2020 Regional Transportation Plan

Planning for the Future Transportation Needs of Cape Cod

June 2019
Public Meetings
Provincetown | Hyannis | Sandwich
CAPE COD REGIONAL TRANSPORTATION PLAN

- Long-range plan (20~25 years)
- Includes all modes
- Establishes the regional vision
- Programs infrastructure projects within available funding
- Developed and endorsed by the Cape Cod Metropolitan Planning Organization
1. Introduction And Plan Development
2. Goals, Objectives, And Performance Measures And Targets
3. Cape Cod and Transportation: Past, Present, and Future
4. Livability, Climate Change Resiliency, and Scenario Planning
5. Financial Plan
   • Technical Appendices
   • Cape Cod Canal Transportation Studies
1. Introduction And Plan Development

2. Goals, Objectives, And Performance Measures And Targets

3. Cape Cod and Transportation: Past, Present, and Future

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5. Financial Plan
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CAPE COD METROPOLITAN PLANNING ORGANIZATION (MPO)

Voting Members:
- Massachusetts Dept. of Transportation (MassDOT)
- MassDOT Highway Administrator
- Cape Cod Regional Transit Authority
- Cape Cod Commission
- Barnstable County Commissioners
- Mashpee Wampanoag Tribe
- Five (5) Community Representatives (shown on map)

Non-Voting Members:
- Federal Highway Administration
- Federal Transit Administration
- Woods Hole, Martha’s Vineyard, and Nantucket Steamship Authority
- Army Corps of Engineers
- Cape Cod National Seashore / National Park Service
- Cape Cod Joint Transportation Committee
THE CAPE COD TRANSPORTATION NETWORK

ROADWAYS
3,900 miles of roadways
80% local roads, 20% regional roads

BIKE & PEDESTRIAN
90 miles of multi-use paths provide trails, separate mode for bicyclists and pedestrians

MARINE
9 ferry routes link Cape Cod to Boston, Plymouth, Nantasket, and Martha’s Vineyard

PUBLIC TRANSPORTATION
Year-round and seasonal Cape Cod Regional Transit Authority bus routes and inter-city bus connections to Boston and Providence

RAILROADS
Single line for seasonal passenger service to Boston, freight, and excursions

AIRPORTS
2 airports with commercial service to Boston, New York, Nantasket and Martha’s Vineyard
2020 RTP DEVELOPMENT SCHEDULE

Preliminary RTP Development
Summer 2018 – January 2019

Listening Sessions and Survey
February

RTP Development Discussions
February-May

Outreach Tables & Public Meetings
May & June

Draft Document Released
June 17, 2019

21-Day Public Comment Period with Outreach Events

Potential Approval
July 15, 2019
### SURVEY, LISTENING SESSIONS, OUTREACH TABLES

#### FIGURE 5: Support for Changes to Cape Cod Canal Bridges

<table>
<thead>
<tr>
<th>Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10%</td>
<td>I would OPPOSE construction of a new bridge, no matter what the conditions</td>
</tr>
<tr>
<td>20%</td>
<td>I would SUPPORT a bridge replacement project with no increase in the total number of lanes</td>
</tr>
<tr>
<td>30%</td>
<td>I would SUPPORT a bridge replacement project with an increase in the total number of lanes</td>
</tr>
</tbody>
</table>

- **Problem Locations**

- **Legend**
  - Public Transportation
  - Bicycle/Pedestrian
  - Traffic Congestion
  - Traffic Safety
  - Other
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PERFORMANCE-BASED PLANNING AND PROGRAMMING

Vision Statement

 Goals

 Objectives

 Performance Targets

 Policies and Strategies
The Cape Cod Metropolitan Planning Organization, informed by public input, 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.
DRAFT 2020 RTP GOALS

- Safety
- Environmental and Economic Vitality
- Livability and Sustainability
- Multimodal Options/Healthy Transportation
- Congestion Reduction
- System Preservation
- Freight Mobility
A near-term action item coming out of this RTP will be the development of baseline assessments for performance measures where data is currently unavailable.

