

Public Meetings – Phase I

November/December 2024

VISION ZERO ACTION PLAN

CAPE COD



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COMMISSION

Introductions



Colleen Medeiros, PE

Transportation Program Manager

Cape Cod Commission



Bill Scully, PE, RSP₁

Project Manager

Kimley-Horn



Lisa Juan, PE

Transportation Engineer

Kimley-Horn



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Agenda

Project Overview

Project Purpose

Safety Background and Trends

Countermeasure Toolbox

Public Engagement

Collaborative Sessions

Closing Remarks

Stakeholders Involved

Colton Atkinson

Bike / Community
Mashpee

Rob Elfer

Bike / Safety
Barnstable

Kevin Galligan

Cape Cod MPO
Orleans

Latoya Green

Public Works / Transportation Planning

Katherine Jansen

Bike / Pedestrian
Falmouth

Colleen Pekarul

MassDOT Safe Routes to School - Cape Cod Region Liaison

Sean Polay

Cape Cod Joint Transportation Committee / Bike
Sandwich

Thaddeus Soule

Municipal Planning
Provincetown

Rich Waldo

Public Works
Orleans

Dave Paananen

Fire
Barnstable

Leo Blandford

Equity / Public Health

Don Emerson

Safety / Transportation Planning
Eastham

Brad Goodwin

Planning / Community

Lieutenant Aram Goshgarian

Safety
Harwich

Eva Orman

Older Adult

Sergeant Troy Perry

Safety
Barnstable

Deb Shores

Transit / Cape Cod Regional Transit Authority

Alice Thomason Van Oot

Bike / Complete Streets
Orleans

Jane Ward

Public Health / Bike / Safe Routes to School
Barnstable



What is the Safe Streets and Roads for All (SS4A) Program?

- Federal grant program – U.S. Department of Transportation – Federal Highway Administration (FHWA)
- **Goal:** Create a transportation system and mindset of users and its designers that eliminates all traffic related fatalities and substantially reduces serious crashes
- **Includes:** Funding Action Plans (up to \$10M) and Implementation (up to \$25M) grants
- Allows counties and municipalities to apply directly FHWA and not go through DOT and regional agencies





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The Safe System Approach



Source: Federal Highway Administration



What is the Vision Zero Action Plan?

- Include a **systematic crash analysis**.
- Set of **solutions to tackle the root cause of all crashes**, emphasizing those involving bicyclists, pedestrians, and other non-motorists.
- Consider a range of **low-cost, high-impact regional strategies** such as bike light distribution, updated pedestrian signal equipment, and major infrastructure improvements at key locations.
- Pathway to a **safer future**.



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What does this Vision Zero Plan Include?

**Leadership
Commitment &
Goal Setting**



Planning Structure



Safety Analysis



**Engagement and
Collaboration**



**Equity
Considerations**



**Policy and Process
Changes**



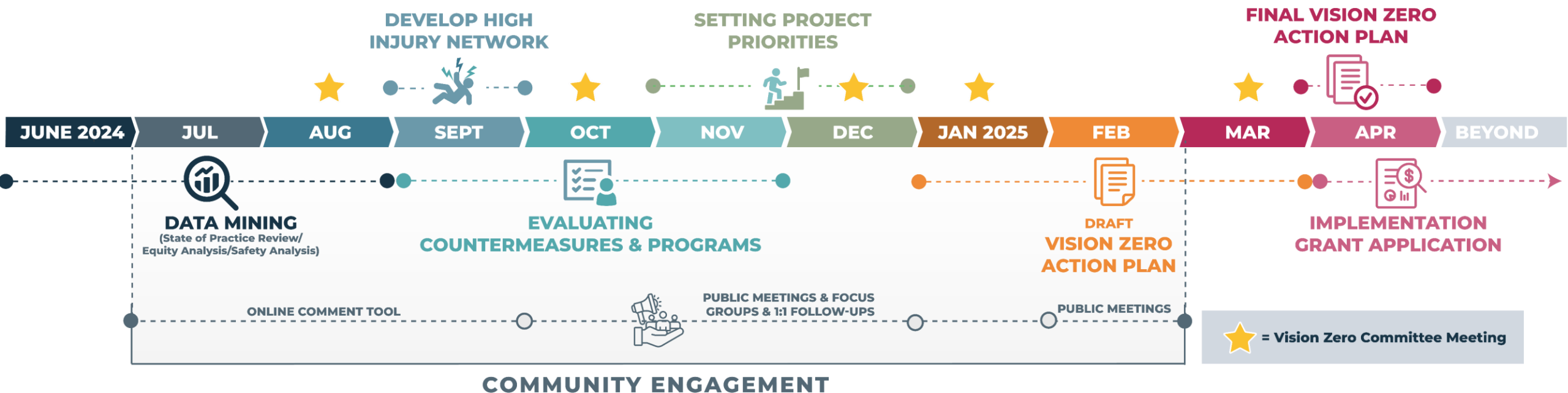
**Strategy and
Project Selections**



**Progress and
Transparency**



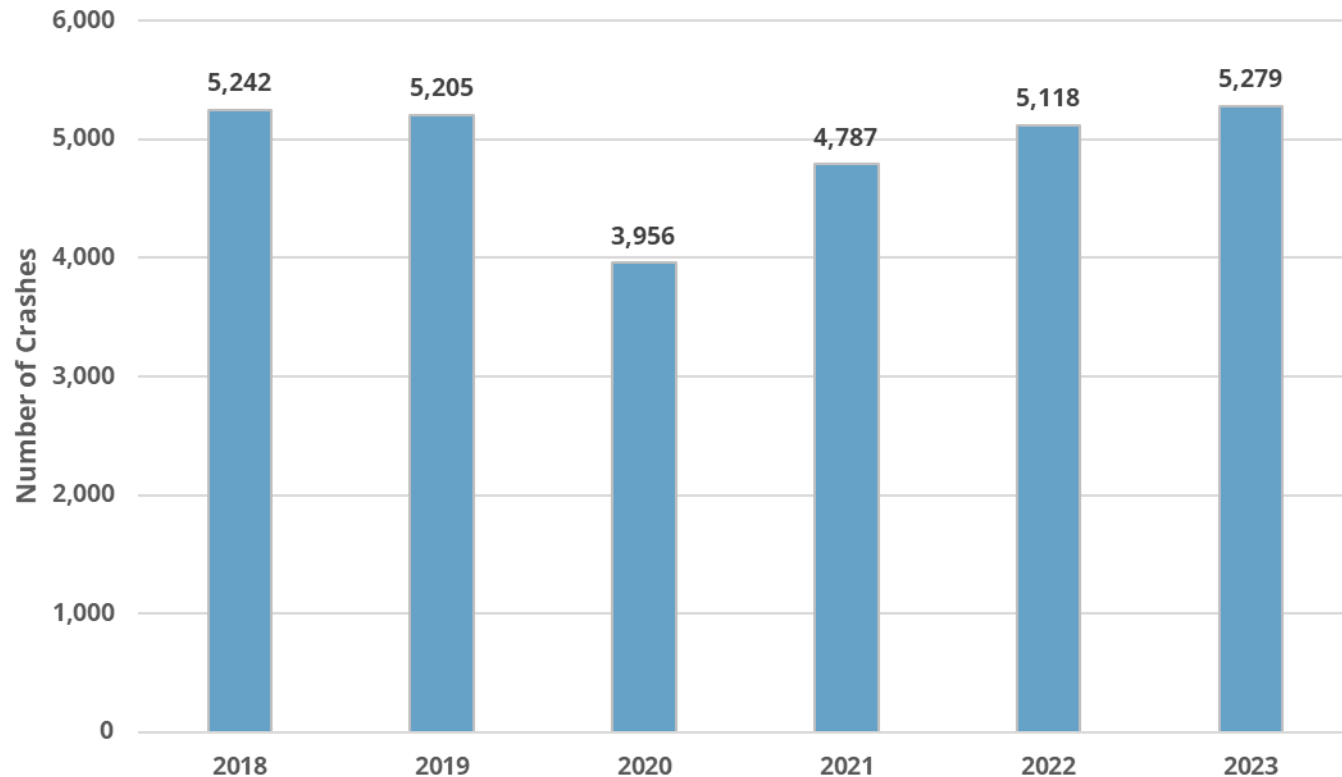
Project Schedule



Why is this Important?



