



CAPE COD  
COMMISSION

2016 REGIONAL TRANSPORTATION PLAN  
Technical Appendix O: Survey Results

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## Technical Appendix O: Survey Results

To facilitate public input in the development of the Regional Transportation Plan (RTP), and online survey was developed and advertised through a number of outreach techniques. The RTP survey was advertised at RTP and other local and regional meetings and open houses distributed through the extended email distribution list, social media platforms, and picked up by a number of local media outlets.

The survey was open from March 20, 2105 through May 10, 2105 and a total of 125 responses were received.

### QUESTION 1 – LIVE-WORK-PLAY

Respondents were asked to identify the town in which they live, such as visiting or shopping. The responses to this question and sample size (n) are summarized in Table 1.

TABLE 1. TOWN OF HOME, WORK, AND ACTIVITIES

TOWN	HOME	WORK	DO MOST OTHER ACTIVITIES (I.E. VISIT, SHOP)
n	124	113	123
Barnstable	25%	33%	31%
Bourne	6%	6%	4%
Brewster	7%	1%	1%
Chatham	3%	4%	0%
Dennis	2%	4%	7%
Eastham	2%	7%	1%
Falmouth	19%	13%	20%
Harwich	3%	2%	4%
Mashpee	5%	1%	3%
Orleans	2%	4%	9%
Provincetown	6%	7%	5%
Sandwich	6%	1%	4%
Truro	1%	0%	2%
Wellfleet	3%	2%	5%
Yarmouth	4%	4%	1%
Outside of Cape Cod	6%	12%	5%

Respondents were further asked to identify their primary mode of transportation. The responses to this question and sample size (n) are summarized in Table 2.

TABLE 2: PRIMARY MODE OF TRANSPORTATION

<b>MODE</b>	<b>PERCENT OF RESPONSES</b>
n	110
Personal Automobile	90%
Bicycle	7%
Walk	1%
Other	2%

Respondents were asked to identify the age bracket to which they belong (optional question). The responses to this question and sample size (n) are summarized in Table 3.

TABLE 3: AGE DISTRIBUTION

<b>AGES OF AGE</b>	<b>PERCENT OF RESPONSES</b>
n	110
Under 18 years	1%
18 to 35 years	11%
36 to 49 years	16%
50 to 64 years	45%
Age 65 or older	27%

## QUESTION 2 – PROBLEM IDENTIFICATION

Question 2 was a mapped-based exercise where respondents were asked to identify problem locations they experience both locally and across the region. A total of 235 data points were entered as part of this exercise with good geographic distribution across the region.

Figure 1 shows problem locations identified by respondents by the type of issue identified. Commentary respondents provided along with the location identification will be made available to the general public with the opportunity to add new comments as an ongoing opportunity for public comment.

