



**Outer Cape Bicycle and Pedestrian Master Plan Steering Committee Meeting
Discussion Summary/Minutes
February 26, 2016
Truro Town Hall**

Steering Committee Members in attendance: Roger Chauvette (Provincetown), Jay Norton (Truro), Karen Snow (Truro); Suzanne Thomas (Wellfleet); Martha Hevenor (CCC); Sarah Korjeff (CCC); Lauren McKean (NPS). Members absent: Eric Larsen (Provincetown)

Also attending: Glenn Cannon (CCC), Patrick Tierney (CCC)

The meeting came to order at 8:40 AM.

1. Primary Route Alternatives discussion:

Sarah began the meeting by explaining that the purpose would be to for the committee to identify a preferred alternative. She noted that CCC staff had reviewed the three potential alternatives and came up with its preferred route that isn't simply one alternative but a hybrid of the three that incorporates short-term and longer term options.

Using the CCC Recommended Primary Route map dated 2-4-16, she walked the committee through the segments by town. She said for the Wellfleet center segment, the railroad bed/Old County/Old Kings Highway/Cahoon Hollow was the best option in term of cost, distance without motor vehicles, natural character and directness. She said the scenic (Alt B) option was less direct and would entail road widening in the wetland buffer area and in an area with tree canopy whose character might be impacted. She said Alt C (Route 6 option) had too many curb cuts and conflict points and is highest cost.

For the Wellfleet north segment, all three alternatives would use a separated multi-use path, so the question is which side of Route 6. Both sides have about the same number of curb cuts. The east side has less wetland buffer area, and could connect directly between Cahoon Hollow Road and Rose/Collins Road without crossing Route 6, so it is the best option.

For the Truro south segment, Route 6 multi-use path on the east side was preferred, to avoid a crossing farther north. While the Collins Road/South Pamet Road segment is a scenic, low stress ride, potential widening of South Pamet Road to accommodate shoulders made this segment problematic, given the wetlands resources and character.

For Truro center segment, the east side of Route 6 was preferred over the west side because of fewer curb cuts, less wetland buffer impact, and better connectivity to the Truro Elementary School and other routes within Cape Cod National Seashore.

For Truro north segment, Sarah explained the CCC team was split between Alt A (South Highland/Coast Guard/Old Kings Highway/Head of the Meadow/High Head) or Alt C (Route 6 to town line). The benefit of Alt A is that it is scenic and uses an existing bike trail and provides connections to beaches and destination spots. Alt C has the least wetland impacts. Alt B is the

lowest cost but runs along Shore Road without full separation in an area that is high traffic in summer. The Highland Road underpass could provide an opportunity for the Route to cross Route 6, with the multi-use path following the east side of Route 6 until Highland Road, then continuing north on the west side of Route 6. Sarah said the staff preference is for Alt A in the short-term and Alt C as a route in the longer term.

For the North Truro/Beach Point segment, Route 6 on the west side is preferred, due to high traffic, character and wetland buffer concerns from widening along Route 6A.

For Provincetown segment, Alt B (Commercial Street) was ruled out because it would remain as a share-the-road segment and with no additional accommodation. Alt A (using the railroad bed from Snail Road to Howland out to Route 6 in a multi-use path to Conwell, where the route would connect with the Cemetery Road to Macmillan pier on road route) was the town preferred option and has the least wetland buffer impact. Alt C – whose benefit is providing a multi-use path all the way to Herring Cove - could be constructed later.

As far as the town reps' preferences, Suzanne agreed with using the rail bed for the southernmost segment in Wellfleet, noting that people could still use the beach route if they like but that numerous residents have voiced concerns about making changes to the beach and pond roads. She noted that Ocean View Drive will need to be moved back in the future and that it's not good financially for infrastructure investment there. She noted the Main Street/Route 6 improvement project at Cahoon Hollow and agreed with keeping the path on the east side to Collins Road.

Lauren noted the upcoming Main Street improvement project with provide wider shoulders and a safer crossing at Route 6. She said the project team had looked for ways to avoid the intersection and explored a potential bypass just above the cemetery to come out at the Outer Cape pharmacy plaza, but that there is private property abutting the cemetery and a steep slope between it and the rear of the pharmacy. Suzanne suggested noting that in the plan, in case an opportunity comes up in the future.

Karen expressed concerns about the Cahoon Hollow intersection and also said that she was initially OK with the idea of using a hard pack for railroad bed but now feels pavement is better – and that it doesn't have to be asphalt but could be concrete or something similar.

Jason agreed with Karen on the need for hard surface. He felt the Route 6 multiuse path was the best option for Truro and noted the MassDOT shoulder improvements project. Roger said that projects won't be getting cheaper, so if you want pavement, you should do it now.

Suzanne asked who would be responsible for maintenance. Glenn explained that the CCC is working with DCR to get it take responsibility for the Cape Cod Rail Trail extension through Dennis and Yarmouth and would like them to do the same for the Outer Cape.

