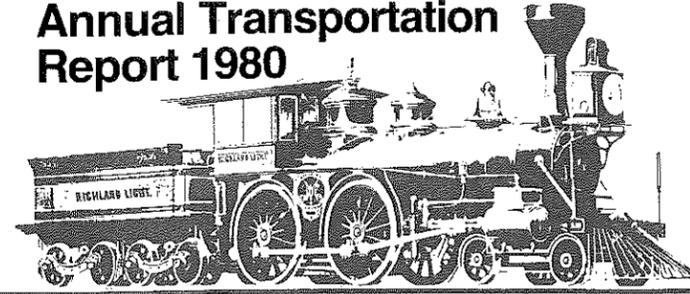
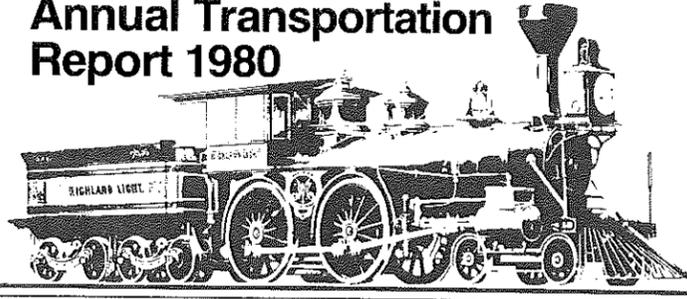


# Annual Transportation Report 1980



Cape Cod Planning and Economic  
Development Commission  
Cape Cod Joint Transportation Committee  
1st District Court House  
Barnstable, Massachusetts 02630  
Telephone 617 362 2511

# Annual Transportation Report 1980



THE HIGHLAND LIGHT

This Mason engine built for the Cape Cod Central Railroad in 1867 typifies perhaps the acme of locomotive design as practiced in the sixties. As M.N. Forney, one of the outstanding authorities on motive power, once said of William Mason, "He was a wonderfully ingenious man and combined with his ingenuity a high order of the artistic sense, so that his work was always most exquisitely designed. It might be said of his locomotives that they are 'melodies cast and wrought in metal.'" Attention may be called to the very unusual tender trucks on this engine. The Cape Cod Central later became part of the Old Colony Railroad, which in turn the New Haven leased for a long term. \*

**OLD COLONY LINE**

**COTTAGE CITY**

**OAK BLUFFS,**

**MARTHA'S VINEYARD AND NANTUCKET**

**THE ONLY DIRECT ROUTE!**

Commencing March 30, 1886.

**COTTAGE CITY.**

Leave BOSTON for COTTAGE CITY, OAK BLUFFS at 8:15 A.M. (via Woods Hole) 11:40 A.M. (via New Bedford), week days  
 RETURN, leave COTTAGE CITY, 7:30 A.M. (via New Bedford), 10:30 A.M. (via Woods Hole), week days

**NANTUCKET**

Leave BOSTON for NANTUCKET, 8:15 A.M. (via Woods Hole), week days  
 RETURN, leave NANTUCKET, Mondays, Wednesdays and Fridays, 8:30 A.M.; Tuesdays, Thursdays and Saturdays, 8:45 A.M. (via New Bedford)

BOSTON TICKET OFFICES:

**OLD STATE HOUSE**  
(FALL RIVER LINE) and  
**OLD COLONY DEPOT.**

Buy Your Tickets via Old Colony Line.

**EXCURSION TICKETS**  
FROM ALL  
PRINCIPAL POINTS,  
AND  
Baggage Checked Through

BOSTON, March 30, 1886. J. R. KENDRICK, Gen. Manager.

## Management and Support

### Cape Cod Planning and Economic Development Commission

Established under Chapter 453 of the Acts of 1965, the Cape Cod Planning and Economic Development Commission (CCPEDC) is the official areawide planning agency in Barnstable County. The CCPEDC has comprehensive planning responsibilities which, in addition to transportation, include land use, coastal zone management, economic development and water quality management.

### Memorandum of Understanding

The Commonwealth of Massachusetts in carrying out the comprehensive, continuing and cooperative (3C) Transportation Planning Process has entered into a Memorandum of Understanding (MOU) with each regional planning agency in Massachusetts. This 3C Process was established by the Federal Highway Act of 1962, as amended.

The Secretary of the Massachusetts Executive Office of Transportation and Construction, the Commissioner of the Massachusetts Department of Public Works, the Chairman of the Cape Cod Planning & Economic Development Commission and the Chairman of the Cape Cod Regional Transit Authority have signed the MOU governing the comprehensive, continuing and cooperative Transportation Planning Process on Cape Cod. This Committee of Signatories (COS) annually endorses the Region's Unified Work Program, Transportation Plan and Transportation Improvement Program.

