



CAPE COD
COMMISSION

2020 REGIONAL TRANSPORTATION PLAN

Technical Appendix K: Access
to Essential Services and
Regional Cooperation

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Technical Appendix K: Access to Essential Services and Regional Cooperation

ACCESS TO ESSENTIAL SERVICES

The essential housing, employment, healthcare, education, recreation and transportation services or facilities on Cape Cod are defined in this appendix chapter. The location of each service or facility is identified. Access to each service or facility for personal vehicles, transit, bicyclists or pedestrians is discussed. Transportation facilities and services are discussed in detail in the Existing Conditions appendix.

In order to improve access to and between these essential services the following will be address through various efforts outlined in this plan:

- Reduce congestion for all modes,
- Improve travel time reliability for all modes,
- Improve safety for all modes,
- Increase connections opportunities between different modes,
- Closing gaps in the bicycle and pedestrian network, and
- Improving transit options.

Vehicle Access on Cape Cod experiences distinct seasonal changes. During the summer months, July and August, roads are congested. The congestion is a result of the tourism industry and numerous second homes in the region. The winter months have less congestion, however roads can become dangerous in times of heavy snow. During spring and fall roads are less congested except during holidays. Many of the issues with vehicle access results from congestion or unsafe intersections. Congestion issues are discussed in the Congestion Management appendix item including maps that detail approximate Level of Service (LOS) at counted locations. Safety issues are discussed in the Safety appendix including a list of the top crash locations in the region.

The Cape Cod Regional Transit Authority (CCRTA) provides transit services on Cape Cod. Details on each of type of service can be found in the Existing Conditions Appendix. Total ridership for the CCRTA in FY2014 was over 1.2 million passengers The CCRTA offers year round fixed routes,

seasonal fixed routes, demand response and paratransit service trips. The fixed routes abide by a “flag system” policy, meaning that the bus can stop to pick passengers up if the passenger waves to the driver from a safe location along the route. Demand response services provide door to door trips at the prior request of a customer. Paratransit service provides door to fixed route bus stop trips or door to medical appointment trips. Fixed route stops are detailed in the discussion of access in this appendix but it is likely that other means of transit are available.

Bicycle and Pedestrian accommodation on Cape Cod consists of sidewalks, wide shoulders and multi-use paths. There are no existing designated bike lanes on Cape Cod. Two separated bike paths have frequent use and provide long distance connections, the Cape Cod Rail Trail (CCRT) extending from Dennis to Wellfleet and Shining Sea Bikeway extending through Bourne.

Access to and from Cape Cod

All long distance trips by vehicle, from outside the Cape Cod region are limited by functionally obsolete Sagamore and Bourne bridges that cross the Cape Cod Canal. The Sagamore and Bourne bridges are the only access point for vehicles, cyclists and pedestrians for long distance trips. During the summer and times which the bridges are under maintenance or in emergency situations multi-mile backups are common. This limits travel for those living near the bridges, commuters and vacationers. In this chapter interregional access to essential services is mostly discussed, however there is also access issues associated with travel in and out of the region.

Housing

Housing on Cape Cod is defined by the high percentage of seasonal homes or second homes, the high percentage of single family units and the reality that the average income of year round residents is well below the income necessary to own a home. This makes affordable housing facilities and services that help people find affordable living spaces essential. Four housing service organizations and three of the largest housing facilities are detailed below in terms of location and access.

SERVICES

Housing Assistance Corporation (HAC) is located on west road in Hyannis on West Main Street south of Route 28. Access to this location by automobile is affected by congestion. Several measured locations, including west of the intersection at West Main Street at Route 28 and locations near the Barnstable Municipal Airport received an LOS F rating. The CCRTA Sandwich line stops nearby on West Main Street at the Star Market approximately one quarter mile to the north. There are sidewalks on both sides of West Main Street.

Harwich Ecumenical Council for Housing (HECH) is located in Harwich on Sisson Road (Route 124 and Route 39) south of Route 6. Access to this location by automobile is not affected by congestion.