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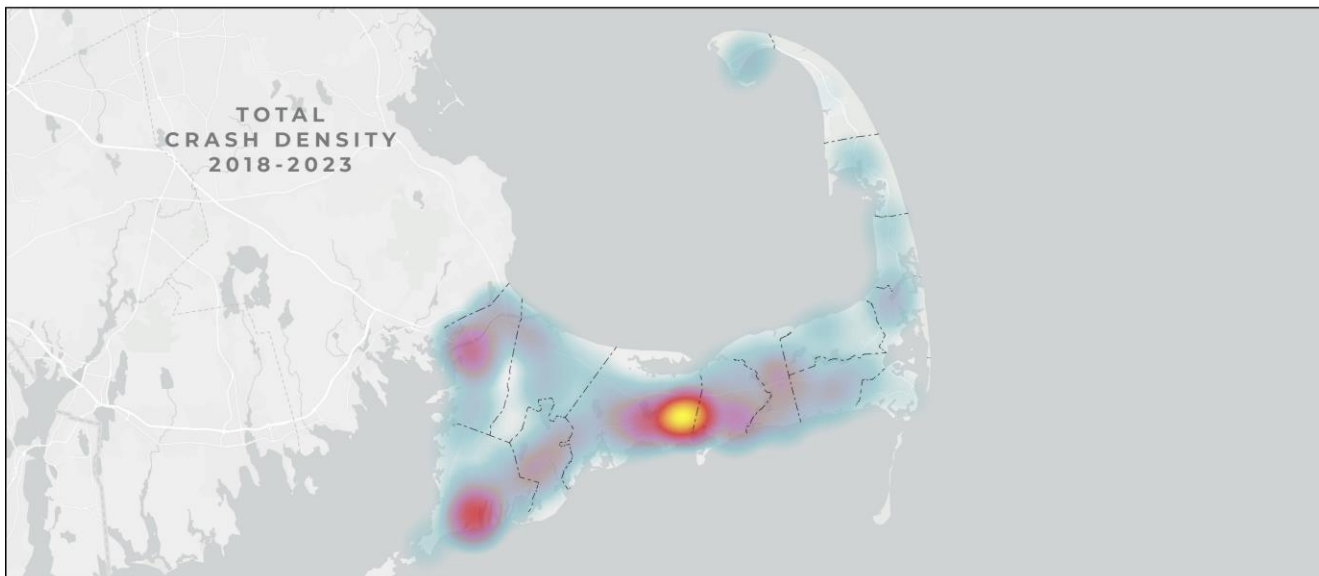
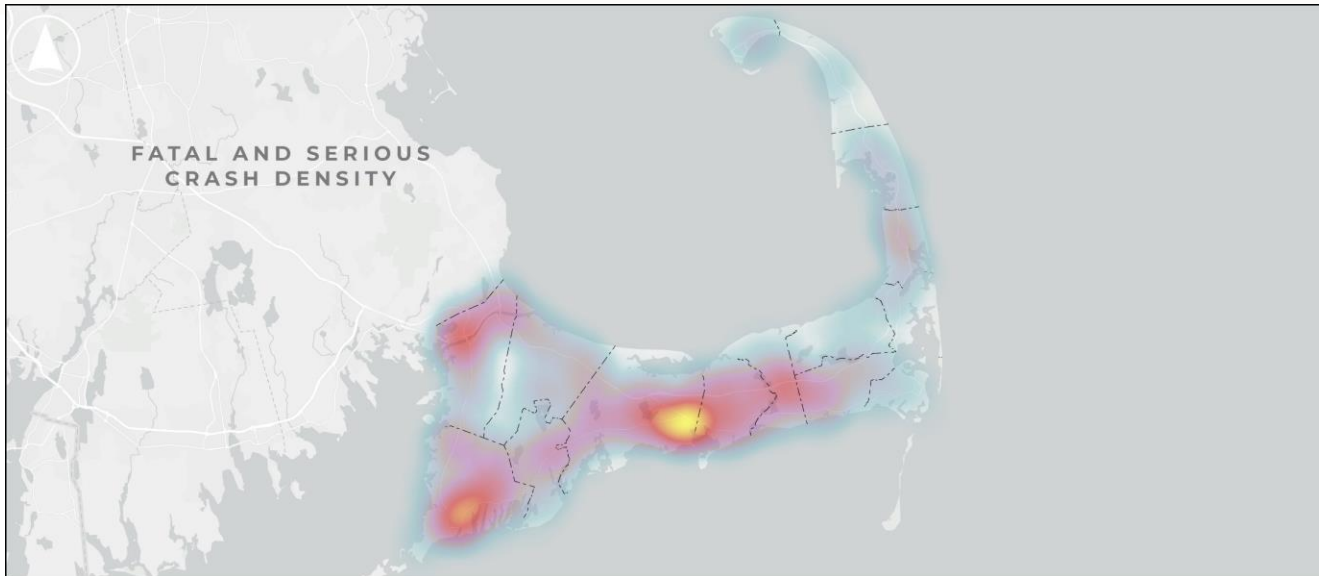


29,587 crashes
were reported
on Cape Cod

Source: MassDOT: Crash Data Portal (2018-2023). Vulnerable user crashes related to infrastructure may not be included in the total crashes.

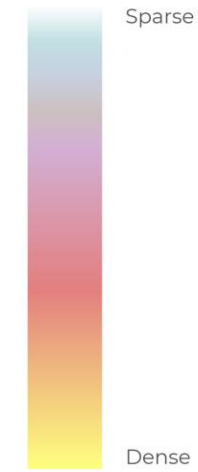


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VISION ZERO ACTION PLAN

CRASH DENSITY



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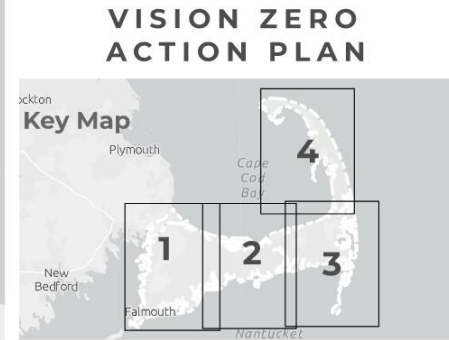
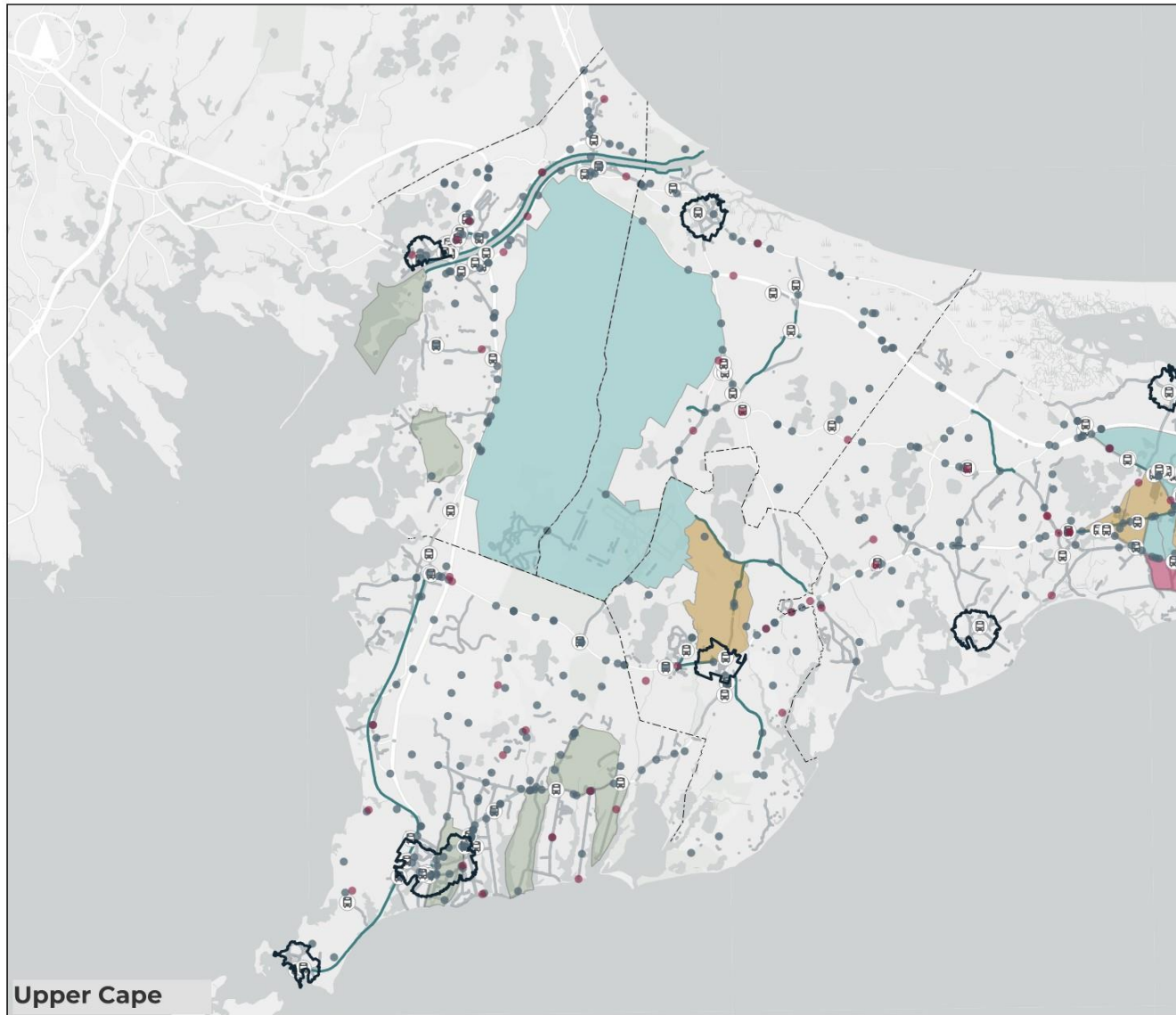
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26% of all
crashes
occurred
within an
EJ area





