



CAPE COD
COMMISSION

2016 REGIONAL TRANSPORTATION PLAN
Technical Appendix Q: Public Comments

Endorsed
July 20, 2015



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Table of Contents

Public Comment Summary Grid.....	2
Public Comments	9

Technical Appendix Q: Public Comments

The Public Comment Summary Grid presents a summary of the comments received during the 30-day public comment period. The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) at their July 20, 2015 public meeting. The consideration of and response to these comments is document in the Public Comment Summary Grid as presented on the following pages. The public comments are included in their entirety in this Appendix after the Public Comment Summary Grid.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
1	6/26/2015 email and letter	Dan Gallagher, Senior Consultant, OpenCape Corporation	<p>Reducing Commute Miles: Support for reducing commuter miles travelled, particularly by supporting working from home and shared office space in regional centers; Recommends adding goal to "Reduce commuting miles by 10% by 2025"; Recommends Cape Cod MPO, CCC, MassDOT, and OpenCape Corporation develop a concept paper on how to achieve this goal</p>	<p>Action: Add strategy under Environmental and Economic Vitality: "Encourage efforts that allow people to work from home and development of shared office space in regional centers to reduce commuting traffic."</p>
			<p>Universal Utility Planning: Support for coordination between transportation planning and utility planning and adding such a goal to the plan; Recommends convening a multi-department working committee to draft a concept paper on how to achieve this goal</p>	<p>Action: Add strategy under System Preservation: "Increase communications between agencies involved in transportation planning and utility operators to improve coordination between utility planning and transportation planning."</p>
2	6/30/2015 letter (sent via email from R. Christopher Adams 7-6-15)	Wendy Northcross, CEO, Cape Cod Chamber of Commerce	Support of comprehensive look at Cape Cod Canal area traffic system and plan to address congestion; Support of the plan, along with future funding, in support for the region's economy	Thank you for the support of the document. The MPO shares in the interest of Cape Cod Canal area transportation and looks forward to the recommendations of the MassDOT Cape Cod Canal Transportation Study.
3	7/6/2015 email (comment also in 7/2/15 forwarded by Neil Andres, Eastham DPW)	Ron Filipek	Suggestion for a pedestrian walk signal - Route 6 at Nauset Road [north end] in Eastham as safe crossing option for cyclists	<p>Thank you for the comment.</p> <p>Action: Forward to MassDOT District 5 Office.</p>

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
4	7/6/2015 email attachment	Leah Sirmin, Community Planner, Federal Highway Administration (comments from Federal Highway Administration and Federal Transit Administration)	Typographical errors noted or clarification requested on pages 10, 47, 58, 59, and Technical Appendix N	Action: Make revisions or add clarification as suggested.
			TIP project selection and prioritization relation to RTP goals, objectives, performance measures, and recommendations?	The RTP goals, objectives, performance measures, and recommendations are used as the basis for establishing the TIP Transportation Evaluation Criteria. These criteria will be updated to reflect the RTP following endorsement of the document and used in future TIP project selection and prioritization. Action: Add clarification to plan.
			Frequency of performance report update?	The performance report will be updated annually. Action: Add clarification to plan.
			Demand and future projected demand for travel (e.g. population and VMT, forecasted growth etc.)?	Action: Add demand and future projected demand to plan.
			Discussion of older and younger drivers linked to the SHSP - related performance measures and targets?	Action: Revise performance measures added under the Safety goal: "Reduce crashes, serious injury crashes, fatal crashes, crashes involving older drivers, crashes involving younger drivers, and crashes involving bicycles and pedestrians by 10% in 10 years"
			Need system-level estimates of maintenance and operations revenue sources and costs for transit and highway systems	Action: Add system-level estimates of maintenance and operations revenue sources and costs for transit and highway systems to plan.
			How were revenue estimates derived?	Revenue estimates were provided by MassDOT and are based on their analysis procedures as indicated in the plan.
			Transportation programs and smart solutions: recommended programs and solutions; where in funding allocation?	Transportations programs and smart solutions are funded under "Other TIP Projects" in the funding allocation. Action: To add clarity, change "Other TIP Projects" to "Programs and Smart Solutions"
			Transit: future funding; service improvements or expansions; regionally significant projects?	Action: Add discussion of anticipated future transit funding, potential service improvements or expansions, and potential regionally significant projects.
			Congestion Management Plan does not appear to have been updated in conformance with FHWA's 8-step guidance	The Congestion Management Plan is in the process of being updated to bring it into conformance with FHWA's 8-step guidance.
Ensure civil rights discussion is comprehensive and addresses the full breadth of Federal requirements	To the best of our knowledge, the civil rights discussion is comprehensive and addresses the full breadth of Federal requirements.			

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
5	7/8/2015 email	Kathy Williams, PE, Yarmouth Town Planner	Main narrative easy to read and nicely presented	Thank you.
			Performance measures: achievable in time frame; what happens if not met; lose funding or need to document challenges if not met?	Given the anticipated efforts of the MPO, as well as those of the federal, state, county, and municipal entities, we believe the performance targets are achievable in the time frames dictated. Funding is not tied specially to meeting performance target nor are there any specific actions required if targets are not met. However, if target are not met an adjustment in strategy or an evaluation of why target cannot be met may be prudent.
			Monitoring, tracking, reporting of performance measures: CCC responsible; additional funding/resources or at the cost of UPWP work?	As staff to the MPO, CCC staff will be responsible for performance tracking. This activity is already budgeted in the annual UPWP.
			Will performance measures dictate project selection; impact selection of other good projects?	Performance measures will help inform the development of evaluation criteria used in the project selection process. This will be one element of the project selection process.
			Estimated cost for achieving performance measures?; Should not be set up to fail due to funding shortage	The funding allocation proposed in the plan was established with the intent of meeting the performance measures.
			Support of modern roundabout as an alternative to signalization	Thank you for the comment. This sentiment is reflected in a number of strategies and policies included in the plan.
6	7/8/2015 two emails	Kirk DiRubio, Cataumet Resident	Support of Shining Sea Bike Trail extension from North Falmouth to Cape Cod Canal built on existing railroad right of way not in Route 28 median	Thank you for the comment. This project is identified in the financial plan in the 2036-2040, but could proceed whenever planning is complete and funding is available.
7	7/9/2015 email	Judi Wilson, Director, Orleans Council on	Support for inclusion of affordable housing developments on fixed Cape Cod Regional Transit Authority routes	The CCRTA serves many affordable housing developments on its fixed route and would look to add additional stops as demand warrants.
8	7/13/2015 letter (sent via email from Bryan Pounds 7-13-15)	David Mohler, Executive Director, Office of Transportation Planning, MassDOT	"concise and thorough document with data support a clear vision for long term infrastructure investments and improvements throughout the region."	Thank you.
			Typographical errors noted or clarification requested on pages i, iii, v, 1, 2-3, 5, 10, 20, 21, 24	Action: Make revisions or add clarification as suggested.
			Ensure all images are clearly legible.	Action: Improve image quality wherever possible including increasing size as appropriate.
			Lacks reference to climate change in the Executive Summary	Action: Add reference to climate change in the Executive Summary.
			Lacks figures and tables regarding trends to the year 2040.	Action: Add figures and tables regarding trends to the year 2040.
			Elaborate on how persons with disabilities can actively participate in the public meetings.	Action: Add elaboration on how persons with disabilities can actively participate in the public meetings.
			Provide language regarding emphasis placed on providing bicycle accommodation.	Action: Replicate "Cape Cod Bicycle Infrastructure Vision Map" from Appendix F in the body of the document.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
9	7/13/2015 email	Susan H. Rohrbach, District Director for Senator Daniel A. Wolf	RTP should acknowledge nearby nuclear power plant nearby and reference to the Radiation Emergency Reference Sheet	Action: Add acknowledgment of nearby nuclear power plant added to the plan (Security Appendix) with reference to the Radiation Emergency Reference Sheet.
10	7/11/15 letter	Liz Argo, Orleans Resident	Agreement with transit as a priority of the plan, but suggestion that not enough of the funding it dedicated to transit expansion. Sees transit expansion as a means to improving the region for both visitors and residents.	Comment noted. The Cape Cod MPO agrees with need for expanded transit service while acknowledging the funding constraints that exist. Action: Based on multiple comments raised, add further discussion of the potential for transit expansion with whatever funding is available.
11	7/14/15 email	Neil Andres, Eastham DPW noting call from Eastham residents	Request for pedestrian signal on Route 6 at Nauset Road; Request for signal at Wampum Lane on Route 6	Thank you for the comment. Action: Forward to MassDOT District 5 Office.
12	7/15/15 email with attached PowerPoint presentation	Chris Powicki	Notes that the plan needs to consistent with the Global Warming Solutions Act; suggests that projects included in plan will not reduce emissions enough to meet the targets of the act; suggests that better baseline data is needed for the region to assess progress	The plan seeks to support the goals of the Act. While the specific projects identified in the plan will not meet the targets of the Act alone, in concert with other projects in the region and actions of all federal, state, county, and municipal entities, we feel the targets can be met. We agree that with the data needs. Action: Add additional language emphasizing the importance of emissions data.
13	7/14/15 email	Bill Reidy	Notes two different potential routes for the potential Shining Sea Bike Path Extension project and questions consistency with the related UPWP study	Action: Revise discussion of the Shining Sea Bike Path Extension project for internal consistency and consistency with the UPWP study.
			Questions lack of reference to the ongoing study concerning the reuse of the Upper Cape Regional Transfer Station	This topic is referenced in the Freight Appendix.
			Suggests that the "Infrastructure Improvements for Buzzards Bay Commuter Rail Service" programmed in the 2031-2035 time band is too far out	This comment was also raised at a previous MPO meeting. As suggested by the MPO at that meeting this project will be moved up to the 2016-2020 time band. Action: Move "Infrastructure Improvements for Buzzards Bay Commuter Rail Service" from he 2031-2035 time band to the 2016-2020 time band and move \$5 million of the "Route 28 Multimodal Improvements from 2016-2020 to 2031-2035.
			Notes lack of emphasis on Cape Flyer train service	While there is discussion of Cape Flyer service in Appendix B, given the importance of rail service to the future of Cape Cod, addition discussion is appropriate. Action: Add additional discussion of Cape Flyer service to the plan.
			Questions reference to the Bay Colony Railroad given that Massachusetts Coastal Railroad currently provides freight service on Cape Cod.	The reference to Bay Colony Railroad was erroneous. Action: Change any reference in the plan from "Bay Colony Railroad" to "Massachusetts Coastal Railroad"

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
14	7/15/15 email	Stephen Buckley	Questions lack of "quality of life" in the vision statement; suggests livability and sustainability are essentially synonyms for each other and for quality of life as evidenced by Wikipedia links included	Thank you for the comment. While related, "livability" and "sustainability" are distinct concepts in the world of transportation planning. In short, livability is about creating strong communities where people want to live today. Sustainability is about ensuring that investments and decisions made will benefit all facets a community in the long term. While there may be ambiguity about these terms on Wikipedia, the USDOT, as referenced in the plan, provides specific guidance on decision making that supports livability and sustainability. While livability and sustainability both support "quality of life," the use of these terms are tied to specific initiatives that can be applied to transportation planning as opposed to "quality of life" which is a more abstract concept. Action: Add additional clarification of livability versus sustainability to plan.
			Notes that "the term 'performance measure' is how a performance is measure, not whether it is achieved."	Agreed, "performance measures" are a means to track progress towards "performance target." Action: Review document and revise as necessary to ensure appropriate usage of "performance measure" and "performance target."
15	7/15/15 email	Nicolas Garcia, FTA	Where are transit projects/recommendations, discussion of future funding; service improvements or expansions; regionally significant projects?	Action: Add discussion of anticipated future transit funding, potential service improvements or expansions, and potential regionally significant projects.
			Where is the comparison of expected transit revenues to expected costs, both for capital and for operations and maintenance.	Action: Add discussion of expected transit revenues to expected costs, both for capital and for operations and maintenance.
			TIP project selection and prioritization relation to RTP goals, objectives, performance measures, and recommendations?	The RTP goals, objectives, performance measures, and recommendations are used as the basis for establishing the TIP Transportation Evaluation Criteria. These criteria will be updated to reflect the RTP following endorsement of the document and used in future TIP project selection and prioritization. Action: Add clarification to plan.
16	6/24/2015 email	Steve Voluckas	Proposes a number of alternatives to addressing Cape Cod Canal area transportation detailing each proposal with a description, list of advantages, list of disadvantages/problems, and visualization. Proposals presented include "Cape Cod Tunnel Proposal," "Cape Cod Regional Airport" on Joint Base Cape Cod, "Cape Cod Rail Tunnel," "Upper Cape Transportation and Parking Center," "Marion Transportation and Parking Center," "Light Rail Vehicle Shuttles," and "Mid-Cape Highway Branch"	Thank you for the comments. The MPO shares in the interest in improving Cape Cod Canal area transportation and looks forward to the recommendations of the MassDOT Cape Cod Canal Transportation Study.