In urbanized areas, approval of federally aided transportation projects is contingent on their being based upon a Federally Certified 3C Transportation Planning Process. The Massachusetts Department of Public Works has extended this 3C Process throughout the entire state including Barnstable County. In doing so, the CCPEDC has all the elements of a viable 3C Process.

### Highlights of the Prospectus

The Executive Office of Transportation and Construction (EOTC), the Massachusetts Department of Public Works (MDPW), the Cape Cod Planning and Economic Development Commission (CCPEDC) and the Cape Cod Regional Transit Authority (CCRTA) have approved a Prospectus for Cape Cod regarding the Transportation Planning Process.

The Prospectus delineates currently valid organizational responsibilities, operating procedures and a general planning overview which can be used as an overall management document by the above agencies which are participating in the continuing, cooperative and comprehensive (3C) Transportation Planning Process.

### Cape Cod Joint Transportation Committee

In order to assist in providing for the accomplishment of the objectives of the 3C Process, the Committee of Signatories through the Memorandum of Understanding (MOU) has established a transportation committee known as the Cape Cod Joint Transportation Committee (CCJTC) to serve as the Transportation Policy Advisory Group for the Cape Cod Region.

The function of the CCJTC is to serve as an Advisory Group to the Committee of Signatories by providing a forum for other public agencies, elected officials and citizens to participate in the transportation planning and programming process.

The following work was accomplished in 1980 by the CCPEDC and CCJTC in support of the 3C Process: technical assistance to towns on transportation planning matters, development of the Transportation Plan for Cape Cod and completion of the FY 1981 Transportation Improvement Program for Cape Cod. The CCJTC meets on the third Thursday of each month at 1:30 p.m. in Rooms 11 and 12 of the Superior Court House on Rt. 6A in Barnstable Village. In 1980 there were four active CCJTC Subcommittees: a Bikeway Subcommittee concerned with developing a safe regional bikeway system on Cape Cod (Chairman - Sherman C. Reed); a Railroad Subcommittee charged with the responsibility of planning for rail services to Cape Cod (Chairman - Neal Holland); a Highway Subcommittee charged with assisting local authorities in expediting the implementation of current and future roadway projects (Chairman - Quinton R. Kiepe); and the 504 Subcommittee responsible for advising on public transportation services for the elderly and handicapped (Chairman - Paula M. Mara).

### CAPE COD JOINT TRANSPORTATION COMMITTEE MEMBERSHIP

#### Federal and COS Representatives

|                 |                                     |
|-----------------|-------------------------------------|
| Edward L. Silva | Federal Highway Administration      |
| Paul A. Patneau | MDPW, BTP&D                         |
| Allan B. Jensen | MDPW, District #7                   |
| Barry S. Porter | DEQE                                |
| Neal Holland    | Cape Cod Regional Transit Authority |
| Deane R. Folsom | Cape Cod Regional Transit Authority |

#### Representatives from Town Boards of Selectmen in Barnstable County

|                         |                       |
|-------------------------|-----------------------|
| Frank Lambert           | Barnstable            |
| <b>CHAIRMAN</b>         |                       |
| <b>Robert W. Parady</b> | Bourne                |
| Hamilton J. Whiting     | Bourne Planning Board |
| Dennis D. Hanson        | Brewster              |
| William R. Main         | Chatham               |
| Charles W. Battle       | Dennis                |
| Francis E. Bell         | Dennis, Alternate     |
| Prudence Kerry          | Eastham               |
| Frank R. Miller         | Falmouth              |
| Cleveland S. White      | Falmouth, Alternate   |
| <b>VICE CHAIRMAN</b>    |                       |
| <b>Quinton R. Kiepe</b> | Harwich               |
| B. Jean Thomas          | Mashpee               |
| Sherman C. Reed         | Orleans               |
| Michael G. Zeeb         | Orleans, Alternate    |
| Jeffrey N. Parker       | Provincetown          |
| David P. Persson        | Sandwich              |
| Samuel M. Levy          | Truro                 |
| William J. Sexton       | Wellfleet             |
| John L. Newton          | Yarmouth              |

### Representatives from other Agencies and Organizations in Barnstable County with an Interest in Transportation

|                         |   |
|-------------------------|---|
| Agnes Lasky             | American Association Retired Persons                          |
| Brenda Boleyn           | Association for the Preservation of Cape Cod                  |
| Nicholas J. DeRosa      | Barnstable Municipal Airport                                  |
| Michael J. Frucci       | Cape Cod Chamber of Commerce                                  |
| Peter F. Birkel, Jr.    | Cape Cod Community College                                    |
| Beverly McCormick       | Cape Cod Community College                                    |
| James C. Killian        | Cape Cod National Seashore                                    |
| Davis S. King           | Elder Services of Cape Cod and the Islands, Inc.              |
| Richard M. Scudder, Jr. | Hyannis Harbor Tours, Inc.                                    |
| Noel J. Chaput          | Independence Park   |
| Ronald G. Eastman       | Woods Hole, Martha's Vineyard & Nantucket Steamship Authority |