The nearest fixed route transit connection is at the Star Market stop on the H2O bus provided by the CCRTA approximately quarter mile to the south. This portion of Sisson Road has sidewalks on the west side of the road and the Cape Cod Rail Trail (CCRT) is located approximately three quarters of a mile to the north.

Community Development Partnership in Eastham is located on Route 6 in Eastham. This portion of Route 6 is two lanes in each direction undivided and affected by summer congestion. It is dangerous to turn left into the business due to the two lanes of opposing traffic. The nearest fixed route transit connection is on the Flex Route at Seaman's Bank under quarter mile to the north for southbound travel. For northbound travel the Flex Route stops at Bracket Road under a quarter mile to the north. This portion of Route 6 has sidewalks on the west side of the road. The Cape Cod Rail Trail is also located approximately a quarter mile from this location to the east.

Community Housing Resource Inc. in Provincetown is located on Commercial Street in Provincetown. This portion of Commercial Street in Provincetown is a one way street. In the summer Commercial Street is congested with pedestrians and bicyclist restricting access for vehicles. This location does not have parking and parking elsewhere Provincetown is limited and often at capacity. There is a transit stop located about quarter mile to the west at First Pilgrims Park and there is a sidewalk on the north side of the road.

FACILITIES

Cromwell Court is located in Hyannis on Barnstable Road and has 124 units. Access to this location by automobile is affected by congestion. The majority of roadway volume measurements within a quarter-mile received an LOS F. The Hyannis Transportation Center is approximately quarter mile from this location and both sides of the road have a sidewalk. The Hyannis Transportation Center is a stop for the Barnstable Villager, H2O, Sealine and Sandwich Line year round fixed routes, Hyannis Trolley seasonal fixed route and intercity buses.

The Rock Harbor Village located in Orleans on Rock Harbor Road includes 100 affordable units. Access to this location by automobile is not affected by congestion. There are fixed transit stops approximately quarter mile to the south at the CVS on the H2O route and FLEX. Both sides of the road have sidewalks and the Cape Cod Rail Trail is located nearby.

Senior Living Residences in Bourne is another large housing facility with 84 units located on County Road near the Otis rotary. Access to this location by automobile is not typically affected by congestion. The facility is located near the limited access portion of Route 28. There is a fixed route transit stop at the Senior Living Residences on the Bourne Run.

Employment Centers

Employment on Cape Cod is defined by the seasonal economy and several large employers. The table below identifies the top 10 employers on Cape Cod. The two facilities that employ between 1,000 and 4,999 people according to the Massachusetts database are Cape Cod Health Cape and Woods Hole Oceanographic Institution. Facilities that employ between 500 and 999 people according to the Massachusetts database are Air National Guard, Cape Cod Community College, Nantucket Airlines, Ocean Edge Resort, Steamship Authority, and the Woods Hole Steamship Authority. All other employers on Cape Cod are not recognized to have over 500 employees. Retail Centers also have a high number of employees. Many locations increase employment or are only open in the summer months. Accesses to facilities that employ over 1000 people and large retail centers are discussed below.

TABLE 1. Largest Employers on Cape Cod

EMPLOYER	RANGE OF EMPLOYEES
Cape Cod Healthcare Inc.	1,000-4,999
Woods Hole Oceanographic Inst.	1,000-4,999
Air National Guard	500-999
Cape Cod Community College	500-999
Nantucket Airlines	500-999
Ocean Edge Resort	500-999
Steamship Authority	500-999
Woods Hole Steamship Authority	500-999

Source: Infogroup

LARGE EMPLOYERS

Cape Cod Health Care has several locations including the Cape Cod Hospital, Falmouth Hospital. There are 20 total locations that include outpatient centers, cancer centers, senior services, Visiting Nurse Associations, and rehab centers across the Cape. Access to the two hospitals is detailed in the Healthcare Facilities sections below.