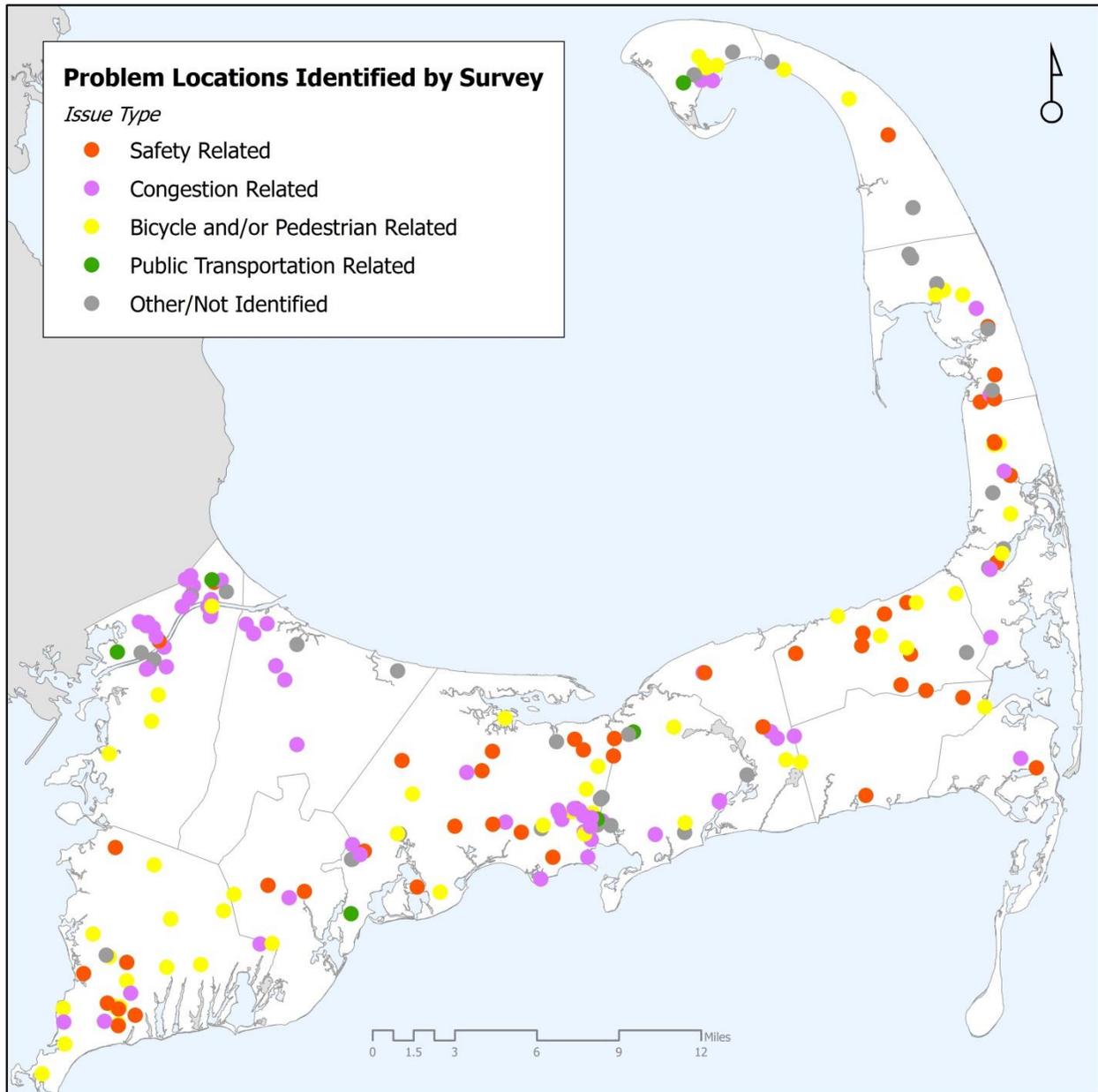


FIGURE 1. PROBLEM LOCATIONS IDENTIFIED

## QUESTION 3 – GOALS AND OBJECTIVES

Question 3 shared the draft vision statement and goals with the respondents and asked respondents for any feedback or suggestions for additional goals. The following responses were provided to this question:

- Economic vitality and sustainability of Cape Cod as a whole should be priority.
- Safety should be a primary consideration.
- Does multi-modal include transit? Need to focus on how to get people to jobs and shopping etc by ways other than car - we have the Flex bus but almost no transit service to get Outer Cape people up-Cape.
- Public Transportation, in the form of buses, are underutilized and will remain so; they are a waste of money. The biggest single problem is parking, not transportation. Everything that is a problem on Cape Cod in the summer, which is what we are talking about, is all about parking. Other than that, it is getting all the cars to be able to move as smoothly as possible. That means the major arteries and access points have to be improved and choke-points relieved. You are not ever going to get the tourist and nonresident population to change-over to public transportation; it is just never going to happen. They want the freedom to come and go where and when they want; they will not sit around and wait on bus schedules. I just got to your section about the bridges; STUPID! If you want a "fix" then you better be prepared to spend huge. The best bet would be a single 5-lane tunnel, with Rte. 3 and 25 coming together and channeling into a single access point. Once in the tunnel, split 3 lanes West and 3-lanes East to connect to Rte 6 (Sandwich) and 28 (Falmouth). Good luck finding the money for that sort of project, but that's what it will take. An extra bridge is goofy and improving the two that exist will compromise access for too long to satisfy any one.
- Better signage and consistent traffic lights.
- More Intelligent Transportation Planning might help motorists to flatten peak traffic times.
- Discourage tractor trailer traffic on Rt.6A from Rt. 132 west!
- Looks good but the Metropolitan label doesn't appropriate
- Not available at this time
- I think the definition of congestion is an important thing to understand. Congestion to some people means a line of cars 6 long. For others it means "I couldn't go wicked fast in my Ford F250 Super Duty so that means that there is too much congestion". For others, it means that they had to tap the brakes to slow down to let someone cross a cross walk. One thing is certain, the faster cars go through neighborhoods, the more hazardous and less liveable it is. More speed equals more danger, more noise and lower property values. ‹Tax Harley Davidson Motorcycles per Decibel. ‹‹We need congestion, it's the ONLY effective way to slow traffic down. Roads can be designed to increase flow but to keep speeds safer.
- You should be aware that nearly all of your draft goals relate directly to bicycling: ‹\* Safety: I am a vehicle on the road, but am often ignored or put in danger by other drivers. ‹\* Environment and economic vitality: Bicyclists and bicycle infrastructure have demonstrably added to the economic vitality of Falmouth (look at home price in relation to the bike path) and livability ‹\* Multimodal options/Healthy transportation: Obvious ‹\* Congestion reduction: More bikes=fewer cars ‹\* System preservation: Bicycling presents less of an impact on infrastructure

