

APPENDIX D
PUBLIC COMMENTS

Martha Hevenor

From: Jo Ann Citron <jacitron@comcast.net>
Sent: Saturday, October 11, 2014 8:18 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer Cape Bicycle & Pedestrian Master Plan

I'm an avid cape cyclist from Truro who rides primarily in Truro, Wellfleet, Eastham, and Orleans. My cape residence is seasonal and so I will miss public meetings held in the off season. Is there any way for me to get onto some kind of mailing list that would allow me to keep up with the process?

Jo Ann Citron

Martha Hevenor

From: S.C. Fox <misswellfleet@hotmail.com>
Sent: Tuesday, October 14, 2014 9:12 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: bike path access points

Currently there is NO crosswalk, NO pedestrian signs, NO flashing light or reduced speed zone on Route 6 in South Wellfleet (the end of the rail trail). The safety concern of this should be addressed immediately. At the end of LeCount Hollow Rd. the two lanes of traffic are usually travelling at 45 plus mph. Combine that with the congestion of the intersection (beach traffic, post office, popular bakery, restaurant and other businesses) the danger is obvious.

I ask, have any of you ever rode/walked your bicycle across that intersection? With family/children in tow? Seriously, try it some day.

I am simply surprised there has NOT been a fatal accident as of yet. Concerns like these need to be recognized and something done asap. The state/town has done absolutely nothing to alleviate this major disaster waiting to happen. And everybody who lives here in Wellfleet is very aware of this hazardous intersection as well.

Please address areas like these before going forward with some huge plans that may take YEARS to achieve.

Thanks,

S. Fox

Martha Hevenor

From: Dave Parish <dave@daveparish.com>
Sent: Wednesday, October 15, 2014 1:18 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: bike master plan

How do I get involved in the initiative in implementing a bike master plan?

Best,
Dave Parish

--
DPStudio
20 Wellfleet Woods Lane
Wellfleet, MA 02667
Ph. : 508-349-5181
Web: daveparish.com

Martha Hevenor

From: Bernie Meggison <thosemeggisons@gmail.com>
Sent: Wednesday, October 15, 2014 9:48 AM
To: Outer Cape Bicycle and Pedestrian Master Plan; daniel.wolf
Subject: Bicycle/ Pedestrian bicycle master plan

Folks:

I'm pleased that there is a scheduled workshop that will address the needs and benefits of extending the existing Cape Cod Rail Trail network.

I have attended several workshops in the past. They are all informative and full of energy.

One being MASS BIKE that was held at CCCC last year. It seems to me that there are multiple organizations that already have their fingers into this activity.

Now I see that the Cape Cod Commission has entered the foray.

I'm an avid bicycle rider who rides about 4000 miles per year, both on the road and on the "rail trail"

At this point, I would much rather see funds spent on the existing infrastructure before dishing out one CENT or one breath of air on possible new projects.

The existing bicycle trail that is managed by the states Department of Natural Resources is in serious need of maintenance and repairs. Any areas that are in serious condition now gets spray painted by citizens and or DNR workers,,,,, nice fix!

At some locations, the existing trail is in life threatening condition. (tunnel in Eastham)

I work part time at a local bicycle shop and I can attest to the financial value of the trail, and I can attest to the frustration of cyclists who utilize the trail each year.

It amazes me that anyone would spend dollars and efforts to extend a resource that is in such dismal condition.

Best regards,

Bernie Meggison
West Harwich, MA

Martha Hevenor

From: Eric Mays <eric.mays@gmail.com>
Sent: Wednesday, October 15, 2014 9:11 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: lack of materials

I've tried to access both the Cape Cod Commission and Park Service web site for background materials prior to the Oct 30 meeting. So far all I've been able to see is the press release and an 18 MB (yes, 18 MB) pdf with lots of logos outlining the park service boundaries.

Do you intend to post meaningful information on the web site, or is this just some PR stunt?

Martha Hevenor

From: Cathy Haynes <c.c.haynesartist@gmail.com>
Sent: Thursday, October 16, 2014 10:14 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer Cape Bicycle & Pedestrian Master Plan/ Plans Available On-Line?

Dear CCC:

As the chairman of the Truro Bike and Walkways Committee, I have been receiving emails and telephone calls regarding the upcoming Public Meeting to be held on October 30, 2014 in Truro. The most frequent questions is; "Are there available on-line plans of the proposed bikeways for public viewing ? "

I would recommend that plans be made on-line as soon as possible (and during the public comment period) so that person(s) unable to attend the upcoming three meetings can view and comment on-line.

Thank you for this consideration and please email the link as soon as it is available.

VTY,

Catherine Haynes
Chairman
Truro Bike and Walkways Committee

Martha Hevenor

From: Ryan Curley <ryan@thefuriesonline.com>
Sent: Thursday, November 06, 2014 1:41 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer Cape Bicycle & Pedestrian Master Plan Maps

Hi I'm interested in the the working maps of the Outer Cape Bicycle & Pedestrian Master Plan. I've gone though all of the documents online and all I saw was the few poor images of them in the [PowerPoint presentation](#). Do you have copies of them that you could make available to me? I am always concerned about safety issues here on the outer cape and as a long time resident of Wellfleet I've know more than a fair share of people who have been injured, crossing Rt 6 in Wellfleet on foot in the summer is perilous in every location excepting the single cross walk from school street to Lawrence road or by taking the bridge over Rt 6 on Long Pond rd.

Sincerely

Ryan Curley
(508)-246-4718

Martha Hevenor

From: bobbi3956 <bobbi3956@yahoo.com>
Sent: Monday, November 10, 2014 6:52 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Bike path

while I can understand bikers worrying about cars, bikers and safety, there needs to be some protection for walkers. I got hit by a biker on the Sinning Sea Bike Path in Falmouth on June 30th. The young man who was riding his bike behind me decided to look down at his Ipad to change music and hit me from behind. I ended up at the Falmouth Hospital and have not been the same since.

There should be some signs or protection with rules in place to protect all.

Dennis Fitzgerald

Age 62

Sent from Samsung tablet

Martha Hevenor

From: Jim Schrock <chris@jimschrock.com>
Sent: Sunday, November 09, 2014 5:04 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer Cape Bicycle & Pedestrian Master Plan

Welcome and thank you for this opportunity to voice my opinion:

I pedal the existing Rail Trail from Route 6 in Eastham to the end in Wellfleet every day that I can. This 10 mile round trip is a nice warm up for my workout at Willy's Gym in Eastham which is adjacent to the Trail. I usually make this trip midday and I commonly see other riders and walkers that I have seen the day before. The Trail can get busy. I am 56 years old, not a fitness nut, have knees that will not let me run, so bicycling is a good, sensible form of exercise for me. I believe that many other citizens are in this same situation.

It has been a few years since I have made the 34 mile ride all of the way down to Dennis and back, but one of my goals is to make this run in the next six months.

I am strongly in favor of extending the Bike Trail from Wellfleet to Provincetown along a dedicated route that is isolated from automobile traffic. I avoid riding along roads whenever possible because it is just too dangerous. I do not think that routing cyclists along a widened Route 6 is a safe design. Motorists are careless and, in the past, on more than one occasion, I have been brushed off the pavement. Cell phone use while driving has made situation worse. Thus, I cowardly stick to the bike trails.

I also think that safe access should be provided to commercial centers from the main trail along dedicated spur trails. For example, one can exit the Bike trail in Eastham at Brackett Road and pedal along a sidewalk for a short distance and purchase a cold drink or an ice cream. I believe that this is good design and I know from observation that this short side trip is very popular. The signage that directs the trail travelers to this side destination is an important feature that should be considered.

Certainly the bike tunnel in Eastham has raised some safety concerns recently and I suspect that another tunnel will have to be built to extend the Trail to Provincetown. The signs that have recently been erected are effective in instructing cyclists to the blind Z curve that they must navigate, but unfortunately, I find all of them ugly. May I suggest that two rows of standard precast concrete barricade be placed adjacent to either entrance to the tunnel in an unconnected fashion with gaps in between them. If the segments are staggered, then a cyclist will be forced to stop, dismount, and walk with his bicycle around and in between the barricades and through the tunnel. The zigzag walk between the barricades will then be repeated when the cyclist reaches the opposite side. Travel in this fashion will certainly prevent head-on collisions.

Thus, I am in favor of a dedicated Trail extension to Provincetown along a dedicated route that is geographically isolated from road traffic. I also believe that dedicated bike spur trails should be built to the commercial centers that will be near the Trail Extension such as we already have here at Brackett Road in Eastham.

Please contact me you wish clarification or further comments.

Martha Hevenor

From: Elspeth Hay <elspeth.hay@gmail.com>
Sent: Tuesday, November 18, 2014 10:08 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: bike & pedestrian master plan

Hi there,

I live in Wellfleet and am interested in helping with efforts to make biking and walking more safe in town, particularly along route 6 and along routes kids walk to school (or perhaps would walk, if it were safer!). I'm wondering if there's any way I can help or get involved with your efforts.

All the best,
Elspeth

--

Elspeth Hay

FREELANCE
Radio | Writing | Photography
110 Herring River Rd
Wellfleet, MA 02667

diaryofalocavore.com
508.349.6593

P.S. It may take me several days to respond to your email. If you have a question/message/etc. that's super urgent, it's probably a good idea to call me at home.

Martha Hevenor

From: Alayne Tsigas <tsigas@comcast.net>
Sent: Monday, November 10, 2014 6:07 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Bike path safety

We are all for bike path safety and biking safety in general. Although we always stop on the roadway when we approach a bike path, seldom do bikers get off their bikes and walk them across the road, even when the group has small children. I thought that was the law?

Many ride along the roadway, especially Rt. 28 without helmets. Most of these bikers look like summer workers.

Many ride ON THE SIDEWALKS, especially in Orleans. Maybe bikers need to pass a written test much like drivers do.

--Alayne Tsigas

Martha Hevenor

From: Tom Finan <tfinan@capecod.net>
Sent: Sunday, November 16, 2014 7:44 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Cc: Mike Harnett; 'Ron Rencurrel'; Bob Donahoe; Barry Lupton; Dottie & John Stenner
Subject: Bike Trail Expansion - Cape Cod Commission

Reference: [Cape Cod Times Page 1 Article 11/9/2014](#)

I applaud the effort to expand the bike trail, but the expansion must be executed with safety in mind and with expanded \$ and headcount to properly maintain the new sections in addition to the existing trail(s).

Please take this and the points from my 9/30/2014 E-Mail (below) as Public Input as you develop your plans.

Best Regards,
Tom Finan
East Orleans, MA
508-255-1152

From: Tom Finan [<mailto:tfinan@capecod.net>]
Sent: Tuesday, September 30, 2014 5:55 PM
To: Mike Harnett
Cc: Bev Fuller; Lieutenant Kevin Higgins
Subject: Eastham Bike Tunnel & Rail Trail

Hi Mike:

I write to you as a member of the Eastham Bikeways Committee.

As a frequent user of the Cape Cod Rail Trail, I have been following with interest the articles addressing the Eastham Tunnel safety issue. While straightening the approaches to the tunnel is the ultimate solution, the interim improvements are welcome. **I have included some additional thoughts:**

- The added signs are helpful
- Lane delineators sound like a fine idea
- I look forward to the message board
- The upgrading of the tunnel lights is crucial
 - **There must be a program of frequent inspection, cleaning and maintenance**
- The painting of the inside of the tunnel will increase visibility

- It will need cleaning & maintaining and frequent removal of the sand that washes in
- CONSIDER ADDING MIRRORS AT EACH END SO APPROACHING RIDERS CAN SEE INSIDE THE TUNNEL

I was pleased to read that a Consulting Firm has been hired to look at the entire Bike Trail system. Suggested focus areas:

- Assure there is adequate funding for ongoing maintenance:
 - Fixing the areas where roots have erupted the trail pavement. Particularly bad in the Brewster section (marked with paint) and some sections in Eastham are getting worse.
 - Keeping trail sides and overhanging growth cut back
 - Maintaining signs that have been damaged or are missing

I hope this is helpful and would appreciate you forwarding it to Chief Kulhawik & Chief Foley, your Eastham Bikeway Committee members, the involved parties at DCR and Sarah Peak (with thanks for getting focus on this critical situation). Please copy me when you do.

I have copied Orleans Bikeways & Pedestrian Committee members Bev Fuller and Police Lieutenant Kevin Higgins.

If there is anything I can do to help in this effort, please contact me.

Tom Finan
East Orleans
508-255-1152

Martha Hevenor

From: rldill1@comcast.net
Sent: Tuesday, November 18, 2014 6:24 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Bike path safety

Thank you for the opportunity to comment on this important issue. I live near the CCRT and have used it for many years introducing my children and now grand children to the joys it provides. Except that joy is diminished by the growing hazards of using the trail. I also drive around Eastham and Orleans and observe that many trail users are increasing the hazards of driving by the trail's intersections with roads.

I consider the hazards ,in the order of danger to riders and walkers, to be the following:

1. Bike riders do not stop at stop signs and walk their bikes across the roads when assured no cars are approaching.
2. Certain speedy bikers ride at high rates of speed in "gangs"(I use that word intentionally) failing to stay to the right of the center line displaying reckless regard for the safety of and extreme rudeness to others using the trail. Speed demons are also forced by centrifugal force over the center line- especially dangerous on blind curves.
3. Riders stop in the middle of the trail to converse, adjust their bikes or whatever forcing riders to either stop or ride off the trail to get around them if not crashing into them.
4. People do not ride in single file on their side of the center line when bikes approach from the opposite direction.
5. Faster riders do not audibly announce their passing of overtaken riders-such as "Passing to your left"
6. Bikers assume they have the right of way to cross roads at any time without stopping.
7. Bikers who cannot control their bikes are weave all over the trail create hazards for themselves and others.

Possible solutions:

- A. Best solution to road crossings and blind curves (such as the Rt 6 tunnel. : erect steel pipe barriers (painted fluorescent orange)that will require people to stop and dismount and walk their bikes around the barriers and across the streets. Post large, clear caution signs announcing that the rider is approaching a barrier and will have to stop and walk their bike.
- B. Post (Keep Right in Single File) signs at frequent intervals along the trail.
- C. Post bold/large print signs at every access point to the CCRT to wit: "Stay right on your side of the center line.", "Do not block/stop on the trail-move to the siding" "Respect the rights of all riders"
- D. Keep your eyes ahead to anticipate on-coming riders, blind curves and hazards on the trail.
- E. Have bike mounted police officers patrol the trails and issue tickets \fines to riders violating the rules- just like we do for reckless drivers of automobiles.

Signs in themselves will not solve the problems of the bike trail because people don't read them, observe them or just think the rules are for everyone else-like the people approaching the Orleans circle at 50mph ready to play chicken, or play dumb.