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
-	7/7/2015 and 7/9/2015 verbal (Open House at Hyannis Transportation Center 7/7/15 3-5pm and 7/9/14 6-8pm)	Members of the public	<p>"overall good transit service"</p> <p>"doing a good job" with transit</p> <p>"everything's good"</p> <p>the bus drivers are fabulous</p> <p>Transit Route/Schedule suggestions: Sandwich Runs needs stops at Housing Authority, Spaulding Rehabilitation Center, Council on Aging; desired stop at Hyannis Youth Center; should adjust schedule in the summer on Orleans H2O route to consider traffic; Saturday H2O bus from Orleans is too late for people working in Hyannis; Cape Flyer needs more trains into Boston; bus schedule not regular enough as compared to Brazil*; bring back more train service; H2O is too crowded and runs late in the summer – need to increase service; Sunday service would be great; additional desired destinations – Sandwich (Quaker Meeting House Road and Heritage Gardens), Yarmouthport and Yarmouth Senior Center.</p> <p>Other transit Comments: Barnstable Villager does not always follow the scheduled route; poor schedule adherence on the DART; sometimes early arrival of DART; routes are slow on Route 28 in the summer; bus drivers occasionally drive by people waiting on the side of the road.</p> <p>3rd bridge would be a waste of money</p> <p>Twin both canal bridges*</p> <p>Rebuild the existing bridges</p>	<p>Thank you for the comments.</p> <p>CCRTA does stop at the Council on Aging and Spaulding Rehabilitation Center. At one time, CCRTA did serve the housing complex on Leverage Lane but due to low ridership and no way to turn the bus around; the CCRTA stopped this service. The Barnstable Villager serves the Hyannis Youth Center. CCRTA considers and does account for traffic congestion when scheduling summer routes. Several years ago CCRTA received the same complaint relative to Saturday service and as a result added the 8:30 trip from Orleans to Hyannis. At this time, CCRTA does not have the resources or ridership to warrant more frequent service. The H2O route is popular and usually crowded through Yarmouth. CCRTA does travel down Quaker Meeting House Road from Service Road and onto Cotuit road. CCRTA used to serve the Heritage Museum but did not continue due to lack of ridership and no way for the bus to turn around. It's important to note that CCRTA evaluates its routes on a regular basis and if there is a ridership demand in an area, CCRTA will try to meet that need.</p> <p>Other transit comments forwarded to CCRTA. CCRTA provided the following response: CCRTA will be revising the Barnstable Villager Route in September. At that time, each driver will be given turn by turn directions and will be expected to adhere to the route. In the meantime, drivers will be reinstructed and monitored to ensure they follow the designated route. To address the issue of drivers bypassing customers, CCRTA will reinstruct the drivers. The drivers in some instances have indicated the customers wait until the bus is upon them to flag them down and it is too difficult to stop the bus that quickly.</p> <p>Discussion of a potential third highway bridge over the Cape Cod Canal is not included in the Regional Transportation Plan as the Cape Cod MPO is waiting to see and respond to recommendations of the MassDOT Cape Cod Canal Transportation Study. This study is planned to be completed by December 2015.</p> <p>Action: Forward these comments to Project Manager of this study.</p>

#	Date/Format	Comment From	Summary of Comment	Potential Response/Action for Consideration
-	7/7/2015 and 7/9/2015 verbal (Open House at Hyannis Transportation Center 7/7/15 3-5pm and 7/9/14 6-8pm) [continued from previous page]	Members of the public	Double barrel Route 6 to Provincetown, Route 28 at Bearses Way has a SB LT activation when no one is there* Should have phone number on signals to call when something is broken as in Brazil* Phinney's Lane is busy, no sidewalks, need bike lane along roadway* Craigville Beach Avenue Road has poorly maintained sidewalks Main routes in the region lack left turn lanes backing up traffic* Traffic lights on South Street in Hyannis are very old* Traffic lights on Main Street in Hyannis go on for pedestrians when there is no one there in the winter time*	Thank you for the comments. Action: Comments forwarded to the responsible agencies (MassDOT and Barnstable DPW).
-	7/9/2015 verbal (Virtual Meeting 10-11am)	Stephen Buckley	Livability versus Sustainability: noted confusion and potential redundancy of the two concepts; noted that they are both about quality of life and that should be the overarching theme; noted that all performance measures have to do with transportation as opposed to quality of life	Thank you for the comment. See response to comment #14 (RE: Buckley 7/15/15 email) on the same topic. Action: Add additional clarification of livability versus sustainability to plan.
		Brian von Hersen	Freight mobility: supportive of sustainable freight options; would like to see investigation of freight options to Martha's Vineyard (through New Bedford versus through Woods Hole)	Action: Update information on the "Freight Study" in the "Universe of Projects" to make it clear it is a "Sustainable Freight Options Study" that follows up on the Freight Study completed in February 2015 and add discussion in the body of the report.
		Gordon Tully	How is the potential third highway bridge over the Cape Cod Canal addressed in the plan?	Responded during the meeting that discussion of a potential third highway bridge over the Cape Cod Canal is not included in the Regional Transportation Plan as the Cape Cod MPO is waiting to see and respond to recommendations of the MassDOT Cape Cod Canal Transportation Study.

* = comment provided through a Portuguese translator

Acronyms: CCC = Cape Cod Commission; CCRTA = Cape Cod Regional Transit Authority; DPW = Department of Public Works; MassDOT = Massachusetts Department of Transportation; MPO = Metropolitan Planning Organization; RTP = Regional Transportation Plan; TIP = Transportation Improvement Program; UPWP = Unified Planning Work Program

Note: The Public Comment Summary Grid presents a summary of the comments received during the 30-day public comment period. The comments were presented in their entirety to the Cape Cod Metropolitan Planning Organization (MPO) during a public meeting where the body considered the comments. The response and any action taken by the MPO are summarized in this table. This table will be included in the final plan and is available at www.capecodcommission.org/mpo.

From: [Dan Gallagher](#)
To: [Glenn Cannon](#); [Kristy Senatori](#); [Leslie Richardson](#)
Subject: RE: MPO Reports
Date: Monday, July 13, 2015 3:18:43 PM
Attachments: [Cape Cod MPO Draft Document Comments.pdf](#)

Glenn,

Attached is a comment for the MPO. It may also be appropriate to other parts of the Commission such as RPP so I am including Leslie and Kristy in this email.

Dan Gallagher
Senior Consultant
OpenCape Corporation
P.O. Box 1148
Barnstable, MA 02630-2148
(c) (508) 524-5905
(f) (508) 362-0454
dgallagher@opencape.com

From: Glenn Cannon [<mailto:gcannon@capecodcommission.org>]
Sent: Friday, June 26, 2015 8:18 AM
To: 'Dan Gallagher'
Subject: RE: MPO Reports

Thanks Dan,

I will forward your comment to the MPO.

However this maybe a better question for the Cape Cod Commission land Use Section of the Regional Policy Plan.

We are underway in updating the Regional Policy Plan.

<http://www.capecodcommission.org/rppupdate/>

You may want to get involved in that project.

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: [Dan Gallagher](#)
To: [Glenn Cannon](#)
Subject: MPO Reports
Date: Friday, June 26, 2015 7:12:26 AM

Glenn,

I plan to review your draft MPO reports. A quick scan reveals for me something that is missing from planning. Maybe it should be under alternatives.

We are in a constant battle with ever increasing traffic, ways to provide greater capacity, mitigation, etc. But we don't put effort into goals like: "How can we reduce by 10% over 5 years the number of commute miles travelled?"

This is the basis of my previous request for information relating to A and Z points of commuters.

I wrote this blog post <http://www.libertytakeseffort.com/2014/11/invest-in-gateway-cities-thinking-out.html> to begin changing mindsets about one way commuting to Boston. There should be significant effort to work at home and shared office space in regional centers to allow people to work where they live.

It is similar to CONSERVATION strategies in the energy sector. Rather than just constantly putting more effort into traditional power production we look to alternatives (think mass transit), but also into consumption reduction. We can think of transportation the same way.

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June 26, 2015

Dear Mr. Cannon,

I request that the Cape Cod Metropolitan Planning Organization (CCMPO) consider the following comments for further analysis and integration into all regional transportation products:

1. Reducing Commute Miles.

The focus of the transportation planning within recently released draft documents is largely on improving capacity to address demand of ever increasing volumes of travelled miles and mitigation through mass transportation applications. An additional component, with a stated goal, should be added: "Reduce commuting miles by 10% by 2025."

Technology permits many workers to work in a completely mobile environment, from home, from a regional shared office space, to a central office. The culture and expenditures on transportation in Massachusetts are largely focused on how to move more people to Boston Metro to go to a cubicle and work on a computer. See this link: <http://www.libertytakeseffort.com/2014/11/invest-in-gateway-cities-thinking-out.html>

The OpenCape network creates the opportunity to advance the goal of reducing commute miles through enabling technology that can deliver super high definition video to remote offices and full and secure integration of remote office systems with central office or headquarters systems. Employees can reduce both the length of their commute and the duration of their commute by either reducing the distance or reversing the commute.

Reducing commute miles through remote work models has a direct and positive impact on the employee who faces an unpredictable commute time – less stress and more personal time. It also reduces negative environmental impacts, infrastructure wear and tear, and the ever growing obligations for transportation on state budgets. For local and regional communities it enables greater opportunities for year round high paying jobs. For businesses it provides a work force that is less stressed and more productive. It also reduces overhead costs by positioning some employees in areas where commercial workspace is far lower than in Boston Metro.

Recommendation: That the CCMPO include a stated goal in its planning documents to reduce miles commuted by ten percent by 2025. That the CMPO, Cape Cod Commission, Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT) and the non-profit OpenCape Corporation develop a concept paper by

December 31, 2015 to describe specifically the goals, objectives, planning and timelines necessary to achieve such a goal.

2. Universal Utility Planning.

Transportation and utility infrastructure are linked, yet they are not addressed jointly. Each has an impact on the other. Utility operators are notified of transportation infrastructure changes and incur tremendous cost in the movement of utilities to alternate paths. Those costs are absorbed by the utilities and are not reflected in the cost of the transportation project - providing an incorrect estimate of project costs.

Utility planning and transportation planning must be comprehensive and coordinated for any region to thrive. This reference can provide some insight into this issue:

<http://www.libertytakeseffort.com/2015/01/cape-needs-universal-utility-plan.html>

Recommendation: That the CCMPO include a stated goal in its planning documents to establish a link between transportation planning and utility planning. That the CCMPO recommend to the Secretary and Chief Executive Officer, Massachusetts Department of Transportation (MassDOT) that she convene a multi-department working committee at the state level to include the Massachusetts Department of Energy Resources, Massachusetts Department of Public Utilities, and the Department of Telecommunications and Cable to draft a concept paper by December 31, 2015 describing specifically the goals, objectives, planning and timelines necessary to create a Universal Utility and Transportation Planning process.

Sincerely,



Dan Gallagher

www.opencape.org

From: [Glenn Cannon](#)
To: ["Christopher Adams"](#)
Subject: RE: comments submission for RTP
Date: Friday, July 10, 2015 2:39:46 PM
Attachments: [image001.png](#)

Hi Chris,

I will pass your comment along to the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Christopher Adams [mailto:Chris@capecodchamber.org]
Sent: Monday, July 06, 2015 10:48 AM
To: Glenn Cannon
Subject: comments submission for RTP

Hello Glen,

I hope you had a great holiday weekend.

Please find attached, a comments submission for the RTP draft regarding Canal area transportation.

Thanks,
Chris

R. Christopher Adams
Chief of Staff



Cape Cod Chamber of Commerce
5 Patti Page Way
Centerville, MA 02632
508-362-3225 x525

www.CapeCodChamber.org | www.CapeCodTravelGuide.com | www.WhyCapeCod.org



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Help us bring public art to [Orleans](#) and [Hyannis](#)!



June 30, 2015

Cape Cod Commission Transportation Program
Glenn Cannon, Technical Services Director
3225 Main Street (Route 6A) | PO Box 226
Barnstable MA 02630-0226

Dear Mr. Cannon:

Thank you for the opportunity to comment on the draft Regional Transportation Plan. As you know, travel over the Cape Cod Canal has become a growing crisis for area residents, workers, and visitors. The problem is getting worse – not better, and the costs of doing nothing are mounting. We need to take a comprehensive and innovative look at this issue, how it will impact us in the near and long term – and develop a strategy that will lead to a safe and efficient canal area traffic system.

The Cape Cod Chamber has called for the creation of a comprehensive plan to address congestion at the canal crossings. Waiting longer – passing this problem on to the next generation is irresponsible and threatens the Cape's economic viability. An innovative, holistic and forward thinking process can lead to effective solutions that will increase travel efficiency, reliability and safety.

The Chamber's mission is to support the region's economy, while being responsible stewards and preserving the sustainability of the Cape. To that end, we support, as outlined in the Cape's Regional Transportation Plan, a comprehensive assessment of this challenge, followed by the development, funding and implementation of an action plan. This process demands intensive community involvement, and partnerships with federal, state, regional and local stakeholders.

We look forward to forward progress on this endeavor in the near future.