VISION ZERO ACTION PLAN CAPE COD



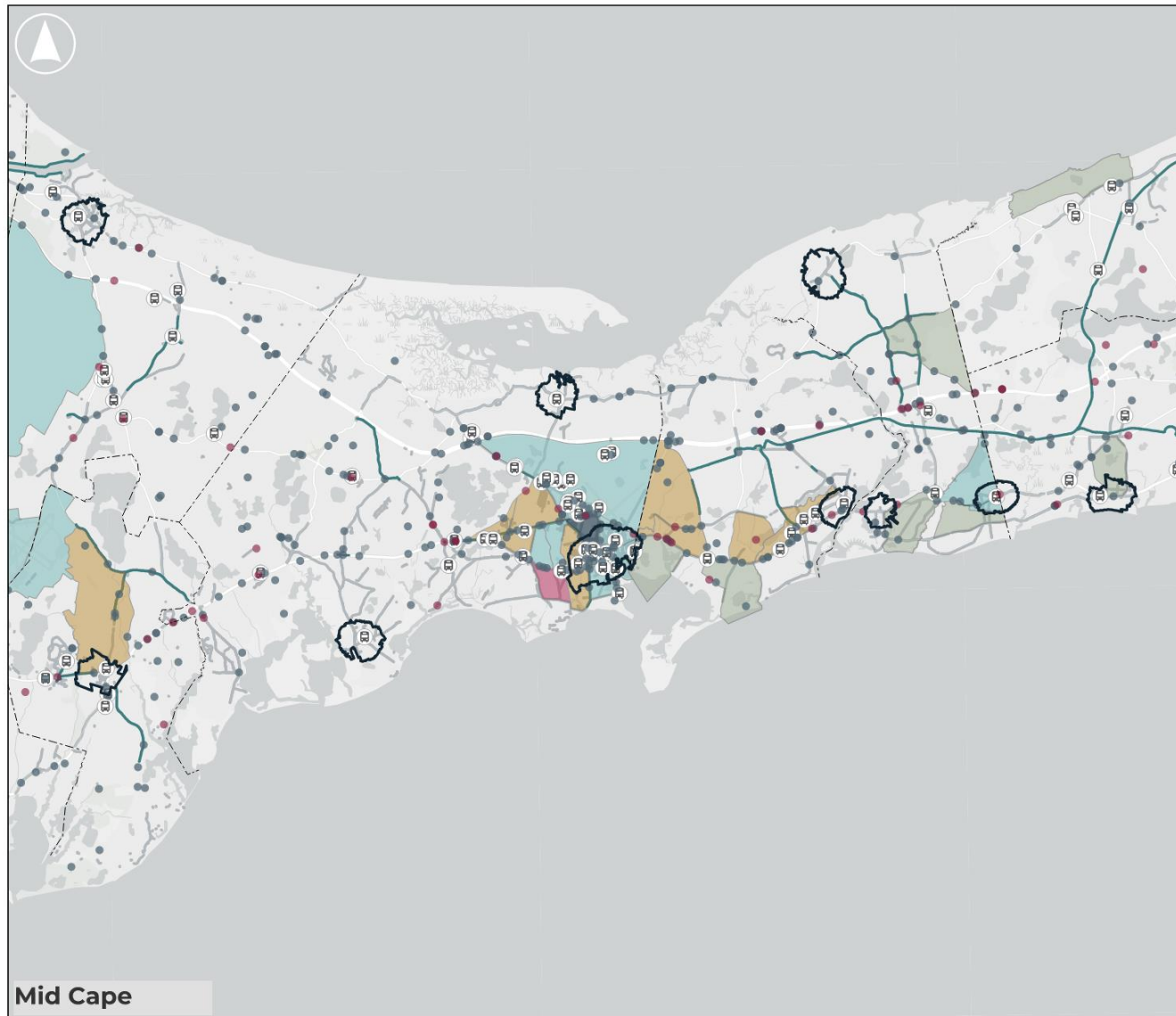
26% of all crashes occurred within an EJ area



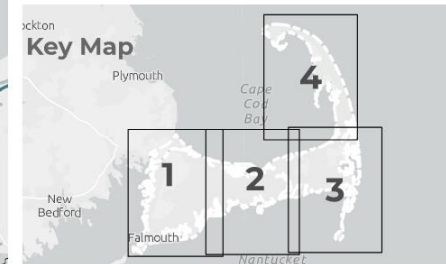
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VISION ZERO ACTION PLAN



- Fatal Crashes
 - Serious Injuries
 - CCRTA Bus Stops
- Environmental Justice Areas
- Income
 - Minority
 - Minority and English Isolation
 - Minority and Income
 - Minority, Income, and English Isolation
 - Existing Bike Path
 - Existing Bike Lane
 - Sidewalks
 - Activity Center



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26% of all
crashes
occurred
within an
EJ area



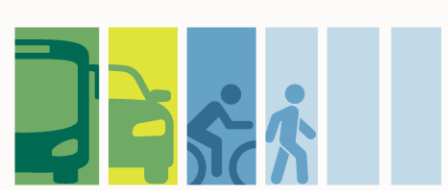
Safety Background and Trends

MassDOT: Crash Data Portal, 2018 to 2023.
*Vulnerable user crashes related to infrastructure
may not be included in the total crashes.*



Top five first harmful event that occurred (All Crashes)

1. Collision with motor vehicle in traffic – (65%)
2. Collision with parked motor vehicle – (6.8%)
3. Collision with tree – (4.5%)
4. Collision with animal – (3.6%)
5. Collisions with unknown fixed object – (3.6%)