### PUBLIC OFFICIALS, OFFICERS & STAFF

#### Barnstable County Commissioners

|                   |                          |
|-------------------|--------------------------|
| Charles W. Eager  | Chairman, South Yarmouth |
| Edward A. Crowell | South Dennis             |
| Roger L. Savery   | Waqoit                   |

#### Cape Cod Planning & Economic Development Commission (CCPEDC) Officers

|                        |               |
|------------------------|---------------|
| H. Eugene Carr         | Chairman      |
| Lawrence S. Tobey, Jr. | Vice Chairman |

#### Cape Cod Planning & Economic Development Commission (CCPEDC) Staff

|                        |                            |
|------------------------|----------------------------|
| Robert E. Robes        | Executive Director         |
| Toivo A. Lamminen, Jr. | Transportation Coordinator |
| Dennis P. O'Leary, Jr. | Transportation Planner     |
| Wayne R. Duchemin      | Transportation Planner     |
| Barbara J. Grenier     | Transportation Secretary   |
| Quinton R. Kiepe, P.E. | Traffic Engineer/R.S.V.P.  |

#### Cape Cod Regional Transit Authority (CCRTA) Officers

|                   |               |
|-------------------|---------------|
| Gaston L. Norgeot | Chairman      |
| Barry H. Johnson  | Vice Chairman |
| Heather McMurtrie | Clerk         |

#### Cape Cod Regional Transit Authority (CCRTA) Staff

|                   |                                  |
|-------------------|----------------------------------|
| Robert P. Warren  | Administrator                    |
| Anthony D. Rogers | b-line Program Coordinator       |
| Doris W. Lorch    | Executive Secretary              |
| Gail Smoler       | Management Information/Secretary |

\* The source of the photograph and description of the 1867 Highland Light is: E.P. Alexander, *Iron Horses, American Locomotives, 1829-1900*, New York: W.W. Norton & Co., Inc., 1941, pp. 144-145.

The CCPEDC extends its appreciation to the Cape Cod Railroad Historical Society for the loan of *Iron Horses* to the Commission.

# Transportation Improvement Program

The CCPEDC and CCJTC approved a FY 1981 Transportation Improvement Program (TIP) for Barnstable County in September, 1980.

The TIP, which lists all transportation improvement projects in Barnstable County with a regional priority, provides the mechanism for moving projects from planning

to programming. These regional priorities are considered by the Massachusetts Department of Public Works in the selection procedure by which projects are programmed for right of way, design and construction.

Table 1 lists highway and bikeway projects on which construction will be initiated in 1981. Table 1 is based upon the Program of Projects to be Advertised (January, 1981 - December, 1982) issued by the Massachusetts Department of Public Works. Each project is identified by a number which is located on Map 1 — Transportation Improvements.

**Table 1**  
Program of Projects to be Advertised in 1981 by the Massachusetts Department of Public Works

| Town     | Identifying Map Number | Description   | Target Date for Advertising | Activity                | Funding Category       | Estimated Cost |
|----------|------------------------|---|-----------------------------|-------------------------|------------------------|----------------|
| Bourne   | 1                      | Drainage Improvement on Sandwich Road   | July, 1981                  | Maintenance             | Non Federal-Aid        | \$ 45,000      |
|          | 2                      | Resurface Rtes. 6 & 28, Wareham TL to Bourne Bridge                                     | October, 1981               | Reconstruction          | Rural Secondary        | \$ 750,000     |
| Dennis   | 3                      | 11 Locations along Rt. 28 at Sea St., Depot St., Hall St., Swan River, etc.             | February, 1981              | Traffic Safety (TOPICS) | Urban Systems          | \$ 680,000     |
|          | 4                      | Traffic Control Signal @ 6A & 134   | May, 1981                   | Traffic Safety          | Non Federal-Aid        | \$ 50,000      |
|          | 5                      | Resurfacing Rt. 28 from Yarmouth TL to Harwich TL                                       | October, 1981               | Maintenance             | Non Federal-Aid        | \$ 500,000     |
|          | * 6                    | Reconstruction to include pavement, drainage, Hwy. guardrail & Bikepath (Sectucket Rd.) | December, 1981              | Reconstruction          | Safer Off-System Roads | \$ 330,000     |
| Eastham  | 7                      | Rt. 6 Reconstruction from Orleans Circle to Wellfleet TL                                | October, 1981               | Traffic Safety          | Consolidated Primary   | \$2,500,000    |
| Falmouth | 8                      | Traffic signal reconstruction Rt. 28, Falmouth  | June, 1981                  | Signals                 | Hazard Elimination     | \$ 70,000      |
|          | 9                      | Resurface Woods Hole Rd.  | November, 1981              | Resurfacing             | Non Federal-Aid        | \$ 500,000     |
| Harwich  | 10                     | 12 Locations, Rt. 28 at Depot/North/Earle/Brooks/Sission/Lower County/Bank, etc.        | May, 1981                   | Traffic Safety (TOPICS) | Urban Systems          | \$ 600,000     |
|          | 11                     | Resurface Rt. 28 from Dennis TL to Chatham TL   | December, 1981              | Resurfacing             | Non Federal-Aid        | \$ 800,000     |
| Orleans  | 12                     | Rt. 28 at Main St. & Academy Dr.  | October, 1981               | Signals                 | Hazard Elimination     | \$ 50,000      |
| Sandwich | 13                     | Drainage Improvements/6A  | July, 1981                  | Maintenance             | Non Federal-Aid        | \$ 150,000     |
| Yarmouth | * 14                   | Mayfair Rd. incl. pavement drainage, hwy. guardrail & bikepath                          | March, 1981                 | Reconstruction          | Safer Off-System Roads | \$ 330,000     |