Woods Hole Oceanographic Institution (WHOI) is located in Woods Hole in Falmouth. Access to Woods Hole by personal vehicle can be difficult due to the geographic location. Woods Hole is the southwestern most part of the region and only road accessing this area is Woods Hole Road which deviates south from Route 28. Both Route 28 and Woods Hole Road experience year-round

congestion and several traffic volume measurements indicate a LOS F. Woods Hole is accessible by fixed route transit on the Sealine and seasonally on the WHOOSH Trolley. The majority roads surrounding the WHOI have sidewalks and the Shining Sea Bike Path is located under one quarter of a mile from the facility. There is ferry service to Martha's Vineyard from the Woods Hole Steamship Authority Terminal.

The employers with over 500 employees are listed below:

- The Air National Guard located on Joint Base Cape Cod and is accessed from various points in Bourne, Mashpee, Falmouth and Sandwich. The main access point to Joint Base Cape Cod is through the Otis Rotary in Bourne.
- Community College is located on Route 132 in Barnstable. Access issues associated with this facility are detailed in the Educational Facilities section of this appendix.
- Nantucket Airlines is located in Hyannis at the Hyannis Airport. Access issues associated with this facility are detailed in the Transportation Services section of this appendix.
- Ocean Edge Resort is located in Brewster on Route 6A. There are not significant access issues to this location.
- Steamship Authority is located in Hyannis and the Woods Hole Steamship Authority Terminal is located in Woods Hole. Access associated with both the Steamship Terminal locations are identified in the Transportation Services section of this appendix.

RETAIL CENTERS

The Hyannis area is home to high density retail. The center of retail is at the Cape Cod Mall located on Route 132. Also there are several shopping strip malls in the Hyannis area. Access by vehicle is limited by year round congestion. Numerous traffic volume measurements in Hyannis show a roadway LOS of F. There is transit service to many retail locations in Hyannis on the Barnstable Villager. Intercity busses and numerous other CCRTA fixed routes access the Hyannis Transportation Center. The Hyannis area is not assessable by bicycle but many of the roads have sidewalks.

Mashpee Commons is another high density retail location. The shopping center is located by the Mashpee Rotary on both sides of Route 151. Access to this location by personal vehicle is affected by congestion. Numerous traffic volume measurements near the Mashpee Rotary show a roadway LOS of F. There is a fixed bus stop on the Bourne Run and the Sealine at Mashpee Commons. Many roads around Mashpee Commons do not have sidewalks bicycle accommodations.

Healthcare

There are numerous health care services on Cape Cod including large and small practices. The location and access to the two largest hospitals and access to Boston Medical facilities are detailed below.

HOSPITALS

The Cape Cod Hospital is located in Hyannis south of Route 28 on Lewis Bay Road. In 2014, according to statistics provided by Cape Cod Health the hospital maintained 342 staffed beds, discharged 22,256 patients and handled over 118,000 emergency visits. Access by vehicle to this location is difficult due to year round congestion from all directions. The long distance travel has the most access issues because the majority of traffic accesses Cape Cod Health Care from Route 6 at Exit 7 to the north, then travels down Yarmouth road/Willow Street and Camp Street. The intersection of Yarmouth Road and Route 28 is one of the most congested and poorly functioning intersections on Cape Cod. There is not signal priority for emergency vehicles at this intersection. There fixed route transit stop located at Cape Cod Health Care on the H2O Route. The Hyannis Transportation Center, where numerous local and regional busses stop, is located a few blocks from the Hospital. The majority of roads in surrounding the Cape Cod Hospital have sidewalks. The steamship authority and HyLine ferry's terminals are located a few blocks away connecting patients from Nantucket and Martha's Vineyard.

Falmouth Hospital is located on Ter Heun Drive west of Route 28 in Falmouth. This hospital treats approximately 40,000 total patients per year. Access to this location by personal vehicle is affected by congestion. Traffic volume measurements on the majority of roads near the Falmouth Hospital including Route 28 and Jones Road showed roadway LOS of F. The intersection of Route 28 and Jones Road/Ter Heun Drive does include signal prioritization for emergency vehicles. The closest fixed route transit stop is at the Falmouth Bus Depot on the Sealine, over a half a mile away. Like the Cape Cod Hospital there are demand response services available to bring patients to the hospital. Ter Huen Drive and Route 28 do have sidewalks on one or both sides and the Shining Sea Bikeway is located under a quarter mile away.