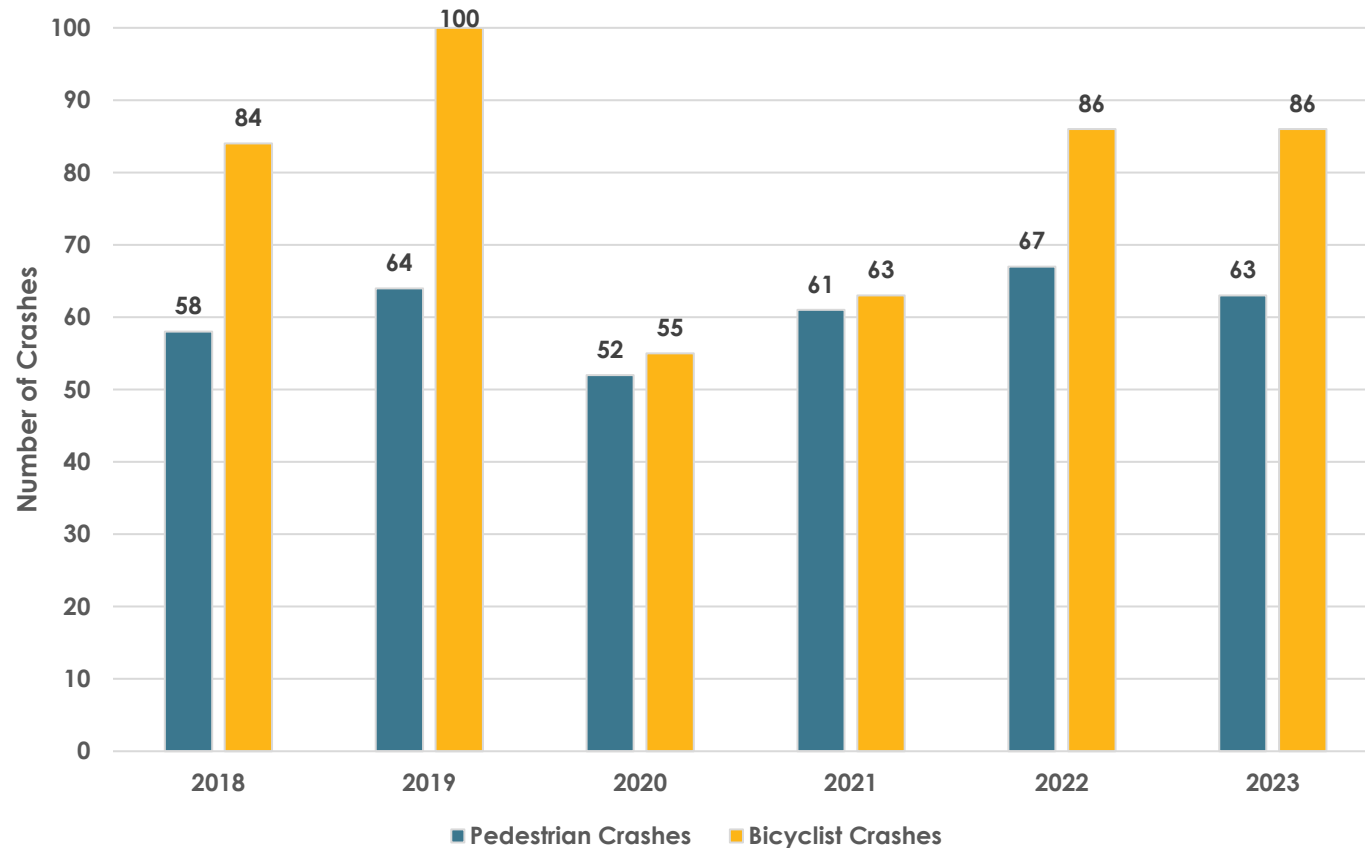
Top five primary contributing factors (All Crashes)

1. Failed to Yield ROW
2. Distracted
3. Reckless
4. Followed too Closely
5. Impaired

Note: does not include contributing factors like No Improper Driving, Unknown, or Other.



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365 pedestrian crashes and 474 bicyclist crashes

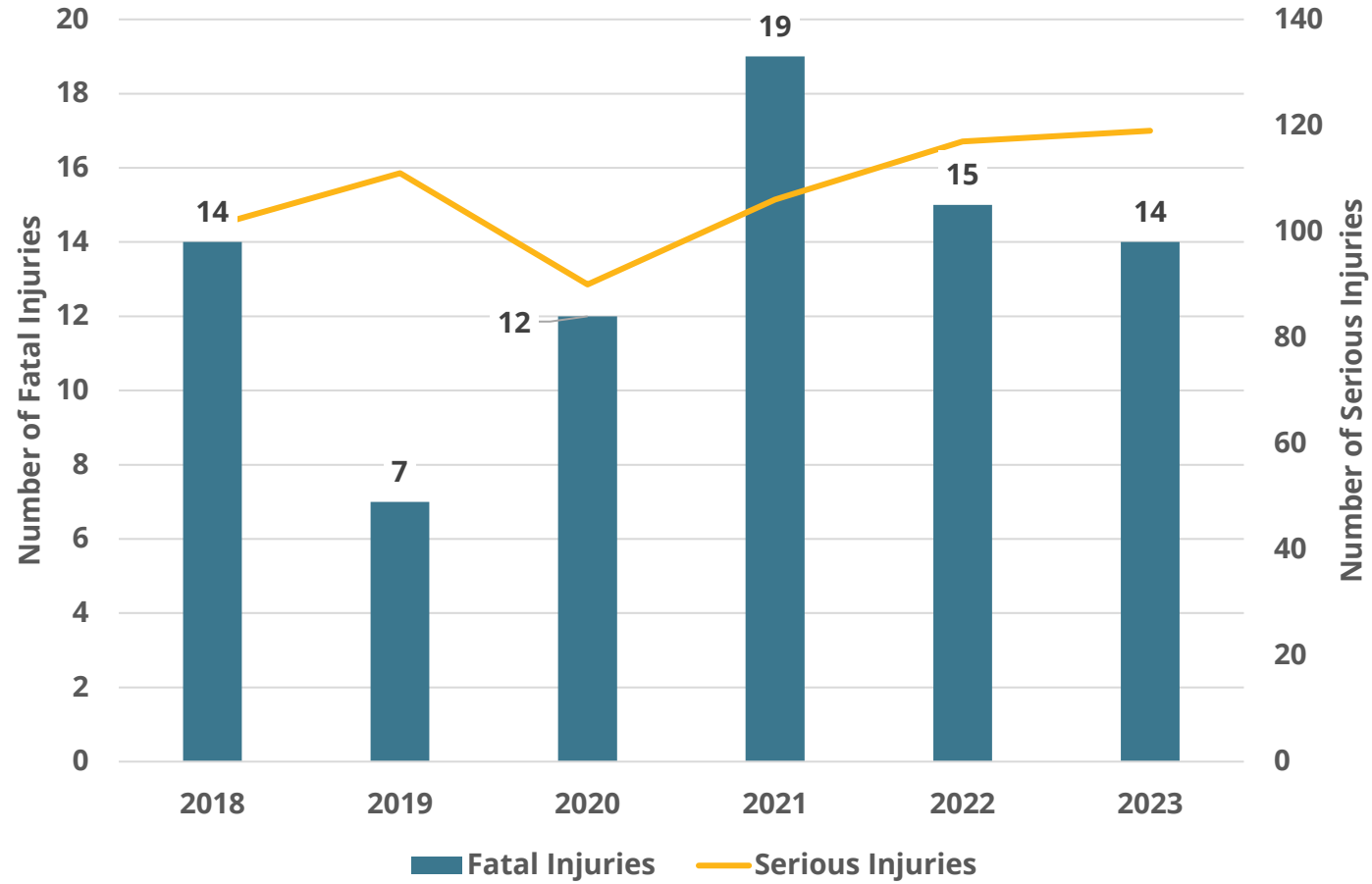
13 pedestrian fatal crashes and 1 bicyclist fatal crash

74 pedestrian serious injuries and 52 bicyclist serious injuries

Source: MassDOT: Crash Data Portal (2018-2023). Vulnerable user crashes related to infrastructure may not be included in the total crashes.