Martha Hevenor

From: Lisa Dillon on behalf of Front Desk
Sent: Monday, November 24, 2014 1:34 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: FW: Bike Trails

From: Peter and Barbara [<mailto:pmacara@capecod.net>]

Sent: Saturday, November 22, 2014 5:24 PM

To: Front Desk

Subject: Bike Trails

Dear People,

To make bike riding safer, I'd like to suggest that from Truro to Provincetown there is room for a five foot wide bicycle two-way trail along the bay side of Rte.6. If it were paved and maintained (swept) it would allow riders access to Provincetown safely from Truro. Rte.6A is, I feel, too narrow for both cars and bicycles. There are two places where fencing narrows the possible bike trail. One can have the fencing moved back, the other, an overpass to the Highland Rd. would just have to be narrow.

In Provincetown the 5 foot wide bike trail along the south side of Rt.6 could continue along from Snail Rd. to Conwell St. which has a manually controlled red light to allow pedestrians and bicyclists access to the National Seashore via the Race Point Road opposite. The Rte.6 path could continue past Shank Painter Road to the Provincelands Rd in the National Seashore.

In Provincetown, Bradford St. is too dangerous for bike riders (too narrow, too steep, too many hidden driveways and parked cars) which is why Jimmy Meads, former Police Chief, was able to get State approval for two-way bike travel on one-way Commercial St.

Harry Kemp Way in Provincetown is between and parallel to Rt.6 and Commercial St. It should be encouraged as a safe path between Snail Rd. and Conwell St. A bike trail could be carved out of Town property in Duarte's Parking Lot which would lead from Conwell St. to Standish St. or to Johnson St. It would be an advantage for pedestrians on Conwell St. as well.

Our Town is so crowded and there are so many people walking about that car traffic is slowed to the point of safety on Commercial St. It is never more 10 mph downtown on Commercial St.

Many of our narrow side streets have bicyclists who enjoy our Town.

Sincerely,



Barbara Rushmore
508-487-1789
605 Commercial Street
Provincetown, MA 02657

c/o Peter Macara
pmacara@capecod.net
www.petermacara.net

Martha Hevenor

From: Paramita3@aol.com
Sent: Monday, November 24, 2014 1:46 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Comments
Attachments: Comments for CCC & NPS Final.doc

Dear Person,

Attached to this e-mail is a memo with my comments specific to a proposed bike trail through Wellfleet, which has been of considerable concern to me.

Thank you,

Barb Taylor

November 24, 2012

To: Cape Cod Commission (CCC) and National Park Service (NPS)
Wellfleet Bike & Walkways Committee and Natural Resources Advisory Board

From: Barb Taylor

Date: November 23, 2014

RE: Let's Not Build a Bike Trail through Wellfleet¹

My husband, Rob, and I are full-time residents of Wellfleet. We once were thrilled with the idea of a bike trail through Wellfleet, as we have enjoyed riding the rail trail from So. Wellfleet and other locations. However, after working on pond preservation and researching information on bike trails, bike accidents, and other trail-related topics, we now are adamantly opposed to the construction of a bike trail through Wellfleet and encouraging even more visitors to drive here with bikes on their motor vehicles.²

Wellfleet is a small, charming town with a staggering abundance of natural beauty and a very high population during the peak tourist season each year. It is because of the unique ambience, character and unadulterated splendor of Wellfleet that many residents choose to live here and many more tourists choose to visit here.

If our town was not a major tourist destination, the concept of a bike trail would be very appealing. Who wouldn't want a bike trail nearby with convenient access to Wellfleet's wonders? However, we are a major tourist destination and it is critical to examine what that really means regarding the impacts of the proposed bike trail extension through Wellfleet and not just whether it would be fun or convenient for us.

According to the information from CCC and NPS, the construction of a bike trail from South Wellfleet to Provincetown will result in only positive impacts, such as:

"a safe & enjoyable Cape experience for residents & visitors",
"reduced traffic congestion" and "reliance on automobiles",
"enhanced quality of life", and
"seeking ways to realize positive cultural and environmental enhancements".³

¹ I was unable to attend the October meeting as I was out of state, but understand that the proposed trail routes presented in August 2012 are still under consideration. Also, I intended to review the data on bikes, traffic, and crashes in the document, "Outer Cape Bike & Pedestrian Master Plan, Data Collection" prior to completing my comments, however, it is not finished, and, as such, some of my comments could change after the data report is made available and I have a chance to examine the information. (Personal communication with Martha Hevenor of CCC on November 19, 2014)

² Recent laudable efforts to have visitors come to or move around the Cape with their bikes by rail or public transit have increased the number who do so. However, we all know that the majority of people visiting the Cape with bikes have and will continue to bring the bikes attached to rear or roof-top racks on their vehicles.

³ Public Workshop #1 Slide presentation, October 30, 2014.
CCC "Bicycle & Pedestrian Planning @ www.capecodcommission.org/initiatives/bikeped, August 2012.

I certainly understand the concept underlying these intended positive impacts - if we have fewer vehicles on the road, there will be fewer accidents, less congestion, less pollution, and so forth.

However, despite the highly positive assertions about bike trail consequences, I strongly believe that if a bike trail is built through Wellfleet, it is much more likely that there will be significant negative impacts on Wellfleet, including: increased biking injuries, worse traffic conditions, and accelerated deterioration of some prime natural attractions.

My comments are divided into two categories, A. General Comments and B. Specific Comments on the Eastern Shore Alignment, and contain the following sections:

A. General Comments

- A1. The More People Biking in Wellfleet, the More People Injured in Wellfleet
- A2. If the Bike Trail is Constructed, More Bikes and Motor Vehicles will be on our Roads
- A3. If the Bike Trail is Constructed, We Could End up Paying and Paying
- A4. Encouraging Visitors to Bring Bikes to the Cape and then Drive Around to Bike Trails is Not Necessarily Environmentally "Green"

B. Specific Comments on the Eastern Shore Alignment

- B1. The Construction of the Ocean-Side Trail will be an Environmental Insult
- B2. The Ocean-side Trail will Result in Damage to Freshwater Ponds and Surroundings
- B3. Free and Easy Access to all of Wellfleet's Attractions might Not be Good for Wellfleet
- B4. The Ocean-Side Trail will Pose Additional Hazards for Bikers

A. GENERAL COMMENTS

A1. The More People Biking in Wellfleet, the More People Injured in Wellfleet

Nobody wants to see anyone injured while riding a bike. But, to suggest that injuries from bike accidents will be eliminated or greatly reduced by constructing a bike trail and encouraging thousands of more people to come here to bike (primarily in the summer months when traffic on both the roads and trails is already a problem) is just nonsensical.

I believe what is needed is an open, honest, frank and fact-based discussion of the current situation and the potential for bike injuries here in Wellfleet if we have increased numbers of bike riders on both the bike trail and our roads.

There are two different, but related, components to consider: bike accidents that take place on the bike trail or on a road but do not involve a motor vehicle and bike-auto⁴ crashes. It is particularly important to look closely at bike-auto crashes because even though they comprise a very small portion of all bike accidents, the potential for dire consequences are all too apparent.

Bike-auto Crashes

Like many people, I once thought that biking on trails was "safe" and biking on roadways was "unsafe", even if I was careful and followed all the rules, because a car could hit me at any time. However, after examining bike accident statistics, reviewing crash details and the reasons why different types of crashes occur, I now have a somewhat different view.

For example, bike accident data show that some types of bike-auto crashes are much more common than others and that bike riders are slightly more likely responsible for bike-auto crashes than auto drivers, contrary to my own experience and impression⁵.

According to MassBike⁶:

1. While "most serious and fatal bicycle accidents" are bike-auto crashes, these constitute a very small portion of all bike accidents.
2. "It is rare that cyclists are hit from behind by motorists."
3. The majority of bike-car crashes "are due to turning and crossing".
4. Riding a bike against the traffic flow is more dangerous than riding with the flow.
5. "Bicyclists are more likely to be at fault than motorists when the two collide."
6. "Falls are the most common type of "accident."⁷

There are numerous other references on bike-auto crashes which also have crash patterns and/or crash statistics, some of which are very surprising (such as, in 24% of bike fatalities from bike-

⁴ For the purposes of my comments, "auto" means any motorized vehicle.

⁵ My impression was partly formed from experience. Years ago I was biking home from work when I was hit in a crosswalk by a taxi running a red light on Mass Ave. in Cambridge. Although I bought a new bike and continued commuting by bike, it obviously changed my impressions about riding on the road in traffic with some bad drivers.

⁶ Massachusetts Bicycle Coalition (MassBike), "Your Guide to Forming a Bike Advisory Committee", 2004.

⁷ MassBike considers "falls" any accident that does "not involve hitting another person or vehicle".

auto crashes the bikers had a blood alcohol content (BAC) of 0.08 g/dl or higher in 2012⁸ or that more bike-auto crashes occur when the biker is riding on a sidewalk than when the biker is on a roadway⁹).¹⁰ Of particular import in bike accident references are the details on typical crash patterns, including the locations of and reasons for bike-auto crashes.

By studying these known crash patterns and by examining local statistics and anecdotal information on our roads and intersections, traffic patterns, bike usage, conflict points, and bike-auto crashes, we might be able to pinpoint which physical, educational, and enforcement improvements are needed to help reduce the potential for auto-bike crashes here.

Bike Accidents without Autos

The vast majority of bike accidents occur with no auto involved and include: bike falls; hitting a stationary person, animal, or object; collision with another biker or bikers; or hitting a moving person, animal, or object. These types of accidents can occur anywhere - on a road or trail.

There seems to be a misperception that biking on a trail is "safe". It is not completely "safe". Bike accidents, such as the falls or collisions listed above, occur on all bike trails.¹¹ While most result in minor bumps, bruises, and/or road rash, others are more serious and require hospital treatment or hospitalization. And, some accidents are fatal to either bikers or pedestrians.

Similarly, there also seems to be a common notion that constructing a bike trail through a town will automatically make overall biking there "safer", since it is assumed that there will be fewer accidents. It is unclear if this is true or just wishful thinking.¹²

⁸ U.S. DOT, NHTSA, "Traffic Safety Facts", 2012 Data, April 2014. I found this statistic not only surprising, but also a bit hard to believe. So, I checked the statistics for other years and the findings were similar.

⁹ J. Toole, "Revising the AASHTO Guide for the Development of Bicycle Facilities: Final Report", January 2010.

¹⁰ Examples of other references include: C. Tan, "Crash-Type Manual for Bicycles", 2000.
U.S. DOT, "Federal Highway Administration University Course on Bicycle and Pedestrian Traffic", July 2006.
Carter & Council, "Factors Contributing to Pedestrian and Bicycle Crashes on Rural Highways", 2006.
NYS Traffic Safety Committee pamphlet, "Bicycling on the Left".
NCTCG, "Bicycle and Pedestrian Safety Report", 1995.
U.S.DOT, "Bicycle Crash Types: A 1990's Informational Guide", 1997.
NHTSA annual statistics on bicycle and pedestrian injuries and fatalities.

¹¹ There are many trail-related defects (ruts, bumps, holes, frost heaves, etc.) or conditions (gravel, sand, leaves, puddles, etc.), bike equipment failures, or weather conditions that can be hazardous; there are other bikers, pedestrians, or dog walkers who can pose dangers; and there are biker-related problems (inexperience, speed, inattention, poor vision, drug or alcohol impairment, distracted biking, performing stunts, etc.) that result in accidents on bike trails.

¹² A Boston Globe article (Cloutier, October 11, 2014) on bike-auto crashes indicated that from 2010 through 2012 Eastham had more bike-auto crashes reported than Wellfleet and Truro combined. Truro and Mashpee (where there is no off-road bike trail) had the least bike-auto crashes with a total of 4 over the 3-year period, while Falmouth (with over 10 miles of bike trail) had 46. These data don't appear to support the idea that towns with bike trails will be "safer", however, the data are very limited and much more data and evaluation of the information should be done.

Bike accidents and bike injuries are common occurrences. In fact, the Insurance Information Institute stated that biking "is the most dangerous sport" with over 545,000 injuries estimated to have been treated in hospital emergency departments in 2012.¹³ More than 90% of these bike injuries did not involve a moving vehicle.

Bike Accidents in the CCNS and Bike Trails

Bike accidents commonly occur in the CCNS. The NPS has stated¹⁴ that bicycle accidents,

"injure more people each year at the seashore than all other activities combined."

and, based on CCNS accident data from 2005 to 2011,

"Every week in the summer, there are 2 serious biking accidents that require medical attention."¹⁵

For years an NPS pamphlet has had the following notice for the Province Lands Trail:

"Numerous accidents and serious injuries have occurred due to excessive speed, failure to pay attention, and lack of adult supervision."

In 2012, Mr. George Price (CCNS Superintendent) acknowledged the serious hazards (some due to trail problems, such as "roots coming up through the macadam") and cautioned that even added warning signs at that trail does not eliminate serious injuries.¹⁶

Thus, the NPS is well aware of bike injuries at the CCNS, including some very serious injuries, on its existing trails and, consequently, holds regular bike safety events, provides visitors with safety information, and gives out free safety equipment, such as helmets.

The experience here at CCNS is not unique, as indicated by a NPS presentation given in 2012¹⁷. Injuries from bike accidents are the leading cause of injury in every National Park in the country. In the 5-year period between 2007 and 2011, 12 people suffered fatal injuries in our National Parks while biking (75% of the bike fatalities **did not** involve a collision with a motor vehicle).

¹³ Insurance Information Institute, "Sports Injuries", 2012 Data. & Consumer Product Safety Review, Vol. 8 No. 2, 2003. A closer look at the data shows that basketball has a slightly higher total number of estimated injuries, however, bicycle accidents tend to have more severe consequences and hospital stays.

¹⁴ Park News, Summer 2014.

¹⁵ NPS, Trail Decision Aid, 2012.

¹⁶ " so this year we put up a banner that says, you know, 15 people have been seriously hurt on this bike trail this year, and the next week it went up to 16 people, and the next week it went up to 20 people." Mr. George Price, CCNS Advisory Commission Meeting September 10, 2012.

¹⁷ NPS, Newman & Cheng-Dobson, "Bicycle Injuries in Your National Parks", June 2012.

I searched for published data on bike accidents in the CCNS and at area bike trails, but I did not find anything recent, only a draft study¹⁸ from 1987. That report indicated that over a 4-year period, there were 129 reported bicycle accidents¹⁹ in the CCNS. Of those, 11 were on roads, 12 in parking lots, and 105 on bike trails²⁰. The 1987 report also indicated that there were 30 bike-auto crashes from Eastham to Provincetown in the Route 6 corridor over a 7-year period (with a "very low incidence" of accidents on other Outer Cape roads). Finally, it was noted that the points where the bike trails crossed roads were particularly problematic because:

"Signing has not been effective on the Cape to slow bicyclists at road crossings."

Although I could not find any recent data on Cape Cod bike trail accidents, I did find accounts of them on-line as well as reported in the Cape Cod Times. One area on the trail well-known for years as being a hazard is the tunnel in Eastham. After one accident there this July, the Eastham Fire Chief stated that there have been about 17 accidents reported in the same location since 2010, most resulting in injuries to more than one person, multiple ambulance calls, and a few med-flights to Boston. In addition to the problem tunnel area, he noted that there are "serious injuries all over the bike trail"²¹.