- Fine
- It's good.
- The vision should support a transportation system that preserves the traditional character of Cape Cod, and retains its rural qualities where those qualities still exist.
- No it's decent.
- raise number of safe bike routes and walking possibilities. ↵make Route 6 service road a bike path
- add after preservation of character... and sensitive resources
- the goal of increasing transportation modes that promote wellness and physical activity (i.e. walking and bicycling)↵↵Special attention paid to Cape Cod's demographics (i.e. services for seniors)
- No. I think goals are fine. I have not seen any progress or positive impact yet in villages near me.
- Fairly allocate chapter 90 and other funds funds to reflect actual use of infrastructure in this seasonal economy
- Environmental impact -- widening/improving roads should not impact wetlands or nearby waterways or woodlands.
- Rail should be explicitly mentioned if part of TIP.
- Third vehicle bridge over the canal is a must.
- Mode shift should be a goal - moving as many people as possible away from single-occupancy autos and into non-motorized or public transit.
- Please include the effect on local including town and state economy on increasing bike friendly transport. Cape cod is really the worst place ive ever been for a bike commuter.
- Aging population should be specifically addressed. East of the Bass River, they are are far more significant issue than economic vitality, desirable though that may be.
- perhaps include system resilience (from extreme weather events) under system preservation
- Use rail trail as a route 6 bypass of Eastham.
- bike lanes and sidewalks!!!!
- Fiscal RESPONSIBILITY:↵Any and EVERY 'pot' of money you propose using has originally come out of the pockets of the local taxpayers (whether federal or state). Do not pretend a 'grant' for a project does not garner it's funds originally from the people.
- Every bus on Cape Cod will be outfitted with the capacity to hold 3 bikes via a front end rack (including those regularly transporting people from off-Cape).↵↵A ride-share program (modeled after others with a rating system of drivers and passengers) will be set up.↵↵Towns will narrow travel lanes to 10 or 10.5 feet on streets where the speed limit is 35 mph or less and widen shoulders or put in bike lanes.↵↵Towns will enforce speed limits.

## QUESTION 4 – CAPE COD CANAL CROSSING

Question 4 presented respondents with the following information:

Built 80 years ago, the Bourne and Sagamore highway bridges over the Cape Cod Canal require frequent maintenance to remain in service. Both seasonal and maintenance-related congestion at the bridges and on surrounding roadways have a significant impact on safety, emergency access, and overall economic activity of the Cape Cod communities.

The Massachusetts Department of Transportation is currently undertaking a 18-month Cape Cod Canal Transportation Study to identify potential improvements to the transportation system surrounding the Cape Cod Canal in Bourne and Sandwich.

Respondents were first asked whether “regarding any potential bridge project coming out of Cape Cod Canal Transportation Study” they would oppose bridge project no matter the conditions or support bridge project with appropriate conditions. Results are summarized in Table 4. The conditions that would be required for support of the projects, responses are presented in Table 5.