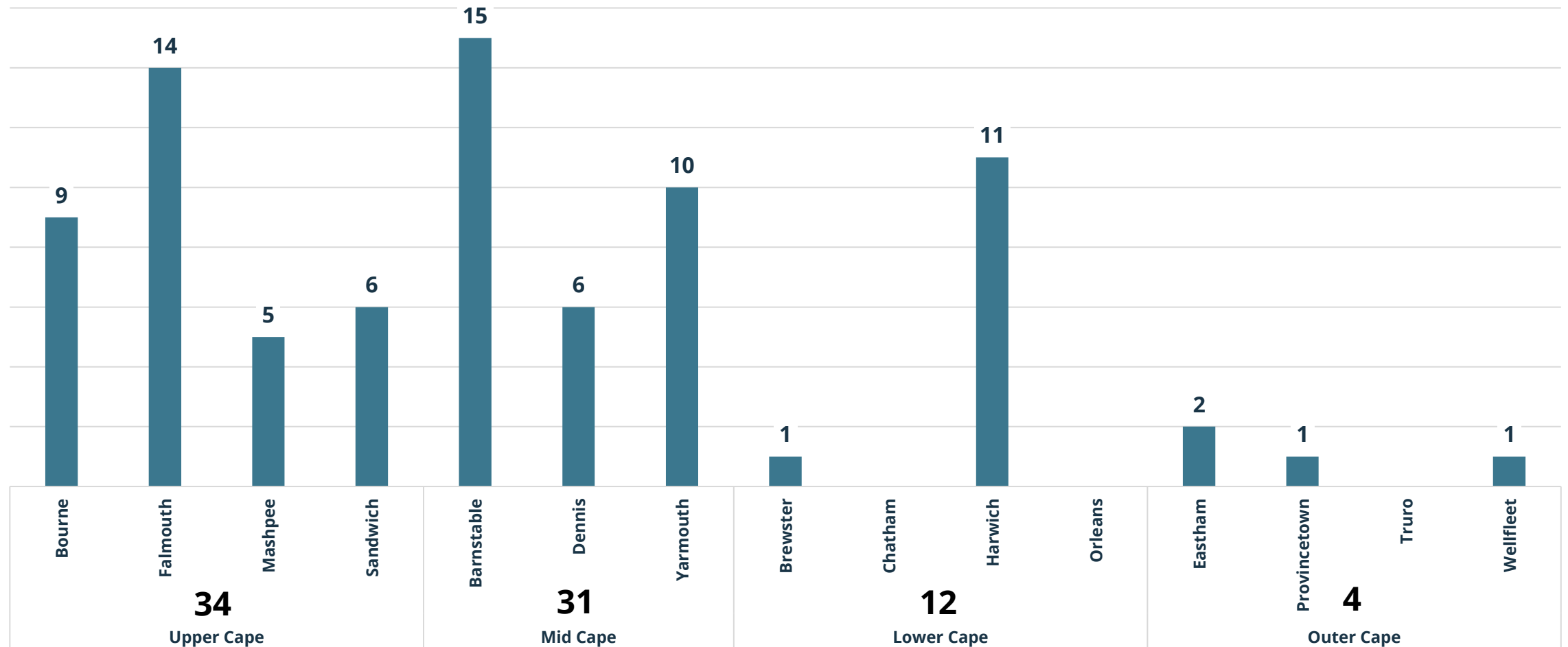
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**81 fatal
crashes and
644 serious
injuries**

Source: MassDOT: Crash Data Portal (2018-2023). Vulnerable user crashes related to infrastructure may not be included in the total crashes.

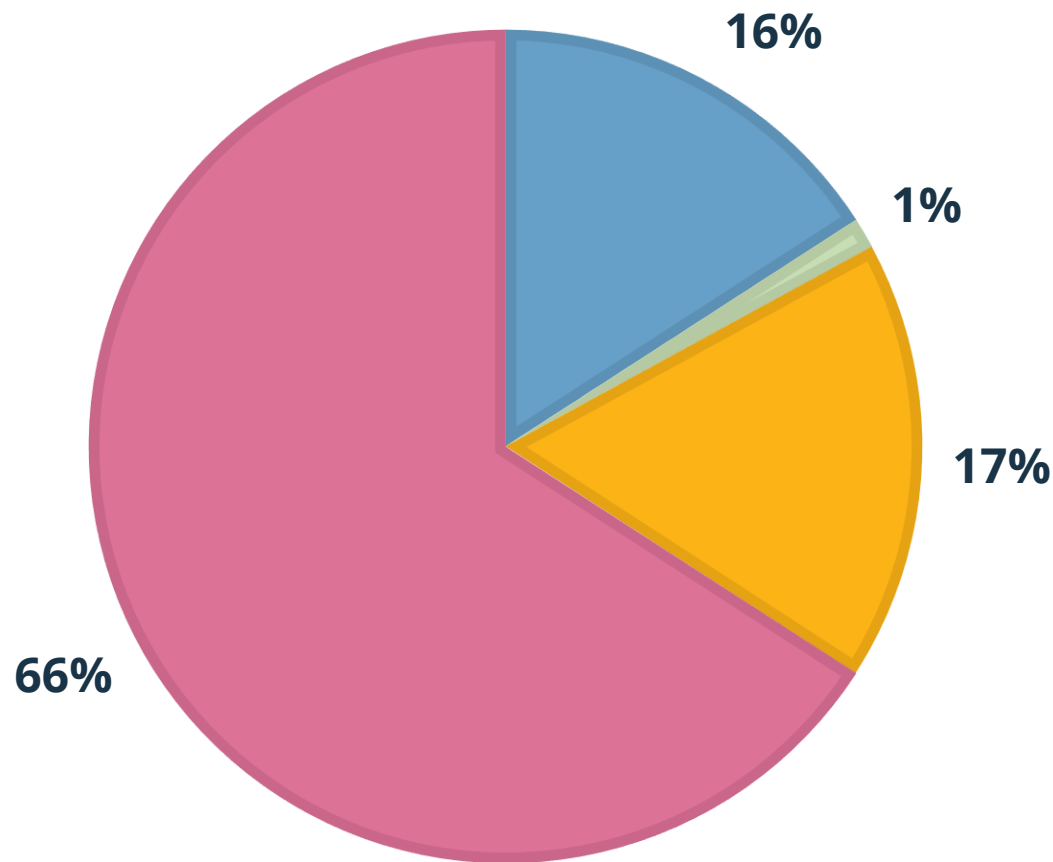
Fatal Crashes per Town 2018-2023





Road User (Fatal Crashes)

■ Pedestrian ■ Bicyclist ■ Motorcyclist ■ Vehicle Only



more than **1/3 of the fatal crashes** are either **pedestrians, bicyclists, or motorcyclists.**



Top Five First Harmful Event That Occurred (Fatal Crashes)

1. Collision with motor vehicle in traffic – 30 crashes (37%)
2. Collision with tree – 16 crashes (20%)
3. Collision with pedestrian – 13 crashes (16%)
4. Collision with guardrail – 4 crashes (5%)
5. Collisions with unknown fixed object – 4 crashes (5%)

Top five primary contributing factors (Fatal Crashes)

1. Reckless
2. Speeding
3. Failed to Yield ROW
4. Roadway Departure
5. Illness

Note: does not include contributing factors like No Improper Driving, Unknown, or Other.