Even though signs warning bikers were in place at the time of the July accident, 8 more signs were added the following week - again warning bikers to "slow", "stop" and "keep right". Later that day, "bikers breezed by the new signs, without stopping, slowing, or staying in their lanes."²¹

The bottom line is: no matter how many bike trails or how much signage you have - biking will result in injuries. Simply put, the presence of bike trails does not guarantee that all bikers will use them nor does it mean that the trail users will be "safe" from injury. Further, people on the trail can leave it and continue along any roadway that the trail crosses, thereby increasing the risk of bike-auto crashes. So, if we encourage large numbers of people to come here to bike, there will be more injuries.

A2. If the Bike Trail is Constructed, More Bikes and Motor Vehicles will be on our Roads

As indicated above, some bikers will not use a bike trail, as evidenced by people routinely biking through So. Wellfleet or Eastham on Route 6 even though the bike trail is nearby. Thus, bike

¹⁸ DOI/NPS, "Parkwide Bicycle Trail Study/Traffic Safety Study/Environmental Assessment", April 1987. This was a study done as a precursor to developing additional Outer Cape bike trails.

¹⁹ One problem with bike accidents, even some with serious injuries, is that they often are not reported. I know several people who have had bike falls with broken bones or life-altering injuries that were not reported because they did not involve an auto. In fact, I didn't even report my crash with the taxi as I was not seriously hurt.

²⁰ Most of the bike trail accidents were on the Province Lands Trail before improvements were made, but even with improvements and added signage, accidents keep occurring (there were at least two serious injuries there this summer requiring med-flights and earlier this month a woman biker was injured there).

²¹ K.C. Meyers, "Crashes plague bike tunnel", Cape Cod Times, July 21, 2014.

traffic along Route 6 will not be eliminated. In addition, the bike trail will cross a number of our roads where some bikers will leave the trail to bike on these and other connected roads.

With a bike trail estimated capacity of 400 bikers/hour, the number of bikers exiting the trail and travelling on our roads could be considerable.

Some people might think that more bikers on our back roads is a good thing. I might, too - if Wellfleet was not a tourist destination. But it is. And, it is because of our greatly increased summer population that I think having more bikes on our back roads during the peak traffic months is not a good thing at all, especially since many of our back roads are narrow, winding, hilly, and have curves where the lines of sight are limited.

In the prime tourist months - when the highest number of bikers (including children and inexperienced or novice bikers) will be on our roads - there are many, many vacationers driving around. The heat, traffic, bad drivers, and difficulty in making a left turn onto or off of Route 6 can lead to frustration and impatience in both local drivers and tourists alike. Add to that the desire of some tourists to do everything and go everywhere during a short vacation and their unfamiliarity with the roads and intersections. Mix that in with driver inattention or impairment and what you have is a perfect storm for increased bike-auto crashes and even more bike injuries.

I do not want that to happen here in Wellfleet.

In addition to more bikes on our roads, there will be more motor vehicles. People will be driving from other parts of the Cape (or from off-Cape) to park at bike trail parking lots. That's why they are there. Trail parking lots would not be used if people didn't drive to them and, instead, just biked from their homes or from where they were staying on vacation.

During several days in August of 2012, I did a quick survey at the So. Wellfleet trail parking lot at various times during the day. The majority of the vehicles (over 70% on average, and up to nearly 90%) did not have Wellfleet stickers. Instead, most vehicles either had stickers from other parts of the Cape²² or no sticker.

I also checked the adjacent parking lot by the So. Wellfleet Post Office, which appeared to serve as the flow-over parking for some bikers. Again, nearly three-quarters of the vehicles there did not have Wellfleet stickers. Certainly, this was just a little survey and the numbers might not be representative of the overall summer average, but it does suggest that many people do indeed drive to various towns to use the trail rather than bike from their home locations.

Absent evidence which shows that a bike trail with associated free parking lots in a prime tourist area will reduce bike and auto traffic on the roads²³, I maintain that both will increase during the summer months when our roads are already over-crowded.

²² The most common stickers were from Orleans, Eastham, Chatham and Truro.

²³ Is there a study that unambiguously shows that the presence of two bike trails in Eastham has resulted in decreased bike and auto traffic, or that bike injuries there have been reduced?

A3. If the Bike Trail is Constructed, We Could End up Paying and Paying

At this time, according to the CCC²⁴, it is uncertain who will bear the costs and the responsibility for future bike trail maintenance and upkeep, but it could be the Town of Wellfleet who bears these burdens, as well as providing the staff for policing and patrolling the trail.

A survey of 100 bike trails²⁵ provided a 2-page list of the common maintenance tasks and the frequency with which they are typically done at existing trails.²⁶ The same report noted that two out of three trails had signs vandalized (graffiti, theft or damage) and that one-third reported trespassing problems (mostly unauthorized vehicles, such as ATVs). We already have graffiti on the bike trail in So. Wellfleet and a problem with ATVs and dirt bikes illegally riding along the high tension wires. Putting a bike trail through Wellfleet will likely increase those problems.

Clearly, there is quite a lot that must be done to keep a trail in prime condition and guard against hazardous conditions. The current section of the rail trail in So. Wellfleet is maintained by the State Department of Conservation and Recreation (DCR). The DCR has been noted recently as not adequately maintaining some sections of the rail trail:

"As a frequent year-round user of the Cape Cod Rail Trail, I can attest to some obvious safety issues along what you might assume to be a safe pathway." and "inadequate funding to address some routine repairs such as root damage upheavals, a particularly dangerous and unexpected hazard to skinny tires on road bikes. There have already been injuries due to this."²⁷

"Unfortunately, over the past several years the trails have deteriorated significantly." and "little or no attention is paid to the trail condition"²⁸

Obviously, even with proper maintenance and repair, the trail will eventually deteriorate and need to be resurfaced, but without proper maintenance, the trail can develop hazardous conditions that result in bike accidents. Undoubtedly, some of the accidents that occur on the bike trail or in road crossings in Wellfleet will require on-site assistance which would place additional burdens on local police, fire, and emergency personnel in busy summer months.

²⁴ Personal communication with Martha Hevenor of CCC on November 19, 2014.

²⁵ Rails-to-Trails Conservancy Northeast Regional Office, "Rail-Trail Maintenance & Operation", July 1, 2005.

²⁶ The tasks included: repaving, repairing, recoating, removing snow, replacing markings, and cleaning asphalt trails; maintaining the trail-side land (mowing, picking up litter, tree pruning and removal, planting, and applying herbicides or pesticides); managing trailheads (resurfacing parking areas, landscaping, and trash collecting); maintaining toilets, trail-side trash cans, informational kiosks, and seating areas; installing, updating, and maintaining signage; patrolling the trails by police or others; installing and maintaining lighting, emergency call boxes, and any gates or other access controls.

²⁷ J. Clarke (Chairman, Brewster Bikeways Committee), Cape Cod Times Letters, July 24, 2014.

²⁸ A. George (Orleans), Cape Cod Times Letters, August 7, 2014

Finally, if Wellfleet is sued because of an incident on the bike trail, more likely than not the law suit will fail based on the experience in other locations.²⁹ However, there could be costs associated with such actions.

A4. Encouraging Visitors to Bring Bikes to the Cape and then Drive Around to Bike Trails is Not Necessarily Environmentally "Green"

Despite the fact that bike trail advocates on the Cape often cite what appears to be a truism - that biking is an environmentally "Green" activity, it is not necessarily true. It certainly is true if people bike to work or to run errands (utilitarian biking³⁰) rather than drive a car. However, the same cannot and should not be said about all recreational biking.

The CCC stated that:

"Bicycling produces no pollution and does not consume fossil fuels."³¹

The exact same statement has been used in other bike plans or reports and, taken alone, is essentially correct for utilitarian biking and for some recreational biking. However, that quote is not correct for all recreational biking, particularly for tourists on the Cape. Why?

Obviously, when tourists drive here, gasoline is consumed and carbon dioxide (CO₂) is emitted (about 20 pounds per gallon of gas consumed), along with other Greenhouse gases, during the round trip here and back, as well as driving around the Cape while vacationing. The amounts are sobering. If you assume that an average motor vehicle visitor drives about 340 total miles round trip and on the Cape (at 26 miles/gallon), that vehicle will consume about 13 gallons of gasoline and emit about 260 pounds of CO₂ (and lesser amounts of other pollutants). That doesn't sound so bad until you consider that hundreds of thousands of tourists arrive here by auto. If 600,000 of these average vehicular tourists come to the Cape each year, the amounts are: about 8 million gallons of gasoline consumed and 80,000 tons of CO₂ emitted.

Consequently, having tourists come here at all by private motor vehicle, whether or not they bring bikes, is not what I'd consider environmentally "Green". But, it is a problem that cannot be avoided because the Cape is a popular tourist destination.

However, in addition to the fuel used to drive here - IF people bring bikes on their motor vehicles, there will be extra fuel consumed and extra air pollutants emitted. This is because both drag and weight of the vehicle will be increased with the addition of bike racks and bikes and when they increase, they increase the amount of fuel consumed for each mile travelled.

²⁹ Transportation Research Board, "Liability Aspects of Bikeways", Legal Research Digest 53, April 2010.

³⁰ According to CCC's StatsCapeCod, very few full-time residents on Cape Cod commute to work by bicycle.

³¹ CCC, "Closing the Gaps: Connecting Cape Cod's Bicycle and Pedestrian Network to Transit Routes", November 2013. The exact sentence quoted above has been used in bike reports for at least 16 years, starting with a 1998 Wisconsin report on bicycle transportation and how biking could help reduce air pollution in urban areas.

Depending on the details (weight and type of rack; number and weight of the bikes; bike positions,³² accessories and equipment; travel speed, etc.), the presence of racks on vehicles and the transport of bikes increase fuel consumption from a low of about 1% to more than 30%. This extra fuel consumed results in the generation of extra pollutants.

If you only consider the extra fuel used from racks and bikes and assume that driving tourists frequently take utilitarian and recreational trips where they otherwise would have driven, is their biking on the Cape "Green"? It might be, IF the fuel saved by biking rather than driving on the Cape is greater than the extra fuel they consumed by transporting their bikes here.

In contrast, driving visitors who do little or no utilitarian biking or recreational biking to places where they otherwise would have driven - their biking on the Cape is NOT "Green" because they consumed more fuel in transporting their bikes here than they saved by biking on the Cape. The net impact of their biking here will be extra gasoline used and extra pollution generated.

So, when visitors bring bikes to the Cape on their vehicles, their biking here (even utilitarian biking) is not necessarily environmentally "Green".³³

B. SPECIFIC COMMENTS ON THE EASTERN SHORE ALIGNMENT

I am particularly concerned about the negative impacts of the proposed Eastern Shore Alignment route (ocean-side trail) which goes through the CCNS and was described at the August 2012 meeting as the "Cadillac" route. Since I have given this much thought, I will only make specific comments about this route, although I believe that there are some similar concerns about the western most route (Abandoned Rail Alignment) that goes through wetlands and marsh areas.

B1. The Construction of the Ocean-Side Trail will be an Environmental Insult

In the words of Joni Mitchell's "Big Yellow Taxi":

*"Don't it always seem to go
that you don't know what you've got till it's gone?
They paved paradise and put up a parking lot." © 1966-69 Siquomb Publishing Co. BMI*

The proposed ocean-side trail will result in essentially one narrow, but very, very, very long parking lot (the bike trail) interspersed with additional trail parking areas. To construct just the bike trail, it will be necessary to remove all of the trees, brush, or other vegetation from a strip at least 20 to 30 feet wide extending for miles.

³² In Massachusetts it is illegal to obstruct a license plate as some back bike racks do. However, if the bikes on these racks are raised so that the license can be seen, the drag on the car can increase.

³³ The same is true for Cape residents who drive vehicles to trailhead parking just to do recreational biking.

That's a whole lot of denuding and it's not in the median of a highway - such as the drastic clear-cutting recently done on Route 6 in Lower Cape - IT'S IN THE NATIONAL SEASHORE!

Whatever happened to the mission of the NPS? The purpose of the NPS was to:

"conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such a manner and by such means as will leave them unimpaired for the enjoyment of future generations."³⁴

Or, the purposes of the CCNS:

"preserve the nationally significant and special cultural and natural features, distinctive patterns of human activity, and ambience that characterize the Outer Cape, along with the scenic, cultural, historic, scientific, and recreational values

provide opportunities for current and future generations to experience, enjoy, and understand these features and values"³⁵

To construct just the Wellfleet portion of the trail, assuming it will be about 5 miles long, 12 to 18 acres of land/vegetation/wildlife will be disrupted and 260,000 to 320,000 sq. ft. of paving material will be used for just the trail (equivalent to paving a parking lot the size of about 5 football fields), with additional land disruption and paving likely for new trail parking lots.

Paving paradise, indeed.

B2. The Ocean-side Trail will Result in Damage to Freshwater Ponds and Surroundings

According to the Master Plan information,³⁶ the concept for extending the trail from So. Wellfleet was based on the concern that:

"The estimated 400,000 annual users of the CCRT therefore have no access to the three furthest towns on the Outer Cape and many of the attractions within the National Seashore."

And, among the benefits cited was:

"Bicycle and pedestrian access to virtually all destinations and attractions within the National Seashore."

³⁴ NPS Organic Act, 16 U.S.C.1.

³⁵ CCNS, "The General Management Plan".

³⁶ Provincetown/Truro/Wellfleet Bicycle and Pedestrian Master Plan - Handout for Workshop 2, August 21, 2012.

One reason why Wellfleet is a popular place to vacation is because we have the access to many of our premium attractions limited by requiring a Wellfleet sticker. This control on the numbers of vehicles and people is both a revenue source to the Town (I believe more than \$800,000 for beach stickers last season) and ensures that our ocean and bay beaches and freshwater ponds are not overused. This limited access is one reason why our attractions are still so very attractive to tourists when some others on the Cape are not. For example, the relatively pristine freshwater ponds with their pastoral surroundings are a unique natural resource in Wellfleet and a prime reason why many vacationers rent homes or stay in B&Bs in pond areas.

Year ago, before the age of the internet, relatively few people outside of locals and regular vacationers knew about our more remote ponds because they were not advertised and, as a result, they were pristine, serene, and used so lightly that at times they were otherworldly. In fact, until about 10 years ago Spectacle, Duck, and Dyer Ponds were not even shown on maps in the Wellfleet guidebooks. Even so, the word was out and changes had already occurred:

"At one time, it was one of Wellfleet's best-kept secrets. Even now, I am likely to incur the ire of fellow Wellfleetians by even mentioning it. But Duck Pond has been irretrievably discovered, and human use and pollution have significantly dimmed its luster."³⁷

Finch's 2002 article, and subsequent articles in newspapers and magazines, highlighting the "hidden" ponds of Wellfleet, while glowing about their beauty and tranquility ended up being detrimental to the very ponds they extolled. Soon after one article praising Dyer Pond was published we noticed an influx of people searching through the woods for the pond, parking illegally on nearby roads, or just parking in the driveways of residents with no permission.

