross-Canal Water Taxi:** Introducing water-taxi service at one or more targeted crossing locations within the Cape Cod Canal would be a tremendous improvement towards connecting the two sides of the Canal and regaining the walkability enjoyed by the Bourne community prior to federal widening of the Canal. Crossing distance for such a service would be approximately 700 feet, which would allow frequent trips and high transport capacity using a relatively small water taxi with relatively small per trip passenger capacity. The short crossing time, approximately 2 to 4 minutes each way, would allow economical use of battery electric power for the water taxi vessel. Purpose built landings may be required at some or all landing points.

USACE expertise at operating the current fleet of Canal Patrol boats and managing the Canal grounds with as a public serving park make the USACE well qualified to operate such a service. Alternatively, the service could be operated by the Cape Cod Regional Transit Authority with approval of or in conjunction with the USACE, or by a private carrier such as HyLine Onset Bay Cruises which currently operates scenic excursion boats on the Canal.

Businesses in Buzzard's Bay and Sagamore on the mainland side of the Canal might particularly benefit from their location at the debarking point for cross-canal trips. Desirability of campsites in the The Bourne Recreation Authority's Scenic Park campground on the north (mainland) side of the Canal near the Bourne Bridge would be greatly enhanced by increased pedestrian and bicycle access to Cape Cod side destinations provided by a water taxi service in the area near the Bourne Bridge and/or Railroad Bridge.

More details and benefits of cross-canal water taxi service are described in the attached description, "Cape Cod Canal Water Taxi Concept, Details and Community Benefits".

Longer distance water taxi: Canal Area pedestrian and bicycle mobility could also be enhanced by a water taxi or small passenger ferry operating on a slightly longer route around the end of the Canal land cut, for example from the Bourne Town Marina at Monument Beach to the Bourne Town Marina in Buzzard's Bay and/or to Wareham's Onset Bay Town Pier which is the base of operations for Onset Bay Cruises and adjacent to the Buzzard's Bay Coalition's Onset Bay Center. This longer route service would enhance pedestrian and bicycle mobility over a wider area connecting Buzzard's Bay and Wareham with southern parts of Bourne. The pier to pier distance from Monument Beach to Onset is 3 miles in relatively sheltered water, which would allow crossing times of 15 to 20 minutes depending upon the vessel employed. This crossing time is comparable to or less than the low traffic automotive travel time via Canal bridge for the the same trip, and significantly less than the peak demand vehicle travel time.

2. Connector Paths leading to the Canal Service Road: Connector paths leading to the canal service road shared use paths would greatly increase the utility of the Canal paths by increasing the area served. Connector paths leading to the canal paths, plus cross-canal water-taxi service would reconnect Barnstable County regions on both sides of the canal with safe, convenient non-motorized transportation and increase shared enjoyment of cultural and natural resources. Combined water taxi crossing and Cape Cod side path connections would allow day trip and overnight visitors from off-Cape to access to the Upper-Cape area without taking a car across the bridge and would increase the attraction of the Upper Cape area as a green tourism destination.

3. Increased access to the south (Cape Cod) side Canal path: An active rail line runs along the south side of the Canal and limits pedestrian and bicycle access to the Canal and the south side Canal path. Creating safe, officially recognized pedestrian rail crossings at high value access points (near schools, recreation facilities, library, medical district, museums) would greatly enhance path utility and quality of life for families, public school students and school faculty and staff, fisherman and tourists.

Recognition of presently used and MassDOT advertised pedestrian rail crossings at Keene Street in Bourne village, at the Bourne Bridge Recreation Area and at the USACE's service crossing near the Sagamore Bridge as public crossings would provide great benefit to the community. Recognition of an additional crossings at the Gallo Ice Arena would improve access to the Arena and to the Upper Cape Regional Technical High School.

4. Canal area pedestrian-bicycle-water transit system: Any of the above improvements alone or in tandem with one other would provide great improvements to Canal area mobility. A complete system including all of the above improvements would have the greatest total benefit and quite likely the greatest benefit per dollar expended.

Thank you for highlighting forward looking regional projects in the Regional Transportation Plan and for the inspiration provided by successful transportation projects throughout Barnstable County that were promoted through previous plans.