Brewster \* 15 Cape Cod Rail Trail - March, 1981 Construction State \$ 600,000  
Harwich Nickerson State Park to  
Dennis Rt. 134

\* Denotes part of an advertised project which is to be constructed in more than one Town.

NOTE: The following Towns do not have projects to be advertised by MDPW during 1981: Barnstable, Brewster, Chatham, Mashpee, Provincetown, Truro and Wellfleet.

## Transportation Plan

The Cape Cod Planning and Economic Development Commission completed a Regional Transportation Plan for Cape Cod in 1980 which consisted of both short and long-range elements. The short range element identified high hazard locations in each town along with other TOPICS type projects. The long-range element utilized the Performance Investment Analysis Process (PIAP) developed by the Federal Highway Administration to identify highway projects which should be implemented over the long-term future through 1990. Table 2 illustrates those high hazard locations which each town identified and prioritized in the FY 1981 Transportation Improvement Program (TIP).

**Table 2**

| Town       | Locations  |
|------------|--|
| Bourne     | Buzzards Bay By-Pass   |
| Barnstable | Rt. 6 & Rt. 132/Phinney's Lane & Rt. 132<br>Rt. 28 & Old Stage Rd.<br>Bearses Way & Rt. 132<br>Race Lane & Rt. 149<br>Rt. 28 & Pitcher's Way<br>Rt. 28 & West Main St.<br>Barnstable Rd. & Center St.  |
| Sandwich   | Cotuit Rd. & Quaker Meetinghouse Rd.<br>Rt. 130 curve near Pine St.  |
| Mashpee    | Yield Signs on Mashpee Rotary<br>Lowell Rd. & Central Ave.<br>Rt. 151 & Old Barnstable Rd.   |
| Harwich    | Rt. 124 & Queen Anne Rd.<br>Rt. 28 & Chase St.   |
| Yarmouth   | High Bank Rd. & Great Western Rd.<br>W. Yarmouth Rd. & Buck Island Rd.<br>White Rock Rd. & W. Yarmouth Rd.<br>White Rock Rd. & Union St.<br>Forest Rd. & Long Pond Dr.<br>Old Town House Rd. & Forest Rd.<br>Forest Rd. & Winslow Grey Rd.<br>W. Yarmouth Rd. & Rt. 28 |
| Orleans    | Main St. & Rt. 28<br>Main St. & Tonset Rd.   |

Several major highway improvements in Barnstable County included in the Regional Transportation Plan for Cape Cod are described below.

### Proposed Extension of Old Town House Road: Yarmouth to Barnstable

In order to expedite the consideration of this project, the CCPEDC assisted the Towns of Barnstable and Yarmouth in developing a report which described the alignment of the proposed extension, available funding for construction, the benefits of the project and the most important environmental issues. The ground work for conducting an Environmental Impact Statement (EIS) was also accomplished with special emphasis on local funding of the EIS.

Potential Benefits of the Old Town House Road Extension would be:

- lessening of traffic congestion on Rt. 28 in the Mid-Cape area because the Extension would provide an alternative east-west connector serving the Towns of Barnstable and Yarmouth
- access to industrial lands necessary to the economic base of Barnstable and Yarmouth
- lessening traffic congestion on Yarmouth Rd. (Willow St.) which is the major north-south artery over which ambulances and rescue squads must travel in going to the Cape Cod Hospital

The close proximity of the Proposed Extension to existing and future public wells and recharge areas in Barnstable and Yarmouth will be the major environmental concern evaluated when the decision is made locally to fund the required environmental studies.

### Dualization of Rt. 6 — Dennis to Eastham

The Cape Cod Planning and Economic Development Commission with the Towns of Dennis, Harwich, Brewster and Orleans cooperatively were successful in reactivating the EIS Phase for the Dualization of Rt. 6 between Rt. 134 in Dennis and the Orleans/Eastham Rotary Circle.