"But for Zenlike swimming in little seas of tranquility, sometimes with so few people around that the water seems yours alone, the string of freshwater ponds in this part of the Cape has no equal. ... upon discovering Dyer Pond, we concluded we had found the prince of ponds. ... Of all the hidden ponds, Dyer is arguably the most hidden, the most beautiful, and the most serene."

and

"Part of Dyer's charm is that getting there is a total pain in the neck"³⁸

A few years after that article appeared, the NPS completely fenced off our neighborhood access points to Dyer Pond because of the increasing devegetation and erosion in the area. My husband and I spoke with Dr. Stephen Smith (NPS Plant Ecologist) and I offered to organize neighbors in an effort to help preserve the pond. He agreed to reopen access to the pond and many of our neighbors enthusiastically volunteered to donate money and time to this effort.³⁹

³⁷ Robert Finch, "In the swim", Boston Globe, June 30, 2002

³⁸ C. Rosenblum, "Cape Cod's String of Ponds", New York Times, June 8, 2003

³⁹ Our neighborhood group (both year-round and summer) developed a plan (approved by Dr. Smith), raised money, and did the work needed to reduce erosion at our access area. Over two years we: installed several sections of split rail fencing, established a bike and carriage drop-off area away from the pond, covered eroded areas with erosion cloth and spread thousands of hair grass seeds over the eroded area, made a new serpentine path to the pond,

Despite our work and additional NPS work and signage at Dyer Pond, a decrease in the pond clarity was noted through 2009, based on my own evaluation of Secchi Disc data⁴⁰ and other signs of degradation were observed. In 2010, I prepared a brief report on the Dyer Pond data for the Wellfleet Natural Resources Advisory Board (NRAB) for their use in developing "A Pond Management Plan", which aptly stated that the Wellfleet ponds:

"are important to Wellfleet's tourist business as key attractions for summer visitors. The popularity of the ponds can create conditions of overuse which threatens the very features which make the ponds popular in the first place. There needs to be a balance between use and preservation."⁴¹

Although the NRAB did not consider having as many as 400 people/hour using a bike trail that crosses access paths or roads in close proximity to all the Wellfleet ponds, they did comment on the dangers of encouraging walkers.

"Many of the recommendations needed for Wellfleet's ponds necessarily require restrictions. .. Encouraging the use of upland walking trails entails risk as well. Some walkers will leave the upland trail and cut through woods down to the pond shore. Pond shorelines and the slopes leading down to them are fragile and cannot sustain traffic. Examples of this fragility can be seen at Dyer and Duck Ponds. It is important to discourage the intrusion"⁴²

Currently, most people who walk or bike to the ponds during peak times are residents (year-round or summer), local renters, or people with Wellfleet beach stickers parked at other pond lots. There also are some bikers from other Cape areas and people without Wellfleet stickers who illegally park on nearby roads or resident driveways. However, if a bike trail goes through Wellfleet (along with attendant "way-finding information with signs, brochures, and kiosks") the "distinctive pattern of human activity" at the ponds will be completely disrupted and it will be catastrophic for our smaller ponds for a few reasons.

First, the ocean-side trail, in particular, will give many more bikers and pedestrians direct access to ponds.⁴³ More people visiting the pond each day will add an extra burden of foot and bike traffic and swimmers to the fragile ponds and their shores that already are severely stressed.

cordoned off two access paths that were denuded and highly eroded, made sitting areas at the beaches from old logs, removed a hazard in the water, shored up sloping areas where needed, planted hundreds of purchased or donated plants (about 10 species), cordoned off the newly planted areas and areas needing revegetation, and added signs. In the years since, we have done annual checks and refurbish areas as needed.

⁴⁰ I have not seen any data after 2009 to determine if the trend of decreasing clarity has continued.

⁴¹ Wellfleet NRAB, "A Pond Management Plan", February 2011.

⁴² Wellfleet NRAB, "A Pond Management Plan", February 2011.

⁴³ Since the trail is multi-use, there will be dog-walkers. Although dogs are not allowed at any ponds during the season, some people bring them anyway. Polite requests that people remove their dogs sometimes have been met with hostility and, in at least one case, physical contact. Thus, the prospect of having more dogs at the ponds is disturbing, not only because of potential public health concerns, but also because some dogs dig up the vegetation.

Second, it's not just the increased people (and possibly dogs) that will be a problem at the ponds; it also is the bikes. Even if you have a designated bike parking area away from the ponds, some people will take the bikes down to the ponds, others will ride their bikes down banks. Once down by the pond, people typically lean or drop their bikes on a sloped bank or in other vegetated areas further damaging or even destroying the tender vegetation. We have seen this happen repeatedly at Dyer Pond and our requests to have people use the designated paths and the bike drop-off area or to stop biking up and down the sloping shoreline are all too often ignored.

Third, there are no trash cans at Dyer since the vast majority of people don't litter and, if they see any litter, they pick it up and take it home for disposal. There also are no bathroom facilities at Dyer. Since most people have homes or rental units nearby, this currently is not a problem. However, it seems highly likely that the pond's urine load will increase with a bike trail nearby.

To preserve our beautiful, but very fragile ponds, we must limit human access to them and educate those who do use them to enjoy them gently. This is already being done to a great extent by having limited access and parking, requiring Wellfleet beach stickers, designating pond entry points to reduce further degradation of pond-side vegetation, replacing signage that is damaged or removed, and having pond-loving neighbors reminding others how to gently enjoy the ponds and the shoreline. Even so, it doesn't always work as some pond visitors just don't care.

Unfortunately, we have to make a choice between trying to preserve these fragile jewels of nature for future generations or having a nice bike trail with unlimited access to them.

B3. Free and Easy Access to all of Wellfleet's Attractions might Not be Good for Wellfleet

If there is a bike trail with free and easy access to all the beaches and ponds in Wellfleet, anyone can park at the trailheads and bike to the ocean, bay or pond beaches as this is one of the primary goals of having a trail. Thus, while the NPS is proposing an increase in fees from \$3 to \$10/day for pedestrians and bikers to enter CCNS beaches, there will be free access to Wellfleet beaches.

Why would people bike to a CCNS beach when they can park for free at any bike trail lot and bike to any Wellfleet beach (or pond) for free? Who wants to pay \$40/day (family of 4 biking) to go to any CCNS beach when Wellfleet beaches are free? Why rent a room or home or stay in a B&B in Wellfleet when you might find cheaper and more convenient accommodations in another town? When you want to go to a Wellfleet beach or pond one day, you simply drive to a trailhead, park for free, and bike to your pick.

People who rent homes or have B&Bs located near the ponds often market on-line featuring how close they are to Wellfleet's prime attractions, such as "walk to Duck Pond". What happens if after the bike trail is built and a large number of bikers visit the ponds, they become much less attractive? Are people still going to pay a premium to rent in the area?

Wellfleet has been and still is so appealing as a tourist destination not only because of the splendor of our natural surroundings, but also because we are relatively remote, we still have tranquil locations away from the crush of busy life, and we have an ambience that is unique.

Although the CCC has stated that:

"Economic development on Cape Cod begins with the protection of the natural, built, and cultural assets that make this region unique. **The importance of being unique should not be underestimated in this era of standardization.**"⁴⁴

it appears that they want to "standardize" Wellfleet and make the access to all things Wellfleet free and easy to all.

While on paper the notion of making access to all of our natural attractions convenient and free sounds great, but in reality, I think it could be bad for Wellfleet.

B4. The Ocean-Side Trail will Pose Additional Hazards for Bikers

As shown on the trail map, the ocean-side trail appears to cross the following roads in Wellfleet:

Lecount Hollow Road
Duck Pond Road
Old County Road/Old Kings Highway
Cahoon Hollow Road
Long Pond Road
Gross Hill Road
Gull Pond Road
Old Kings Highway
Old Hay Road
Black Pond Road
Slough Pond Road

These roads include all of the paved Wellfleet roads that access the ocean beaches and freshwater ponds which are highly travelled in the summer when the maximum bike population is expected to be using the trail.

As previously cited, it is well-known that these road crossings are significant conflict points with vehicles because bikers all too frequently do not stop and walk their bikes across the road as required⁴⁵, as happened this July in Brewster. A person biking the rail trail was seriously injured when he failed to stop at a road intersection and was hit by a truck.⁴⁶ These unnecessary bike-auto crashes not only can be fatal to the bikers, but also can be very traumatic or cause serious injuries to the drivers or passengers of the autos.

⁴⁴ CCC, "Cape Cod Comprehensive Economic Development Strategy, 2011 Annual Report, June 30, 2011.

⁴⁵ In an article by D. Tunney in the Cape Cod Times (July 1, 2009), few to no trail bikers were observed stopping and walking bikes across road crossings in Harwich and Orleans during brief surveys of two crossings.

⁴⁶ Cape Cod Times, "Cyclist, 58, injured after collision with a truck", July 5, 2014.

To make matters worse, some of the roads the ocean-side trail will cross have limited lines of sight and, if a crossing is in one of those areas, it could be a very serious hazard unless additional vegetation is removed and the increased line of sight is maintained.

In addition, while the topography in some other areas of the rail trail are relatively flat, the topography of the ocean side of Wellfleet has significant changes in elevation. Bike trails in hilly terrain are known to have some problems that more level trails do not, such as the collection of water, wet leaves, sand or other materials in the low points that could pose a hazard to bikers.

SUMMARY

I would like fewer people to be injured on bikes in Wellfleet. I would like less traffic congestion and less pollution here. I would like everyone to enjoy the spectacular natural attractions in Wellfleet and, at the same time, keep them unimpaired and with their own unique ambience. I would like everyone in Wellfleet to have a better quality of life. Wouldn't we all?

Unfortunately, I just do not believe that any of these will result if a bike trail is constructed through Wellfleet and large numbers of additional bike riders are encouraged to come here.

So, I'm saying, "No, thank you".

Instead, I think we need to closely examine how to reduce the potential for injuries for our current bike riders (and pedestrians). We can do this by studying the potential problems - such as, physical impediments or hazards (the Route 6 and Main St. intersection); insufficient understanding of biking rules, responsibilities, and hazards (particularly for children and summer workers who come from other areas where biking against the traffic flow is common); lack of appropriate signage; the need for more enforcement; and so forth. And then, implementing the needed changes. Some of this is already being done with the Master Plan Workshops, but more is needed.

A final, personal note:

I hesitated to send comments on the proposed bike trail because I am a very private person, do not like conflict, and got the impression that some bike trail advocates wanted only acquiescence and not an open discussion of concerns. I missed the October meeting, but at the August 2012 meeting when I voiced my concern about the impact on the ponds, I was verbally attacked by an attendee from another part of the Cape and my background and motives were called into question. Although he later apologized, it left me with an unpleasant feeling.

For the record, I have a Ph.D. in environmental engineering and over 40 years experience. My husband, Rob, and I have no financial, business, or other vested interest in having or not having a bike trail other than our interest in preserving the ponds and natural surroundings in and the ambience and unique charm of Wellfleet. We have three bicycles. He bikes year-round in Wellfleet (on roads, Route 6, and in the woods) as well as uses the rail trail to run errands in Eastham and Orleans and occasionally bikes in Boston. I have not biked in several years because of a knee problem, but may do so again in a few months when my knee is completely healed from surgery earlier this year. If so, after reading about bike accidents and injuries, I'll bike in the off-season, wear my helmet, ride slower, and be more cautious and attentive and, when on the rail trail, I will be particularly careful at every road crossing.

Martha Hevenor

From: George Zebrowski <gzebrowski@aol.com>
Sent: Friday, March 27, 2015 12:08 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Oceanview Drive and the pond roads

It would be absolutely foolhardy to encourage more bicycle and pedestrian usage of Oceanview Drive and either of the pond roads in Wellfleet. It's only a matter of time before there is a serious accident on any of these roads.

I used to think that 90% of bicyclists used common sense and followed rules of the road, but that was giving more credit than is due. It's probably no higher than 70%. The remaining 30% drive two or three abreast. It's bad enough on Oceanview Drive where cars are moving at high speeds, but on the windy pond roads it's truly unbelievable how bikers can think it's safe to travel in that manner.

Have any of you driven on Oceanview Drive late in the afternoon when pedestrians are making their way from Cahoon Hollow Beach (and the Beachcomber bar) back to the White Crest parking lot? Yes, there's a shuttle bus but often you'll see a group of 15 or 20 walking along Oceanview Drive (walking with traffic rather than against it) with four or five people abreast taking up more than half of the road of Southbound traffic. A toot of the horn gets you a one finger salute.

The only safe way to provide safe bicycle access through Wellfleet would be to extend the rail trail.

George Zebrowski
South Wellfleet, MA

Martha Hevenor

From: Michael Snell <michael@michaelsnellagency.com>
Sent: Friday, March 27, 2015 1:56 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Cc: Patricia Snell; rweinstein@truro-ma.gov
Subject: Outer Cape Bicycle & Pedestrian Master Plan

An article about the proposed bike path in the March 27 Cape Cod Times quoted a cyclist: “I think you would see an explosion of bike riders” on Castle Road in Truro. Narrow Castle Road already poses a danger to motorists, pedestrians, and cyclists during the busy summer months.

An explosion of

bike riders would increase the danger and degrade the peaceful, rural neighborhood along Castle Road. We and many of our neighbors would hate to see that happen. We thought the Cape Cod Commission aimed at protecting, not harming, the quality of life on Cape Cod.

Martha Hevenor

From: Richard M Kapit <arem kay@comcast.net>
Sent: Wednesday, April 01, 2015 9:26 AM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer Cape Bicycle & Pedestrian Master Plan

Dear Commission:

The Cape Cod Rail Trail and the Old Colony Rail Trail form a magnificent bicycling network, one of the best pedestrian/bicycle trails in the nation, I'm sure. Some years ago, when I bought a summer home in Eastham, a mile from the National Seashore, I thought I was buying a place for going to the beach. Although the Outer Cape beaches are wonderful, I've found that I use the trails about 10 times as much as I go to the beaches. I jog or bike them daily from late May to early October each year.

However, this superb recreational/fitness resource comes to an abrupt end in south Wellfleet. Biking from the northern end of the CCRT into Provincetown is difficult and sometimes dangerous, because doing so requires use of public roads that are heavily travelled in the summer. I would joyfully welcome the extension of the CCRT through Wellfleet, Truro and Provincetown, and I'm sure large numbers of year-round and summer residents of the Outer Cape would use it frequently.

Richard Kapit
arem kay@comcast.net
Eastham, MA
Bethesda, MD

Martha Hevenor

From: Joshua Etsten <josh_etsten@hotmail.com>
Sent: Friday, April 17, 2015 4:44 PM
To: Outer Cape Bicycle and Pedestrian Master Plan
Subject: Outer cape Bike Plan-Wellfleet

Hi,

Comments-I cannot believe the CCC and NPS are actually recommending to send bikers and pedestrians down the side roads of Wellfleet. This is incredibly dangerous, foolhardy, and almost criminally negligent. There are zero shoulders, no sidewalks, blind corners, reverse cantilevered roads, trees within inches of said roads. Its already far too dangerous with inches to spare if 2 cars pass in opposite directions. Have you even traveled these roads? Would you like 2? The stats gathered admit to self observations on bike traffic! Stating there are more bikes than cars? this is just not even true.