**TABLE 11. Regional Performance Measures and Targets**

<table>
<thead>
<tr>
<th>SYSTEM MEASURES</th>
<th>EXISTING 2020</th>
<th>2030 TARGETS</th>
<th>% CHANGE</th>
<th>LONG-TERM TARGET</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of crashes (per year)¹²</td>
<td>5,324</td>
<td>4,792</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Number of serious injury crashes (per year)¹²</td>
<td>122</td>
<td>110</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Serious injury crash rate per 100 Million VMT¹²</td>
<td>4.056</td>
<td>3.6504</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Number of fatal crashes (per year)¹²</td>
<td>17</td>
<td>15</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Fatal crash rate per 100 Million VMT¹²</td>
<td>0.085</td>
<td>0.05265</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Younger driver crashes (per year)¹²</td>
<td>1,677</td>
<td>1,420</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Older driver crashes (per year)¹²</td>
<td>1,471</td>
<td>1,324</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Bicycle and pedestrian crashes (per year)¹²</td>
<td>192</td>
<td>174</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
<tr>
<td>Percent of signalized intersections² with pedestrian signal heads (some improvements needed for full ADA compliance)</td>
<td>67%</td>
<td>75%</td>
<td>+10%</td>
<td>100% with full ADA compliance</td>
</tr>
<tr>
<td>Percent of Route 28 traffic corridor that does not have sidewalks</td>
<td>44.73%</td>
<td>56.73%</td>
<td>-10%</td>
<td>0%</td>
</tr>
<tr>
<td>Mode share - walking, bicycling, and transit</td>
<td>4.5%</td>
<td>13.5%</td>
<td>X 3</td>
<td></td>
</tr>
<tr>
<td>Cape Cod multimodal congestion index - measure developed in Congestion Management Plan</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Number of structurally deficient bridges</td>
<td>80.0%</td>
<td>65.0%</td>
<td>+5%</td>
<td>&gt;95%</td>
</tr>
<tr>
<td>Percent of roadway mileage in fair or better condition</td>
<td>21</td>
<td>0</td>
<td>+10</td>
<td></td>
</tr>
<tr>
<td>Number of active permanent counting stations</td>
<td>11</td>
<td>21</td>
<td>+10</td>
<td></td>
</tr>
<tr>
<td>Parcels connected to the sidewalk network</td>
<td>11</td>
<td>21</td>
<td>+10</td>
<td></td>
</tr>
<tr>
<td>Population within a half-mile of fixed route transit service</td>
<td>39</td>
<td>100</td>
<td>+56%</td>
<td></td>
</tr>
<tr>
<td>Number of Electric vehicle (EV) charging stations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: 1 - Based on 5-year rolling average, 2 - Existing based on most recent available data (2012-2016), 3 - Regional VMT analysis currently under development, 4 - Signalized intersections, 5 - Will be


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<tr>
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<td>182</td>
<td>164</td>
<td>-10%</td>
<td>Move towards 0</td>
</tr>
</tbody>
</table>

Notes: 1 - Based on 5-year rolling average, 2 - Existing based on most recent available data (2012-2016), 3 - Regional VMT analysis currently under development, 4 - Signalized intersections, 5 - Will be

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Chapter 3: Cape Cod and Transportation: Past, Present, and Future

Cape Cod and its transportation system is a story of a continually evolving community with ever-changing transportation needs. This chapter will touch on how the region arrived where it is today, what today’s transportation landscape looks like, and what are the challenges and opportunities that lie ahead. Throughout the chapter there will be references to the appendix of the document where additional detail on any particular topic can be found.

PAST - HISTORICAL CONTEXT

The first recorded European expedition to Cape Cod was led by Bartholomew Gosnold, who was credited with naming the peninsula in 1602. In 1620, the Pilgrims landed at Provincetown. This was different than previous European appearances because the Pilgrims were more interested in settling somewhere, rather than exploring and trading with the native Wampanoag tribe. Although this is how we traditionally tell the story of Cape Cod’s history, it actually extends long before that.

The following sections highlight some of the key developments in the transportation network on Cape Cod with thanks to the Massachusetts Historical Commission for much of the research work. Additional detail is provided in Appendix A as well as available on Cape Cod Commission Chronology viewer available at www.capecodcommission.org/chronology

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WHAT IS OUR TRANSPORTATION FUTURE?