TABLE 4. OPPOSITION OR SUPPORT OF A CAPE COD CANAL CROSSING PROJECT

RESPONSES	
n	11
I would OPPOSE a bridge project no matter the conditions	23%
I would SUPPORT a bridge project with appropriate conditions	77%

TABLE 5. CAPE COD CANAL CROSSING PROJECT CONDITIONS FOR SUPPORT

REPLACEMENT VS. ADDITIONAL CROSSING	NUMBER OF RESPONSES	PERCENT OF RESPONSES
Bridge replacement (up to current design standards, but no increase in the total number of lanes)	40	42%
Additional bridge crossing (increase in total number of travel lanes - additional capacity)	56	58%
<b>FUNDING</b>		
No tolls (funding through public sources e.g. taxes)	57	64%
Tolls (cost of construction reimbursed by users)	32	36%
<b>FINANCING</b>		
Private financing (reimbursed through tolls, known as a Public-Private Partnership)	15	18%
Public financing (reimbursed from public sources e.g. tolls or taxes)	70	82%
<b>OTHER CONSIDERATIONS</b>		
A focus on the aesthetics even if it increases cost	71	-
Improved bicycle and pedestrian accommodations	25	-
Other (specify below)	20	-

The “other” considerations that were specified and general comments presented on this question are presented below:

- I do not believe other issues have been addressed. Why can't we start with closing the onramp at exit 1 and see what happens. If people are inconvenienced a little so be it. Why does the entire Cape have to be inconvenienced.
- I oppose the construction of a 3rd bridge due to potential environmental impacts and induced growth
- It is insane to think that adding lane capacity will not create more traffic coming on-Cape. More traffic will worsen congestion elsewhere on the Cape. The only way I would support a new bridge is if one of the existing bridges is to be replaced.
- Full time cape residents free.
- Vastly improve utilization of railroad (bridge) for transport on/off cape
- Bring the train to Cape Cod year round with commuter schedules.
- Toll to come on Cape, no toll to leave, or a toll focused on high traffic months.
- Bridge replacement or new bridge should also be considered within the context of any evacuation plan required by either a natural or manmade disaster.
- Consideration should be given to the towns closest to the bridges, where people may need to cross the bridges more frequently for work or doctor visits or other reasons. There should be significant discounts for these travelers.
- A new bridge should only be considered in conjunction with improved public transit options, included enhanced seasonal rail service and Buzzards Bay commuter rail.
- Without EQUAL access for Bicycles and Pedestrians I would absolutely not support a third bridge. Check out Belle Island Pedestrian Bridge in Richmond VA.
- Must address Cape-side traffic impact
- Lanes are adequate if access is improved, the Bourne rotary is a bottleneck.
- I would only support a new bridge if it took into account really safe bike/pedestrian access, not just over the bridge, but getting to safe routes on either side. Also, I'd support combo of public and priv finance
- Where will all the cars go if we do have more bridges? Another bridge would simply shift the traffic jam. When you consider the number of hours when more lanes would improve traffic getting on the Cape or off the Cape you also need to look at that cost
- Longevity and amount of lanes
- no increase in the number of lanes as it will only make problem on Cape worse!
- Safety is large factor, wider lanes
- not to increase the number of vehicles that transit per hour
- Need to avoid financial and travel barriers for town residents to go to and from Buzzards Bay. Third bridge for access to midCape and express to 28 to Falmouth with tolls OK and keep existing without tolls for local.
- Proper width travel lanes and a shoulder wide enough to accomodate additional traffic only in emergency situations, ie. other bridge out, emergency evacuation
- Multi-lane / Divided roadway
- Minimal environmental impact
- No mid-canal crossing! Minimize environmental impacts. In favor of double-barreling Sagamore, new bridge w/ tolls.
- Equal amount of study, focus and investment in the surrounding roadway system