Sincerely,

Wendy Northcross
CEO

From: [Glenn Cannon](#)
To: ["Ron Filipek"](#)
Subject: RE: RTP - North Eastham, MA
Date: Friday, July 10, 2015 2:24:41 PM

Hi Ron,

Thank you for your comment. I will pass your comment along to MassDOT and the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Ron Filipek [mailto:ronfilipek@comcast.net]
Sent: Monday, July 06, 2015 7:36 PM
To: Glenn Cannon
Subject: RTP - North Eastham, MA

Mr. Cannon – I would like to make a specific recommendation regarding information in your Regional Transportation Plan.

As a long time visitor and an avid bike rider in the Eastham area, I would like to suggest the addition of a pedestrian walk signal at the current stop light located at the intersection of Nauset Road and Route 6. This is an intersection convenient to both the Cape Cod bike trail and a direct route to Nauset Beach. Currently the light system allows bicyclists to cross only when a vehicle exits Nauset Road onto Route 6. This is due to the fact that the light is changed only when a vehicle (car or truck) trips the signal. Bicyclists attempting to cross Route 6 have no way to indicate that they are crossing and there is no pedestrian buttons on any of the signals today. This leads to either having to wait for a vehicle (which, in my experience, can be a lengthy time) or having to dash across Route 6 with a bicycle when traffic is not coming (not an option I try to use).

I would like to see a system such as that used on the intersection of Route 6 and Brackett Road installed. I understand that this is a state road and the traffic signal is under the jurisdiction of the Commonwealth of Massachusetts. I think that installation of the pedestrian zone would be significant to the safety of many bike riders in the area and little inconvenience to the vehicular traffic on Route 6.

Thanks for taking the time to solicit these suggestions and let me know if there are other areas to which I should bring this item or if additional information is necessary.

Ron Filipek
ronfilipek@comcast.net

From: [Glenn Cannon](mailto:Glenn.Cannon@eastham-ma.gov)
To: "nandres@eastham-ma.gov"
Subject: RE: Another request for a ped crossing Nauset Road
Date: Friday, July 10, 2015 2:45:18 PM

Thanks Neil,

I will pass the comment along to the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Neil Andres [<mailto:nandres@eastham-ma.gov>]
Sent: Monday, July 06, 2015 9:34 AM
To: Glenn Cannon
Subject: Another request for a ped crossing Nauset Road

Glenn - Can you add this as a comment to the long range transportation plan. It has been brought to my attention by several individuals that that there is no pedestrian push button at the north intersection of Route 6 and Nauset Road. If you want to cross Route 6 to get to the bike path you need to wait until a vehicle on the Nauset Road approach trips the signal.

I advised Mr. Filipek that this is a state signal and a request needs to be made to the District Highway Director. He will be sending a letter but it would also be beneficial to add it to a comment on the Long Range Transportation Plan as this is a significant bicycle pedestrian concern.

Neil Andres
Eastham DPW

From: Tilton, Teena [<mailto:dpw@eastham-ma.gov>]
Sent: Monday, July 06, 2015 8:37 AM
To: Neil Andres
Subject: FW: General Comments to the Town

From: Ron Filipek [<mailto:Ronfilipek@outlook.com>]
Sent: Thursday, July 02, 2015 4:55 PM
To: Jack, Slavin
Subject: General Comments to the Town

Request From: Ron Filipek
Email: Ronfilipek@outlook.com
Source IP: 50.164.166.253

Address: 136 Carriage Drive
City: Kensington
State: CT
Zip: 06037
Phone: 860.828.0821
Organization:

As an avid bike rider in the Eastham area, I would like to suggest the addition of a pedestrian walk signal at the current stop light located at the intersection of Nauset Road and Route 6. This is an intersection convenient to the bike trail and a route to Nauset Beach. Currently the light allows bicyclists to cross only when a vehicle exits Nauset Road onto Route 6.

From: [Glenn Cannon](#)
To: leah.sirmin@dot.gov; [Steven Tupper](#); [Patty Daley](#)
Cc: bryan.pounds@dot.state.ma.us; Nicolas.Garcia@dot.gov; kristin.wood@dot.gov; claudia.aliff@dot.gov
Subject: Re: USDOT Draft RTP Comments
Date: Monday, July 06, 2015 9:36:33 AM

Thank You Leah,

We appreciate the quick turn around time.

Glenn

Sent from my iPhone

On Jul 6, 2015, at 8:24 AM, "leah.sirmin@dot.gov" <leah.sirmin@dot.gov> wrote:

Glenn,

Please find attached comments from FHWA and FTA on Cape Cod's draft 2016 RTP.
Please let us know if you have any questions.

Thank you,
Leah

Leah Sirmin

*Community Planner
Federal Highway Administration
Massachusetts Division
55 Broadway, 10th Floor
Cambridge, MA 02142
617-494-2426*

<Cape Cod RTP Comments- USDOT.docx>

- How are the goals, objectives, performance measures, and recommendations of this plan used to select and prioritize projects in the TIP?
- Typo in footnote 3 on page 10- missing word “not” (“the survey results should **not** be assumed to be necessarily representative”)
- Tracking progress (p 28): Please identify the frequency with which the MPO intends to update the performance report
- Where is current demand and future projected demand for travel addressed (e.g. population and VMT, forecasted growth etc)?
- Safety: The discussion centers on older and younger drivers which are SHSP emphasis areas; there should be an explicit link, therefore, to the SHSP and also to performance measures and targets.
- Table 11 (p 47): Please clarify- is this in miles?
- P 58: When was the scenario planning workshop held?
- P 59: Section header maybe should be RPP instead of RTP?
- Chapter 5 needs a clearer, more robust illustration of where all funds are coming from and what they are being planned to use on
 - System-level estimates of maintenance and operations revenue sources and costs for transit and highway systems
 - How revenue estimates were derived
 - Under “Universe of Projects” transportation programs and smart solutions are discussed (p 59); where are those reflected in the funding allocation? Where are the recommended programs and solutions identified?
 - Where are transit projects in the Universe? I only see "Highway Regional Target Program" projects. How will CCRTA be funded going further, and are there any plans for service improvements or expansions? The MTP needs to include all regionally significant projects.
- CMP does not appear to have been updated in conformance with FHWA’s 8-step guidance, as recommended in the latest TMA Certification Review.
- Appendix N: Title is still “AQ Conformity” but section is no longer about federal AQ conformity- only about GHG; unless state GHG regulations use ‘conformity’ term, suggest retitling to something more appropriate.
- Ensure civil rights discussion is comprehensive and addresses the full breadth of Federal requirements.

From: [Williams, Kathleen](#)
To: [Glenn Cannon](#); [Steven Tupper](#)
Cc: [Greene, Karen](#); [Angell, Rob](#)
Subject: Draft Regional Transportation Plan - Comments
Date: Wednesday, July 08, 2015 3:15:59 PM

Hi Guys,

I want to let you know I think you guys did a remarkable job on the Regional Transportation Plan. There is a significant amount of information in the body of the report and the appendices that I know took a herculean effort to compile. The main narrative is an easy read and nicely presented. Great job!

I do have a few questions/comments for consideration. I realize most of these have probably been vetted already and may not be relevant.

1. **Performance Measures:** I realize the Performance Measures are being mandated by the feds and that they have provided little direction as to what these performance measures should be.
 - Do you feel the performance measures identified are achievable in the time frame given? What happens if we don't achieve them? Do we lose some funding, or do we need to show why and try harder next time?
 - It sounds like the CCC will be responsible for monitoring the Performance Measures. How much time and effort will be involved in tracking, summarizing and reporting? It sounds like a significant amount of work. I hope additional CCC resources are being applied to this task and that it is not falling solely to existing staff, as this would impact your ability to complete all the other work you do for the Towns, including projects on the UPWP.
 - Will trying to meet the Performance Measures end up dictating projects? I'd hate to see a good project get overlooked or kicked back on the TIP in order to meet a Performance Measure.
 - When developing the Performance Measures, was there an estimated cost of completing all the identified Measures to be sure we have enough money to complete them in the 10 year period? For example, replacing 10% of structurally deficient bridges and 10% of functionally obsolete bridges in 10 years could cost a lot of money. There's no point in having Performance Measures we can't fund or we're setting ourselves up to fail.
2. I like the support of the MPO for considering construction of modern roundabouts as an alternative for signalization. This results in less idling, less greenhouse gas emissions, improves safety, and meets multiple goals. I also appreciate the MPO support for contextual design.

Again, great job and keep up the hard work.

Thanks,
Kathy

PS: Based on the survey results in Appendix O, I was glad to see there were respondents from Yarmouth. ☺

Kathy Williams, PE
Yarmouth Town Planner
1146 Route 28
South Yarmouth, MA 02664-4492
(508) 398-2231 Ext 1276
kwilliams@yarmouth.ma.us

From: [Glenn Cannon](#)
To: "[Kirk DiRubio](#)"
Subject: RE: 2016 Regional Transportation Plan
Date: Friday, July 10, 2015 1:09:24 PM

Hi Kirk,

I will pass your comment along to the Metropolitan Planning organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

-----Original Message-----

From: Kirk DiRubio [<mailto:kdirubio@comcast.net>]
Sent: Wednesday, July 08, 2015 4:12 PM
To: Glenn Cannon
Subject: 2016 Regional Transportation Plan

Hi Glenn,

I wrote Steven Tupper a letter with the same sentiment several months ago. My family thinks that expanding the Shining Sea Bike Trail from North Falmouth to the Cape Cod Canal is a great idea. We use the existing Shining Sea Bike Path very often and believe that it is a jewel for the Upper Cape. Expanding it to the Canal would benefit many more people and joins two existing bike trails making for a safe journey from Sandwich to Woods hole. We fully support any effort to make this great idea a reality and feel it would be a great investment for Cape Cod.

Kirk DiRubio
P.O. Box 553
1057 County Rd.
Cataumet, MA

Life is good

From: [Glenn Cannon](#)
To: ["Kirk DiRubio"](#)
Subject: RE: 2016 Regional Transportation Plan
Date: Friday, July 10, 2015 1:01:44 PM

Hi Kirk,

I will pass along your comment to the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

-----Original Message-----

From: Kirk DiRubio [<mailto:kdirubio@comcast.net>]
Sent: Wednesday, July 08, 2015 11:46 PM
To: Glenn Cannon
Subject: Re: 2016 Regional Transportation Plan

Hi Glenn,

I wrote the note below(previous email) earlier today and would like to add some thoughts.

Had a chance to read through the Cape Cod Commission 2016 Regional Transportation Plan. While doing so I noticed there are two ideas for extending the Shining Sea Bike Path. One has it being built in the meridian that divides the North and South lanes of Rt.28 between the Otis Rotary and the Bourne Bridge. The other Idea is to use the existing right of way owned and maintained by the railroad between North Falmouth and the Cape Cod Canal. From my point of view I hope people spend more effort trying to use the existing railroad right of way and give up on trying to use the meridian on Rt.28.

From a bikers perspective building the path along the existing rail line would be much more pleasant and easier to access than any path built in the Rt.28 highway meridian. Sure it might cost more money and require more planning to work with the rail company to make a path along existing infrastructure but it would be safer and easier to access, not being near Rt.28. In the long term any extra costs would be negligible compared to the added benefit such a trail system would bring to our communities. A path along the existing rail would be better suited to residents living and working in the local community where a path inside the highway meridian would help very few. For example who would want their children anywhere near Rt.28 on a bicycle trying to access the trail in the meridian.

I have faith that this is obvious but pray there is never a ground breaking ceremony for building a path in the meridian. Man has proven to conquer any obstacle that stands in his way. My prayer is we conquer any obstacles that prevent the extension of the Shining Sea Bike Path from being built on the existing rail right of way from North Falmouth to the rail bridge at the Cape Cod Canal.

Kirk DiRubio
P.O. Box 553
1057 County Rd.
Cataumet, MA

Life is good

> On Jul 8, 2015, at 4:12 PM, Kirk DiRubio <kdirubio@comcast.net> wrote:

>

>

> Hi Glenn,

>

> I wrote Steven Tupper a letter with the same sentiment several months ago. My family thinks that expanding the Shining Sea Bike Trail from North Falmouth to the Cape Cod Canal is a great idea. We use the existing Shining Sea Bike Path very often and believe that it is a jewel for the Upper Cape. Expanding it to the Canal would benefit many more people and joins two existing bike trails making for a safe journey from Sandwich to Woods hole. We fully support any effort to make this great idea a reality and feel it would be a great investment for Cape Cod.

>

> Kirk DiRubio

> P.O. Box 553

> 1057 County Rd.

> Cataumet, MA

>

>

> Life is good

>

>

>

From: [Glenn Cannon](#)
To: "[Judi Wilson](#)"
Subject: RE: Comment re: Cape Cod 2016 Regional Transportation Plan
Date: Friday, July 10, 2015 12:58:05 PM

Hi Judy,

I will pass along your comment to the Cape Cod Regional Transit Authority (CCRTA) and the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Judi Wilson [mailto:jwilson@town.orleans.ma.us]
Sent: Thursday, July 09, 2015 7:56 AM
To: Glenn Cannon
Subject: Comment re: Cape Cod 2016 Regional Transportation Plan

Public Comment re: Cape Cod 2016 Regional Transportation Plan

One of the things which would vastly improve public transportation here in Orleans, is if publicly funded affordable housing developments could be included in the fixed transportation routes of the Cape Cod Regional Transit Authority. We have a housing development here in Orleans operated by the Orleans Housing Authority which serves low-income elderly and disabled individuals in addition to families. Reliable and affordable transportation has remained one of the most significant needs for Cape Cod residents for years, particularly older adults and low-income populations, and improved access to public transportation for residents who reside in subsidized housing would help address that need.