Just like the CC wanted to send bikes down Rt6A in Barnstable, this is as bad. Maybe even worse.

Do the right thing-create a dedicate bike trail using NPS land.

I plan to fight this ridiculous plan here in Wellfleet. The public and locals need to be informed.

-Josh Etsten

Wellfleet full time resident
Cape Codder graduating from HHS in 1989

From: e.mcclanahan@comcast.net
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: question
Date: Sunday, April 26, 2015 1:26:24 PM

Hello,

I am just now getting on board with this proposed bike path plan so pardon me if am asking a question that has been addressed.

I live on a street off of So. Highland in Truro. Is the planned path going run on/as part of the street or will a path be created in the woods areas?

I am concerned about my and all the side streets off So Highland and our access to this street being impeded by a wall of bikers.

Thank you,

Elena M.

From: Paramita5@aol.com
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Outer Cape Bicycle & Pedestrian Master Plan
Date: Thursday, May 28, 2015 3:27:43 PM
Attachments: [May 2015 Memo to CCC.doc](#)

Dear Person,

I have serious concerns about proposed revisions to the “bike route” in Wellfleet and have prepared the attached memo detailing those concerns.

Thank you for your time,

Barb Taylor, Wellfleet resident

To: Cape Cod Commission (CCC) & Roger Putnam and Wellfleet Bike & Walkway Committee

From: Barb Taylor

Date: May 28, 2015

RE: Problems with the Proposed Bike Route Changes in Wellfleet

I am very concerned that the proposed "bike route" revisions in Wellfleet¹ will result in:

- decreased biker safety with more biking injuries and ambulance calls,
- increased motor vehicle traffic congestion, and
- diminution of the quality of life in Wellfleet during the season.

The proposed changes are partly based on the CCC "Phase One: Data Collection Transportation Data" Report which has very limited bike accident data (online Mass DOT data only), no actual vehicle counts of the roads in question, and inadequate data evaluation, and, there was no examination of potential adverse impacts. More extensive bike accident data, readily available from Wellfleet Police, were not included in the Phase One data. The Wellfleet Police data provide much needed insights into the nature of bike accidents in Wellfleet and highlight the problems with the proposed "bike route" revisions. Here are my comments followed by a detailed discussion of each.

1. Infrastructure decisions and "bike route" revisions in Wellfleet which are supposed to improve biker safety are based on limited data, anecdotal information, inadequate data evaluation, and no consideration of likely or potential adverse consequences. More complete data should be collected, compiled and evaluated before such decisions or changes are made.

2. The official "bike route" in Wellfleet, the Clair Saltonstall Bike Route, should not be revised from Long Pond Road (WC-6) to Cahoon Hollow Road (WC-4).

3. Old County Road (WC-1) should not be added as an official "bike route" in Wellfleet.

4. More effort is needed to decrease biker accidents and injuries other than "bike route" or infrastructure changes, such as having a better understanding of where, when, how and why bike accidents occur, enforcing biking infractions, and ensuring that bikes have safety equipment.

1. Limited Data and Data Evaluation in the CCC Phase One Report

Before any decisions are made and the public's money is spent on infrastructure changes, bike route changes, added signage, or other "improvements" it is critically important to collect and evaluate as much pertinent data as possible to make sure that the "improvements" will actually or even likely "improve" the situation. **This has not been done.**

¹ I was unable to attend the March 26th Bicycle Master Plan Meeting at the Wellfleet Public Library. However, I went through the slides presented, examined the maps on the CCC web site and read the CCC "Phase One: Data Collection Transportation Data" Report updated in February 2015, as well as studying the tables and maps in that report.

While the maps in Appendix E of the CCC Phase One Report show bike and pedestrian crashes, the text on page 6 of that same report notes that the "relevancy of the data is limited" because they only include online information from Mass DOT. Why base decisions on data known to be of little relevance when there are more data readily available from local police, at least here in Wellfleet?

Data from the Wellfleet Police

I asked the Wellfleet Police for all reported accidents involving bikes in Wellfleet between 2008 and 2015 and received a detailed listing of all bike incidents for which there were police calls. Why was this not done for both bike and pedestrian incidents in each of the Outer Cape towns? And, why didn't anyone perform an evaluation of those data before recommending actions?

Appendix E of the CCC Phase One Report shows only 6 bike accidents in Wellfleet from 2009 through 2014, all involving motor vehicles (5 of the 6 accidents were located on Route 6).

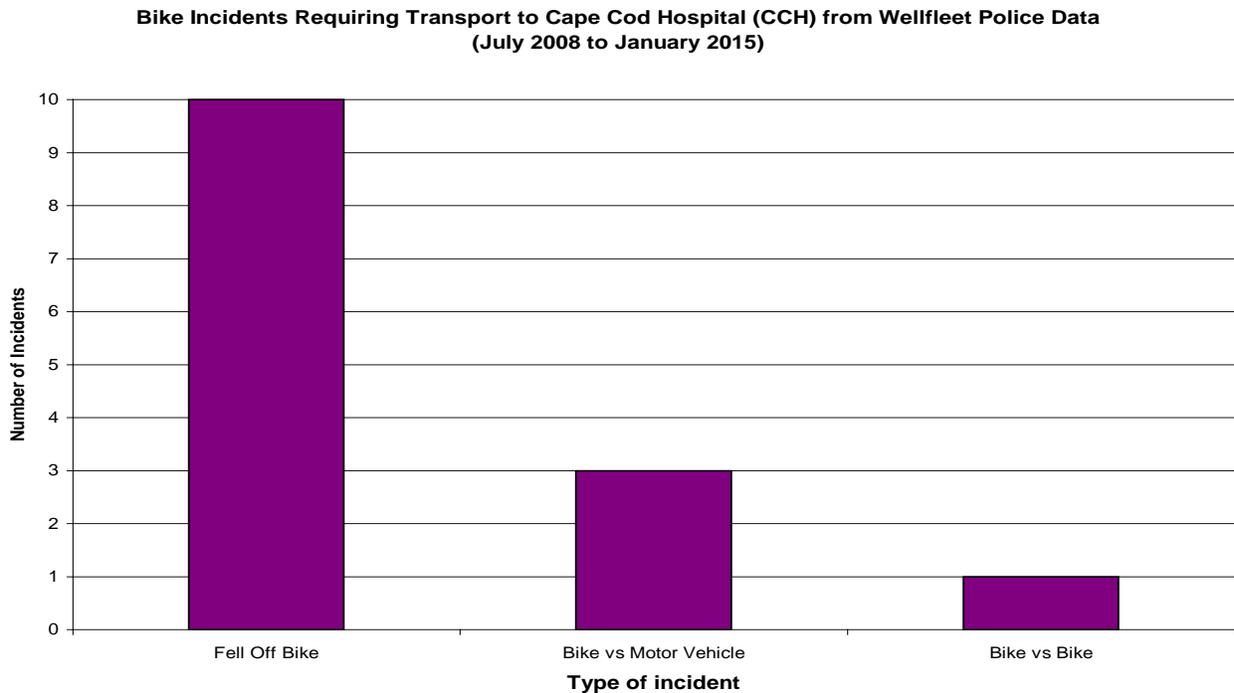
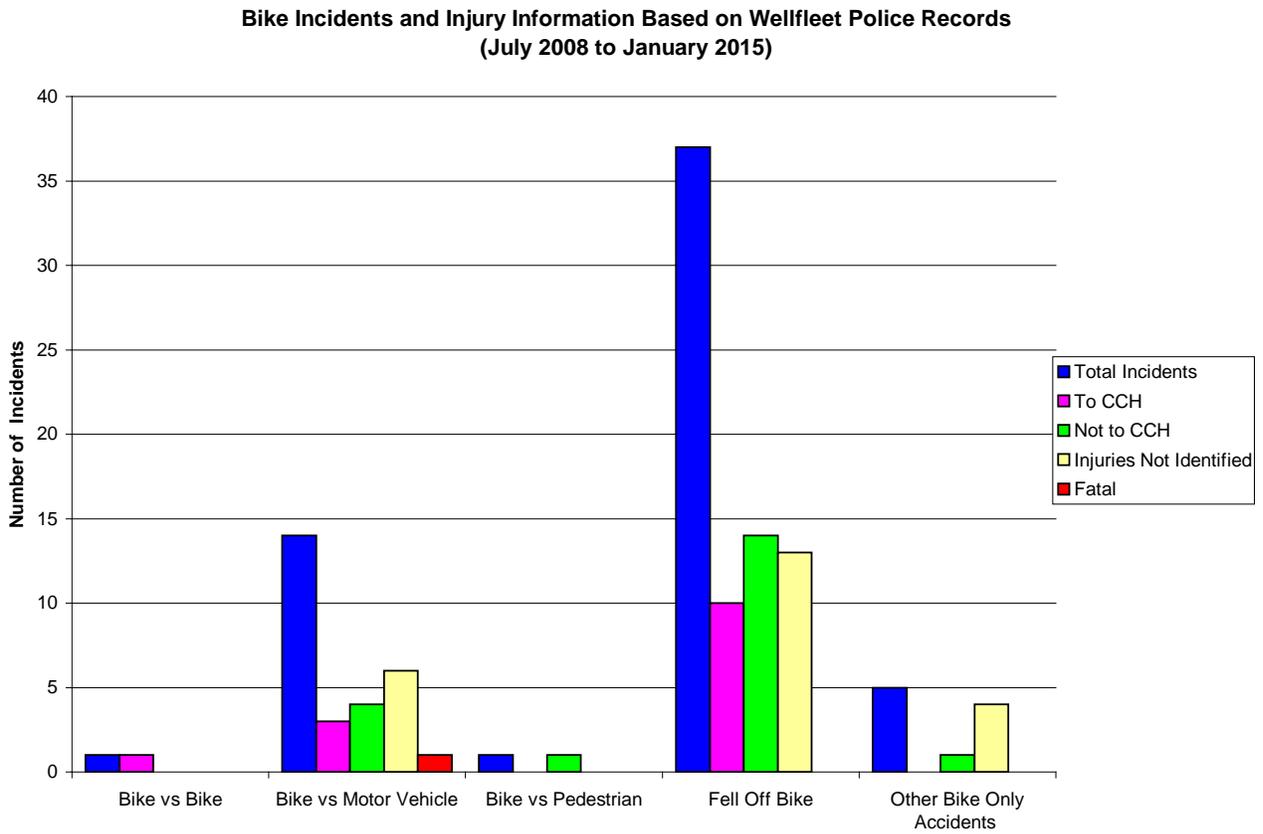
In contrast, the Wellfleet Police data list 12 bike/motor vehicle crashes from 2009 through 2014 (14 incidents if 2008 is also included) and 44 other bike accidents that did not involve motor vehicles. Of the 58 reported bike incidents, 9 were on Route 6 and 49 were at other locations. They were categorized by Wellfleet Police, along with information on injuries, and are summarized as follows:

Bike/Motor Vehicle Accidents	14
No injuries or no actual contact occurred	2
No required transport to Cape Cod Hospital	5
No information on injuries listed	3
Transport to Cape Cod Hospital needed	3
Fatality	1
Bike/Pedestrian Accidents	1
No required transport to Cape Cod Hospital	1
Bike/Bike Accidents	1
Transport to Cape Cod Hospital needed	1
Fell Off Bike	37
No required transport to Cape Cod Hospital	14
No information on injuries listed	13
Transport to Cape Cod Hospital needed	10
Other Bike Accidents	5
No required transport to Cape Cod Hospital	1
No information on injuries listed	4

Of course, the Wellfleet Police data also have their limitations, including that they only represent a fraction of all bike accidents because most bike accidents do not result in a call to the local police. However, they are much more extensive and provide much more insight into the nature of serious bike accidents in Wellfleet than the Mass DOT online data in the CCC Phase One Report and, as such, should have been compiled and thoroughly evaluated.

Distributions of Reported Bike Accidents in Wellfleet (2008 to 2015)

The distributions of all bike incidents reported to the Wellfleet Police and those requiring trips to Cape Cod Hospital (CCH) are shown in the following figures.

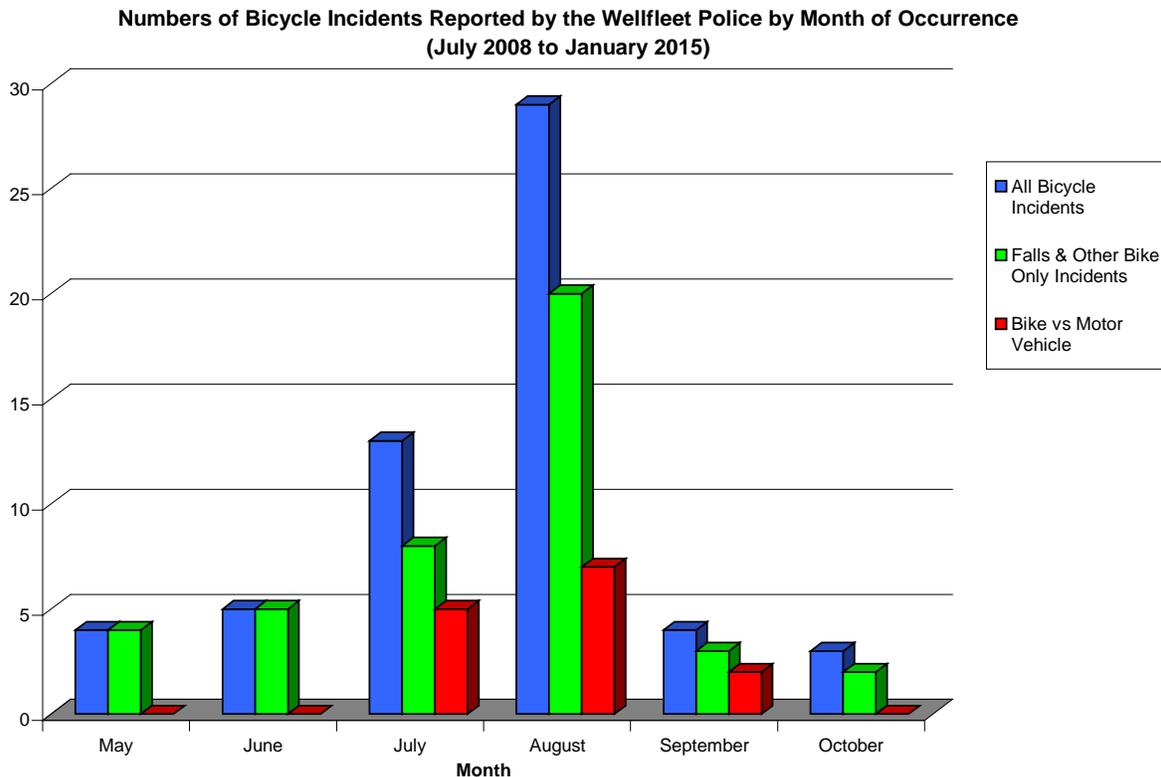


As shown in these figures, between 2008 and 2015 there was one bike fatality in Wellfleet from a bike/motor vehicle accident. In addition, there were more than a dozen bike injuries with police calls requiring transport to CCH from "bike only" (falling off bikes), bike/motor vehicle and bike/bike accidents. Most bike incidents were the result of falling off bikes and these accidents ended up in the most biker injuries requiring transport to CCH.