The EIS Update will build upon the Draft Environmental Impact Statement for U.S. Route 6 in Dennis, Harwich, Brewster and Orleans completed in 1974. This Draft was distributed as Report Number FHWA-MA EIS-74-05-D.

Due to the competition for Federal Aid Primary funds, the initiation of the EIS Update has been postponed at least until October, 1981.

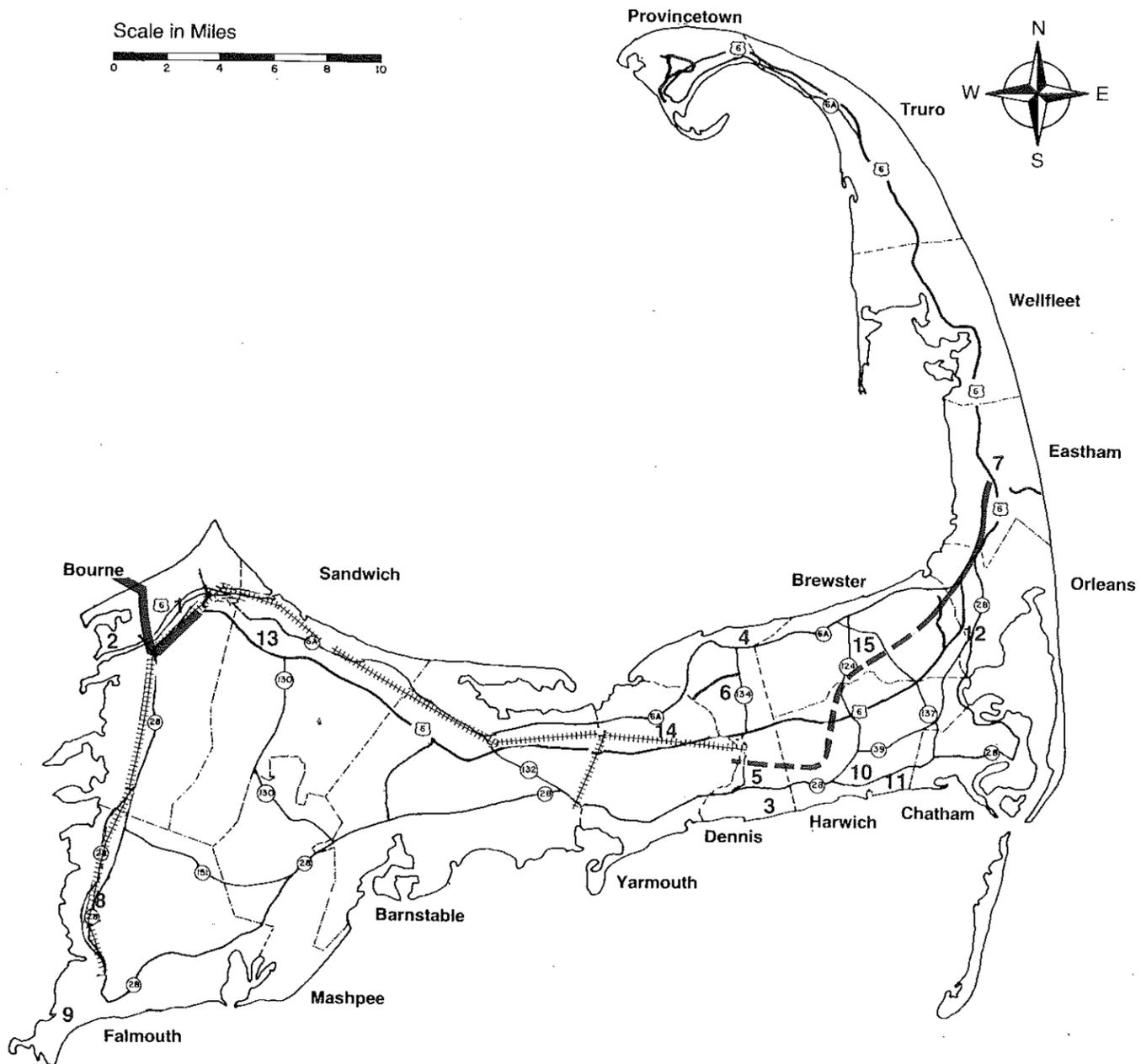
Finally, the Transportation Plan is being developed in accordance with the Regional Growth Policy Statement for Cape Cod adopted by the Cape Cod Planning and Economic Development Commission. The employment centers and population density throughout Cape Cod are shown on Map 2.