+ Changing population, demographics, and land use
+ Effects of climate change
+ Technology shifts:
  + Electric vehicles
  + Ride sharing
  + Autonomous vehicles
  + Dockless bikes and scooters
+ Funding challenges
+ ...and the unknown...
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Chapter 4: Livability, Climate Change Resiliency, and Scenario Planning

Livability, climate change resiliency, and scenario planning are important planning concepts that are incorporated through the region’s transportation planning process and directly into the Regional Transportation Plan (RTP).

**Livability**

Livability is about tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safer streets and roads. Livability can be supported through funding transportation-related projects and sponsoring activities like Context Sensitive Solutions and public involvement that help enable people to live closer to jobs, save household time and money, and reduce pollution. This principle reinforces the growth policy in the updated RIP, which promotes building new development and redevelopment into existing centers of activity. Focusing development in areas of existing centers of activity can provide more opportunities for people to live closer to jobs, friends and family, and activities, and can allow for more efficient use of resources and infrastructure.

As part of the United States Department of Transportation’s (USDOT) Livability Initiative, the Federal Highway Administration (FHWA) works within the interagency Partnership for Sustainable Communities to coordinate and leverage federal housing, transportation, water, and other infrastructure policies and investments. The Partnership for Sustainable Communities developed the following principles to guide efforts:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods\(^2\)


**Community Activity Centers**

Community Activity Centers are areas with a concentration of business activity, community activity, and a compact built environment. Buildings are generally smaller in scale and connected by a network of streets, ways or alleys.

**Industrial Activity Centers**

Industrial Activity Centers are lands containing industrial uses that are suitable for future industrial activity as well as emerging industries.
"FUTURE OF TRANSPORTATION IN THE COMMONWEALTH" REPORT

1. PRIORITIZE INVESTMENT IN PUBLIC TRANSIT
The Commonwealth must continue to focus on modernizing its existing public transit assets, including vehicles, to prepare the current system to perform better long before 2040. The public transit agencies of Massachusetts need to reinvent transit operations to offer better, more responsive, and more customer-focused service, in concert with new mobility. As an MPO partner, the Cape Cod Regional Transit Authority (CCRTA) continues to innovate and expand its services. For example, the CCRTA has been integrating support for bicyclists with transit service and adopting ride sharing services as part of its network.

13. ADOPT DENSE, MIXED-USE, AND TRANSIT-ORIENTED LAND USE POLICIES
Municipalities should accelerate the adoption of land use regulations that promote density and the use of shared vehicles and active and shared transportation modes. The Commonwealth should consider accelerating local progress in this area through incentives and regulations. The Cape Cod Commission, through Barnstable County’s Regional Policy Plan, works with member communities and developers through regulation and local comprehensive plans to locate development in Activity Centers. These centers are intended to create the density necessary for public transit, bicycling, and walking to succeed as transportation options.
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ANTICIPATED FUNDING (2020-2040)

$1.1 Billion

$518 Million

$310 Million

$282 Million

- Highway Statewide Projects on Cape Cod
- Transit
- Highway Regional Target Projects
MAJOR PROJECTS INCLUDED IN THE 2020 RTP

+ Canal Area Improvements
  – Scenic Highway/Rte 25 Connector Ramp
  – Scenic Highway Median Barrier

+ Hyannis Access Phase II: Yarmouth Road Corridor

+ Multimodal Improvements
  – Cape Cod Rail Trail Extension: S. Wellfleet to Provincetown
  – Cape Cod Rail Trail Extension: Barnstable to Cape Cod Canal
  – Shining Sea Bikepath Extension to Cape Cod Canal Path
  – Bikepath connectors to town centers
  – Route 28 Multimodal Improvements (various segments)

+ Route 6 Outer Cape Safety Improvements

+ Route 6 Interchange Improvements

+ State-prioritized roads and bridges

+ Regional Transit Service

+ Various “small” TIP projects
PROPOSED FUNDING ALLOCATION (2020-2040)

$1.1 Billion

- Safety: 20%
- Congestion/Air Quality: 17%
- Roadway/Bridge Maintenance: 21%
- Climate Change Mitigation & Adaptation: 14%
- Bicyclist/Pedestrian Improvements: 2%
- Technology: 2%
- Transit: 24%