The Summer Biking Problem in Wellfleet

When sorted by month, the Wellfleet Police data clearly show that the critical problem is summer biking, particularly in the months of August and July. In fact, from 2008 to 2015, no bike incidents (with or without motor vehicles) were reported to the Wellfleet Police in any year from the end of October to the beginning of May. Not a single reported biking incident occurred in the off-season in over 6 years. Why? Are off-season Wellfleet bikers (and drivers) extremely careful or is it just that there are very few bikers here in the off-season (and much less motor vehicle traffic)?

The figure below illustrates the alarming problem of summer biking in Wellfleet. In addition, most of the more serious biking injuries (those requiring transport to CCH) occurred in July or August and the one biking fatality occurred in August. These data beg the question - what specific actions can be taken in July or August to reduce biking accidents?



Note: There were no bike incidents reported in any year between October 19th and May 23rd.

After examining these data, I seriously question whether encouraging even more people to bike here during the peak of summer is a good idea at all. While some might suggest that the Master Plan, when fully implemented, will encourage commuter biking and biking during the off-season, we all know that relatively few year-round people do or will commute by bike and that the vast majority of

people will continue to come here to bike during the peak summer season (How many cars with bikes on them did you see here between December and March? I can't recall seeing even one). Unfortunately, the summer is also when there are the most motor vehicles on the roads.

Indeed, all reported bike/motor vehicle accidents were in July, August, or early September (none from October through June). Both Route 6 and intersections were problematic areas for this very serious type of incident.² More than half of the bike/motor vehicle incidents (with contact) and the only biker fatality in Wellfleet took place on Route 6 or at a Route 6 intersection.

All Bike/Motor Vehicle Accidents Reported by Wellfleet Police (2008 to 2015)

Date	Location	On Route 6	Intersection
7/12/2008	Aunt Mary's Way		
8/25/2008	Main Street & Holbrook Ave		X
8/16/2010	Route 6 & Pilgrim Spring Road	X	X
7/9/2011	Route 6 & Lt. Island Road	X	X
9/16/2011	Route 6 & Matt's Way	X	X
8/20/2012	No Actual Contact		
9/17/2012	Route 6 (1600)	X	X
8/4/2013	Ocean View Drive		
8/16/2013	Route 6 & Pilgrim Spring Road	X	X
8/17/2013	Route 6 (2586)	X	Crossing Rt. 6
7/4/2014	Long Pond Road		
7/25/2014	Ocean View Drive		
7/26/2014	Main Street		
8/3/2014	Route 6 & Coles Neck Road	X	X

Note: 1600 Route 6 is where Rt. 6 is intersected by Old County Road.

Because of the potential for bike/motor vehicle problems in on Route 6 and Route 6 intersections, planning bike routes that avoid crossing or intersecting Route 6 would be prudent. In addition, it should be noted that none of the reported accidents (either in the Wellfleet Police or Mass DOT data) took place at the Route 6/Main Street intersection. Yet, this is where infrastructure changes (such as a "Walk" light) are to be made to make biking "safer".³ On what basis?

Could it be that there were no reported bike incidents at the Route 6/Main Street intersection between 2008 and 2015 because Long Pond Road has been the official "bike route" and it keeps many bikers away from Route 6? Will the situation change if Cahoon Hollow and Old County Roads are designated as official "bike routes"? I think it will. I think there will be new problems that result at the Route 6/Main Street intersection.

² Similarly, 5 of the 6 bike/motor vehicle crashes (from Mass DOT data) shown in Appendix E of the CCC Phase One Report were on Route 6 and most were at intersections.

³ I understand that putting a "Walk" light at the Route 6/Main Street intersection will be a big help to pedestrians trying to make that difficult crossing. However, I do not believe channeling more and more bikers to that same intersection is appropriate and, in fact, could interfere with pedestrian crossings. As one who sometimes crosses Route 6 near that area, I know that I would not want to cross Route 6 concurrently with a group of bikers.

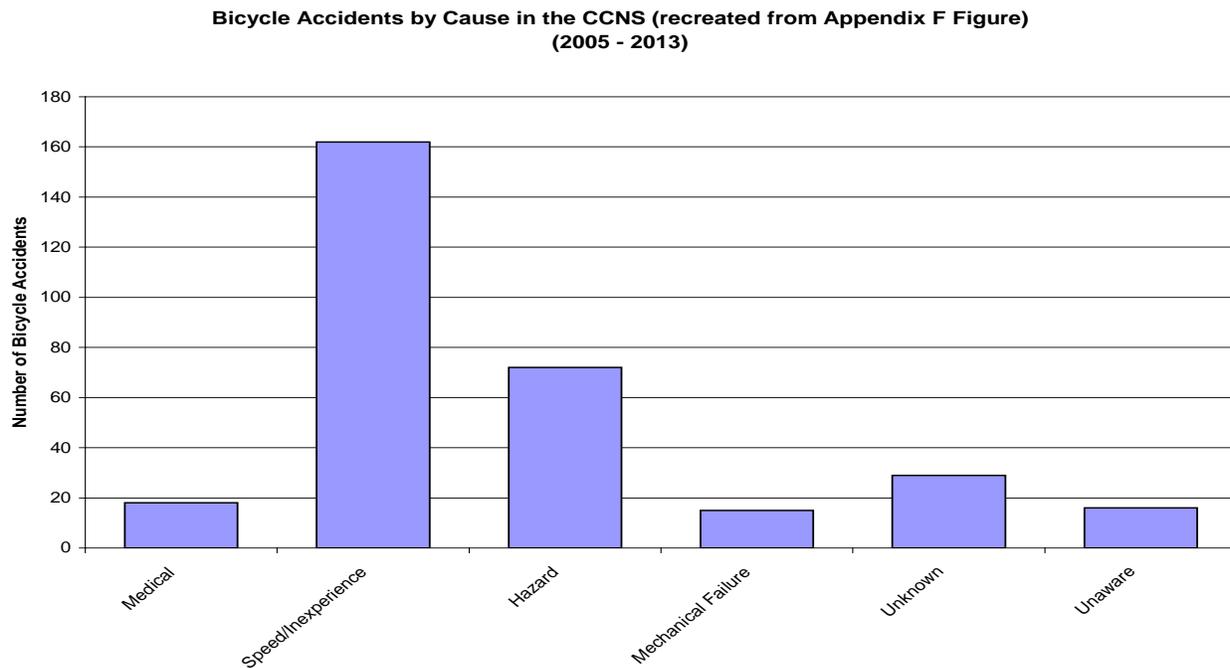
While Route 6 and its intersections were the most frequent locations for bike/motor vehicle crashes, the majority of all reported biking accidents occurred on the bike trail, other roads or parking lots. Further, 86% of bike accidents requiring transport to CCH occurred at locations other than Route 6. Thus, while Route 6 is critical with respect to bike/motor vehicle accidents, other locations also are very important because of the larger number of bike accidents and injuries requiring transport to CCH. Consequently, an effort to understand more about these accidents should be made.

Infrastructure Changes and the Causes of Bike Accidents

Based on a review of the Wellfleet Police and Mass DOT data, the information in the CCC Phase One Report, and other research I have done on biking accidents, it is clear that making changes in roadway or bike trail infrastructure is not going to make biking "safe"⁴ - a notion that repeatedly is cited as the motivation for making such changes – only potentially less hazardous.

While such changes can decrease the likelihood for certain bike accidents, bike accidents and injuries still will occur because most bike accidents do not involve motor vehicles on roadways or are not directly caused by the infrastructure - they are a result of biker actions (or inactions).

For example, as shown in Appendix F of the CCC Phase One Report, the majority of the more than 300 reported bike accidents in the Cape Cod National Seashore (CCNS) between 2005 and 2013 were a result of bikers going too fast or being inexperienced, as shown in the following figure.



⁴ To be completely "safe" there should be no risk of harm. However, bike accidents and bike injuries commonly occur, mostly without a motor vehicle present. The Insurance Information Institute reported that biking "is the most dangerous sport" (more than 545,000 biking injuries estimated to have been treated in hospital emergency rooms in 2012 alone). According to Consumer Reports, biking results in more head injuries than any other sport. Further, the National Park Service has stated that bicycle accidents, "injure more people each year at the seashore than all other activities combined." Thus, bike riding clearly has a risk of harm and, as such, it should not be touted as being "safe".

No infrastructure changes will completely alter bad biking habits or inexperience. And, even making changes and adding more signage do not always result in significantly reduced bike accidents. For example, the Province Lands Bike Trail is well-known for bike accidents. The trail underwent rehabilitation 2008 and 2011 and additional signage was placed to warn bikers of hazards. Yet, the numbers of reported accidents are still high, as shown in the following figure.

**Average Annual Bike Accidents on the Province Lands Bike Trail
Based on Phase One, Appendix F CCNS Data**



Thus, while infrastructure improvements and better signage can sometimes help reduce accidents, they clearly are not going to make biking "safe" because they only deal with the physical setting, not the actions of the bikers (or motor vehicle drivers). Thus, more experienced, better informed, and more prudent bikers (and drivers) are needed. However, even so, biking accidents and biking injuries will continue to occur because the only way to have no bike accidents is to have no bikers.

2. Changing the Claire Saltonstall Bike Route from Long Pond Road to Cahoon Hollow Road is a very bad idea.

While I understand that changing the Claire Saltonstall Bike Route from Long Pond Road (WC-6) to Cahoon Hollow Road (WC-4) was recommended because of the "Walk" light to be added at the Route 6/Main Street intersection in Wellfleet, it is a very bad idea for several reasons.

a. Long Pond Road already allows bikers to travel into the Town center by using the overpass over Route 6 **without encountering any Route 6 traffic**. Or, to turn onto Lawrence Road and either cross at the light at Gross Hill Road or continue North along Route 6. In contrast, any bikers travelling West on Cahoon Hollow Road will enter Route 6 at one of the most traffic congested and busy locations in Wellfleet. The bikers will then have to turn right on Route 6 and proceed to the traffic light in order to access Main St. and the Town center or to bike South along Route 6. This change is nonsensical. **The Long Pond Road route keeps bikers completely off Route 6 and out of the summer traffic mess at the Main St. intersection while the Cahoon Hollow Road route puts them smack dab in the center of the traffic mess. This is a very bad change.**

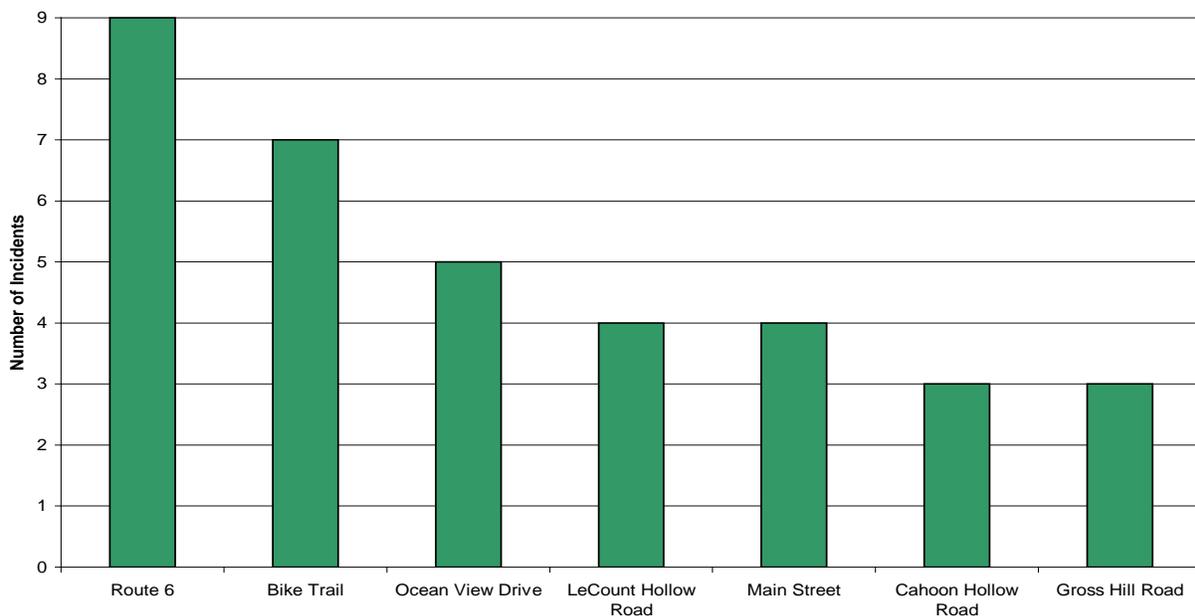
b. Although the CCC Phase One report table in Appendix A lists Long Pond Road as "Curvy" and has no comments for Cahoon Hollow Road, as someone who frequently drives and walks on Cahoon Hollow Road, I can tell you that it is not only curvy, but has poor lines of sight in several locations. More importantly, the first portion of Cahoon Hollow Road (about 0.2 miles) from Route 6 to the top of the hill near the high tension lines is steep, curvy, narrow and hard for some bikers to ascend or descend safely. Inexperienced bikers and children can often be seen during the season weaving and wobbling from side to side or walking their bikes up that hill. And, bikers also can have difficulty controlling their bikes coming down the hill, as I learned first-hand at the end of last summer when a biker lost control of her bike coming down the hill and hit my stationary car as I was waiting for a break in the traffic to turn right onto Route 6. She was not injured but was clearly shaken up and my car suffered only a scratch in the paint, but it was very unnerving. What if my car had not been there and she plunged headlong into the heavy Route 6 traffic?

Further, there are more than a dozen curb cuts where roads, driveways, and parking areas intersect that 0.2 mile curvy hill. Consequently, cars and trucks often enter onto or exit off of Cahoon Hollow Road at more than a dozen locations in this short distance, including the side entry/exits for employees and customers of PJs, a very popular seasonal restaurant.

Since road crossings and intersections are major locations for motor vehicle/bike crashes, the many intersections on Cahoon Hollow Road make the steep area even more dangerous. Thus, this section of Cahoon Hollow Road has hazards that can be very problematic for bikers and, as such, biking there should be avoided, not encouraged.