- Restrict truck traffic to a new third vehicle bridge and allow autos. Add bicycle lanes to the Bourne and Sagamore bridges following the completion of the new third bridge.
- Additional travel lanes. Bridges. Tunnels. Fill in the canal even??? I lived in Bourne and worked in Hyannis. My kids still live there half the time and I am in Barnstable - my life is planned around the bridge, seasonal traffic and bridge work.
- A zipper lane to allow heavy traffic direction always has 2 full highway speed lanes
- I would only support a new bridge if it included protected bicycle and pedestrian lanes.
- Why is a tunnel not being considered? Far lower maintenance issues once built.
- Unless the rest of the main thoroughfares and 6 are widened, any bridge enlargement will be pointless. More cars on roads with the same capacity will only worsen congestion.
- I think it is insane to think of evacuation of cape cod should it be necessary using current infrastructure. I also think a high speed train from boston, providence even new york to extended parts of cape cod would be a huge benefit resident/tourist
- I would support a bridge with tolls as long as it was in addition to the existing bridges. 3rd bridge idea still needs more information regarding location, potential impacts on the area and connection to existing roadways
- Put in the middle of the canal.
- NO NEW BRIDGE- Keep current bridges up to date as needed. NO TOLLS onto or off of Cape Cod

## QUESTION 5 – PROJECTS AND POLICIES LEVEL OF SUPPORT

Question 5 asked respondents to rate their level of support for a number of projects or policies that had been developed in previous planning efforts. Responses are summarized in Table 6.

TABLE 6: RPP SURVEY RESULTS – PROJECT AND POLICY LEVEL OF SUPPORT

PROJECT DESCRIPTION	n	GREATLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	GREATLY OPPOSE
Route 28: Falmouth-Chatham improved bicycle accommodation (e.g., bike lanes, wider shoulders, "share the road" program)	111	55%	24%	13%	6%	2%
Expand Cape-wide year-round bus service	113	46%	31%	18%	4%	2%
Shining Sea Bike path: Extension to Bourne (with connection to Cape Cod Canal Path)	113	59%	18%	19%	2%	3%
Cape Cod Rail Trail: Expansion from S. Wellfleet to Provincetown	112	47%	29%	18%	4%	1%
Commuter Rail Service to Buzzards Bay (to/from Boston)	112	49%	25%	19%	4%	3%
Commuter Rail Service to Hyannis (to/from Boston)	114	40%	32%	18%	4%	5%
Cape Cod Rail Trail: Expansion from Yarmouth to Bourne	114	53%	19%	22%	4%	2%
Yarmouth Rd/Willow St: Additional travel lanes and multi-use path	109	36%	32%	28%	3%	2%
Bourne Rotary: replacement (similar to Sagamore Rotary project)	111	29%	27%	23%	16%	5%
Route 6: Reconfigure Route 6 Exit 1C interchange (move westbound ramps away from Sagamore Bridge)	108	25%	30%	34%	7%	4%
Transportation management center (facility to monitor and coordinate traffic & transit operations)	110	21%	31%	32%	15%	2%
Route 6: Upgrade of interchanges (Exit 1C to Exit 12)	111	28%	23%	37%	6%	5%
Barnstable Airport Rotary: replacement with underpass of major traffic flows	110	29%	20%	28%	16%	6%
Sandwich Road (Bourne): median separation, 2 lanes in each direction	111	19%	30%	41%	6%	5%
Falmouth Transportation Center	111	23%	19%	51%	5%	1%
Otis Rotary: replacement	109	11%	12%	54%	17%	6%
OTHER SUPPORT QUESTIONS	n	GREATLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	GREATLY OPPOSE
Prioritize Complete Streets projects to better accommodate all users including bicyclists and pedestrians	111	58%	28%	11%	3%	1%
Prioritize improved stormwater treatment to help improve water quality	112	53%	22%	21%	3%	1%
Consider roundabouts at appropriate locations as a means of improving intersection safety	110	25%	35%	25%	14%	2%

Responses submitted as other suggested projects as part of this question are presented below:

- Paved shoulders/bike lane Route 6 Wellfleet to Provincetown
- park & ride lot in Orleans with regular bus service
- I don't want to see new bike paths til the safety issues at road crossings are addressed.
- Upgrade of MacArthur Blvd & safety of median u-turns. Improve Belmont Circle. Improve safety on Route 6 in Eastham/Wellfleet
- Adequate roadside vegetation to offset carbon emissions and where appropriate site solar or wind adjacent to roads. Make parking available for ride sharing services and encourage EV charging stations.