Thank you,

Judi Wilson
Director
Orleans Council on Aging
150 Rock Harbor Road, Orleans, MA 02653
Tel. 508-255-6333
Fax 508-240-6936
jwilson@town.orleans.ma.us



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO

July 13, 2015

Paul Niedzwiecki, Executive Director
Cape Cod Commission
3225 Main Street
Barnstable, MA 02630

Dear Mr. Niedzwiecki:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft 2016 Regional Transportation Plan (RTP) released by the Cape Cod Metropolitan Planning Organization (MPO) on June 15, 2015. The Cape Cod Commission staff is commended for providing a concise and thorough document with data supporting a clear vision for long term infrastructure investments and improvements throughout the region.

The following MassDOT comments include both general guidance and specific comments on the MPO's 3C planning process with regard to the content of this document as released for public review.

- Page i: Revise Federal Fiscal Year to "Years" and add "Acting" Administrator.
- Page iii: Change from TIP to "RTP" and revise to "Fiscal Year 2016"
- Page v: Revise TIP to "RTP", "Fiscal Year 2016" and add "Acting" Administrator
- Executive Summary:
 - There is reference to economic evolution, but no specific mention of how it has evolved. Also, clarify what "explosion of change" means regarding automobiles; is this alluding to induced traffic, and/or a rise in population?
 - Lacks specific language regarding the reference to "many of the same challenges."
 - Under Challenges and Opportunities: Lacks mention to climate change. Given recent efforts by the Cape Cod MPO to include vulnerability assessment in its Unified Planning Work Program (UPWP) and a large section devoted to resiliency within the RTP, this should be listed as a significant challenge that the region faces.
 - Under Priorities: The summary establishes a vision for regional transportation in general, not just surface transportation. As evidenced by

the funding projection breakdown, the Cape Cod MPO envisions investments to be evenly distributed amongst various modes.

- Under Infrastructure: Consider copying the regional target investments chart here with projected costs and programmed years.
- Overall, the RTP has a vision the transportation system, but it should also reference how trends are influencing planning decisions and reinforce the infrastructure investments depicted in the plan for the next 25 years.
- Figures/Tables
 - Lacking figures and tables regarding trends to the year 2040. (Aging population, alternative energy sources, youth driving statistics, etc.) This type of data is critical to long range transportation investment decisions.
- Introduction
 - The first paragraph should be revised, as it references a projection of existing system data and needs. This statement contradicts the established vision in the Executive Summary.
 - Page 2-3: Include acronyms with the federal, state and local agencies listed.
 - Page 10: Suggest revising the RTP Transportation Survey Results (Table 4) to include several pie charts to more clearly display the information.
- Environmental Justice
 - Regarding the analysis of potential projects: Revise the sentence for grammatical errors.
- Public Participation
 - Please elaborate on how persons with disabilities can actively participate in public meetings; reference paratransit services and the recently updated CPT-HST plan.
 - Outreach strategies should extend beyond what has been done for the RTP. There should be reference to how these policies and procedures will continue for other meetings, events and certification document review periods.

- Regional Transportation Plan Survey
 - Revise the first sentence for grammatical errors.
 - Outreach techniques should be identified and/or referenced to the previous section on Public Participation.
 - Revise 2105 to “2015.”
 - Revise RPP to “RTP.”
- Goals, Objectives and Performance Measures
 - Safety
 - On Page 20 regarding median dividers: MassDOT’s Project Development and Design Guide incorporates context sensitive resources into its policy and procedures. Landscaped median dividers are considered in project development.
 - Consider revising the first sentence regarding roundabouts to more clearly state that including roundabouts in the design alternatives analysis of intersection improvements is generally supporting safety. (Note: Under MassDOT Traffic Guidelines, all intersections are required to be evaluated for a roundabout alternative as part of the Functional Design Report included with the 25% submission.)
 - Consider acknowledging the Town of Falmouth’s ongoing study of the Route 28 (Davis Straits, Teaticket Hwy.) corridor for the purposed of addressing safety and multi-modal accommodation.
 - Environmental and Economic Vitality
 - Revise to “live in, work in” the region.
 - Page 21: Revise “alternative transportation modes” to “healthy transportation modes”.
 - Consider revising the first sentence regarding roundabouts to more clearly state that including roundabouts in the design alternatives analysis of intersection improvements is generally supporting emission reductions.

- Congestion Reduction
 - Under performance measures, revise to say “implementation of advanced construction techniques.”
 - Regarding the objective to minimize construction delays and implementation of advanced construction techniques: While this is a traffic control practice that can be supported by the MPO, it is not directly influenced or implemented by the MPO.
 - Consider revising the first sentence regarding roundabouts to more clearly state that including roundabouts in the design alternatives analysis of intersection improvements is generally supporting congestion relief
- Preservation
 - The performance measure relative to addressing bridge project deficiency is an issue that generally is addressed through statewide bridge project programming and is not directly influenced though the MPO’s regional target.
- Cape Cod and Transportation: Past, Present and Future
 - Ensure that all images are clearly legible in electronic and printed format (e.g. figures 9, 10, 12 & 14).
 - Suggest adding figures depicting projected trends to support the financial investments in the RTP (aging population, decline in automobile use amongst youth, VMT, alternative energy sources, etc.)
- Security
 - Consider including a regional map (including SE MA) depicting the major evacuation Routes off of Route 6, (e.g. I-495, I-195, Route 3.) and/or a site image of an Evacuation sign on Cape Cod, (e.g. the evacuation sign at Belmont Circle (Bourne) directing motorists to Rte. 25 NB.
- Freight
 - Consider providing graphics to identify the existing roadway networks/designated truck routes and existing gaps leading to the ports needing improvement.

- Bicycle and Pedestrian
 - Provide language regarding the emphasis placed on providing bike accommodation on off-road facilities and improving on-road bike accommodation
- Livability and Climate Change
 - Ensure that all images are clearly legible in electronic and printed format.
 - Suggest including projected sea level rise/scenarios in this section to support the narrative.
- Congestion Management
 - Consider referencing Route 28 in the CM section of the LRTP as potentially needing to be addressed on a corridor-wide or system basis, and/or requiring significant future investments.
- Financial Constraint
 - The draft FFY 2016-2019 TIP lists Mashpee Corridor Improvements in FFY 19 at a project cost of \$5,000,000 (Advanced Construction over two construction seasons), with the remaining approximately \$5,000,000 programmed in the information year FFY 20. Considering the projected regional target of approximately \$10M in FFY 20, ensure that listing Barnstable Hyannis Access Improvements Phase I exhibits financial constraint. If financial constraint cannot be exhibited, the project should be removed from the FFY 2016-2020 time band and considered for FFY 2021-2025.
 - Correct the reference at the bottom of page 69.

Please contact me at (857) 368-8865 or Bryan Pounds at (857) 368-8860 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "David Mohler". The signature is fluid and cursive, with the first name "David" and last name "Mohler" clearly distinguishable.

David Mohler
Executive Director
Office of Transportation Planning

Cc: Pamela Stephenson, Division Administrator, Federal Highway Administration
Mary Beth Mello, Regional Administrator, Federal Transit Administration
Mary-Joe Perry, Highway Director, District 5
Steve Woelfel, Director of Strategic Planning
Trey Wadsworth, Manager of MPO Activities
Bryan Pounds, MPO Liaison
Tom Schiavone, Rail and Transit Division

From: [Sue Rohrbach](#)
To: [Glenn Cannon](#)
Cc: [Sean O'Brien](#); [Magnotto, Elysse \(SEN\)](#); [Rolbein, Seth \(SEN\)](#)
Subject: Comment on Draft RTP
Date: Tuesday, July 14, 2015 11:52:55 AM

Glenn--in reading the Draft RTP Security section, we noticed that while there is a brief mention of "a radiation event", the focus is on plans for sheltering and evacuation during a weather event. We think that the RTP should acknowledge that there a a nuclear power plant nearby and that there be reference to the Radiation Emergency Reference Sheet that was done through the Regional Emergency Planning Committee. This makes it clear that in a radiation event, there is no evacuation plan. Instructions are given on how best to protect oneself while waiting for official information. Educating residents and visitors about this issue could help avoid massive congestion and panic in the case of such an emergency. Senator Wolf continues to try to address the problem in a number of ways.

http://www.bcrepc.org/wp-content/uploads/2014/09/BCREPC_Radiation-Emergency-Reference-Sheet-092214.pdf

Sue

--

Susan H. Rohrbach
District Director
Senator Daniel A. Wolf
Cape and Islands District
508-775-0162
srohrbach@senatordanwolf.com
www.senatordanwolf.com

www.facebook.com/senatordanwolf

Cape Cod Metropolitan Planning Organization

7.11.15

Dear Members of the Cape Cod Metropolitan Planning Organization,

It was with great pleasure that I read the carefully composed Cape Cod Regional Transportation Plan (RTP) for Federal Fiscal Year 2016. The basis for the considerations expressed was thorough and the research impressive. However, despite the RTP evaluations pointing to the need for improved public transit, descriptions of improvements to the transit system on Cape Cod were not in evidence.

While the plan prioritized transit service needs by 21% and bicycle/pedestrian needs by 14%, the RFP only described multiple expansions of bicycle byways with no apparent plan for public transit improvements.

With the Cape the contained unit that it is, our peninsula presents a perfect opportunity for a transit service rivaling that of Bermuda's. Instead, our population, underprivileged and privileged alike, must rely on personal automobiles due to a public transit system that is too infrequent and too slow to be truly practical for Cape Codders with a modern workday schedule, or for tourists with precious little time on Cape Cod.

As part of the RTP for Cape Cod, it is critical that additional buses and an expansion of our transit system be proposed. An expanded transit system speaks to a large part of the planning committee's goals: congestion relief, GHG emissions relief, village center enhancement, parking need reduction, and equitable transportation opportunities. In addition, more frequent buses and expanded routes would support the RTP goal of expanded bicycle opportunities, by tying the bike paths together.

Imagine a Cape that could be a model for the eco-tourist, eager to visit Cape Cod and leave the car at the bridge. If Route 6A had a bus line that included stops at the beaches, the non-car eco-tourist could have a complete "green" Cape Cod experience, featuring the best of Cape Cod's beaches, restaurants, shops, museums, and B&B's, with no traffic jams and reduced GHG emissions.

Admittedly I harbor a selfish rationale for a Route 6A busline; I would be able to bus to work, as I live off 6A and work at Barnstable County Courthouse!

Thank you for your good work and I look forward to an RTP that includes bus expansions to benefit the visitors and residents of Cape Cod.

Sincerely,



From: [Glenn Cannon](#)
To: "Neil Andres"
Cc: aussiesuzan@yahoo.com
Subject: RE: Another request for a ped crossing Nauset Road
Date: Wednesday, July 15, 2015 1:10:25 PM

Thanks Neil,

I will forward your comment to the MPO and the MassDOT District 5 Office in Taunton.

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Neil Andres [<mailto:nandres@eastham-ma.gov>]
Sent: Tuesday, July 14, 2015 5:21 PM
To: Glenn Cannon
Cc: aussiesuzan@yahoo.com
Subject: FW: Another request for a ped crossing Nauset Road

Glen - Another comment on the Route 6@Nauset Signal. A resident on the private road approach to the signal (Wampum Lane) notes that she cannot leave (no right on red) until a car approaches on Nauset to make a left turn. Can you add it to comments on the plan.

Many more complaints than normal on this signal this yer

From: Glenn Cannon [<mailto:gcannon@capecodcommission.org>]
Sent: Friday, July 10, 2015 2:45 PM
To: 'nandres@eastham-ma.gov'
Subject: RE: Another request for a ped crossing Nauset Road

Thanks Neil,

I will pass the comment along to the Metropolitan Planning Organization (MPO).

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Neil Andres [<mailto:nandres@eastham-ma.gov>]
Sent: Monday, July 06, 2015 9:34 AM
To: Glenn Cannon
Subject: Another request for a ped crossing Nauset Road

Glenn - Can you add this as a comment to the long range transportation plan. It has been brought to my attention by several individuals that that there is no pedestrian push button at the north intersection of Route 6 and Nauset Road. If you want to cross Route 6 to get to the bike path you need to wait until a vehicle on the Nauset Road approach trips the signal.

I advised Mr. Filipek that this is a state signal and a request needs to be made to the District Highway Director. He will be sending a letter but it would also be beneficial to add it to a comment on the Long Range Transportation Plan as this is a significant bicycle pedestrian concern.

Neil Andres
Eastham DPW

From: Tilton, Teena [<mailto:dpw@eastham-ma.gov>]
Sent: Monday, July 06, 2015 8:37 AM
To: Neil Andres
Subject: FW: General Comments to the Town

From: Ron Filipek [<mailto:Ronfilipek@outlook.com>]
Sent: Thursday, July 02, 2015 4:55 PM
To: Jack, Slavin
Subject: General Comments to the Town

Request From: Ron Filipek
Email: Ronfilipek@outlook.com
Source IP: 50.164.166.253

Address: 136 Carriage Drive
City: Kensington
State: CT
Zip: 06037
Phone: 860.828.0821
Organization:

As an avid bike rider in the Eastham area, I would like to suggest the addition of a pedestrian walk signal at the current stop light located at the intersection of Nauset Road and Route 6. This is an intersection convenient to the bike trail and a route to Nauset Beach. Currently the light allows bicyclists to cross only when a vehicle exits Nauset Road onto Route 6.