Many Cape Cod residents also travel to Boston for medical service. Different methods of access include personal vehicle, transit. Severe cases are transported by medical flight using a helicopter. Demand response transit services are offered by the CCRTA that travel directly to the Boston Hospital for \$15.00 each way. There are also numerous demand response services that will transport patients to health services on Cape Cod.

Education

Education facilities on Cape Cod include private and public K-12 school, technical high schools, higher education, and continued education. The table below shows the enrollment at each of Cape Cod's 19 school districts or independent. Access to the largest Cape Cod Community College, Massachusetts Maritime Academy and the high schools or independent schools in districts that enroll over 3,000 students is discussed below.

TABLE 2. Enrollment at Cape Cod Schools

SCHOOL DISTRICT/ INDEPENDENT SCHOOL	STUDENTS
Barnstable	4791
Bourne	1935
Brewster	478
Eastham	171
Falmouth	3351
Mashpee	1616
Orleans	218
Provincetown	125
Sandwich	2510
Truro	106
Wellfleet	105
Barnstable Community Horace Mann Charter Public (District)	290
Cape Cod Lighthouse Charter (District)	242
Sturgis Charter Public (District)	836
Dennis-Yarmouth	3025
Nauset	1508
Monomoy Regional School District	1891
Cape Cod Regional Vocational Technical	571
Upper Cape Cod Regional Vocational Technical	703

In terms of transit access, school busses exclusively transport students to and from school. Regional Transit Authorities are not legally able to provide trips to and from public schools. Private schools and colleges are allowed to use RTA bus systems as a means to transport students.

HIGHER EDUCATION

Cape Cod Community College is located in Barnstable on Route 132 north of Route 6. The programs offered include 32 associates in arts degrees, 32 associates in science degrees and 56 career certificates. The college estimates that approximately 7,300 individuals from all over southern Massachusetts enroll in courses each year. The college is located about one quarter mile north of Route 6 at Exit 6. Access by personal vehicle is limited by congestion and the nearest traffic volume measurement on Route 132 indicated a roadway LOS of F. The entrance and exit points on Route 132 have been identified as dangerous in a Road Safety Audit (RSA). The study recommended considering a modern roundabout or traffic signal, providing a walking path and sidewalks to connect the facility with the Exit 6 Park and Rider Lot, and improving signage and lighting. Currently the Barnstable Villager stops at the college and intercity buses stop at the park and ride lot located less than a mile to the south at the Route 6 Exit 6 park and ride lot. Route 132 has a sidewalk on the west side near the college.

Massachusetts Maritime Academy is located in Buzzards Bay, Bourne. Access to Buzzards Bay by automobile is limited by congestion. Numerous traffic volume measurements indicate a roadway LOS of F. The geographic location of Massachusetts Maritime provides only one access road, Taylor Point. There is a stop on the Bourne Run approximately one quarter mile from the Academy. Regional Buses and the weekend summer train the CapeFLYER stop at the same place the Bourne Run does. There are not sidewalks or bike paths on the roads that access Massachusetts Maritime Academy.

ACCESS TO K-12 SCHOOLS

Barnstable School District is the largest school district with 4,900 students. The high school is located on West Main Street in Hyannis. Access by vehicle is limited by congestion during the school year due to the schools proximity to Hyannis. The Sandwich Line and Sealine stop about one quarter mile to the west at the intersection of Route 28 and West Main Street. The Sandwich Line also stops about one quarter mile to the east at the Star Market on West Main Street. There are sidewalks in both directions and there is not bike accommodation along West Main Street. There is a second entrance to the north on Route 28 that provides connection to residential neighborhoods. The entrance on Route 28 also provides access to the Barnstable Senior Center and Barnstable Intermediate School. There is a multi-use path on the south side of Route 28 but there not safe crossing for those walking to school. The town of Barnstable is currently doing a study identify ways to improve access from Route 28.

Falmouth School district is the second largest school district with 3541 students enrolled. The high school is located on Gifford Street Extension, north of Brick Kiln Road. There is not a fixed route transit stop near this school. Access by vehicle to this location is not limited by congestion. There are sidewalks along the west side of Gifford Street Extension that terminates at the intersections to the north and south of the school.