[Diagram showing the breakdown of the funding allocation]
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   • *Cape Cod Canal Transportation Studies*
<table>
<thead>
<tr>
<th>TECHNICAL APPENDICES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appendix A. Historical Context</td>
</tr>
<tr>
<td>Appendix B. Existing Conditions</td>
</tr>
<tr>
<td>Appendix C. Safety</td>
</tr>
<tr>
<td>Appendix D. Security</td>
</tr>
<tr>
<td>Appendix E. Freight</td>
</tr>
<tr>
<td>Appendix F. Bicycle &amp; Pedestrian</td>
</tr>
<tr>
<td>Appendix G. Congestion Management Plan</td>
</tr>
<tr>
<td>Appendix H. Coastal Resiliency</td>
</tr>
<tr>
<td>Appendix I. Stormwater Management</td>
</tr>
<tr>
<td>Appendix J. Pavement Management</td>
</tr>
<tr>
<td>Appendix K. Access to Essential Services and Regional Cooperation</td>
</tr>
<tr>
<td>Appendix L. Title VI/Nondiscrimination Program</td>
</tr>
<tr>
<td>Appendix M. Transportation Project Analysis</td>
</tr>
<tr>
<td>Appendix N. Greenhouse Gas Analysis/Air Quality Conformity Determination</td>
</tr>
<tr>
<td>Appendix O. Survey Results</td>
</tr>
<tr>
<td>Appendix P. Statewide Tables</td>
</tr>
<tr>
<td>Appendix Q. Public Comments on Draft RTP</td>
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ACTIVE STUDIES

CAPE COD CANAL BRIDGES MAJOR REHABILITATION EVALUATION REPORT

CAPE COD CANAL AREA TRANSPORTATION STUDY

U.S. Army Corps of Engineers

Massachusetts Department of Transportation
MAJOR REHABILITATION EVALUATION OF CAPE COD CANAL HIGHWAY BRIDGES
MAJOR REHABILITATION EVALUATION OF CAPE COD CANAL HIGHWAY BRIDGES

- Initial Alternatives
  - Without project (baseline)
  - Major rehabilitation
  - Replacement with current authorization
  - Replacement including auxiliary lanes

- For more information visit:
  https://capecodcanalbridgesstudy.com/
• The study will:
  – Identify existing and future multimodal transportation deficiencies
  – Development and analyze a full range of transportation alternatives access for all modes.
MassDOT
Cape Cod Canal Transportation Study Draft Report

Graphic courtesy of MassDOT Office of Transportation Planning

https://www.mass.gov/cape-cod-canal-transportation-study
### Recommended Multimodal Improvements

<table>
<thead>
<tr>
<th>TRANSPORTATION MODE</th>
<th>RECOMMENDED IMPROVEMENT</th>
<th>LOCATION</th>
<th>MAJOR STAKEHOLDERS</th>
<th>COST ($ MILLION)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MULTIMODAL</td>
<td>New bicycle/pedestrian connections to Canal bike trail</td>
<td>Various locations in Bourne</td>
<td>Town of Bourne / MassDOT / USACE</td>
<td>$25K - $50K per location</td>
</tr>
<tr>
<td></td>
<td>Bicycle/Pedestrian Facility Improvements</td>
<td>Sagamore Bridge Approaches / Adams Street</td>
<td>MassDOT / USACE</td>
<td>3.9</td>
</tr>
<tr>
<td></td>
<td>Bicycle/Pedestrian Facility Improvements</td>
<td>Bourne Bridge Approach (north)</td>
<td>MassDOT / USACE</td>
<td>0.8</td>
</tr>
<tr>
<td></td>
<td>Bicycle/Pedestrian accommodation along bus routes: add sidewalks / crosswalks / roadway shoulder / bike racks / bus shelters</td>
<td>Various locations along bus routes in Bourne &amp; Sandwich</td>
<td>Towns of Bourne and Sandwich / MassDOT</td>
<td>Varies by location</td>
</tr>
<tr>
<td></td>
<td>Park and Ride Lot</td>
<td>Route 6 Exit 2 (Route 130)</td>
<td>MassDOT</td>
<td>2.8</td>
</tr>
</tbody>
</table>