From: [Glenn Cannon](#)
To: ["Chris Powicki"](#)
Subject: RE: RTP
Date: Wednesday, July 15, 2015 3:48:10 PM

Thanks Chris,

I will forward your comment to the MPO for their meeting on Monday, July 20, 2015.

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Chris Powicki [mailto:chrisp@weeinfo.com]
Sent: Wednesday, July 15, 2015 3:38 PM
To: Glenn Cannon
Subject: RTP

Herewith please find my comments:

No transportation or other plan should be developed without a check against full consistency with state law, and measures in place for achieving compliance.

Under the Global Warming Solutions Act, the Commonwealth is committed to achieving a 25% reduction in greenhouse gas emissions by 2020 and an 80% reduction by 2050, relative to 1990 levels, across all sectors of the economy.

Under the new Cape Cod RTP, the emission impacts of transportation projects will be assessed consistent with the above law. That appears to be a noble but pointless exercise, as evidenced by the indication that major transportation projects will demonstrate a "neutral shift" and regional target projects nominal reductions toward the Commonwealth's emission reduction goals. In other words, they will have no or limited impact, but they will get a green light to move forward.

The Cape Cod RTP should include projects that reduce greenhouse emissions by a substantial amount relative to present and 1990 conditions, not support their stabilization at unsustainable levels. Of course, one cannot manage what one does not measure – and no comprehensive inventory of transport energy use and emissions on Cape Cod is available. An inventory completed for the Cape & Islands region based on accessible fuel consumption and VMT data and informed assumptions was completed for the year 2007, as part of a larger project. See attached "Cape & Islands Energy Technology Strategy: Energy & Emissions Inventory."

The RTP should acknowledge that better data are needed and specifically call for the conduct of a

comprehensive inventory of past and present fuel use and emissions for on-road, off-road, aviation, and marine applications. This should be a priority study. Then future projects will have a rationale basis for proposal and assessment relative to the Cape's carbon footprint and the state's targets.

Thank you for the opportunity to comment. Please let me know if you have questions or would like additional information.

Sincerely,

Chris Powicki
President, Water Energy Ecology Information & Design Services, Inc.
2042 Main Street
Brewster, MA 02631
774-487-4614

Outline

- **Project Context & Overview**
 - Stakeholder Process
 - Goals
- **2007 Inventory**
 - Consumption
 - CO₂ Emissions
 - Costs
- **Inventory & Baselines by Sector**
 - Transport
 - Heating Fuel
 - Electricity



Photo Credit: NASA/Dan Burbank
Design Credit: Hooper Design

CiGoGreen Goals – Strategic Implications

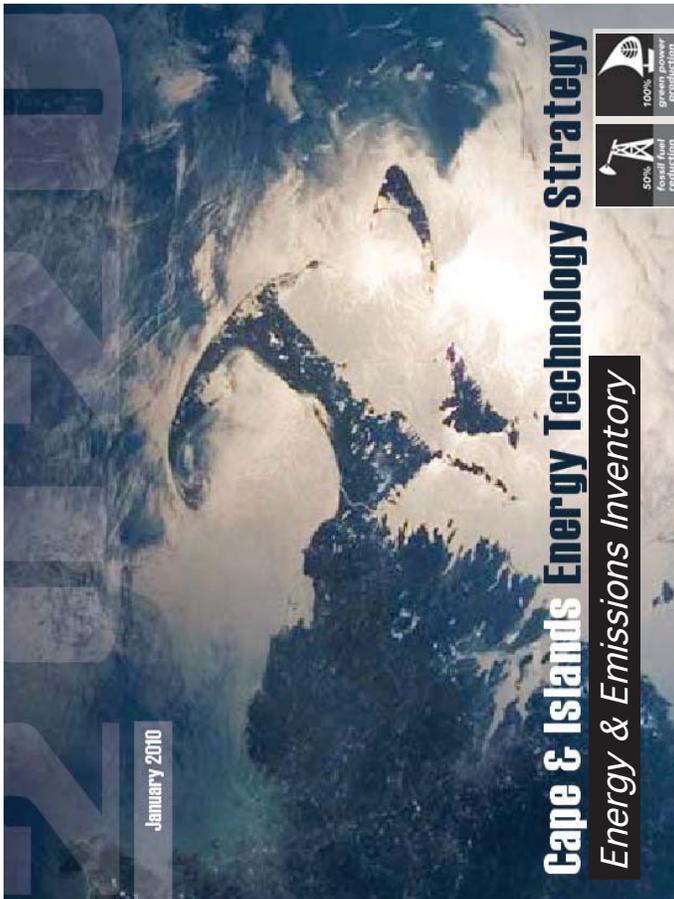
CiRenew Statement of Purpose

“We are pursuing energy independence to strengthen our economy, protect our environment, improve well-being in local communities, and control our future. We endeavor to make affordable and clean energy available to all while doing more than our share to address global and intergenerational challenges relating to energy supply and use, climate change, and sustainable development.”

- **CiGoGreen: A Call to Action & Report to the Community, January 2008**



- **Goals address universal desire for increased independence and improved security by setting quantitative targets for fossil fuel consumption and renewable energy production**
- **Goals are consistent with additional objectives that influence RDD&D priorities**
 - Community Influence & Control
 - Affordability & Economic Development
 - Emission Reduction & Ecosystem Protection
 - State, National & Global Targets



CiRenew “Beyond Cape Wind” Process & CiGoGreen Goals

- 2005 • “Beyond Cape Wind” Process brings stakeholders to table
 - “Beyond” = in addition to ... or instead of Cape Wind
- 2006 • **Facilitated activities spark dialogue and build consensus on global, national, and regional challenges and objectives**
 - Control costs, improve security, increase independence, create jobs, protect character, reduce emissions
 - Maximize conservation and efficiency, increase reliance on renewables, avoid nuclear and coal, localize benefits
- 2007 • **Visioning establishes long-term goals for 2020**
 - **Reduce direct fossil fuel use for heating and transport by 50% relative to baseline (2007)**
 - **Harness local renewable resources to meet 100% of net annual electricity needs**
- 2008 • Cape & Islands Go Green (CiGoGreen) report provides qualitative action plans and identifies near-term priorities
- 2009 • EPRI-funded Technology Strategy project defines immediate research, development, demonstration, and deployment (RDD&D) needs and quantitative action plans



Cape & Islands Renewable Energy Collaborative, “See I Renew”



Cape & Islands Go Green, “See I Go Green”



CI GoGreen Goals – Technology Implications



• Reduce direct fossil fuel use for heating and transport by 50%, relative to baseline

- Future consumption, in terms of energy content (MMBtu), is capped based on 2007 use
- Conservation, efficiency, and fuel switching are required across both sectors
- Fuel switching options include lower-carbon fossil fuels, renewables, and electrification



• Harness local renewable resources to meet 100% of net annual electricity needs

- Future consumption is not capped
- Conservation, efficiency, and net-metered generation are required to reduce needs for supply-side renewables deployment
- Load growth is required to allow for electrification to reduce fossil fuel use and help decarbonize the transport and heating sectors

Cape & Islands Energy Strategy Project – Meeting 2020 Goals in a Carbon-Constrained World



Cape Cod and the Islands
LANDSAT image

Objectives

- Create energy inventory, determine carbon footprint, and develop scenarios for future energy needs
- Evaluate conservation, efficiency, fuel switching, renewable generation, and other technologies
- Account for current and possible future policy and market environments, particularly CO₂ prices
- Define technology priorities based on potential to achieve 2020 goals
- Outline RDD&D activities required to realize potential

Deliverables

- Workshop, executive summary, and other informative communications geared to Cape & Islands stakeholders
- Final EPRI report detailing strategy, R&D opportunities, and lessons learned

Cape & Islands Energy Strategy Project – Summary

Key Stakeholders

- Residents
- Businesses
- Communities
- Local, Regional, State & Federal Agencies & Officials
- Environmental, Business & Other Organizations
- Utilities
 - NSIer
 - National Grid
 - Cape Light Compact
- Service Providers & Entrepreneurs

- Analyses
 - Energy, Carbon & Cost Inventory
 - Transport, Heating, and Electricity Technologies
 - Fuel Switching & Electrification Opportunities
 - Policy & Technology Scenarios
- Primary Data & Information Sources
 - EPRI
 - NStar, National Grid, Cape Light Compact, ISO-NE
 - Vineyard Energy Project (VEP), Mirant, Cape Air, Mass Coastal Railroad, Cape Power Systems
 - MTC, DOER, RMV, DOR
 - U.S. Department of Energy, U.S. Census Bureau
- Elements
 - Policy & Technology Context
 - 2007 Inventory
 - Technology for 50% Fossil Fuel Reduction
 - Technology for 100% Green Power Production

2007 Cape & Islands Inventory – Consumption

Final Energy: 51.2 Trillion Btu

Total Energy: 60.9 TBtu

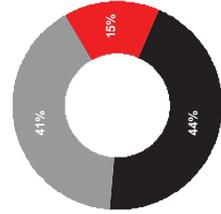
Per Capita: 243 MMBtu

Shares

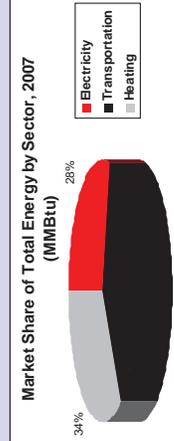
- Heating: 20.8 TBtu
- Transport: 22.9 TBtu
- Electricity: 7.5 TBtu (final)
- Electricity: 17.2 (total)

These figures do not reflect fuel consumption at the Canal Electric Plant.

Share of Final Energy Utilization, MMBtu



Market Share of Total Energy by Sector, 2007 (MMBtu)



2007 Cape & Islands Inventory – Dependence

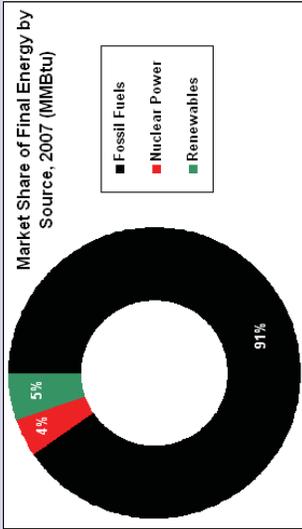
Fossil Fuels - 91%

1. Gasoline
2. Natural gas
3. Heating oil
4. Diesel
5. Aviation
6. Propane

Nuclear Power – 4%

Renewables – 5%

1. Bioenergy
2. Hydro
3. Wind
4. Solar

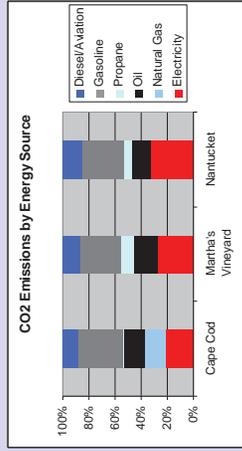
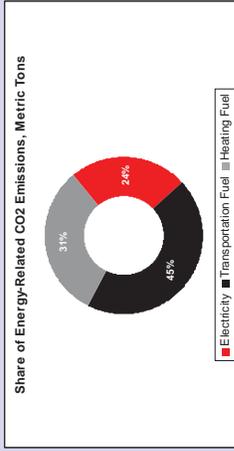


2007 Cape & Islands Inventory – Footprint

Energy-Related CO₂ Emissions

- Total: 3.9 Million Metric Tons
- Per Capita: 16.0 MT
- Transport: 1.78 Million MT
- Heating: 1.25 Million MT
- Electricity: 0.86 Million MT

These figures are for Cape & Islands energy consumption only; they do not reflect embedded/life-cycle emissions, emissions from the Canal, Electric Plant, or emissions attributable to combustion of MSW from the Cape and Vineyard.



Electricity footprint calculations account for fuel input.