Map 1 Transportation Improvements

Legend

- 1-15 Highway Improvements
- ++++ Railroad lines to Hyannis, S. Dennis and Falmouth
- Existing Bikeways/Highways
- Rt. 25 Extension
- Cape Cod Rail Trail (Opening by Summer, 1981)
- █ Cape Cod Rail Trail (Opened on October 31, 1980)

Scale in Miles

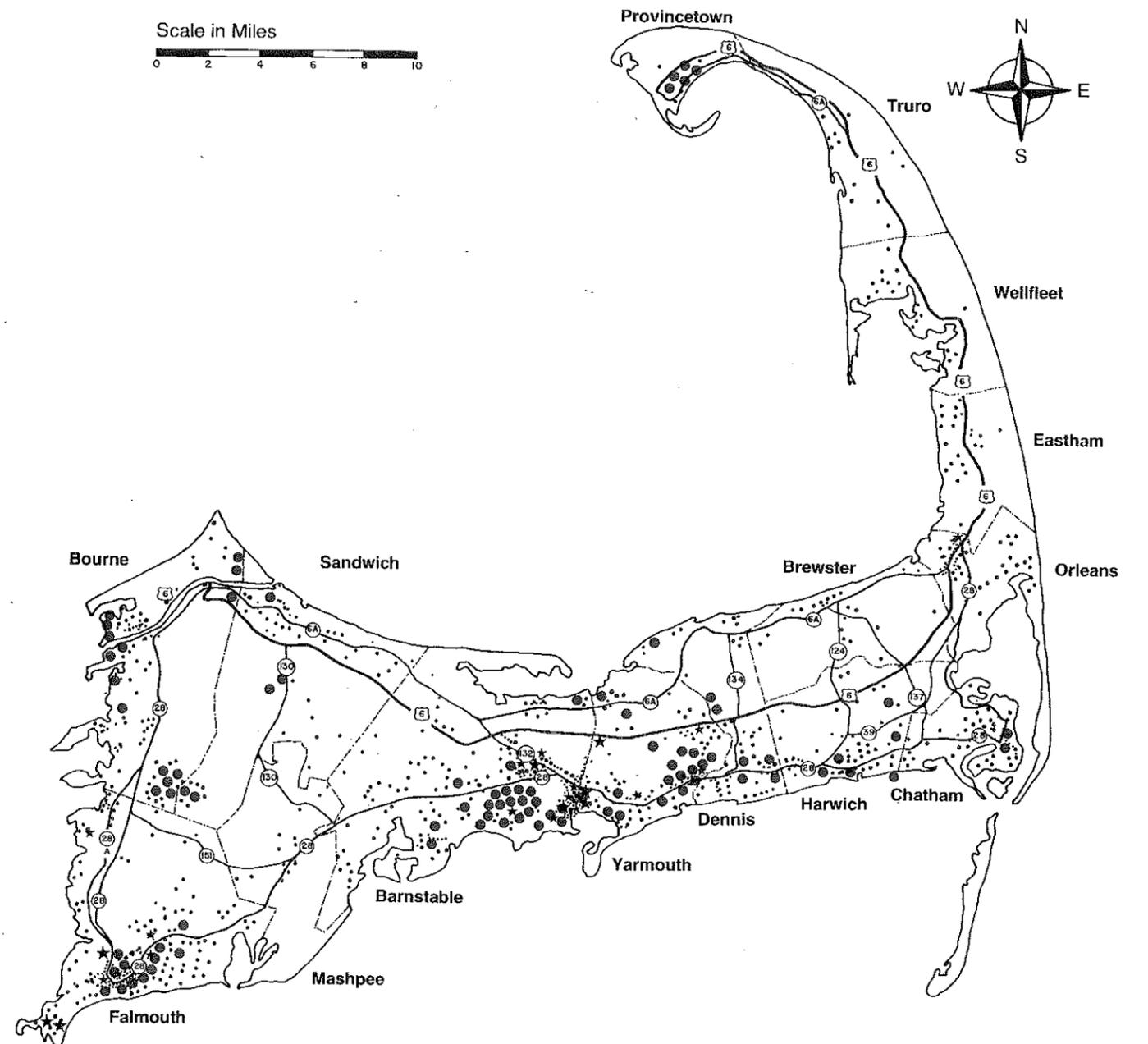


Map 2 Land Use Map by Population, Density & Employment

Major Employment Centers

- 10- 49 Employees
- 50- 99 Employees
- ★ 100-249 Employees
- ★ 250-499 Employees
- 100 Residents
- 500 Residents

Scale in Miles



## Air Quality Planning

The first round air quality planning activities identified potential carbon monoxide (CO) hot spots, analyzed various transportation strategies and measures which could reduce carbon monoxide and hydro carbon pollutants and reviewed the consistency of air quality planning activities with transportation plans, programs and projects on Cape Cod. The combined result of these activities will be presented in a regional air quality plan which will be developed during the coming year.

Strategies which will be developed in the Regional Transportation Plan to meet air quality standards include: traffic flow improvements, improved public transit, park-and-ride lots, carpooling and bikeways.