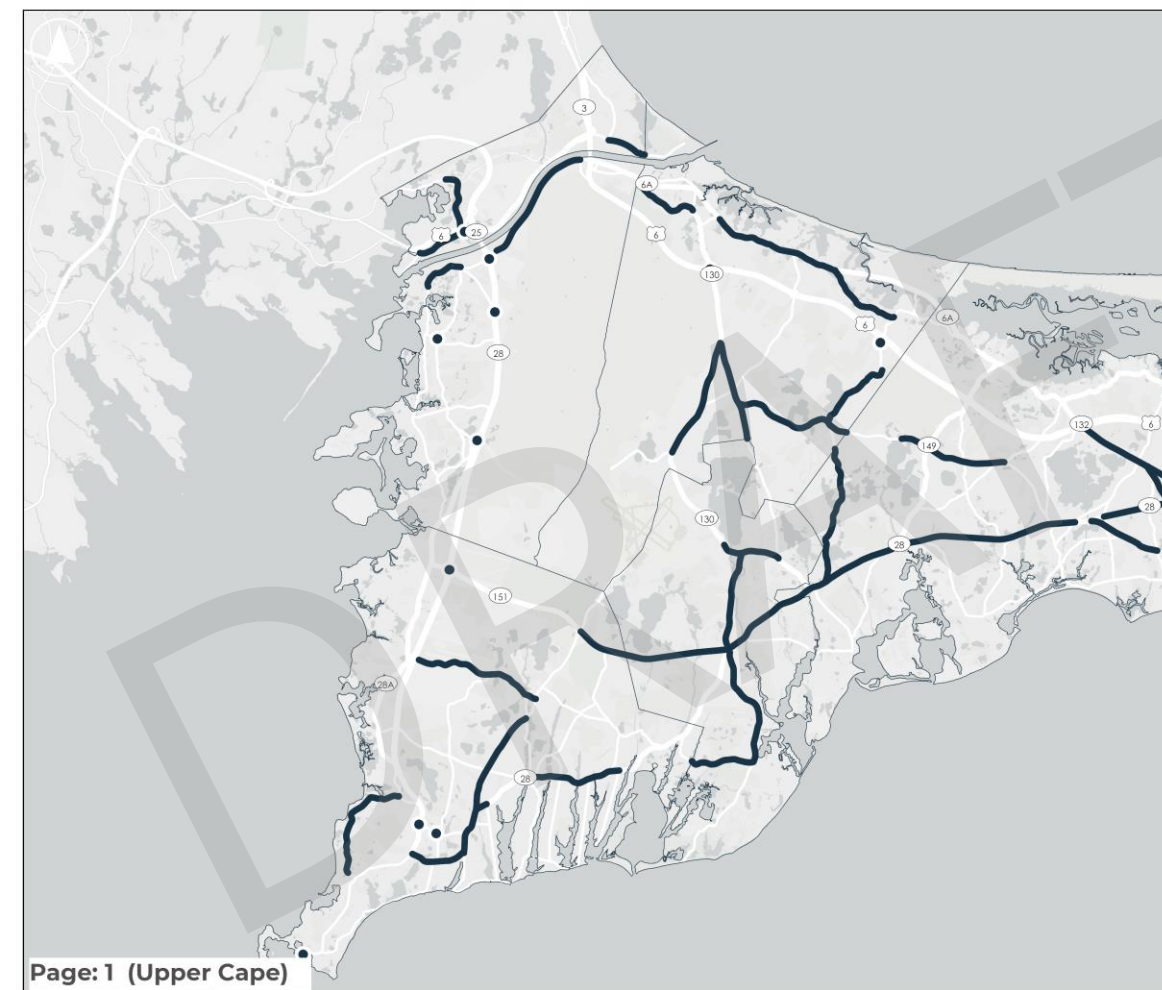
HIN/HRN

High Injury Network (HIN) – identifies stretches of roadways where the highest concentrations of collisions resulting in fatal or serious injuries

High Risk Network (HRN) – examines the characteristics of roadways, such as lane configuration and traffic flow



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Bourne

- Sandwich Road
- Head of the Bay Road
- County Road at Clay Pond Road

Sandwich

- Forestdale Road (Route 130)
- Old King's Highway (Route 6A)
- Cotuit Road

Mashpee

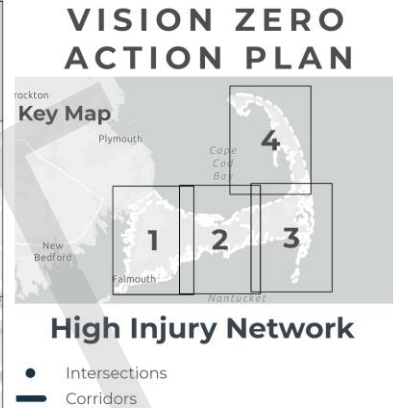
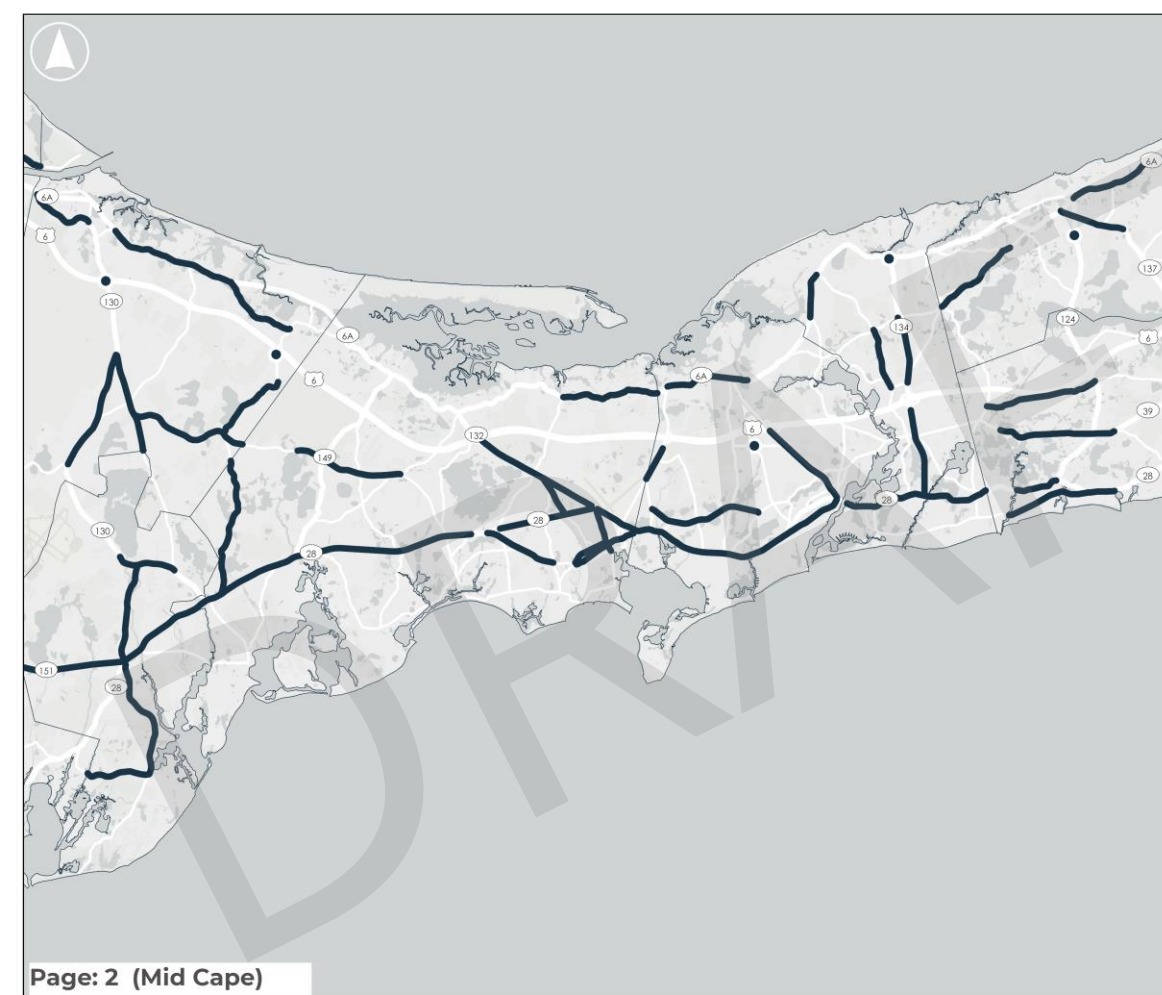
- Falmouth Road (Route 28)
- Nathan Ellis Highway (Route 151)
- Great Neck Road North

Falmouth

- Main Street
- Davis Street (Route 28)
- Palmer Ave (Route 28) at Jones Road



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Barnstable

- Iyannough Road (Route 132)
- Main Street
- Race Lane
- Falmouth Road (Route 28)

Yarmouth

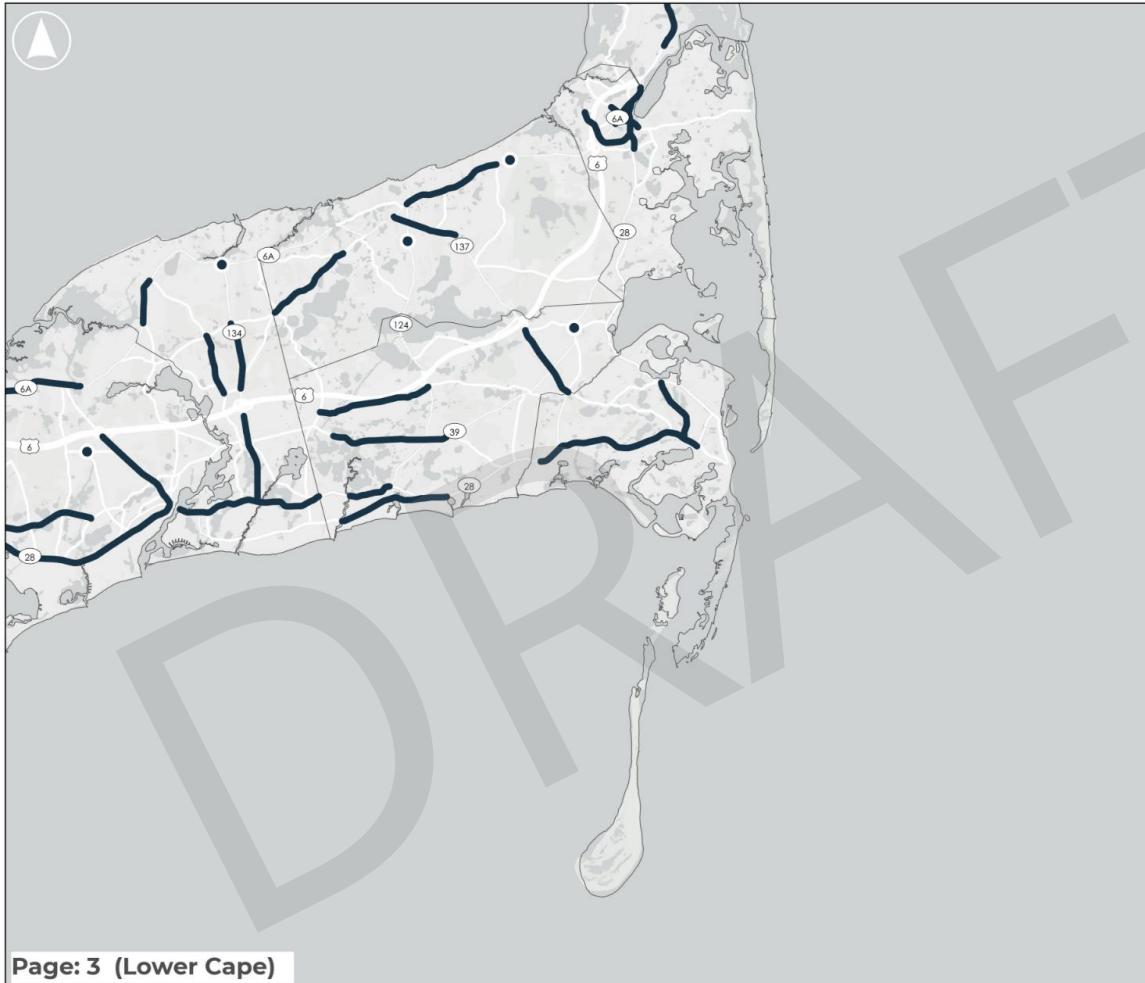
- Station Avenue
- Buck Island Road
- Main Street (Route 6A)