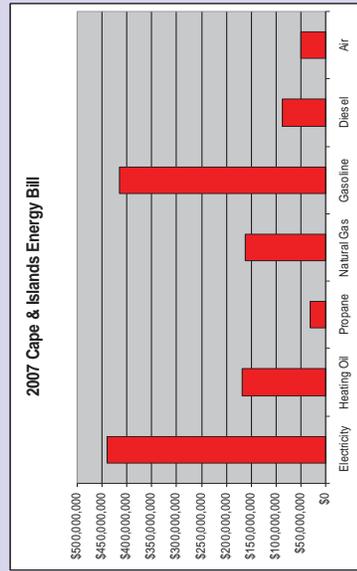
2007 Cape & Islands Inventory – Bill

Total

- \$1.35 billion

Region

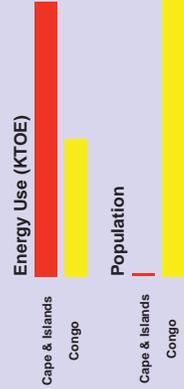
- Cape: \$1.19 billion
- Vineyard: \$96 million
- Nantucket: \$65 million



Global Impact – Cape & Islands Consumption

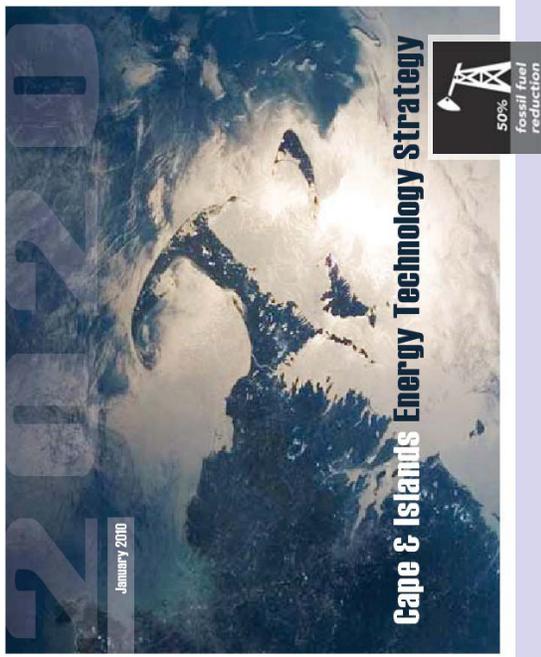
Energy Consumption

- Per capita – 6,100 kgoe
 - Less than US (8,367 kgoe)
 - Greater than Massachusetts (5,775 kgoe)
 - 2.5 times the world average (2,000 kgoe)
- Total consumption exceeds that of entire nations in the developing world



Credits: WRI, CIA

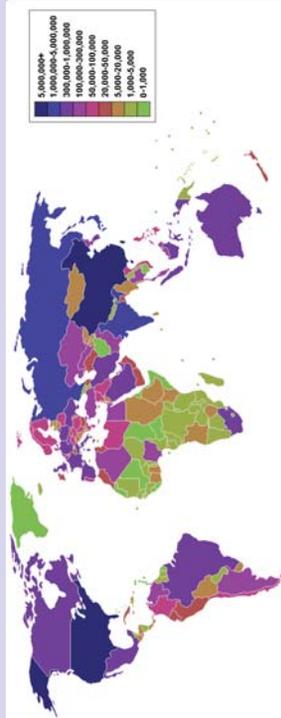
Transportation Sector



Global Impact – Cape & Islands Emissions

Energy-Related CO₂ Emissions

- Per capita - 16.0 MT
 - Less than US (19.1 MT)
 - Global Top 20
- Total emissions of 3.9 million metric tons exceed that of many large, undeveloped countries



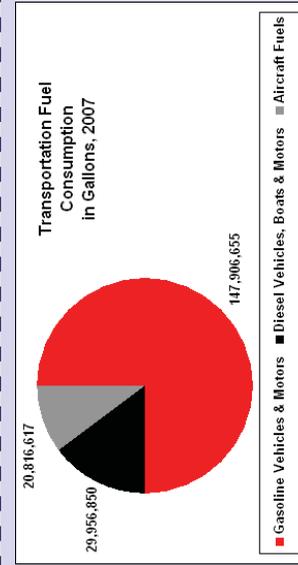
Credit: Wikipedia Commons based 2006 CD/AC/UN Data



Transportation Fuels: 2007 Inventory

Vital Statistics

- ~200M gallons imported
- ~\$450 million exported
- ~1.8 MMT CO₂ released



Notes

- Estimates based on state tax, census, and use data and VEP data
- Numbers complicated by seasonal and visitor populations
- E10 assumed for all gasoline

Transportation Fuels: 2007 Inventory

Cape Cod

- Market shares assumed consistent with state
- No estimate of ferry usage – all attributed to Islands

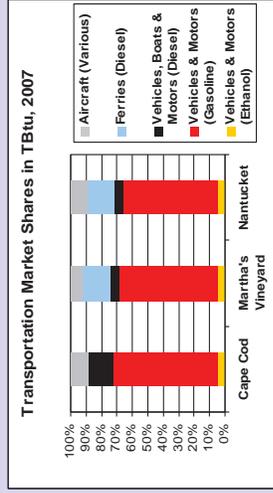
Martha's Vineyard

- Greater reliance on marine transport, less reliance on trucking and air transport than state

- Market shares estimated based on 2005 VEP data

Nantucket

- Greater reliance on marine and air transport, less reliance on trucking
- Market shares estimated based on VEP data, more remote location



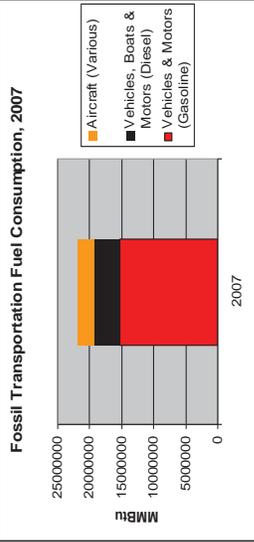
Air quality policy accounts for most current biofuel usage; federal biofuels mandate is driving sustainability concerns.



Greening Transport: 2007 & 2020 Baselines

2007 Totals

- Gasoline: 15.3 TBtu (70.2%)
- Diesel: 4.0 TBtu (18.3%)
- Aircraft: 2.5 TBtu (11.5%)

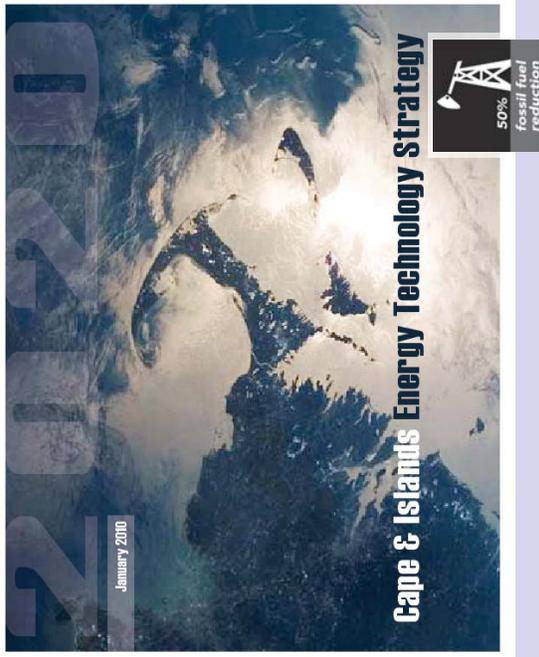


2020 Targets

- Baseline: 21.8 TBtu
- 50% Goal: 10.9 TBtu

CI/GoGreen Goal: 50% reduction in fossil fuel usage relative to 2007 baseline

Heating Fuels/Building Sector



Heating Fuels: 2007 Inventory

Heating Oil

- > 60 million gallons

Liquid Propane

- > 10 million gallons

Natural Gas

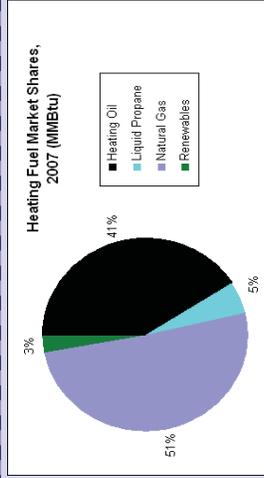
- 110 million therms (Cape only)

Renewables

- Thousands of cords/gallons
- Hundreds of solar thermal systems
- Dozens of geothermal systems

Notes

- Estimates based on usage and census data
- Numbers complicated by seasonal and visitor populations



Vital Statistics

- >99% imported
- ~\$360 million exported
- ~1.25 MMT CO₂ released



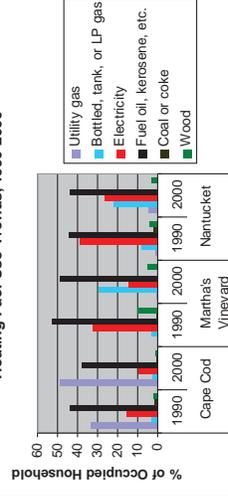
Heating Fuels: 2007 Inventory – Trends

- Greater reliance on natural gas and propane than the rest of the state

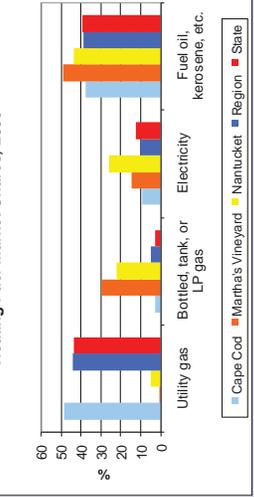
- Trends, 1990-2000: Switching away from oil, electricity, wood, coal and towards natural gas

- Trends, 2000-present
 - Cape: growing reliance on natural gas
 - Islands: growing reliance on propane
 - Price spikes have caused increased use of wood and other alternatives

Heating Fuel Use Trends, 1990-2000



Heating Fuel Market Shares, 2000

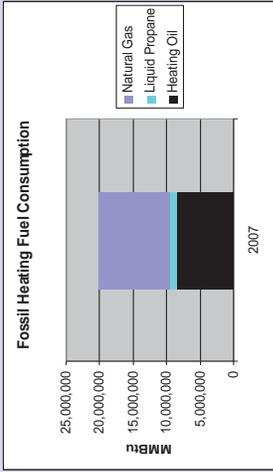


Greening Buildings: 2007 & 2020 Baselines



Fossil Fuel Totals

- Gas: 10,665,504 MMBtu/yr
- Heating Oil: 8,500,000 MMBtu/yr
- Propane: 1,100,000 MMBtu/yr
- Total: 20,200,000 MMBtu/yr

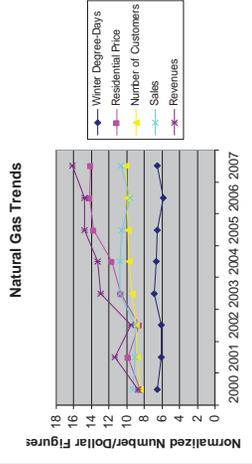
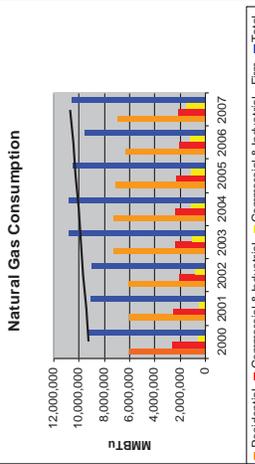


- **CIoGreen Goal: 50% reduction in fossil fuel usage relative to 2007 baseline**
- **2007 Baseline for Heating Fuels: 20.2 TBtu**
- **2020 Target for Heating Fuels: 10.1 TBtu**

Heating Fuels: Natural Gas Usage & Trends



- 110 MM therms in 2007
- Total consumption growing modestly
- Faster commercial growth
- Most new construction uses gas where available
- On average, conversions occurring at rate of 1000/year
- Faster pace in 2008
- Sales closely track weather
- Prices and bills rising rapidly

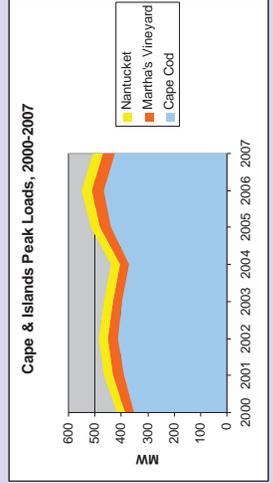
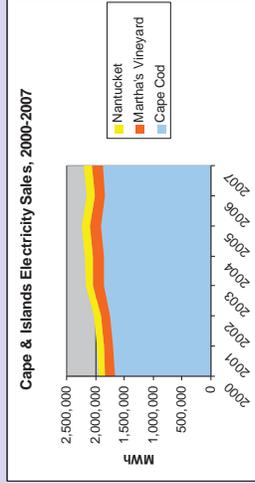


Electric Sector



Electricity: Inventory - Sales & Peak Loading

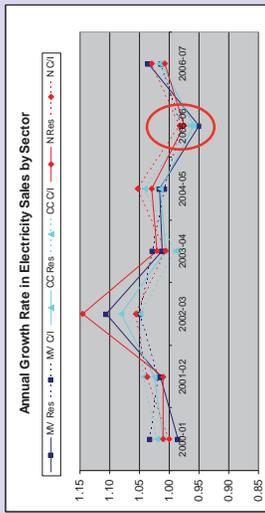
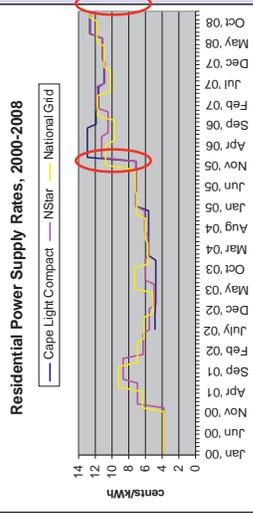
- **Magnitude**
 - Sales = 2.2 TWh
 - Peak load > 500 MW (552 MW, summer 2006)
 - 967,000 MT CO₂
- **Trends**
 - Sales grew 1.75% annually, most responsive to price
 - Peak load grew 5% annually, most responsive to weather
- Price signals, efficiency, and distributed generation moderate sales and loading
- Net-metered generation disconnects use from sales