Emission Reduction Targets

The above discussion is concerned primarily with mobility. There are also Federal and state requirements and targets for greenhouse gas emissions reduction. The likelihood of meeting climate based emission reduction targets is small or zero with the Canal Area Transportation Improvement Program's currently envisioned and proposed solutions. Zero emission program elements that provide superior system performance should be embraced by program leadership.

John York
20 Squeteague Harbor Road
P.O. Box 497
Cataumet, MA 02534
612-229-6278



July 21, 2023

Cape Cod Metropolitan Planning Organization (MPO)
c/o Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

CC: Colleen Medeiros, Transportation Program Manager, Cape Cod Commission
Steven Tupper, Deputy Director, Cape Cod Commission
Kristy Senatori, Executive Director, Cape Cod Commission

Re: Draft 2024 Cape Cod Regional Transportation Plan

Dear Members of the Cape Cod MPO:

On behalf of the Cape Cod Chamber of Commerce and employers across the Cape Cod region, I am writing to convey support for the Cape Cod Canal Bridges Program, including replacement of the Bourne and Sagamore Bridges, as outlined in the draft 2024 Cape Cod Regional Transportation Plan (RTP). Cape Cod's economic future is critically dependent upon replacement of the aging Canal Bridges. This work deserves the highest priority, along with dedicated planning and funding resources, as the MPO proceeds with its efforts to finalize and implement the 2024 RTP.

The Bourne and Sagamore Bridges provide the sole roadway connection points for Cape Cod's **fifteen towns**, a year-round population of **225,000 residents**, nearly **10,000 businesses**, and an estimated **5 million visitors** per year. The bridges are also a vital lifeline for the Cape Cod region, serving as the only emergency evacuation route for communities that, on a daily basis, face the realities of sea level rise and the urgent need for climate resiliency planning.

In June of this year, the Bourne and Sagamore Bridges turned 88 years old. This milestone, which should warrant celebration of the modern marvels of engineering is, for the people of Cape Cod, a painful reminder of the deferred maintenance and aging infrastructure that plague our local communities. Outdated on-site septic systems, still prevalent throughout the Cape, halt economic opportunity while contaminating the region's vital natural resources. Jobs that pay below the median state wage, along with a higher than median cost of living, threaten to drain the region of young talent, as workers seek better opportunity and more affordable living conditions elsewhere. With median home values well over \$700,000, housing has become so unattainable in the region that an estimated 50% of the local workforce now commutes over the Bourne and Sagamore Bridges each day. For many in our region, the aging Bourne and Sagamore Bridges have come to signify not the hope of connection, but obstruction of Cape Cod's potential.

Businesses across the region are already feeling the effects of increasingly frequent traffic closures as the bridges, deemed structurally deficient by the Federal Highway Administration, require more maintenance and repairs to remain safe and functional. Regardless of their size or number of

employees, most businesses have now had to contend with bridge-related impacts on their day-to-day operations. These impacts include transportation challenges for staff who live off-Cape and must cross the bridge each day, and reduced confidence among visitors that Cape Cod is an easy-to-access and pleasant travel destination.

Page 11 of the draft RTP reflects that public support is higher for the Canal Bridges Program than for any other potential regional transit project, signifying the importance of this project for residents. While we applaud the MPO's attention to the Canal Bridges Program in the draft Cape Cod RTP, we urge you – along with our region's state and federal leaders - to assign the highest possible priority to the Canal Bridge replacements. This prioritization must include the dedication of significant staff time and funding to ensure that the projects are shepherded to completion in a timely and fiscally responsible manner. The Cape Cod Chamber offers its full support and is ready to assist as a partner in this long overdue replacement of Cape Cod's vital bridge infrastructure.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Niedzwiecki". The signature is fluid and cursive, with a prominent initial "P" and "N".

Paul Niedzwiecki, CEO
Cape Cod Chamber of Commerce

CAPE COD COMMISSION

3225 MAIN STREET • P.O. BOX 226 • BARNSTABLE, MASSACHUSETTS 02630
(508) 362-3828 • Fax (508) 362-3136 • www.capecodcommission.org

