



CAPE COD
COMMISSION

Town of Yarmouth

Cape Cod Rail Trail to Drive-In Parcel Bicycle Path Feasibility Study

District Local Technical Assistance Program



Prepared by Cape Cod Commission staff

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Introduction and Background

The Town of Yarmouth (Town) contracted with the Urban Land Institute (ULI) in 2017 for a Technical Assistance Panel (TAP) to devise a strategy for re-invigorating the Route 28 area and to assess the redevelopment potential of the former drive-in theater site at 669 Route 28. The ULI-TAP identified both the drive-in site and the Cape Cod Rail Trail (CCRT), with its recent westward extension into Yarmouth and programmed future extension through Yarmouth into Barnstable, as town assets. The report noted the contiguous swath of town-owned land between Route 6 and the drive-in parcel as providing a key opportunity for construction of an interconnected bicycle/shared-use path from the CCRT to the drive-in parcel.

In 2018 the Town requested assistance from the Cape Cod Commission (Commission), through the District Local Technical Assistance (DLTA) program, to identify and analyze options for connecting the “drive-In” parcel south of Route 28 adjacent to the Parkers River with the CCRT using the existing bicycle and facility network and/or creation of new facilities. The Commission conducted this initial study of potential route options and presented them in the Cape Cod Rail Trail to Drive-In Parcel Trail Connection: Alternatives Development Report (“*Alternatives Development Report*”¹) in January 2019.

Following completion of the *Alternatives Development Report*, the Town requested additional DLTA funding in 2019 for the Commission to refine the route alternatives, gather public input through public meetings and a community survey, and present the results and recommendations. The purpose of this study is to inform Town officials and residents about route alternatives, challenges and opportunities, and the community’s response to the idea of a bike path extension between the CCRT and the drive-in site. The information should be useful to the Town when considering whether to proceed further with alternatives selection and route development or whether Town resources should be directed elsewhere.

GOALS AND OBJECTIVES

The project team used the following goals and principles to guide development of route options:

1. Provide a comfortable and enjoyable bicycle route between the Cape Cod Rail Trail and the drive-in parcel for Yarmouth residents and visitors.

¹ The report is available on the Town website:
<https://www.yarmouth.ma.us/DocumentCenter/View/11875/Cape-Cod-Rail-Trail-to-Drive-In-Parcel-Trail-Connection---Alternatives-Development-Report>

- Create a bikeway that provides a relatively direct route between the two destinations and/or has scenic surroundings and includes points of interest or attraction, including local commercial venues.
 - Minimize motorized/non-motorized vehicle conflict.
2. Maximize use of existing and future assets to connect the two destinations.
 - Minimize right-of-way acquisition.
 - Maximize use of public land, including public rights-of-way.
 3. Minimize and/or mitigate adverse impacts to natural and cultural resources.
 4. Minimize and/or mitigate impacts to dense residential neighborhoods.

GUIDE TO TERMINOLOGY

The following terms have the following meanings in this report:

Bicycle facility – A new or improved lane, path, or shoulder for use by bicyclists. Bicycle facilities also include associated bicycle accommodations such as bicycle shelters, parking, and bicycle-oriented traffic control devices.

Bicycle path – A path or trail that is physically separated from motor vehicle traffic located either within the road right-of-way or within an independent right-of-way. Also referred to as multiuse pathways, they include bicycle paths, rail-trails, or other facilities built for bicycle and pedestrian traffic and allowing other non-motorized travel modes such as skateboards and horses. The term bicycle path is used interchangeably with “shared-use path” and “multi-use path” in this report.

Bicycle route – A suggested route for bicycle travel. It may be an on-road route where bicyclists and motor vehicles share the travel way, and it may include stretches of other designated bicycle facilities. In general, a bicycle route designation does not require that the road include any special bicycle facilities.

Full separation – Refers to a bicycle facility where the bicycle travel area is separated from the motor vehicle area by a physical barrier such as guard rail, curbing, bollards, etc. A fully separated facility may be located adjacent to the roadway alignment (e.g., protected bike lane) or in a location away from a road (such as the Cape Cod Rail Trail).

Multi-use path – See Bicycle path. These terms are used interchangeably in this report.

Partial separation – Refers to a bicycle facility (e.g., bike lane) that provides a designated space for bicycling with pavement markings but is located within the roadway footprint without a physical barrier from the motor vehicle area.

“Share the road” program – A public education initiative directed at cyclists and motorists to encourage safe roadway behavior and promote safe travel spaces for all road users. “Share the road” signage and pavement markings are used to inform and direct road users where bicycles and motor vehicles share road space.

Shared-use path – See Bicycle path. These terms are used interchangeably in this report.