Electricity: Inventory – Cost & Growth Trends

- Overall rates among highest in continental US
 - 2007 bill: \$440 million
- 2.5-3.25x supply increase
 - Major driver: fuel costs
 - Spike: Katrina
 - Drop: Meltdown
- All sectors responsive to price increases; residential sector more volatile
- Nantucket
 - > 21% total sales growth
 - Residential growing faster
 - > 37% peak load growth
- Cape & Vineyard
 - > 12% total sales growth
 - C&I growing faster
 - > 32% peak load growth



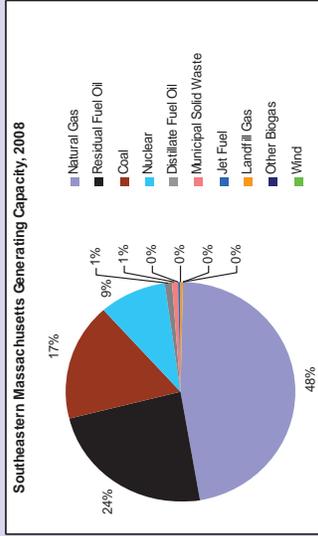
Electricity: Inventory – Physical Sources of Power

SEMA Region

- More than 90% fossil capacity, 9% nuclear

Cape & Islands

- Canal Electric Plant (1120 MW)
- Backup diesels
- Consumer-sited renewables



Electricity: Inventory – Sources of Power

- 2 MW as of 5/1/09
 - Almost 6 MW as of 12/1
- Wind**
- > 4.5 MW
- PV**
- > 1 MW

Capacity

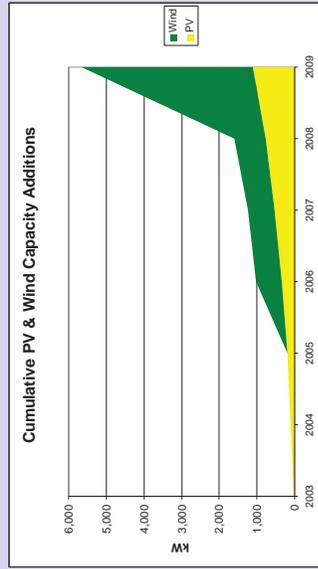
- 2 MW as of 5/1/09
- Almost 6 MW as of 12/1

Wind

- > 4.5 MW

PV

- > 1 MW



Credit: Coastal Solar



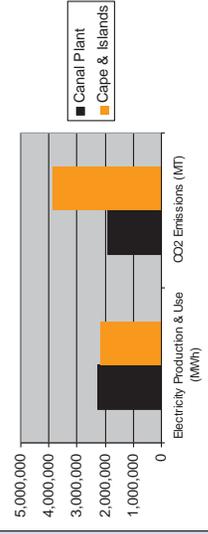
Electricity: Inventory – Relative Impacts of Canal Generating Station in 2007

- Canal Plant operated at capacity factor of only 23%
 - 159 million gallons oil
 - 24.2 Tbtu fuel (99.7% oil)
 - 2.26 TWh power
 - 1.9 million MT CO₂

- Fuel consumption > total Cape & Islands consumption of heating fuels

- Electricity production > total Cape & Islands usage
- CO₂ emissions nearly 50% of Cape & Islands total

Canal Plant vs. Cape & Islands: Electricity & Emission Footprints



Canal Plant fuel consumption is not included in 2007 energy inventory or 2007 calculation of energy-related CO₂ emissions but ...

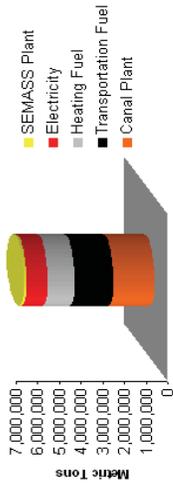
Electricity: Inventory – Impacts of Waste-to-Energy in 2007



Waste Management

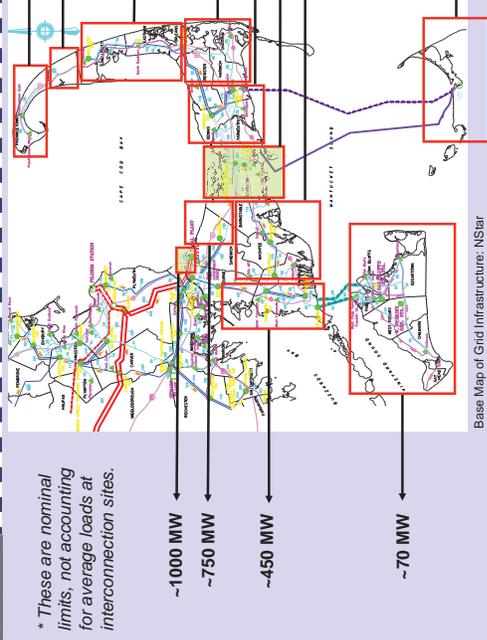
- Cape & Vineyard towns shipped 130,000 tons of MSW to SEMASS waste-to-energy plant
- SEMASS generated 93,500 MWh from local refuse (52.7% biogenic)
- SEMASS released 111,000 MT of CO₂ from combustion of local refuse

2007 Cape & Islands Energy-Related CO₂ Emissions



Accounting for Canal Plant emissions and SEMASS emissions attributable to local waste management practices increases energy-related carbon footprint by 50%

Electricity: Inventory – Offshore Renewables Interconnection Limits



* These are nominal limits, not accounting for average loads at interconnection sites.

Base Map of Grid Infrastructure: NSIstar

Grid Capacity Constraints Inform Deployment & Interconnection Options; Hyannis & Canal Substations Offer Largest Opportunities Without Major Circuit Upgrade

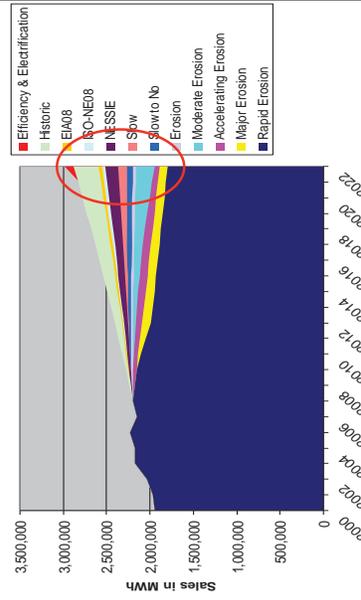
Greening Power: Cape & Islands Sales Projections & 2020 Baseline



Drivers

- Historic trend moderated by prices, efficiency
- Future depends on growth, prices, efficiency, incentives, net-metered generation, policies, technologies, etc.
- Population growth and new end uses (including wastewater treatment) could boost sales
- Efficiency, distributed resources could reduce sales

Cape & Islands Electric Sales: History & Scenarios, 2000-2022



2020 Target

- 100% Goal: 1,750 to 3,000 GWh of supply-side renewable generation

CI GoGreen Goal: meet 100% of net annual electricity needs in 2020, expressed as sales, by harvesting local renewable resources

High-Level Community Benefits from Achieving 2020 Goals

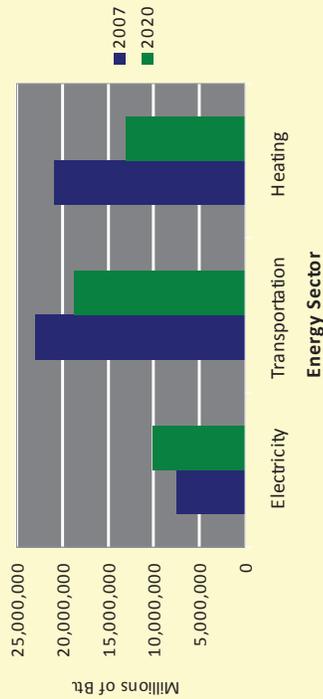


Greening the Cape & Islands

- Huge Progress Toward Independence – 70%
- Major Cut in Carbon Emissions – 61%
- Large Reductions in Energy Bills
- Price Stabilization/Insulation Against Fuel Price Volatility & Carbon Pricing
- Job Creation

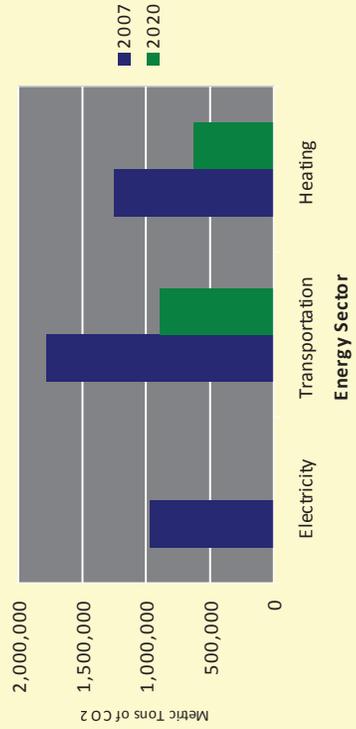
2020 Goals – Indicators of Progress

Cape & Islands Energy Technology Strategy:
Final C Consumption, 2007 & 2020



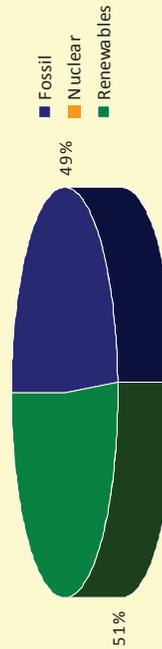
2020 Goals – Indicators of Progress

Cape & Islands Energy Technology Strategy:
Carbon Footprint, 2007 & 2020



2020 Goals – Indicators of Progress

Cape & Islands Energy Technology Strategy:
Progress Toward Independence, 2020



From: [Glenn Cannon](#)
To: ["Bill Reidy"](#)
Subject: RE: RTP, TIP and UPWP comments
Date: Wednesday, July 15, 2015 1:05:21 PM

Thank you for your comments,

I will forward your comment to the MPO.

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Bill Reidy [mailto:wreidy73@yahoo.com]
Sent: Tuesday, July 14, 2015 9:08 PM
To: Glenn Cannon
Subject: RTP, TIP and UPWP comments

Mr. Cannon,

I would like to submit the following comments for the draft Cape Cod MPO RTP, TIP and UPWP. My comments focus on rail.

I note the RTP's Appendix F discusses two options to extend the Shining Seas Bikeway from North Falmouth to the canal area, proposed separately by the Falmouth Bikeways Committee and the town of Bourne:

- Project 5.2.11 – Conceived by the Falmouth Bikeways Committee, this project would extend the Shining Seas Bikeway along the median of Route 28 to the canal area; while
- Project 5.3.8 – Supported by town of Bourne officials, would extend the bikeway as a rail-with-trail from North Falmouth to the canal.

Either approach appears to be a reasonable option to extend the recreational trail northward while maintaining the rail transportation corridor, yet I am disappointed to read in the UPWP that task 3.3 will include investigation of abandonment of the rail line between North Falmouth and the canal as an option to extend the path.

The planning documents should address these questions:

- Why the disconnect between the RTP and UPWP on the proposed extension?
Neither Bourne nor Falmouth have requested abandonment of the rail line to extend this recreational trail. How did the Cape Cod MPO officials make the jump from Falmouth and Bourne's proposed solutions to this option? It's not spelled out at all to the public in the RTP, TIP or UPWP documents and should be.

-- Why do none of these documents make reference to the ongoing study by upper Cape towns for the reuse of the Upper Cape Regional Transfer Station at Joint Base Cape Cod, served by a rail spur from North Falmouth? The UCRTS representatives have stated preservation of the rail spur as an objective of the study. Regardless of the outcome of the study, Mass Coastal Railroad has stated an interest in using the spur into Joint Base Cape Cod for the shipment of bulk materials like lumber and other building materials onto the Cape, and for that reason alone the rail line should be preserved.

Regarding the planned extension of Massachusetts Bay Transportation Authority commuter rail service to Buzzards Bay village, I was surprised to note the project selected for implementation "Infrastructure Improvements (Platform, Parking, etc.) for Buzzards Bay Commuter Rail Service" has been scheduled for years 2031-2035!. If commuter rail is extended to Buzzards Bay, as it appears it likely will be, it will surely happen much sooner than 2031. I have to assume this RTP implementation item is meant to be an improvement to the then existing commuter rail station; otherwise, the timeline presented is meaningless.

I was surprised the three proposed documents make little reference to the success of the seasonal Boston - Hyannis Cape Flyer service or any planned rail improvements on Cape. The Cape Flyer success, along with the Cape Cod Commission / UMass Dartmouth survey referenced in the RTP showing strong support for both commuter rail service for Buzzards Bay and Hyannis, should lead the Cape Cod MPO to focus more on rail system improvements.

Finally, I have to ask on page 2 of the RTP, what role Bay Colony Railroad management played in development of this RTP? Bay Colony ceased freight operations on the Cape in 2008. Massachusetts Coastal Railroad took over freight operations at that time, so I would expect MCRR management to be a much better source to support development of the RTP.