Sarah said within the Seashore it could be argued that there's justification for different surface treatments. Lauren noted that she is continuing to examine non-asphalt treatments, as it has been suggested for the OKH section in Truro.

Karen discussed the Truro Bike Committee's preferences, explaining that Collins Road is a better alternative than Route 6 and that it makes sense to get off of Route 6 which is busy and unpleasant for riding in the summer and less scenic. She said that while there are wetlands on South Pamet Road, it is already a popular bike route because people are going to the beach. By making this segment a primary route, half of South Pamet would have safer bike access.

Sarah noted that the biggest impact would be from widening South Pamet Road.

Jay said he sees widening on South Pamet as problematic – with several tough spots in the wetland buffer area and concern about public reaction. He felt Route 6 was more feasible.

Suzanne asked whether there had been controversy over a plan to add three parking spaces on South Pamet near the beach. Jay said yes and they ended up not adding the parking.

Roger said people on Cape Cod get upset with most proposed changes and that the committee should be prepared to answer people's questions to allay fears.

Suzanne noted that many residents/property owners on the Cahoon Hollow Road have expressed concerns about widening and using it for a bike route, and have voiced concerns about safety at the intersection with Route 6.

For the Truro Center segment, Sarah asked opinions on east or west side of Route 6. The group agreed the east side is better for access to beaches and connectivity.

Since staff was split on their preference for the Truro North segment, and since getting a new multi-use path built is difficult, Sarah suggested we identify areas where there are alternatives to Route 6 as shorter term options – especially in areas with existing accommodations. We could then focus on the Route 6 segments with no alternatives first. CCC staff chose the South Highland/Coast Guard/Head of the Meadow path/High Head as the short term route.

Jay liked using Route 6 in Truro but agreed with that approach. Karen said the bike committee recommends South Highland/Coast Guard/Head of the Meadow as it provides a nice break from Route 6 and shelter from wind and heat. She noted the committee is asking to stripe a bike lane along Highland Road. She said the committee also recommends paving the Truro segment of OKH and closing it to motor vehicles. Lauren noted that hunters use it.

Roger raised the question of whether Route 6 from 6A/Shore Road to Truro will continue to be four lanes. He noted that affects the ease of creating a multi-use path along Route 6 in this area. The committee discussed past comments on lane reduction proposals. Roger felt the rail bed was the best option from Truro to Provincetown. Martha noted that the bike committee agreed the connection to the rail bed would be at Snail Road, given the private property issues and grade further east. Lauren read from a section of the Provincetown bicycle committee's report concurring with the OCBPMP alternative that connects to the railroad bed at Snail Road.

Glenn noted that regardless of which route is chosen as the preferred alternative for the OCBPMP, the towns could provide bike/ped accommodations on local roads. He said in terms of funding through MassDOT, Route 6 options would have the best chance.

Lauren requested that the CCC continue to look at options for non-asphalt multi-use path surfaces. She mentioned Natural Pave that is made from resin and suggested that sections of this project could serve

as a “green” model. Karen suggested looking into porous pavement – similar to the new surface on Commercial Street in Provincetown but others noted maintenance issues with it.

Sarah asked committee members if they were comfortable with the CCC’s selected route and if they thought Collins Road should be added. Karen said she would like to see Collins Road included.

Suzanne asked about which sections would have non asphalt surface, noting that there could be pushback in Wellfleet for using asphalt on the railroad bed. She said she supported the CCC preferred route shown on the map.

Lauren said she supports the CCC preferred route too, as the other alternatives would be considered as secondary routes, so they’re still in the plan.

Karen said she prefers to have Collins Road and Head of the Meadow segments as part of the primary route. She said the Route 6 multi-use path segments in those areas would take time and could eventually be part of the spine but that Collins Road is great route.

Martha agreed but was concerned about widening South Pamet Road.

Jay said he is looking at it from a practicality perspective – noting that MassDOT is going to be adding pavement markings on Route 6, and any widening on Collins Road won’t happen for a while. He noted that there are a lot of hurdles in using local roads for the primary route.

Lauren suggested designating the preferred route as the spine and incorporating scenic routes/loops into it.

Karen explained why she thinks Collins Road is preferable and suggested that removing the centerline and doing limited widening might be sufficient. She suggested looking at alternative treatments along the short section of South Pamet Road.

Sarah suggested revising the map to show the scenic loops. Suzanne suggested adding in the Long Pond Road segment and noted they have gotten numerous comments about keeping the Claire Saltonstall route as it is today. Karen requested that they use another term than “scenic routes.” She said she would still recommend Collins Road and Head of the Meadow segments as part of the primary route.

2. Scheduling meetings with towns

The group discussed potential dates for meeting with town staff members in each community to discuss secondary routes, noting it would be good to have police, DPW, conservation, administration in attendance. Suzanne suggested March 28 for Wellfleet. The group thought that it could try to meet with two towns in one day. Martha agreed to contact Eric for potential dates for Provincetown meeting.

The meeting ended at 10:35 am.

Meeting documents: CCC Route map (2-4-16), draft Route 6 multi-use path cross sections, draft Primary Route Impact Evaluation Table