Dennis-Yarmouth School District is the third largest school district in the region with 3044 students enrolled. The high school is located on Station Avenue Road. Route 6 is located to the north and Route 28 is located to the south. Access by vehicle can be limited by congestion. Traffic volume measurements near the intersection of Gifford Street at Brick Kiln Road show a roadway LOS of F. The closest transit stop is located on Route 28 over three quarters of a mile away. There is a sidewalk on the west side of Station Avenue.

Sandwich School District is the fourth largest school district with 3,017 enrolled students. The high school is located on Quaker Meeting House Road between Route 6A from to the north and Route 6 to the south. Access by vehicle to this location is not limited by congestion. The closest transit stop is located three quarters of a mile to the south on Quaker Meeting House Road. There is sidewalk on the east side of Quaker Meeting House Road.

Transportation

There are numerous transportation services provided by both private and public agencies on Cape Cod. Transportation services are essential to the region for reasons including the number of seniors needing assistance to medical appointments, congestion in the summer months or at the canal bridges, and access to the islands across the water. Access to services provided by the Cape Cod Regional Transit Authority, intercity and commuter buses, ferries and airports are discussed below.

CAPE COD REGIONAL TRANSIT AUTHORITY

The fixed routes had a ridership of 600,000 passengers in FY2014. Access to this type of service requires that passengers get to the stop locations without parking. In a survey conducted by the Regional Coordinating Committee, lack of sidewalks and other pedestrian facilities was identified by consumers as the number one barrier to transit services. Pedestrian access to transit stops varies at each location. The number of amenities such as shelters or bike racks also varies. The Cape Cod Commission staff is performing a study in 2015-2016 to identify locations to improve pedestrian access to transit stops.

The CCRTA offers several types of demand response services including Dial-A-Rider Transportation, Paratransit Service and coordinated service with health care facilities and Councils on Aging. Access to the services depends on the type of service, however the bus will typically arrive curbside at houses or businesses if a request is made in the day prior.

The CCRTA office and the major transit hub on Cape Cod are located at the Hyannis Transportation Center. Access by vehicle to this location is limited by year round congestion. There are several access points to this location. From the north access is off Route 28 west of the Yarmouth Road at Route 28 intersection. Yarmouth Road and Route 28 is one of the worst functioning intersections on Cape Cod. The access point is unsignalized and does not provide an aesthetic entrance to the facility. It is difficult to take a left hand turn into this entrance because of the high volume of traffic on Route 28. The second access point is on Ridgewood Avenue. Access to Ridgewood Avenue is affected by congestion. The third access point is on Center Street north of the Main Street intersection. This location does not have significant access issues but it is less direct than the other access points. The CCRTA has conducted a Transit Oriented Development study to identify ways to improve the Hyannis Transportation Center in terms of access and development. The recommendations in this study include building a village center around the transit hub that includes commercial, residential and recreational facilities. Currently there are sidewalks on the roads accessing the Hyannis Transportation Center.

INTERCITY AND COMMUTER SERVICES

Intercity and commuter buses are essential to the Cape Cod economy because it allows individuals to live in the region and work in a location with more financial opportunity. Each carrier and bus facility is discussed in more detail in the Existing Condition Appendix of this report. Access to bus terminal and park and ride lots are detailed below. The intercity bus carriers on the cape are listed below.

- Plymouth and Brockton operates from Hyannis to Boston and Hyannis to Provincetown
- Peter Pan operates between Woods Hole and Boston, and Hyannis to Providence

The Falmouth Bus terminal is located on Depot Avenue west of North Main Street at the elbow of Route 28 in Falmouth near the Falmouth Hospital. Peter Pan Buses depart from this location. The Falmouth Bus Depot has limited parking and a poorly functioning facility. Access to this location by vehicle can be affected by congestion. There are sidewalks on both sides of Depot Avenue in this location and on both sides of North Main Street. The CCRTA busses that stop at this location include the Sealine and the WHOOSH Trolley in the summer months.