Dennis

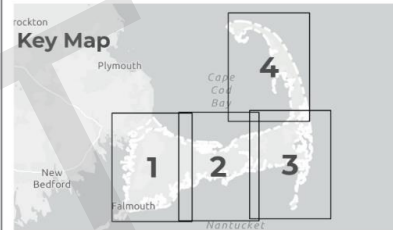
- East-West Dennis Road (Route 134)
- Main Street (Route 28)
- Old King's Highway (Route 6A)
- Old King's Highway (Route 6A) at East-West Dennis Road (Route 134)



VISION ZERO ACTION PLAN **CAPE COD**



VISION ZERO ACTION PLAN



High Injury Network

- Intersections
- Corridors

Brewster

- Long Pond Road
- Old King's Highway (Route 6A)
- Harwich Road at Tubman Road

Chatham

- Crowell Road
- Main Street (Route 28)

Harwich

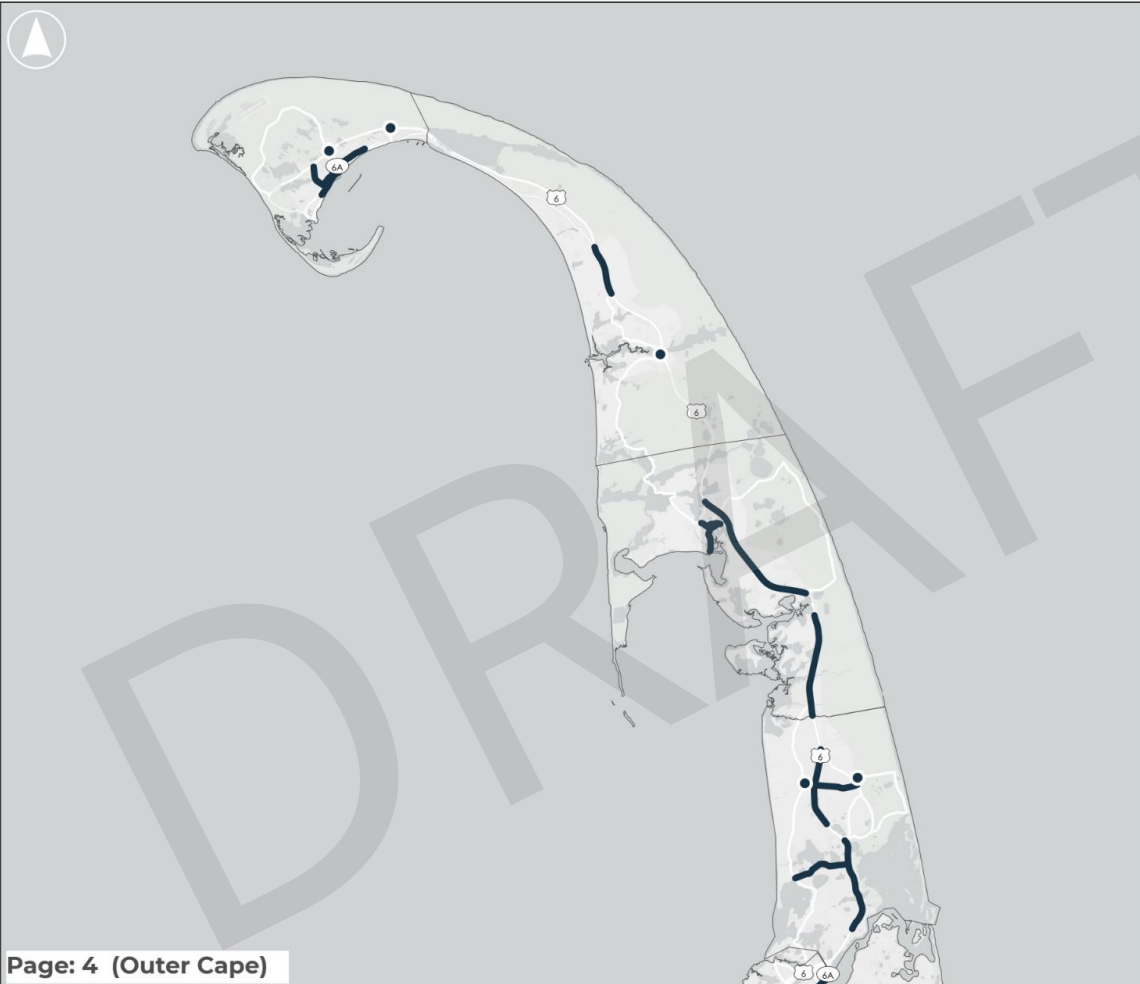
- Great Western Road/Main Street
- Brewster-Chatham Road
- Queen Anne Road

Orleans

- Old King's Highway (Route 6A)
- South Orleans Road (Route 28)
- Eldredge Park Way



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Page: 4 (Outer Cape)

VISION ZERO ACTION PLAN



High Injury Network

- Intersections
- Corridors

Eastham

- Route 6
- Brackett Road
- Cable Road at Nauset Regional High School

Truro

- Route 6
- Truro Center Road at Depot Road/South Pamet Road

Provincetown

- Bradford Street (Route 6A)
- Commercial Street
- Shank Painter Road



Countermeasure Toolbox

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FHWA Proven Countermeasures

Speed Management Treatments

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits
- Speed Table

Crosscutting Treatments

- Lighting
- Road Safety Audit

Roadway Departures Treatments

- Longitudinal Rumble Strips and Stripes – Edge line and Centerline
- Enhanced Delineation for Horizontal Curves
- Median Barriers
- Wider Edge Lines

Intersections and Driveway Treatments

- Bump Outs
- Dynamic No-Turn on Red (NTOR) Signage with Pedestrian Signal Activation
- Dedicated Left- and Right-Turn Lanes at Intersections
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Reduced Left-Turn Conflict Intersections

Pedestrian/Bicycle Treatments

- Walkways
- Crosswalk Visibility Enhancements
- Rectangular Rapid Flashing Beacons (RRFB)
- Medians and Pedestrian Refuge Islands
- Bicycle Lanes/Shared Use Path

The left side of the image features four vertical bars of increasing width and decreasing height from left to right. The first bar is dark green and contains a white silhouette of a car. The second bar is yellow and contains a white silhouette of a car. The third bar is medium blue and contains a white silhouette of a person riding a bicycle. The fourth bar is light blue and contains a white silhouette of a person walking.

Public Engagement

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Public Engagement



TARGETED
OUTREACH



VISION ZERO
ACTION
COMMITTEE (VZAC)
MEETINGS



PUBLIC MEETINGS



HIGH-TECH
STRATEGIES



What Have We Been Hearing?