- Enhanced summertime rail service (Cape Flyer), with an expanded schedule. Track speeds on Cape should be increased to match that of the Amtrak service of the 1980s-90s (40 mph).
- The state designed and built drainage system at the intersection of Rt.132 and 6A dumps untreated road waste directly into the great marsh just west of Buttonwood Lane
- Bike path extension/expansion CANNOT come at the expense of safety on streets to which I have a lawful right to use a bicyclist
- no new traffic lanes - bike and ped safe "lanes" instead!
- Strongly support building resilient transpo infrastructure
- Coordinate Transportation projects with town projects
- rail to truck freight yard in Yarmouth & Falmouth
- Examine alternative access to local beaches- Brewster and Dennis
- Anything to increase stormwater & wastewater improvements
- Rail trails are recreational; focus on transportation for residents
- IM BEHIND ALL OF THIS! GO YOU GUYS
- Create disability access, create wheelchair/scooter access
- Build more paved bicycle paths.

## QUESTION 6 – BUDGET ALLOCATION

Question 6 presented respondents with the following information:

A limited amount of funding is available to address the transportation problems in the region. Along with Federal and State regulations, the RTP defines where transportation funding is allocated. Assuming the region receives \$1 Billion between now and 2040, use the sliders below to adjust where YOU think the funding should be allocated. The sliders are initially set to funding levels generally consistent with past practice. Notice the effect of your changes below each funding category. Since the RTP must be fiscally constrained, you must make sure you keep within the overall budget available.

Table 7 presents the default funding allocation (based on recent of transportation spending<sup>1</sup>) the average funding allocation by survey respondents.

TABLE 7: RTP SURVEY RESULTS – BUDGET ALLOCATION

SPENDING CATEGORY	HISTORICAL ALLOCATION	RESPONDENT AVERAGE ALLOCATION	DIFFERENCE
Roadway Projects Safety	6%	7%	+1%
Congestion/Air Quality	10%	9%	-1%
Roadway Maintenance	26%	24%	-3%
Bridge Maintenance	20%	18%	-2%
Bicycle/Pedestrian Improvements	8%	13%	+5%
Transit Service	27%	27%	-1%
Intelligent Transportation Systems	2%	3%	+1%

Table 8 presents present the respondents that suggested increasing, decreasing, or maintaining the existing level of funding for each category.

TABLE 8: RTP SURVEY RESULTS – BUDGET ALLOCATION

SPENDING CATEGORY	DECREASE	MAINTAIN EXISTING LEVEL	INCREASE
Roadway Projects Safety	23%	58%	18%
Congestion/Air Quality	9%	66%	25%
Roadway Maintenance	3%	66%	30%
Bridge Maintenance	4%	66%	30%
Bicycle/Pedestrian Improvements	38%	50%	11%
Transit Service	21%	58%	22%
Intelligent Transportation Systems	14%	66%	21%

<sup>1</sup> Transportation Improvement Program for FFY 2011-2016

## QUESTION 7 – ADDITIONAL QUESTION OR COMMENTS

The final question provided respondents an opportunity to provide any additional comments or suggestion. Below are the responses to this question:

- Need an overall traffic study/plan. There has been much discussion on an additional bridge and the impact that may have on bringing additional traffic to the Cape - don't know if that will be true or not, but a complete impact study should be conducted. The bridges are congested, however the roadways on cape are as well. I avoid Route 28 (Harwich to Hyannis) at ALL times except in the dead of winter or I have to travel there for a specific purpose. ↵
- If the "T" is to come to Bourne it should cross the Canal.
- The Flex bus should include stops at all public affordable housing complexes in order to make the Cape truly accessible to low-income residents
- Good Luck...
- The CCC is doing a great job performing various transportation studies on the Cape and keeping projects moving forward in our region. Keep up the good work!
- Make sure any long term plan is fully vetted through a transparent and inclusive process.
- Look forward to your April meetings
- transportation is one of the foundations important in defining the product (Cape Cod) when out reaching for economic development purposes
- The best transportation survey I have taken. Thanks.
- Tough job, but glad you are doing it
- There should be no more removal of existing rail lines on the Cape for construction of recreational bike trails. Projects like the extension of the Shining Sea Bikeway to the canal should only be considered as a rail-WITH-trail. Many residents of Falmouth and Woods Hole raise legitimate concerns about heavy traffic to the Woods Hole ferry terminal, but with the rail line to the terminal now long gone, there are no good options to address the traffic concerns.
- Tractor trailers on Rt.6A are a safety issue. Road runoff from Rt.132 and 6A are a huge pollution problem. The Bourne rotary badly needs to be replaced by a flyover.
- Please narrow perceived lanes, design and implement roads to calm traffic and reduce speeds. Create an environment where all road users can feel equal and feel safer. Massively increase penalties for speeding, massively increase bicycle and pedestrian infra on roads that go to places where people would normally drive. Make Cape Cod a place to bike, walk and enjoy moving slowly, peacefully and efficiently. No new bridge without EQUAL access for Pedestrians and bicyclists. Create more pedestrian only areas. Link local public transport to beaches, stores and tourist attractions, bring the commuter train to Falmouth. Make it easy for people to choose public transport by making it the best way to go. Do not widen lanes, otherwise the Cape will look like Orlando Florida or Long Island, NY. 132 in Hyannis is an example of how NOT to do things.
- The very high usage of the Shining Path and rRail Trail bike ways shows the importance of safe bike facilities to tourists. People really appreciate them, both for recreation and transportation..
- Recent time spent in Germany and Davis, CA provides a glaring contrast to the Cape. Bike accommodations in both places are staggering. Bike lanes (and separate traffic lights for bikes) everywhere in cities, dedicated bike paths for hundreds of miles in the outlying and countryside areas, dedicated railway cars for bikes. Commuting by bike