Macmillan Pier is located in Provincetown south of Commercial Street. This location is extremely congested with bicyclist and pedestrians in the summer months and parking is limited. The Plymouth and Brockton services this location with a connection to the Hyannis Transportation Center. There are sidewalks on the roads that access Macmillan Pier and the CCRTA FLEX route access the bus terminal.

The Park and Ride lots on Cape Cod are located north of the Sagamore Bridge, at Exit 6 on Route 6 and Exit 10 on Route 6. These lots are free to park in, resulting in frequent use by carpoolers that

are not commuting. Parking at the Exit 6 and Sagamore lots is often at capacity. The Exit 6 and Sagamore Lots are serviced by intercity buses traveling to Boston. The exit 10 is a stop on the Plymouth and Brockton Hyannis to Provincetown route. Vehicle accesses to the lots are not affected by congestion because the lots are located near limited access highways. The Sagamore Lot has CCRTA service on the Sandwich Line and Bourne Run. The Exit 6 Lot the does not have a fixed route CCRTA transit stop. The exit 10 lot does not have CCRTA fixed route service.

The CapeFLYER train is available for people traveling from Boston to Cape Cod in the summer months on the weekends. The train includes bicycle storage and dining services. The train travels from the city, stops at several locations on the way to Cape Cod. On Cape it stops in Buzzards Bay and in Hyannis at the Hyannis Transportation Center. The stop in Buzzards Bay has access restrictions including congestion and limited parking. There is a stop on the Bourne Run transit route and there is a service that connects this parking location to the Falmouth Bus Depot.

Commuters also have access to commuter rail stations in Kingston and Lakeville provided by the MBTA. These stations are outside of the MPO region. The trip to both can be affected by congestion due to the issues crossing the Cape Cod Canal.

FERRIES

The Woods Hole Steam Ship Authority Terminal is located in Falmouth on Woods Hole Road near the Woods Hole Oceanographic Institute. Access by vehicle is limited by congestion and parking. There are sidewalks on the roads that access the Woods Hole Steamship Authority Terminal. The CCRTA fixed route Sealine and seasonal fixed route WHOOSH Trolley access this location. The Boston to Woods Hole commuter bus stops at this location. The Shining Sea Bike Path terminated at this location.

The Hyannis Steamship Authority and Highline Ferry terminals are located in Hyannis on the Lewis Bay Waterfront near the Cape Cod Hospital. Access by vehicle is limited parking and congestion. There are sidewalks on the roads that access both ferry terminals. The CCRTA does not have year round fixed route transit stops at this location but does offer seasonal stops at both ferry terminals on the Hyannis Trolley.

Macmillan Pier is another location that has ferry service provided by Bay State Cruise Company. The Provincetown Ferry travels from Provincetown to Boston. This access to this location was discussed in the Intercity and Commuter Bus section of this appendix.

AIRPORTS

Cape Cod has two airports with several scheduled passenger service and several smaller airports. Access to the commercial airports is detailed below. The functionality of the airports is discussed in the Existing Conditions Appendix.

Barnstable Municipal Airport is the largest airport on Cape Cod. It is located in Hyannis north of the Airport Rotary. There are several access points for vehicles including through airport road north of Route 132, through Hinckley Road north of Route 132, or the terminal entrance east of the airport rotary on Route 28. Traffic leaving the airport can join airport rotary traffic through a one way street. Congestion associated with Hyannis affects vehicle access. There are not sidewalks on many of the roads accessing the airport including Route 28 and Route 132. There is not a fixed route transit stop provided at this location by the CCRTA. A prior transit stop was discontinued due to low ridership generation at the airport.

Provincetown Municipal Airport is located on Province Lands Road in Provincetown. Access by vehicle is not affected by summer congestion. There are not sidewalks on the roads near the airport but the Province Lands Bike Path crossed the vehicle entrance to the airport. There is not a CCRTA year round fixed route stop here but there is a stop on the seasonal fixed route service the Provincetown Beach Shuttle.