Thanks you for considering my comments,

Bill Reidy

From: [Stephen Buckley](#)
To: [Glenn Cannon](#)
Cc: [Steven Tupper](#); [Lisa Dillon](#)
Subject: RTP comments
Date: Wednesday, July 15, 2015 4:59:50 PM

Dear Glenn,

I would like to make a few comments about the Vision Statement of the Draft 2016 RTP (Regional Transportation Plan):

*The Cape Cod Metropolitan Planning Organization envisions a transportation system that supports the **environmental** and **economic** vitality of the region through infrastructure investment that focuses on **livability, sustainability**, equity, and preservation of the character that makes our special place special .*

The Vision Statement mentions "environmental and economic" but neglects to include the third (i.e., social) aspect of the "**Quality of Life**", as that term is commonly defined. Also, the terms "**livability, sustainability**" are essentially synonyms for each other and for "Quality of Life". See links below.

Sustainability:

<https://en.wikipedia.org/wiki/Sustainability>

Livability:

<https://en.wikipedia.org/wiki/Livability>

will then re-direct you to its entry on "Quality of Life"

Also, the term "performance measure" is **how** a performance is measured, **not whether** it is achieved.

best,

Stephen Buckley
Chatham, Mass.
openchatham.com

From: [Glenn Cannon](#)
To: ["Nicolas.Garcia@dot.gov"](mailto:Nicolas.Garcia@dot.gov); leah.sirmin@dot.gov
Cc: bryan.pounds@dot.state.ma.us; kristin.wood@dot.gov; claudia.aliff@dot.gov; [Cathy Lynds](#)
(clynds@capecodrta.org); [John Fuller](#)
Subject: RE: USDOT Draft RTP Comments
Date: Wednesday, July 15, 2015 5:05:40 PM

Hi Nick,

We are working with the CCRTA (cc'ed on this email) to address the concerns listed below.

We will have responses to all RTP concerns at the MPO Meeting on Monday. Your comments will be forwarded to the MPO

Glenn

Glenn Cannon
Director of Technical Services
3225 Main Street, P.O. Box 226
Barnstable, MA 02630
(508) 362 - 3828

From: Nicolas.Garcia@dot.gov [<mailto:Nicolas.Garcia@dot.gov>]
Sent: Wednesday, July 15, 2015 5:01 PM
To: leah.sirmin@dot.gov; Glenn Cannon
Cc: bryan.pounds@dot.state.ma.us; kristin.wood@dot.gov; claudia.aliff@dot.gov
Subject: RE: USDOT Draft RTP Comments

Hi Glenn,

I have some additional questions and comments from a transit perspective.

- Where are transit projects/recommendations? I can't seem to find them anywhere, but maybe I'm missing something.
- In the Universe of Projects I only see "Highway Regional Target Program" projects.
- How will CCRTA be funded going forward, and are there any plans for service improvements or expansions?
- The MTP needs to include all regionally significant projects, described in sufficient detail to estimate project cost.
- Furthermore, the financial plan section should present a comparison of expected transit revenues to expected costs, both for capital and for operations and maintenance.
- This comparison doesn't have to be complicated and you can include illustrative projects not covered by expected revenues, but it should be clear to an outside observer what the region has available and what it plans to do with the money over the next 20 years.
- How are the goals, objectives, performance measures, and recommendations of this plan used to select and prioritize projects in the TIP?

Thank you! Feel free to call if you have any questions.

--Nick

Nicolas Garcia
Metropolitan Planning Specialist
Federal Transit Administration
55 Broadway, Suite 920
Cambridge, MA 02142
617.494.3940

From: Sirmin, Leah (FHWA)
Sent: Monday, July 06, 2015 8:24 AM
To: Glenn Cannon
Cc: Bryan Pounds (bryan.pounds@dot.state.ma.us); Garcia, Nicolas (FTA); Wood, Kristin (FTA); Aliff, Claudia (FTA)
Subject: USDOT Draft RTP Comments

Glenn,

Please find attached comments from FHWA and FTA on Cape Cod's draft 2016 RTP. Please let us know if you have any questions.

Thank you,
Leah

Leah Sirmin

*Community Planner
Federal Highway Administration
Massachusetts Division
55 Broadway, 10th Floor
Cambridge, MA 02142
617-494-2426*

From: Steve Voluckas [<mailto:voluckas@hotmail.com>]
Sent: Wednesday, June 24, 2015 10:02 PM
To: Glenn Cannon
Subject: TIP / FW: Revised Trans. Proposals

Hi Glenn

I saw in today's CC Times, mention of upcoming meetings regarding the CCMPO's 2016 CCRTIP. Reading through some of the TIP info at the CC Commission's site, I didn't see any solicitation of transportation improvement ideas, as part of the RTP.

I have been participating in the DOT's Canal Area Transportation study, attending two public meetings held at the Mass. Maritime Academy.

The attached description of potential projects that seemed to offer great benefit to the Cape and southeastern Mass, was sent to Ethan Brittlund at the DOT, who was heading up the study.

I don't know if it something that the CCMPO would consider, but it seemed more in line with their objective of improving all transportation modes/options for the Cape.

Some powerpoint slides sent separately will make it easier to visualize what I was proposing.

I will try to attend at least the beginning of Friday's meeting, but I need to be in Dennis Port by 9:30 am.

These are ideas that have been developed over several years, hoping to help improve all our lives.

I hope to see you Friday.

Steve Voluckas

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CAPE COD TUNNEL PROPOSAL

PROPOSAL I: Construct **CAPE COD TUNNEL (CCT)** under Buzzards Bay between the area of Great Hill Point in Marion and the Scraggy Neck area between North Falmouth and Pocasset.

A. Advantages:

1. Provide third access point to/from Cape Cod, without an increase in traffic congestion near the Canal.
2. Divert traffic to/from the west (RI, CT, NY, etc.) avoiding the congested areas near the Canal
3. Provide all weather and emergency access to/from the Cape when the bridges might be closed
4. Reduce travel time/distance between the South Coast area and the Cape
5. Provide a third route for traffic between the Boston area and the Cape, and an alternate route if Rte. 25 is backed up
6. Provide direct access between I-195 and Rtes. 28 and 151 with convenient access to Falmouth & Mashpee
7. Less disruptive during construction
8. Make possible a whole array of transportation projects benefiting Cape Cod and Southeastern Mass. listed as additional Proposals.

B. Disadvantages / Problems

1. Impact the residential areas of Marion and North Falmouth/Pocasset
2. Increase of traffic on other Cape roads such as Rte 28 to/from Hyannis area

CAPE COD REGIONAL AIRPORT

PROPOSAL II: Turn Otis USCG (formerly ANG) Base into **CAPE COD REGIONAL AIRPORT (CCRA)**. Earlier studies concerning future uses of Otis and alternatives to Boston Logan, found it unusable because of lack of access to/from the Cape.

A. Advantages

1. Would provide the Cape and Islands, as well Southeastern Mass. (including the New Bedford, Fall River, Taunton, Middleborough, and Plymouth), direct access to air service to/from destinations such as NYC/NJ, Philadelphia, Washington DC, Chicago, other hub cities.
2. Already has runways with lengths and weight bearing capacity needed for “heavy” commercial aircraft (747s, 767s, etc.) to operate.
3. Has space allowing for the construction of taxiways, ramps, terminals, and parking facilities as required, and even additional runways if needed
4. Would be a suitable reliever airport to Logan like Manchester (MHT) and Providence (PVD)
5. Would permit air freight handling facility at CCRA
6. Would encourage additional public transportation such as CCRTA to/from CCRA

B. Disadvantages / Problems

1. Additional aircraft operations and noise for residents near CCRA, although modern aircraft are much quieter than military aircraft that used to operate there.
2. Additional traffic local roads leading to/from CCRA
3. Might reduce air traffic at other area airports such as Hyannis (HYA), New Bedford (EWB), and Martha’s Vineyard (MVY).

CAPE COD RAIL TUNNEL

Proposal III: Include a **CAPE COD RAIL TUNNEL (CCRT)** in the construction of CCT, that would permit expansion of rail service to/from Cape Cod

A. Advantages:

1. Would allow current seasonal Commuter Rail Service and other rail services including freight, to travel to/from the Cape without disrupting marine traffic in the Canal (by using the rail bridge).
2. The remains of a rail tracks and right of way exist in Marion, from just north of I-195 where the remains of a rail bridge over the Sippican River can be seen, and extends to West Wareham, where it joined the current rail tracks serving Buzzards Bay.
3. Connecting to tracks near Scraggy Neck would allow rail service to go to Barnstable/Hyannis (via Bourne), to Falmouth, and to CCRA on tracks that already exist.
4. Providing direct rail service between Boston and CCRA could justify and support year round Commuter Rail Service to the Cape, terminating at the CCRA, with seasonal extension to Hyannis.
5. Air passengers could travel directly between Boston, southeastern Mass, and CCRA on rail service.
6. Daily workers could travel to/from the Cape on the rail service.

B. Disadvantages / Problems

1. Rehabilitating the rail tracks between Marion and West Wareham that pass through wet lands
2. Noise of trains in the Pocasset and Marion areas
3. Not require as frequent use of iconic Rail Bridge
4. Loss of rail service to Wareham and Buzzards Bay

TRANSPORTATION and PARKING CENTERS

UPPER CAPE TRANSPORTATION and PARKING CENTER

Proposal IV: Construct an **UPPER CAPE TRANSPORTATION and PARKING CENTER (UCTPC)** immediately adjacent to the **CCRA** where passengers can connect with / transfer between scheduled air service, commuter rail service, CCRTA and other bus services providing transportation to/from nearby cape towns, with connecting service to all Cape towns, as well as nearby and remote parking facilities.

MARION TRANSPORTATION and PARKING CENTER

Proposal V: Construct a **MARION TRANSPORTATION and PARKING CENTER (MTPC)** at a location permitting people to park and connect with frequent service to/from CCRA and UCTPC, Commuter Rail service to Cape Cod and Boston, plus bus services to/from New Bedford, Fall River, Taunton, Middleborough, Plymouth, Providence, and NYC.

A. Advantages

1. Provide easy interface between several modes of transportation
2. Provide parking facility for CCRA, Commuter Rail, and passengers who travel to/from the Cape

LIGHT RAIL VEHICLE SHUTTLES

Proposal VI: Add a fleet of **LIGHT RAIL VEHICLES** to **SHUTTLE** passengers frequently (every 15 minutes during day) between the MTPC and the CCRA/UCTPC. If the LRVs can use the same tracks as commuter rail, then service could be expanded to offer regular service to Falmouth, Bourne, Barnstable, and Hyannis.

A. Advantages

1. Permit people to park off Cape to connect with flights at CCRA and to travel to/from other towns by another transportation mode and route
2. Could reduce traffic using CCT and the Bridges

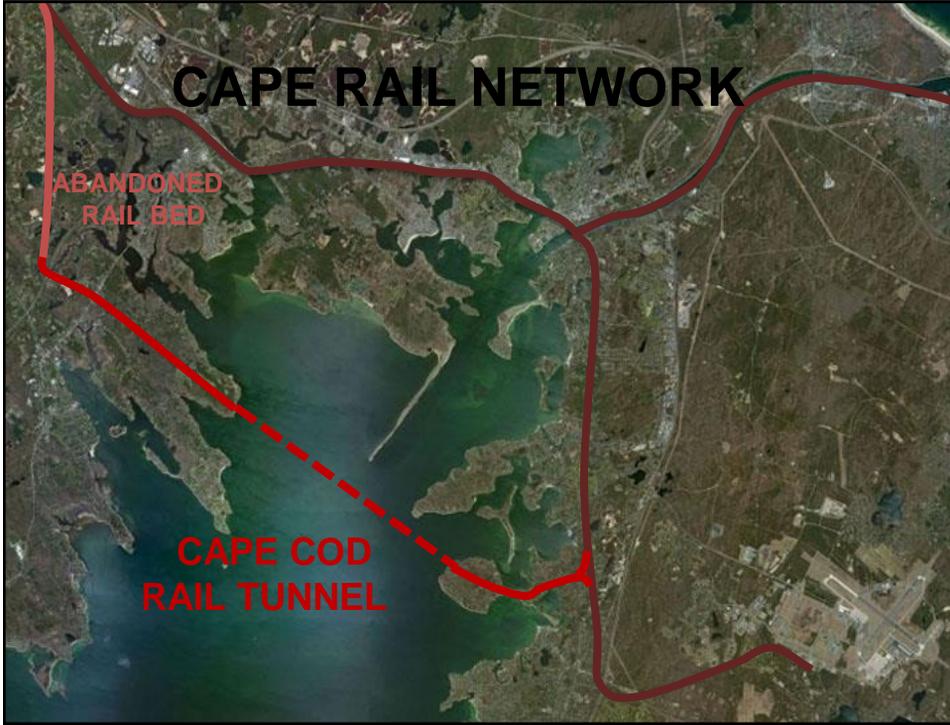
MID-CAPE HIGHWAY BRANCH

Proposal VII: Construct a **BRANCH** of the **MID-CAPE HIGHWAY (MCHB)** to connect to the CCT and CCRA. Depending on routing, it could also allow more direct access from the Hyannis area.

A. Advantages

1. Allow direct access from Mid and Lower Cape towns to/from the CCT and CCRA
2. Reduce traffic using the bridges
3. Reduce traffic along Rte. 28 between Hyannis, Mashpee, and Falmouth







CAPE COD COMMISSION

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