Air quality planning therefore will continue to be carried out as an element of the comprehensive, continuing and cooperative (3C) Transportation Planning Process on Cape Cod.

The CCPEDC will continue to work in close cooperation with the Massachusetts Department of Environmental Quality Engineering (DEQE) in carrying out air quality planning as related to transportation.

## Special Studies

### 1. Public Transportation

#### A. Public Transportation Services Provided Through the Cape Cod Regional Transit Authority



New vans recently purchased by CCRTA — an 11-passenger Dodge Maxivan on the left and an 18-passenger Wayne Transette XT on the right.

### Door to Door Service

The Cape Cod Regional Transit Authority (CCRTA), with membership of all 15 Towns in Barnstable County, is presently coordinating door to door demand response services with 23 vans. The operator under contract with the CCRTA providing this service is Cape Transit, Inc. of S. Dennis, Ma.

Door to door services are provided from 8:00 A.M. to 4:00 P.M. (Monday through Friday) for shopping, health care, work and other trip purposes. Reservations for door to door service must be made in advance of the need for service.

Transportation to and from congregate meal sites in Brewster, South Yarmouth, Hyannis, Mashpee and Falmouth is also provided.

Current ridership throughout Barnstable County for the above demand response services totals more than 12,000 one-way trips per month.

### Fixed Route Services

The CCRTA has provided summer fixed route service during the past two years in the Town of Provincetown.

The CCRTA initiated fixed route service, the b-line, in the Town of Barnstable during 1980 which consisted of two routes: Cotuit - Marstons Mills - Centerville - Hyannis - Barnstable; and, Centerville - Hyannis - West Barnstable. The b-line system currently operates six conventional GMC coaches which service the villages year round. Service is hourly (12 hrs/day), six days a week. The service is a demonstration project aimed at evaluating the need for fixed route service on Cape Cod.

### B. Capital and Operating Assistance Received by the Cape Cod Regional Transit Authority

A \$288,000 Capital Grant was approved by the Urban Mass Transportation Administration on September 8, 1980. The grant was for the acquisition of ten vehicles. A Federal Highway Administration Section 18 Grant was also approved for \$128,000 which will be used to purchase ten additional van type vehicles.

These twenty new vans which will be delivered to the CCRTA by April, 1981 will all be modified with special equipment (hydraulic lifts, raised roofs, wheelchair tie downs, etc.) to service elderly and handicapped residents of Cape Cod. Ten vehicles will be 11-passenger Dodge Maxivans. Five 18-passenger Wayne Transett XTs will also be purchased. Each of these vehicles just delivered to the CCRTA are shown on the photograph on the previous page.

The CCRTA is also eligible for Federal and State operating assistance. The CCRTA under these programs is eligible to receive up to a 50% Federal share and up to a 25% State share of the net cost of service or operating loss of services coordinated through the CCRTA. A minimum 25% local share of any operating loss is therefore required from the Towns.

The CCRTA in 1980 was awarded its third contract for financial assistance from the Commonwealth of Massachusetts. The period of this contract is FY 81 (July 1, 1980 to June 30, 1981).

### 2. Rail Service

#### State Purchase of Rail Lines and Hyannis Railroad Yard

The Massachusetts Executive Office of Transportation and Construction (EOTC) purchased in October 1980 the 11 acre Hyannis Railroad yard property for \$365,000. This action was taken to preserve the land for future public transportation use.



EOTC purchase of Hyannis Railroad Yard.

Cape Cod News

EOTC is now actively negotiating with the CONRAIL for railroad line segments between Attleboro and Middleboro and between Campello and East Sandwich. State acquisition

of these line segments is necessary so that the railroad routes to Cape Cod may be preserved and rehabilitated for future passenger service use.

The EOTC is also in the process of acquiring the line segments from Sandwich to Hyannis and Dennis and from Buzzards Bay to Falmouth. These lines have been owned by the Massachusetts Bay Transportation Authority (MBTA) since 1976 when the MBTA purchased the lines from the Penn Central Corporation on an emergency basis.

#### Cape Cod Railroad Project

This \$400,000 Preliminary Design Study, completed in December of 1980 was performed by Parsons, Brinkerhoff, Quade and Douglas, Inc. for the Massachusetts Executive Office of Transportation and Construction, represents the first phase of the State's efforts to restore rail passenger service to Hyannis and Falmouth on Cape Cod. The Study consisted of five primary elements:

- An inventory of existing track, signals, and bridges to determine reconstruction requirements for upgrading the rail network to Class 3 service (59 mph),
- An analysis of patronage and operational requirements,
- A determination of equipment requirements,
- An analysis of layover facility and maintenance facility needs,
- An outline of the environmental factors which will have to be addressed in continuing project phases.

Four alternative routes were investigated.