Access Improvements

The essential services on Cape Cod can be limited by congestion or unsafe conditions as identified in this appendix item. The location of essential services and a brief description on the access for vehicles, pedestrians, transit and bicyclists has been identified. There are several transportation projects that would significantly improve access to the essential services.

Access restrictions due to the functionally obsolete Sagamore and Bourne Bridges are identified as a barrier to the entire region. During summer months and periods of bridge maintenance the bridge traffic can be backed up multiple miles. Projects which could improve access across the Cape Cod Canal are regarded as improving access to essential services including improvements to the Bourne Rotary, Belmont Circle, Sandwich Road, and projects including Route 6 exit 1 reconfiguration, replacement bridges, or an additional crossing.

Hyannis is the most urbanized region of Cape Cod and home to several essential services identified in this appendix including:

- Housing Assistance Corporation (HAC),
- Cromwell Court housing facility,
- Dense retail shopping centers
- Cape Cod Hospital and other Cape Cod Health Care Facilities
- Barnstable High School
- Hyannis Transportation Center,
- Barnstable Municipal Airport
- Steamship Authority and Hy-Line ferry terminals.

Projects have been identified that could improve access to Hyannis in recent studies including the Hyannis Access Study, Hyannis Access Implementation Study, and Yarmouth Road Study. The Yarmouth Road Study identified the potential improvements along Yarmouth Road between Higgins Crowell Road and Route 28, including a multi-use path and two additional lanes of travel. The Hyannis access study and Hyannis Access Implementation Study identified improvements at the intersection at Yarmouth Road and Route 28, Route 28 between Yarmouth Road and the Airport Rotary, and at the Airport Rotary. The improvements at the Airport Rotary include an underpass for critical directional volumes. The intersection of Yarmouth Road and Route 28 is currently programmed through the Transportation Improvement Program (TIP).

Other areas that were identified to have access issues to essential services include at the Mashpee Rotary, in the Woods Hole Area, the southwest elbow of Route 28 in Falmouth, Provincetown, and along Route 6 in the Outer Cape. These roadways should be further investigated for proposed improvements and opportunities to study.

REGIONAL COOPERATION

Regional Partners

Development of the RTP and other planning efforts include consultation with or consideration of a wide-range of federal, state, and local agencies and organizations including:

- Barnstable County Government
- Bay Colony Railroad
- Cape Air
- Cape Cod Central Railroad
- Cape Cod Commission
- Cape Cod Joint Transportation Committee
- Cape Cod Metropolitan Planning Organization
- Cape Cod National Seashore (National Park Service)
- Cape Cod Regional Transit Authority
- Cape Cod Towns
- Federal Highway Administration
- Federal Transit Administration
- Hy-Line Cruises
- Joint Base Cape Cod
- Martha's Vineyard Commission
- Massachusetts Department of Recreation and Conservation
- Massachusetts Department of Transportation
- MassBike
- MassRides
- Nantucket Air
- Nantucket Planning and Economic Development Commission
- Old Colony Planning Council
- Freight Companies
- Peter Pan – Bonanza Bus Lines
- Plymouth and Brockton Street Railway Company
- Southeastern Regional Planning and Economic Development District
- U.S. Army Corps of Engineers
- Woods Hole, Martha's Vineyard and Nantucket Steamship Authority

Urbanized Area Boundaries

Cooperation across Cape Cod Metropolitan Planning Organization (MPO) Boundaries occurs through meeting and consultation on studies. The Cape Cod borders both the towns of Wareham and Plymouth. The Barnstable Town Urbanized Area, defined by the 2010 census, extends into the abutting regional planning districts, Old Colony Planning Council (OCPC) and Southeastern Regional Planning and Economic Development District (SRPEDD). In some cases federal funds are distributed to Urbanized Area (UZA) requiring coordination on planning efforts. When this occurs coordination meeting are organized and Cape Cod Commission Staff may attend MPO meetings in these MPO districts.

The neighboring regional transit authority, Greater Attleboro Taunton Regional Transit Authority (GATRA) operated a fixed route service into the Buzzards Bay area. This agency is consulted when planning studies reach across the MPO boundary. Most recently this occurred in the Coordinated Public Transit- Human Service Transportation Plan because this plan released transit funds that were distributed to UZA districts, of which the GATRA and CCRTA service area are included.