Yarmouth Bicycle and Pedestrian Trail Network

EXISTING AND PROPOSED

The CCRT travels through the towns of Wellfleet, Eastham, Orleans, Brewster, Harwich, Dennis, and Yarmouth, along with the Old Colony Rail Trail spur from Harwich to Chatham. A westward extension to Barnstable is programmed for 2021, and an extension through the Outer Cape towns of Truro and Provincetown as proposed in the Outer Cape Bicycle and Pedestrian Master Plan is also underway. The Yarmouth portion of the CCRT follows the railroad right-of-way from Dennis into Yarmouth, with bridges across the Bass River and Station Avenue, to Peter Homer Park. The CCRT connects with the town-owned Old Town House Road bike path and continues westward through Bayberry Hills golf course to Higgins Crowell Road. The town-owned path will be upgraded and integrated into the CCRT Phase 3 construction, which will extend the path through Yarmouth Water Department land, across Willow Street with a new bridge, and continue through Yarmouth into Barnstable.

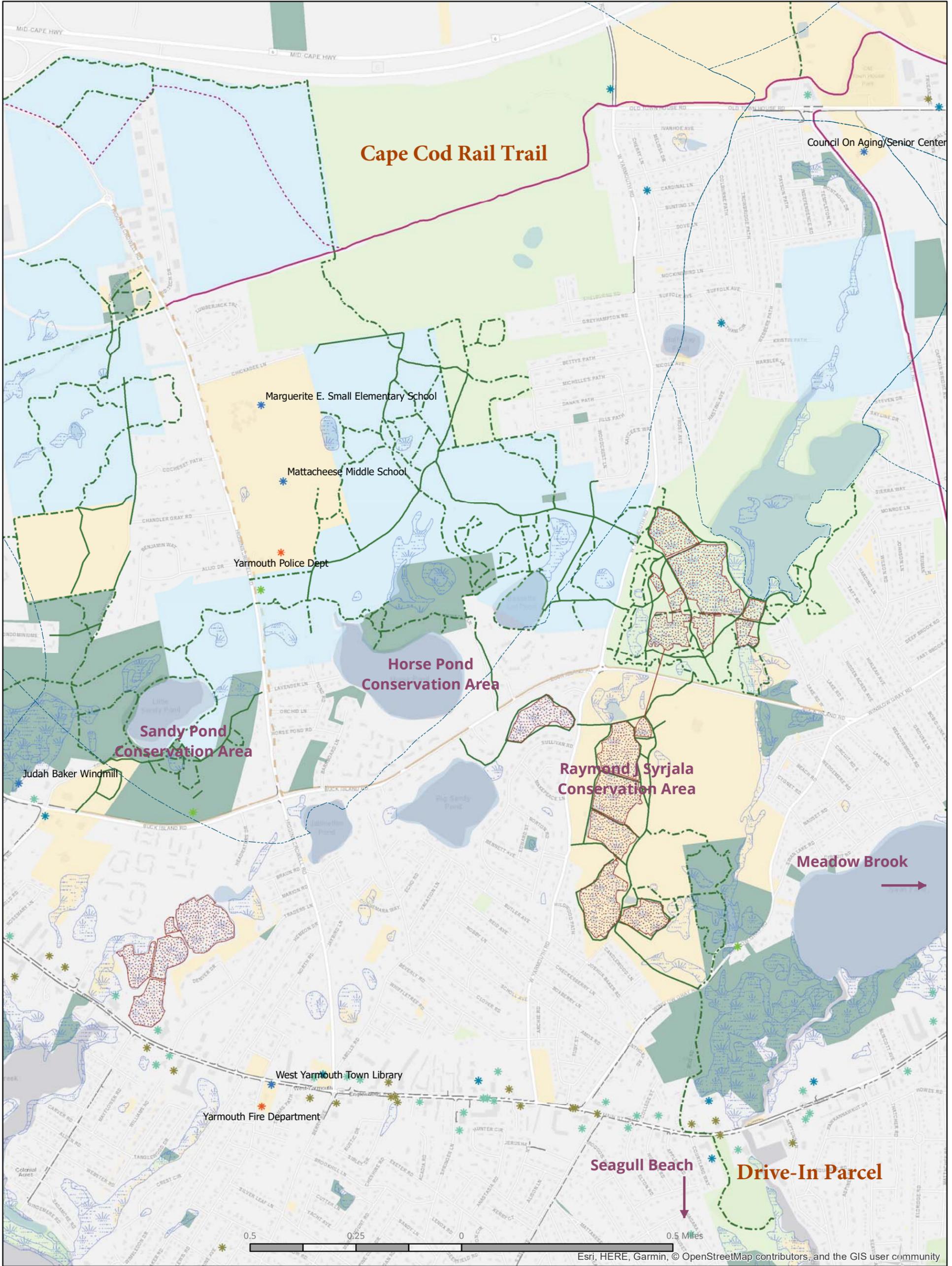
A bike path on Forest Avenue runs from the Old Town House Road intersection to Long Pond Road. It begins across Old Town House Road from Peter Homer Park and the CCRT but does not directly connect with the CCRT. A wide/expanded sidewalk that functions as a bike path runs along Buck Island Road but does not connect to the CCRT network.