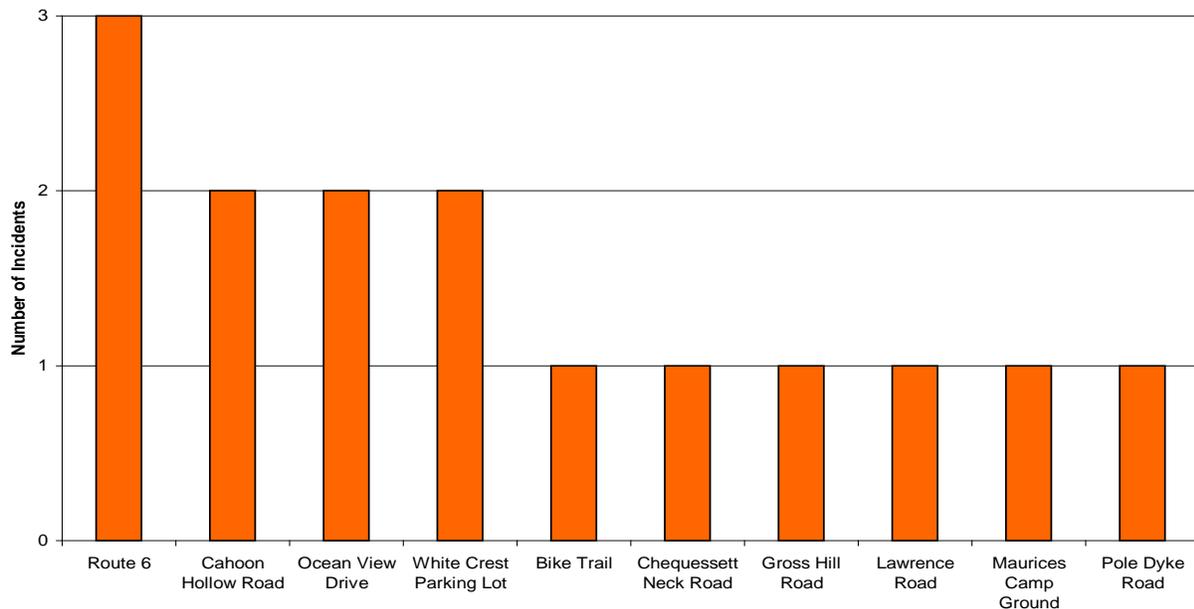
Furthermore, based on incident records from the Wellfleet Police between 2008 and 2015, Cahoon Hollow Road has been one of the worst places for biking in Wellfleet since it is among the most frequent locations for reported bike incidents and serious injuries, as shown in the following figures.

**Most Frequent Locations for Bike Incidents Reported by the Wellfleet Police
(July 2008 to January 2015)**



Only Route 6 has had more bike injuries needing transport to Cape Cod Hospital (CCH) than Cahoon Hollow Road, as shown in the following figure. In contrast, Long Pond Road had only 2 reported bike incidents and neither was listed as resulting in injuries necessitating a trip to CCH.

**Wellfleet Locations where Bike Incidents Resulted in Known Trips to Cape Cod Hospital
(July 2008 to January 2015)**



[Note: Includes all known CCH trips from bike incidents. The Route 6 number of 3 CCH trips includes one fatality.]

So, even though Cahoon Hollow Road is not the current "bike route", it is still used by many bikers and is already a location where there are bike incidents and serious injuries for bikers. What do you expect will happen if more people are encouraged to bike on Cahoon Hollow Road?

Also, even if you have a crossing light at Main St., there still is the problem of bikers coming from Main St. and trying to get back to Cahoon Hollow Road. To do that, a biker will have to cross at the light and then travel against the flow of heavy traffic down Route 6 to Cahoon Hollow Road (which is against the "rules of the road" for bikers who should travel with, not against the traffic flow) or travel with the traffic flow to Pine Point Road and then cross Route 6 to Cahoon Hollow Road where there is no light, heavy traffic, and drivers turning into or out of the businesses along that stretch. Neither choice is good. In contrast, when exiting the Town center, a biker only needs to cross Main St. to access Long Pond Road and, again, travel over (not onto) Route 6.

c. At the East end of Cahoon Hollow Road, there is Cahoon Hollow Beach and the Beachcomber, the very popular and only restaurant and BAR on the ocean in the National Seashore area. Many people who leave the Beachcomber drive down Cahoon Hollow Road as it is the quickest and shortest access to Route 6. Unfortunately, some people who drive on Cahoon Hollow Road are impaired, as indicated by the number of vehicles that have hit trees or gone off the road. Last year two cars went completely off the road in just one day. On several occasions while walking along Cahoon Hollow Road we've had close calls with inattentive or impaired drivers and we've seen debris from auto and tree encounters scattered along the road. Consequently, it is a very bad idea to add more bikers to this road, especially children and inexperienced bikers.

d. The CCC Phase One report Appendix A table shows that both Long Pond and Cahoon Hollow Roads have similar characteristics except that Long Pond Road is more than 5% wider and has an approximate right of way that is 30% greater than Cahoon Hollow Road. Based on that information, Long Pond Road appears to be a better choice for the official "bike route".

Also, although the Appendix A table listed information on Summer Vehicle, Bicycle, and Pedestrian Volumes for both roads, there were no count data for any of these categories for either road provided in the Appendix B and C tables. Where are the data on which the listed traffic volume information relied? Were there no counts for these roads and the listings merely anecdotal? If so, then actual data should be collected and reviewed to understand vehicle, bike and pedestrian volumes before any changes are made to direct even more bikers to Cahoon Hollow Road.

e. A major problem in Wellfleet during the summer months is traffic congestion - especially on Route 6 from the Eastham line to Marconi and from the stretch between the Our Lady of Lourdes church and the light at Main Street. Putting in timed "Walk" lights at the Main St./Route 6 intersection and having an influx of bikers who will repeatedly use them will exacerbate the traffic congestion problem in an area that is already very problematic and has been the scene of too many accidents in recent years, including the tragic fatalities of a young bike rider and a motorist.

While the addition of a "Walk" light certainly is a boon to pedestrians who need to cross Route 6 in that area, adding an influx of bikers to that same location could be problematic for pedestrians, as well as causing even worse motor vehicle traffic congestion problems.

f. Another important negative aspect of an influx of bikers on Cahoon Hollow Road (and Old County Road) is this. The proposed Cahoon Hollow Road (WC-4) route (and Old County Road (WC-1) route) will provide bikers with more direct access to three Wellfleet ponds - Great, Duck, and Dyer. While this would be good for bikers, it would not be good for the two ponds already suffering from over usage, path and bank erosion, and degraded water quality. Increased bike and foot traffic will add to the currently stressed conditions in these ponds and should be avoided, if there is any interest in preserving these precious areas for future generations. Indeed, the Wellfleet Natural Resources Advisory Board's "Pond Management Plan" (February 2011) aptly stated:

"Pond shorelines and the slopes leading down to them are fragile and cannot sustain traffic. Examples of this fragility can be seen at Dyer and Duck Ponds. It is important to discourage the intrusion"

3. Adding Old County Road to the Claire Saltonstall Bike Route is a bad idea.

The proposed Old County Road (WC-1) route suffers from many of the same or similar problems as the Cahoon Hollow Road route listed above, including: curvy road with hilly terrain; poor lines of sight in several areas; areas with many curb cuts for driveways, roads, or parking lots; and too close access to fragile ponds. Also, the North end of Old County Road feeds into Cahoon Hollow Road, resulting in all of the problems discussed above. In addition, any biker heading South on Old County Road will end up at an intersection with Route 6 (at Blackfish Variety) and has the choice of trying to cross Route 6 there or biking against the flow of traffic. These are two bad choices.

Based on all of the above reasons, I think that designating Cahoon Hollow Road and Old County Road as official "bike routes" with attendant signage directing bikers to those roads is a terrible idea. Anyone can bike on Cahoon Hollow and Old County Roads if they want to - and many do - but to specifically designate them as official "bike routes" will encourage more bike traffic on these roads and on Route 6 in the already problematic summer months. More bike traffic will result in more bike accidents and increased motor vehicle traffic congestion because additional bikes are going to be on and crossing Route 6, both at Main Street & by Blackfish Variety. The current Long Pond Road route allows bikers to travel from the end of the bike trail at LeCount Hollow Road into the Wellfleet Town center and back without ever having to cross Route 6 or bike against the traffic flow on Route 6.

Why change the "bike route"? I thought the point was to make biking "safer" and to reduce traffic congestion, not to make matters worse.

4. Alternative Efforts for Improved Biker Safety are Needed

There are actions other than infrastructure changes that can be done to reduce biking accidents and biking injuries. Two important aspects for improving safety are biker education (both in riding a bike and the "rules of the road") and bike equipment (working lights, reflectors in required locations, and good brakes). While most people know that children 16 and under must wear helmets, do they know that there are quite a few other requirements for bikers, including bike equipment, specified by law in Massachusetts?

For example, do bikers know that they must have a front light that is "visible from a distance of at least five hundred feet", as well as a back light or reflector, and that the brakes must "bring the bicycle traveling at a speed of fifteen miles per hour to a smooth, safe stop within 30 feet on a dry, clean, hard, level surface"? In addition, a biker cannot "carry any package, bundle or article except in or on a basket, rack, trailer or other device designed for such purposes" or that a biker must have "at least one hand upon the handlebars at all times"⁵?

How many times have I seen Cape bikers riding at night wearing dark clothes with no lights or the required reflectors; precariously carrying a big cooler, folding chairs, or beach umbrella in one hand; having bags of beach gear or other items dangling from the handlebars; riding in the rain holding an open umbrella; or having one or more large items strapped to their backs? How many times have I seen a biker riding on Route 6 without any hands on the handlebars? Way too often.

Do bikers know that they are required to signal when they are going to turn or stop or that they must comply with all traffic signs and lights? Even if they know, do they follow the law, do they actually stop at stop signs and red lights?

Anyone observing summer bikers in Wellfleet or other Cape towns knows that too many of them do not comply with the biking requirements under the Massachusetts law. However, I have never seen any authority stop a biker flagrantly violating the rules. The lack of enforcement makes it appear that improper biking behavior and missing or inadequate bike equipment is not only tolerated here in Wellfleet, but accepted as the norm.

⁵ Quoted sections are from M.G.L. Chapter 85, Section 11B.

Unfortunately, in the summer, our local police are already extremely busy enforcing motor vehicle violations (of which there also are way too many because of distracted, impaired, or just plain bad drivers or visitors totally unfamiliar with our roads and traffic patterns), taking care of traffic problems, accidents, crimes, and other issues. So, risky and inappropriate bike behavior continues.

Consequently, if more bikers are going to be biking on Cape roads and trails, shouldn't there be an even greater effort made to discourage such risky or inappropriate biking behavior and to make sure that the bikes have the required safety equipment? Here are just a few possibilities:

- Prepare a concise handout with the M.G.L. Chapter 85, Section 11B biking requirements specified with pictures showing appropriate and inappropriate biking behavior.

- Hold regular free bike inspections during the season and have safety equipment (such as bike or personal reflectors, helmets and lights) available for purchase at a reduced rate (or free, if possible), similar to such activities held during Bike Week or at the CCNS. Give a Massachusetts biking requirements handout to all participants.

- Have bike training and/or bike competition events during both the season and the "shoulder" seasons. Give a Massachusetts biking requirements handout to all participants.

- Require that anyone renting a bike be given a copy of the Massachusetts biking requirements and have them sign a sheet indicating that they will comply with all requirements.

- Have staff at beach parking lots give bikers a copy of the Massachusetts biking requirements if they are not complying, such as carrying beach gear improperly, or do not allow entry if items are being carried so precariously that they are a hazard.

- Encourage local police and CCNS to collect detailed data on biking incidents, including:

 - Date & time

 - Weather conditions

 - Location

 - If it was an intersection

 - Type of incident

 - Bike vs Motor vehicle

 - Bike vs Bike

 - Bike vs Pedestrian

 - Fall off bike

 - Bike hitting object (specify)

 - Other (to be specified)

 - Number & nature of injuries

 - How or why the accident occurred

 - Fault, if determined

 - Age of biker/motor vehicle driver

 - If alcohol or drugs were known to be involved

 - Condition of bike and presence of safety equipment

 - Helmet or no helmet

 - A diagram of the accident

- Collect information on biking incidents from local police and CCNS on a regular basis, compile all the data into a database, and evaluate the data to better understand when, where, how and why bike accidents occur in this area.

- Use the data evaluation to pinpoint problem locations or actions by bikers or motor vehicle drivers in order to generate potential solutions that can help reduce biker accidents and injuries.

- Have local police and CCNS personnel stop bikers flagrantly violating biking requirements or not having appropriate safety equipment and give them warnings.

These are just a few examples of possible actions that might help decrease biker accidents and injuries. I'm sure that many more possibilities could be generated if people did some brainstorming about the problem.

Summary

I believe that no matter what actions are taken, biking in Wellfleet during the summer months will continue to result in injuries - some of which, unfortunately, will be life-altering. However, there are a variety of actions that can be taken to decrease the likelihood of biker accidents and injuries. More actions need to be directed toward improving biker behavior and ensuring that bikes have appropriate equipment. If infrastructure or "bike route" changes are needed, they should be made only after all available and pertinent data have been collected, compiled, and evaluated, and any potential adverse consequences of the actions have been examined.

The data in the CCC Phase One report are incomplete, very limited, and provide no significant insight into the nature of biking accidents in Wellfleet. After reviewing a more complete data set from the Wellfleet Police and thinking about other potential consequences resulting from "bike route" revisions described in this memo, it is clear to me that changing the Claire Saltonstall Bike Route from Long Pond Road (WC-6) to Cahoon Hollow Road (WC-4) is inappropriate and should not be done. Adding Old County Road (WC- 1) as an official "bike route" is similarly inappropriate and should not be done. It is my belief that these changes will likely exacerbate Wellfleet's summer problems, including more bike accidents and injuries and increased traffic congestion.

If you have any questions about my concerns or the limited data compilation and evaluation I did, I can be reached at (508) 349-9739.

Thank your for your consideration,

Barbara B. Taylor, Ph.D.
P.O. Box 1420
Wellfleet, MA 02667

From: [D Yochelson](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Re: Bicycle and Pedestrian Master Plan - Truro Southern Portion
Date: Tuesday, August 25, 2015 8:00:39 PM

On Tuesday, August 25, 2015 7:56 PM, D Yochelson <dyochelson20895@yahoo.com> wrote:

I wanted to express my concern with the possible routing of the bike route from the Wellfleet line to Collins Road, Old King's Highway and South Pamet Roads.

The southern part of Collins, off Route 6, is narrow, hilly and curvy. If a pedestrian or bicyclist were to stay to the right and go slowly, things might work out okay. However, we know this not to be the case - walkers' kids or dogs will end up in the center of the road, and bicyclists will pick up speed and take up the whole road. Too many blind curves.

The wide length of Old King's Hwy. is probably safer for all involved, except the homeowners, who will have to deal with even more people tearing down fauna and worsening the erosion, to get to Great and Snow's Ponds to cool off or just use the woods as their bathroom.

The last stretch of Collins is also hilly and curvy.

As for South Pamet Road - there is plenty of traffic there, even off-season. During the summer, it is a madhouse, with people going to and from Ballston Beach.

Even without pedestrian and bicycle traffic, these roads require that a driver pay attention to everything around them. The fact is, bikes and cars do not mix well. This is true in urban and rural areas. At least on Route 6, bikes, cars and walkers are visible to each other.