and/or public transport becomes a totally realistic option and most people do it. Davis even has rotaries for bikes on UCD campus because so many people ride! The difference in lifestyle this results in is just amazing, and really something to strive for here. Public transport in Germany is also amazing. Everyone uses it because it's safe, frequent, and gets you where you want to go. It gives older people and kids an huge amount of freedom, frees up parents from the chauffeur role, relieves traffic congestion, etc. (not to mention health and env benefits).

- People come to Cape Cod for the quality of life. A sustainable transportation plan will support the unique characteristics of Cape Cod.
- new miles of multi-use paths should be supplemented with 1) safe crossings, 2) sidewalks, 3) easy and safe bike & ped connections to transit and services and 4) amenities
- We do not need a third bridge! Bridge congestion is something we Cape Codders know how to plan around. In a way it helps limit additional cars coming to Cape Cod. If the promoters of a third bridge get their way, we will have even worse traffic problems. Also, beware of any private investment in infrastructure - profit is the motivation. Thanks for the opportunity to comment!
- I appreciate the opportunity to voice my opinion concerning transportation on the Cape.
- Prioritizing Quality of life for year round residents and quality of experience for seasonal guests is paramount for the region. Good traffic flow for getting people to and from destinations as well as encouraging bike and pedestrian modes of transportation for local activities would be beneficial for Cape Cod Life as well as air quality. Many seem to want to use bicycle as transportation but safety questions remain as roads used for bikes and cars are relatively narrow and may have poor visibility around curves.
- When doing road projects make sure to include wider shoulders or bike lines for safer bicycle accommodation. It should add a minimal amount to a project. Thank you for your work on these issues.
- Budget needs to be increased
- If there was an increase in providing public transportation and making it available for more residents we would decrease the usage of the roads by not having so many operators thereby decreasing the amount of vehicles and the amount of pollution and the need for more highway lanes. This is a no brainer, there are 3 vehicles in my family and if we could catch the bus at the end of the street daily we would most likely eliminate 2 of our vehicles and this would also free up some of our finances so that we could spend the money within our community, not being tied down to vehicle payments and repairs...LETS DO IT!!
- Nothing that another \$1B couldn't fix.
- BIKES WE NEED BIKE SAFETY MEASURES PLEASE LESS CARS MORE BIKES, MORE OPTIONS FOR TOURISTS TO DAY TRIP AND LEAVE CARS BEHIND AND DONT FORGET THOSE OF US CRAZY ENOUGH TO TOUGH OUT WINTER ON OUTER CAPE!
- The agency would be happy to offer advice and input, and to put the CCC in touch with other experts on disability travel issues, especially as it pertains to vision loss and blindness. Making accommodations up front is vastly superior and far cheaper than retrofitting.
- Let's help fat lazy americans get off their asses and into alternate modes of transportation (bikes, walking, etc) by providing the infrastructure (bike lanes, walking paths) to make these activities safe and productive.
- Please, do not propose to spend money we do not have.

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