Metropolitan Planning Organization

There are several meetings facilitated or frequently attended by the Cape Cod Metropolitan Planning Organization Staff that promote coordination.

Cape Cod MPO meeting are held monthly and in attendance representatives from four sub regions in Barnstable County, MassDOT Secretary/CEO, MassDOT Highway Division Administrator, Chair of the Cape Cod Commission Chair of the Cape Cod Regional Transit Authority Advisory Board, President of the Barnstable Town Council, and the Tribal Chairman of the Mashpee Wampanoag Tribal Council. Sub region A consists of the town of Bourne, Falmouth, Mashpee, and Sandwich. Sub region B includes the town of Yarmouth and Dennis. Sub region C includes the towns of Brewster, Harwich and Orleans. Sub region D includes the town of Eastham, Wellfleet, Truro and Provincetown. The MPO is formed and abides by rules established under a formal agreement in the form of a Memorandum of Understanding (MOU). MPO meetings are attended by the public.

The Joint Transportation Advisory Committee (JTC) is an advisory committee to the Cape Cod MPO. The committee is made up of representatives from each town, often a director of the town Department of Public Works (DPW) or the town engineer. Materials presented before the MPO are often presented first to the JTC to receive local feedback and to recommend action by the MPO. JTC meetings are attended by the public.

Coordination on Cape Cod

The CCRTA hosts monthly Multi-Modal Meetings, quarterly advisory board meetings and Regional Coordination Committee (RCC) which Cape Cod MPO staff attends. The Multi-Modal meetings are regularly attended by representatives from the Barnstable Municipal Airport, Steamship Authority, Hy-line, Plymouth and Brockton Street Railway Company, Town of Barnstable, Cape Cod Chamber of Commerce, State Legislation Representatives. The advisory board consists of representatives from each town and meetings are attended by various interested agencies. The RCC includes various members of human service agencies on Cape Cod. CCRTA staff and Cape Cod MPO staff also meet as frequently as bi-weekly to discuss planning efforts.

The majority of the east coast of Cape Cod is owned and managed by the National Park Service. Transportation issues that affect the National Park are discussed with their staff. Recently this agency was engaged to coordinate data collection for bicycles, the conduction of the Outer Cape Bicycle and Pedestrian Master Plan and for safety upgrades for Route 6 in Wellfleet resulting in the implementation of rumble strips on the centerline of the roadway.

Statewide Coordination

Coordination with the state transportation department, MassDOT occurs through many means including MPO and JTC meetings. Conversation with the state department is constant in planning efforts to determine scopes of work, or impacts to local character. There are been several recent large studies that have been performed in coordination between the MPO staff and MassDOT including the Hyannis Access Study, Bourne Rotary Study and the Canal Area Study. In all three of these studies data collection, public outreach was coordinated in addition to consistent consultation on the outcomes and conduction of the study.

The Cape Cod MPO staff also coordinates with other state departments. In planning efforts to extend commuter rail to Buzzards Bay the Cape Cod MPO staff consulted with the Central Transportation Planning Staff and the MBTA. These groups lead their own investigation into the feasibility of providing the service.

The Cape Cod MPO staff attends state wide meetings with the Massachusetts Association of Regional Planning Agencies (MARPA) and Transportation Managers Group (TMG). MARPA meetings are attended executive directors from each of the thirteen planning agencies in Massachusetts and statewide and local planning issues including but not limited to transportation are discussed. TMG meetings are attended by transportation directors at regional planning agencies to discuss statewide and local transportation issues. The islands south of the Cape Cod region, Nantucket and Martha's Vineyard have representation at these meetings. At this time critical transportation coordination with these regions may be discussed.

Road Safety Audits (RSA) is performed by Cape Cod MPO staff or private consultants. A RSA is performed to identify problems at intersection and roadways and establish long and short term solutions. At these events Cape Cod Commission staff, MassDOT staff, and town staff are present. The recent RSAs performed on Cape Cod are listed in the Safety appendix item.

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