Graphic courtesy of MassDOT Office of Transportation Planning
### Recommended Local Intersection Roadway Improvements

<table>
<thead>
<tr>
<th>TRANSPORTATION MODE</th>
<th>RECOMMENDED IMPROVEMENT</th>
<th>LOCATION</th>
<th>MAJOR STAKEHOLDERS</th>
<th>2017 COST ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL INTERSECTION ROADWAY IMPROVEMENTS</td>
<td>Route 6 at Cranberry Highway</td>
<td>Bourne</td>
<td>Town of Bourne / MassDOT</td>
<td>0.6</td>
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<tr>
<td></td>
<td>Route 130 at Cotuit Road</td>
<td>Sandwich</td>
<td>Town of Sandwich / MassDOT</td>
<td>1.0</td>
</tr>
<tr>
<td></td>
<td>Sandwich Road at Bourne Rotary Connector</td>
<td>Bourne</td>
<td>Town of Bourne / MassDOT</td>
<td>1.9</td>
</tr>
</tbody>
</table>
Recommended Gateway Intersection Improvements

<table>
<thead>
<tr>
<th>TRANSPORTATION MODE</th>
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<th>LOCATION</th>
<th>MAJOR STAKEHOLDERS</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>GATEWAY INTERSECTION ROADWAY IMPROVEMENTS (CASE 3A IMPROVEMENTS)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Scenic Highway to Route 25 Westbound Ramp</td>
<td>Town of Bourne / MassDOT</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Belmont Circle Reconstruction</td>
<td>Town of Bourne / MassDOT</td>
<td>23</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bourne Rotary Interchange</td>
<td>Town of Bourne / MassDOT</td>
<td>87</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Route 6 Exit 1C Relocation</td>
<td>Town of Bourne / MassDOT</td>
<td>51</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Travel Lane on Route 6 Eastbound to Exit 2</td>
<td>Towns of Bourne and Sandwich / MassDOT</td>
<td>48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sagamore Bridge Approaches</td>
<td>Town of Bourne / MassDOT / USACE</td>
<td>64</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bourne Bridge Approaches</td>
<td>Town of Bourne / MassDOT / USACE</td>
<td>84</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Case 3A assumes the prior replacement of the Sagamore and Bourne Bridge by the USACE.
2 Includes cost of Bourne Rotary Reconstruction (Alternative 2, Three Signalized Intersections).
3 Includes approach roadway and bridge relocation and retaining walls.

Graphic courtesy of MassDOT
Office of Transportation Planning
Recommended Gateway Location Improvements

MassDOT
Cape Cod Canal
Transportation
Study Draft
Report

Graphic courtesy of
MassDOT Office of Transportation Planning
Scenic Highway Westbound to Route 25 Westbound Ramp

MassDOT Cape Cod Canal Transportation Study Draft Report

Graphic courtesy of MassDOT Office of Transportation Planning
Potential Cross Section of Replacement Canal Bridges

Cape Cod Canal

Potential Bridge (138’ Width)
- 12’ Two Way Shared Use Path
- 6’ Sidewalk (With Lamp)
- 10’ Buffer
- 12’ Auxiliary Lane
- 12’ Drive Lane
- 12’ Drive Lane
- 6’ Buffer
- 10’ Median
- 6’ Buffer
- 12’ Drive Lane
- 12’ Drive Lane
- 12’ Auxiliary Lane
- 10’ Buffer
- 6’ Sidewalk (With Lamp)

Existing Bridge (48’ Width)
- 5’ Sidewalk
- 10’ Drive Lane
- 10’ Drive Lane
- 10’ Drive Lane
- 10’ Drive Lane
- 2’ Sidewalk

MassDOT
Cape Cod Canal Transportation Study Draft Report

Graphic courtesy of MassDOT Office of Transportation Planning
THANK YOU

For more information visit:
www.capecodcommission.org/rtp

Also consider submitting a public comment on the MassDOT Capital Investment Plan at: www.mass.gov/massdot/cip

Steven Tupper
508-362-3828
stupper@capecodcommission.org