I have been bicycling these roads for more than 50 years, and driving them almost as long. In a car, I have narrowly avoided head-on collisions with bikes which came barrowing down the center of the road. As a bicyclist, I have been forced off the road into the bushes by cars that didn't see me coming around a curve.

In conclusion, I urge the Commission to re-think using narrow side roads to accommodate additional biker and hiker traffic.

Deborah Yochelson

From: [Jack Farrell](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Bike trail
Date: Saturday, August 29, 2015 5:09:58 PM

Hello,

Dumb question, because it must have been answered a long time ago: Why can't the old rail bed from South Wellfleet to Provincetown be used? Is it not being considered because of expense, permitting, or is it now in private hands?

My wife and I once rode our bikes from the South Wellfleet end to the old bridge timbers near Uncle Tim's bridge, and none of the land was built on then. Of course, that was in 1998 or so, but it would be a wonderful way to bring people into the village without the cars.

Sincerely,

Jack Farrell

From: [David Colton](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Outer Cape Bicycle & Pedestrian Master Plan
Date: Sunday, October 11, 2015 1:41:32 PM

Hi,

I live on Dewey Avenue in Provincetown and after reading your data collection report am concerned about the lack of attention being paid to 6A between Stotts Crossing and Snail Rd. Particularly the stretch between the Provincetown/Truro line where a series of horizontal and vertices curves combined with a narrow roadway make biking and walking feel very unsafe.

My husband and I run, walk and bike this stretch of roadway often and have both experienced many near misses with vehicles whose drivers are speeding, distracted, or both.

I applaud the overall effort and think that you are performing an important public service in addressing this issue. I also understand the difficulty and expense of widening roadways or building alternative routes, but both will have to be explored if a comprehensive solution is to be found.

David Colton

Sent from my iPad



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Extending CC Rail Trail thru Wellfleet and Truro to Provincetown

1 message

George Price <george_price@nps.gov>

Tue, Nov 3, 2015 at 3:34 PM

To: Lauren McKean McKean <Lauren_McKean@nps.gov>

I guess there must have been a press connection.

GP

Sent from my iPhone

Begin forwarded message:

From: Amy Carow [REDACTED]**Date:** November 3, 2015 at 10:43:38 AM EST**To:** <George_price@nps.gov>**Subject: Extending CC Rail Trail thru Wellfleet and Truro to Provincetown**

Dear Mr. Price;

I am a Wellfleet resident and cyclist and am in favor of the NPS working to extend the CC Rail Trail from South Wellfleet as far as it can through Wellfleet, Truro and Provincetown. I live close to the old train tracks and even though it could bring more traffic close to (or even into) my neighborhood, I still think it will be a huge asset to the towns and Cape Cod tourism in general, not to mention the added safety for cyclists (and motorists) to be able to ride on a trail instead of Route 6 and back roads without wide shoulders. When I ride from Wellfleet to Provincetown, I'm forced to ride on Route 6 for portions, and also to cross Route 6 in Truro (if one is minimizing the amount of riding directly on Rt 6).

Thanks for your consideration in this matter!

best,
Amy Carow
70 Dow Drive
Wellfleet, MA



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Cape Cod Bike Path

1 message

George Price <george_price@nps.gov>
To: Lauren McKean McKean <Lauren_McKean@nps.gov>

Sun, Nov 8, 2015 at 9:59 AM

Sent from my iPhone

Begin forwarded message:

From: [REDACTED] >
Date: November 8, 2015 at 8:19:32 AM EST
To: <George_price@nps.gov>
Subject: Cape Cod Bike Path

Mr. Price,

My husband and I are very much in favor of extending the Cape Cod Bike Path to Provincetown.
Thank you for your efforts.

Sincerely,
Francine & John Flint
(Part-time residents of Truro)



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: bike path extension

1 message

Price, George <george_price@nps.gov>
To: Lauren McKean <Lauren_McKean@nps.gov>

Wed, Nov 4, 2015 at 10:22 AM

----- Forwarded message -----

From: **Diane Carlson** [REDACTED]
Date: Wed, Nov 4, 2015 at 9:39 AM
Subject: bike path extension
To: George_price@nps.gov

Dear Superintendent George Price,

I encourage you to extend the bike path through the seashore toward Provincetown. What a safe and beautiful addition this would provide for all of our bikers.

Diane Carlson

—

George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: bike trail

1 message

Price, George <george_price@nps.gov>
To: Lauren McKean <Lauren_McKean@nps.gov>

Fri, Nov 6, 2015 at 9:31 AM

----- Forwarded message -----

From: **Lucy Duffy** [REDACTED]
Date: Tue, Nov 3, 2015 at 10:19 AM
Subject: bike trail
To: George_price@nps.gov

Hello George Price,
I am an avid bike and surely hope the bike trail can be extended as far as possible.

Lucy Duffy

—
George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: extend the bike trail through CCNS

1 message

Price, George <george_price@nps.gov>
To: Lauren McKean <Lauren_McKean@nps.gov>

Fri, Nov 6, 2015 at 9:32 AM

----- Forwarded message -----

From: **Mary Ellen Ackerman** [REDACTED]
Date: Tue, Nov 3, 2015 at 9:29 AM
Subject: extend the bike trail through CCNS
To: george_price@nps.gov

Dear Superintendent Price,

As a Brewster resident and biker who uses the Cape Cod Rail Trail and the roads of Cape Cod, I am fervently in favor of extending the rail trail through the towns of Wellfleet and Orleans in the National Seashore. I have been biking on Cape Cod since 1981 when I first moved here as a wife of the Chief Park Naturalist and lived in the Marconi housing area. Before then I lived in many national parks and know that monies are always tight and just maintaining the services and properties is a constant struggle. That being said, I urge you to promote the plan of extending the trail for visitors and residents alike. It is in the best interest of not only our recreational enjoyment, but also our safety.

Thank you for your interest and commitment to making this dream a reality. Please keep me informed as to the next steps.

Sincerely,

Mary Ellen Ackerman

—
George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Re: checking on whether Outer Cape bike/ped master plan will require NEPA review?

1 message

Price, George <george_price@nps.gov>

Fri, Nov 6, 2015 at 3:20 PM

To: "Bragg, MaryAnn" <[REDACTED]>

Cc: "McKean, Lauren" <lauren_mckean@nps.gov>, kathy_tevyaw <kathy_tevyaw@nps.gov>

MaryAnn,

We thought it would and started the EA process, but because seashore property is not directly impacted it does not need the Federal NEPA process. The Commission is taking the lead on the roll-out of the Outer Cape B. Plan.

GP

On Fri, Nov 6, 2015 at 2:06 PM, Bragg, MaryAnn <mbragg@capecodonline.com> wrote:

lauren (or george or kathy) --
martha hevenor at Cape Cod Commission said that the Seashore has determined that the Outer Cape bike/pedestrian master plan will not require a NEPA review?

is this correct?

why not?

thanks.

i could use an answer today or tomorrow (sat.).

mary ann

Mary Ann Bragg, Reporter**Cape Cod Times**

Cell (508) 916-0423

Twitter: @MaryAnnBraggCCT

This message may contain confidential and/or privileged information. If you are not the intended recipient or authorized to receive this for the intended recipient, you must not use, copy, disclose or take any action based on this message or any information herein. If you have received this message in error, please advise the sender immediately by sending a reply e-mail and delete this message. Thank you for your cooperation.

-

George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Bike Trail Extension

1 message

George Price <george_price@nps.gov>

Tue, Nov 3, 2015 at 3:34 PM

To: Lauren McKean McKean <Lauren_McKean@nps.gov>

Another fan.

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: November 3, 2015 at 10:39:58 AM EST
To: <George_price@nps.gov>
Subject: **Bike Trail Extension**

Love to see it extended from Wellfleet toward Ptown



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Bike trail

1 message

Price, George <george_price@nps.gov>
To: Lauren McKean <Lauren_McKean@nps.gov>

Wed, Nov 4, 2015 at 10:23 AM

----- Forwarded message -----

From: **Dorothy Coombes** [REDACTED] >
Date: Tue, Nov 3, 2015 at 6:25 PM
Subject: Bike trail
To: "George_price@nps.gov" <george_price@nps.gov>

Hello,

Please consider spending time and consideration for extending the rail trail. It is one of the biggest draws to the Cape. We live here year round and enjoy the safety of riding on a trail rather than the roads. And, lately, the roads are very dangerous for bikers. The visitors during the summer surely seem to enjoy using the trail with their children. We would love to see an extension.

Thank you,

Dorothy Coombes, Harwich

—
George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: CC Rail Trail extension

1 message

George Price <george_price@nps.gov>

Tue, Nov 3, 2015 at 3:35 PM

To: Lauren McKean McKean <Lauren_McKean@nps.gov>

And three more.

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: November 3, 2015 at 10:20:15 AM EST
To: <George_price@nps.gov>
Subject: CC Rail Trail extension

Yes, please extend the CC Rail trial to Truro if at all possible.

Archer Dowdy



Thanks for the consideration.



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Extending bike path to PTown

1 message

Price, George <george_price@nps.gov>
To: Lauren McKean <Lauren_McKean@nps.gov>

Fri, Nov 6, 2015 at 9:32 AM

----- Forwarded message -----

From: **Nancy Rogoff** [REDACTED] >
Date: Tue, Nov 3, 2015 at 10:13 AM
Subject: Fwd: Extending bike path to PTown
To: George_price@nps.gov

>
> Dear George,
> As a full time resident on Cape Cod and member of NN bike group, extending the rail trail would be a more enjoyable continued and safe ride to PTown. Having to use roads and highways has proved hazardous.
>
> Please help support this effort.
>
> Sincerely
> Nancy Rogoff
>
> Sent from my iPhone

—
George E. Price, Jr.
Superintendent
Cape Cod National Seashore
99 Marconi Site Road
Wellfleet, MA 02667
508-957-0739



McKean, Lauren <lauren_mckean@nps.gov>

Fwd: Bike path extension.

1 message

George Price <george_price@nps.gov>

Tue, Nov 3, 2015 at 3:33 PM

To: Lauren McKean McKean <Lauren_McKean@nps.gov>

Lauren,

Not sure why I received this one.

GP

Sent from my iPhone

Begin forwarded message:

From: kate Nelson [REDACTED] >
Date: November 3, 2015 at 1:07:50 PM EST
To: <George_price@nps.gov>
Subject: Bike path extension.

I Am enormously in favor – the bike path is the BEST thing to happen on Cape Cod. I have lived in Brewster for 40 years. Biking is a huge part of my sons' and grandchildren's lives as well.

To go to Truro on the bike path would be superb. Ptown even better.

Kate Nelson

Sent from my iPhone

From: [William R. Carlson](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Outer Cape Bicycle & Pedestrian Master Plan
Date: Monday, November 16, 2015 6:57:33 AM

I am a resident of South Wellfleet and wish to comment on the ongoing planning, which appears to have had a lot of thought and work put into it. I attended one of the earlier meetings but was unable to get to the latest one. As a year round resident who uses his bike virtually every day (about 1500 miles a year) I am concerned most with the portion of the proposed trail that would extend north from the current terminus of the rail trail at Lecount Hollow Road. While the proposed route that would extend north via Ocean View Drive is scenic and would pass three beaches, it has disadvantages, not the least of which is the long hill north of the beach at Maguire's Landing. Ocean View Drive is also a fair weather route – the wind on Ocean View Drive makes it unpleasant and difficult to ride on all but the most benign months of the year – May through September. Scarce are the bicyclists on Ocean View Drive in the fall/winter/spring, which is not the case for the rail trail, which is generally more protected from the wind. I would be strongly in favor of continuing the route north from Lecount Hollow Rd via the existing railroad bed – it's less trafficked, more level, an easy connect to the Wellfleet Center on Aging, and probably much shorter than the roundabout way via OCD and Cahoon Hollow Rd. Thanks to everyone for their interest and work on this. William Carlson

From: [MCCABE Robert](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: Outer Cape Bicycle & Pedestrian Master Plan
Date: Thursday, February 18, 2016 3:16:03 PM

I am a summer resident of Wellfleet with a house in the Park off Cahoun Hollow Road. What is the timing for this proposal? Will there be a hearing and if so when do you think it will be.

Thanks and regards

Bob McCabe

Robert McCabe

Legal

Société Générale

245 Park Avenue, 11th floor

New York, NY 10167

(212) 278-6007

robert.mccabe@sgcib.com

This message and any attachments (the "message") are confidential, intended solely for the addressee(s), and may contain legally privileged information. Any unauthorized use or dissemination is prohibited. E-mails are susceptible to alteration. Neither SOCIETE GENERALE nor any of its subsidiaries or affiliates shall be liable for the message if altered, changed or falsified. Please visit <http://sgasdisclosure.com> for important information regarding SG Americas Securities, LLC ("SGAS"). Please visit <http://swapdisclosure.sgcib.com> for important information regarding swap transactions with SOCIETE GENERALE.

From: [geraldine ramer](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Subject: bike path planning in wellfleet
Date: Tuesday, March 01, 2016 2:09:48 PM

Is there somewhere I can see minutes of your Feb. 26th meeting? And where is there information about widening roads (not rte 6) for the bike paths? How many feet will be taken from the sides of the roads, how will grading to the sides of the roads be accomplished?

Thank you, Geraldine Ramer

From: [Michelle Welsh \(FSC\)](#)
To: [Outer Cape Bicycle and Pedestrian Master Plan](#)
Cc: [Janice Fox](#)
Subject: Outer Cape Bicycle & Pedestrian Master Plan
Date: Thursday, March 03, 2016 7:52:03 PM

Dear Sir or Madam,

I would like to introduce myself. My name is Michelle Welsh and I am the Field Support Coordinator for Intrax Inc. We are a company who sponsors J-1 International University Students who participate in a work travel visa. Our company sponsors numerous students who choose the Outer Cape as their preferred choice to participate in the program. Bike safety is a subject matter that we like to be proactive in.

My Regional Manager and I would like to learn more about your efforts in your project for planning for bicycle and pedestrian infrastructure on the Outer Cape. Are there any upcoming meetings that are planned that we may attend? We would also like to know how we could be of assistance to you and your project.

Below I have included my Regional Managers' contact info.

Janice Fox || Regional Account Manager
Work Travel
New Bedford, MA 02746 USA
Direct: [415.316.0611](tel:415.316.0611)
Skype: jfox-intrax
Fax: 508.858.5371
Email: jfox@intraxinc.com
Website: www.intraxworktravel.com
Intrax AuPairCare Ayusa

I look forward to hearing from you and learning more about your efforts and plans for creating an interconnected bicycle and pedestrian facility network linking the Outer Cape and the Seashore. Please feel free to contact me at you convenience.

Best,
Michelle



Michelle Welsh || Field Support Coordinator
Work Travel
East Sandwich, MA 02537 USA
Direct: [415.231.3821](tel:415.231.3821)
Skype: mwelsh-intrax
Fax: 508.858.5371
Email: mwelsh@intraxinc.com
Website: www.intraxworktravel.com
Intrax AuPairCare Ayusa

CAPE COD COMMISSION

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