The Cape Cod - New York route, designated Line A, proceeds from Hyannis and Falmouth through Buzzards Bay, Middleboro and Taunton to Attleboro, where it meets with AMTRAK's existing New York - Boston Northeast Corridor Service.

The other three alignments involve Cape Cod to Boston service.

Table 3 illustrates annual subsidy requirements, patronage and capital costs (including rolling stock) associated with three of the alternatives.

Table 3

#### Comparison Among Rail Lines (1980 Dollars)

|  | Annual Subsidy Requirement* | Annual Patronage | Capital Expenditure |
|--|-----------------------------|------------------|---------------------|
| Cape Cod to New York                               | \$2,075,400                 | 70,581           | \$36,981,000        |
| Cape Cod to New York & S. Braintree                | \$4,742,500                 | 580,617          | \$56,464,000        |
| Cape Cod to New York & S. Station via S. Braintree | \$5,047,800                 | 693,784          | \$75,033,000        |

\* Includes annual operating loss and average annual maintenance costs (including track, signals, bridges, and stations). Operating deficit is the difference between revenues and costs with push-pull equipment.

The following regional policy has been approved by both the Cape Cod Planning and Economic Development Commission and the Cape Cod Regional Transit Authority:

1. The Executive Office of Transportation & Construction acquire the following railroad segments so that the railroad routes to Cape Cod may be preserved for future passenger service use:
  - railroad line segments between Attleboro and Middleboro and between Campello and Sandwich presently owned by CONRAIL
  - the 3 active rail lines on Cape Cod which terminate in Hyannis, S. Dennis and Falmouth now owned by the MBTA
2. The Executive Office of Transportation & Construction move the Cape Cod - New York route (Line A) into the Final Design Phase.
3. The Executive Office of Transportation & Construction take no further action regarding Final Design for Cape Cod to Boston service.

The rationale for the above recommendations is as follows:

- Restoration of rail passenger service between New York City and Cape Cod is necessary to protect the tourist based economy in Barnstable County from the uncertainties of future fuel supplies.

- Recent automobile number plate surveys conducted by the Cape Cod National Seashore identify 35% of tourists visiting Cape Cod to originate in New Jersey, New York, Connecticut and Rhode Island.
- Boston to Cape Cod passenger service is not presently needed because of the excellent bus service provided by the Plymouth and Brockton Street Railway and Bonanza Bus Lines. These bus services require no public subsidy.
- The increased population growth, especially in the Upper Cape Region of Bourne and Sandwich, which could result from future rail passenger service to Boston.

### 3. Bikeways

#### Cape Cod Rail Trail

The 14 mile Cape Cod Rail Trail has been developed jointly by the Massachusetts Department of Public Works (MDPW) and the Massachusetts Department of Environmental Management (MDEM). The Trail will extend from Route 134 in Dennis to Locust Rd. in Eastham. (refer to Map 1)

The 14 mile bikeway passes through the varying landscapes of forest, ponds, cranberry bogs, saltmarshes and beaches. When completed, the Trail will provide cyclists

with one of the largest and most complete bicycle trails in the Northeast, affording residents and visitors the opportunity to experience the unique landscapes and conservation areas of Cape Cod without leaving the natural environment.

Fourteen miles of the abandoned railroad right of way was purchased by MDEM in October, 1978 for the sum of \$515,000. The section of the abandoned track through the Town of Orleans is owned by the Town.

The MDPW and MDEM entered into a Memorandum of Agreement in November, 1979 regarding the Trail. The Department of Public Works has agreed to provide about



\$1,000,000 in funding for the construction of the Trail. The State will provide 100% of construction costs for the Trail because it has been designated a Unique Regional Bikeway.

The 7 mile eastern segment of the Cape Cod Rail Trail between Nickerson State Park in Brewster and Salt Pond Visitor Center in Eastham was opened on October 31, 1980 by an Official Trail Ride led by Commissioner Dean P. Amidon of the Massachusetts Department of Public Works and Commissioner Richard E. Kendall of the Massachusetts Department of Environmental Management. Photo on opposite page highlights Ribbon Cutting Ceremony.

The remaining 7 miles of the western segment between Nickerson State Park and Route 134 in Dennis will be constructed by the 1981 Summer Season.

This Report was prepared under Contract No. 20545 with the Massachusetts Department of Public Works and Contract No. MA-09-0070 with the Urban Mass Transportation Administration and with the cooperation of the Federal Highway Administration. The opinions, findings and conclusions expressed in this report are those of the authors and not necessarily those of the Massachusetts Department of Public Works, the Federal Highway Administration, or the Urban Mass Transportation Administration.

Design & Printing  
On-Cape Lithographers, Inc.  
Hyannis, Massachusetts 02601



Official Opening of Cape Cod Rail Trail — October 31, 1980.

Photo courtesy of Susan Milton, Cape Cod Oracle.