- Several intersections have shrubbery or ornamental vegetation that affects visibility.
- The intersection of Pleasant Bay Road and Route 39 is uncomfortable because of high speeds and poor visibility.
- Connections from neighborhoods to the Cape Cod Rail Trail are poor and there are many uncomfortable trail crossings.
- Beach access routes have concerns with illegal parking, congestion, and unsafe crossings for pedestrians and bicyclists.
- Many sidewalks are in poor condition or nonexistent.

“Many people (pedestrians) walk on Route 28 from Chatham towards East Harwich to get to the very popular Jackknife beach. However, there is not a shoulder on Route 28 creating a very dangerous situation for walking pedestrians. Recommend that a sidewalk be built along the golf course side of Route 28 from Fox Hill Road down to the beach access points on both sides of the “new bridge” that was built over the Muddy Creek.”

“Warning lights need to be installed on Lothrop Ave. where the Cape Cod Rail Trail crosses the roadway. Also warning signs about a dangerous crossing should be added to the rail trail to warn bicyclists. Because there is such a short distance between the rail trail and Great Western Rd., **a car turning onto Lothrop or crossing Great Western cannot stop quickly if bicyclists are crossing the road, nor does a driver have good sight lines. Many tourists in the area are not aware of this rail trail crossing. I have seen quite a few near misses. It is a place where sooner or later a serious accident will occur.**”

Lower Cape



What Have We Been Hearing?

- Route 6 and Nauset Road have poor speed limit compliance with very few safe crossings. Residents expressed a wish for more signals and signage.
- Many major roads have no sidewalks, and some existing ones are not wide enough for wheelchair/mobility device users.
- Trailheads and beach accesses are not well connected to residential areas for non-motorists.

“Nauset Rd. is a tragedy waiting to happen.

CRAZY EXTREME speeding is a constant, daily occurrence. Students, large construction vehicles, etc., FLY every day. The curves and rolling topology of the road make it impossible to predict oncoming vehicles, pedestrians, pets, bicycles, etc. This is a year-round issue — not limited to summer...”

“I was close to being hit by a new looking black SUV while I was walking on a crosswalk. It was on Main St just before Rock Harbor Road. I looked up Main St. no traffic to the left, looked right a car was barely seen so I thought it was safe. **I took 2 steps and the SUV raced up the street. It was racing so fast I couldn't see the license plate. There is elderly housing where I was crossing. Anyone who could not react like I did quickly could have killed.**”



What Have We Been Hearing?

- Motorists commonly exceed speed limits on Routes 28A & 151, and S. Great Neck Road.
- Existing bicyclist facilities on Route 130 and Sandwich Road are uncomfortable.
- The ferry access vicinity is highly congested with no pedestrian infrastructure. Resultant traffic also conflicts with those attempting to reach the Shining Sea Bikeway.
- The open grate surface on the Pocasset River Bridge is not safe for bicyclists.
- Intersection geometries are confusing and lack guiding signage.

“Sandwich Road is possibly the most dangerous road on Cape Cod, yet is shown as a “bicycle route” on the Cape Cod Regional Transit Authority’s Cape Cod Bicycle Map... Sandwich Road has one lane in each direction, vehicle speeds of 40 to 50 mph, little or no shoulder and broken pavement edge with sand and rubble beyond the pavement... **In this dangerous setting, motor vehicles swerving to avoid pedestrians or cyclists are a recipe for disaster... Instead, the roadway should be improved with the addition of a shared use path. A shared-use path would improve motor vehicle safety as well as pedestrian and bicycle safety.**”

“Bicycle facilities should be where I shop. **Bicycle and pedestrian access should start at the stores and businesses.**”



What Have We Been Hearing?

- Attempting to cross or turn from Buck Island Road and Routes 6, 28, 132, and 134 is dangerous due to high speeds and lack of crossings. Drivers also tend not to obey stop signs and red lights.
- Rotaries, such as the one adjacent to the airport, do not have pedestrian or bicyclist infrastructure.
- Major points of interest, such as Main Street in Barnstable, require pedestrians and bicyclists to take long detours because of a lack of facilities.

“Speed is a serious issue on Buck Island Road. This signal is very busy and is the major cut-through from Yarmouth to Hyannis. **This intersection is constantly having near-misses and a red-light running crash is bound to happen and have serious repercussions.**”

“High School Rd does not align here and pedestrians cannot see cars coming from South Street entering this intersection. **The crossing button is so long 90% of the people crossing here don't wait for the signal and walk around cars.** Please remove these lights and put in stop signs. Signalization is terrible in a village as are one ways. It seems traffic engineers think signalization is the key to everything. Definitely out on Routes 28 and 132 by the Mall but not in the village of Hyannis. **Pedestrians are second class citizens to pick up trucks and racing road rage types.**”



Collaborative Sessions

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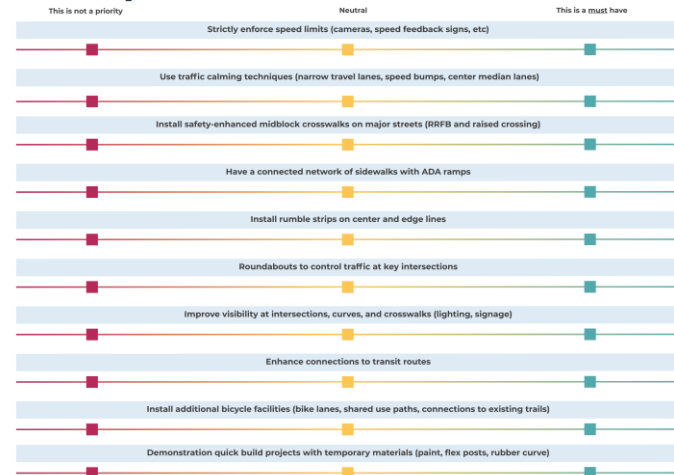
Activities

How Important is it to You?

Share your thoughts on Strategies, Policies, Ideas

Identify locations with Safety Concerns/Crashes or Near Crashes/Safety Improvements.

How Important is it to You?



Education Strategies

Examples: Hosting pedestrian, bicyclist, and traffic safety awareness for all ages; Participate in the Safe Routes to School program (Walk, Bike, & Roll to School Day); Drive education housing on sharing the roads & etc.



Town Policies

Examples: Preparing transportation safety campaign (focusing on key areas like distracted driving, pedestrian safety, seatbelt usage, impaired driving, school bus safety, & etc.); Hosting safety demonstration & etc.



Safety Campaign Ideas

Examples: Setting appropriate speed limits for all road users; Establishing traffic calming policies & etc.



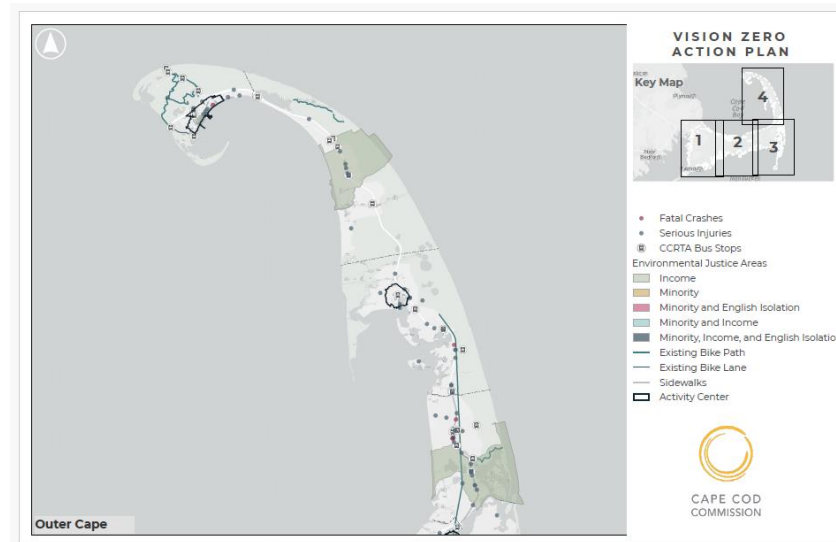
Enforcement Strategies

Examples: Installing speed safety cameras; Installing solar speed feedback signs, variable speed limits, & etc; High visibility enforcement (speed enforcement waves, crosswalk operations & etc) & etc.



Other Ideas

Have any ideas that don't fit in the other column? Put them here!



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Closing Remarks

Thank you!

Visit our **Project Website** to stay up to date