An extensive unpaved and off-road trail network, including unpaved footpaths, fire roads and cranberry bog service roads, is located throughout Yarmouth's Town-owned open space areas, including conservation areas and Water Department land. The trails extend through woodlands, active cranberry bogs, meadows, and other scenic areas and provide opportunities for hiking, dog-walking, and exploring nature. Mountain bicyclists also use the trails.

OTHER FUTURE PATHS/TRAILS

The town (through a consultant) prepared engineered plans for the installation of a sidewalk/shared-use path along most of Higgins Crowell Road. The Town is currently working on final design plans for a shared use path from Buck Island Road to the proposed CCRT parking lot north of the roundabout. A bicycle/pedestrian facility in this location would provide a key north-south connection between the CCRT and Route 28. In addition, a shared-use path is proposed on the south side of Route 28 in the current designs for the future Bass River bridge upgrade/improvements and Route 28/Main Street/Old Main Street intersection through to Mill Lane.

Yarmouth Existing Trail Inventory/ 2018 Cape Cod Rail Trail Drive-In Parcel Bike Route Study



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Shared Use Pathways (SUP) Points of Interest		Pedestrian Accommodations		Town Owned Land		Cranberry Bogs
Path	Accommodation and Food Services	Wide Sidewalk (width greater than 5')	Municipal Conservation	Cranberry Bogs	Wetlands	
proposed path	Arts, Entertainment, and Recreation	Sidewalk (width less than 5')	Municipal Recreation	Wellhead Protection Areas		
Unpaved Trails		Proposed Sidewalk	Municipal Other			
Wide trail/Fire Road	Municipal Buildings		Water District			
Narrow Trail	Community Site					
	Trailheads					

Alternatives Development

Commission staff identified potential route alternatives between the CCRT and the drive-In parcel in 2018 and provided an assessment of the route options, including potential resource impacts and costs, in the *Alternatives Development Report*. A summary of the alternatives development process is provided below. For further details and discussion, please refer to that report.

CHALLENGES AND OPPORTUNITIES

As discussed in the Introduction section of this report, the origin for exploring bike path options between the Cape Cod Rail Trail and the Route 28 drive-in parcel stem from the ULI technical assistance panel. They identified key opportunities and assets, such as contiguous town-owned land and proximity to Route 28 attractions/destinations, as reasons for bike path creation. The project team identified other opportunities as well, including scenic landscapes and gentle topography, but also identified significant challenges for routing a bike path through this land, including potential impacts to (and/or mitigation for) wetlands; potential conflicts with existing uses, including cranberry bog operations, water department operations, hunting activity, conservation area uses, existing land restrictions, and road crossing locations. Commission staff considered both the opportunities and challenges as factors in its route development process and tried to avoid challenge/conflict areas where possible.

The table below provides a summary of opportunities and challenges for bike path creation between the CCRT and the drive-in parcel.

CCRT to Drive-In Parcel Bike Path Opportunities and Challenges	
OPPORTUNITIES	
Town-owned land	Inter-connected town-owned properties located between the CCRT and Route 28 provide an opportunity for a bicycle connection on land the town controls, reducing the need for and cost of right-of-way acquisition on private property. The contiguous nature of town-owned land allows for construction of an off-road bicycle facility, away from busy streets.
Scenic landscapes	The town-owned land between the CCRT and Route 28 contains varied landscapes including woodlands and cranberry bogs that provide pleasant scenery for bicycling.
Existing trail network	An existing network of unpaved trails – ranging from narrow footpaths to wider fire and bog service roads – allows for creation of a bike path on existing trails, reducing overall clearing and tree removal during construction.
Gentle topography	The land between the CCRT and Route 28 is fairly flat, making it appealing for bicycling and accommodating of all levels of bicyclists.

CCRT to Drive-In Parcel Bike Path Opportunities and Challenges	
Connection to economic center	The Route 28 area adjacent to the drive-in parcel is an active commercial area that could be a draw for bicyclists. A bike path to the drive-in parcel could help bicyclists access nearby stores and eateries. Local businesses may benefit from bicyclists coming into the area.
CHALLENGES	
Active cranberry bogs	Several active cranberry bogs are located on the town-owned land south of West Yarmouth Road and Buck Island Road. The growers/workers need unimpeded access to the bogs. Growing and harvesting operations (with heavy machinery and equipment) may conflict with a bike path/bicycling.
Land management	The town's land management operations – including prescribed burn areas and brush clearing activities – in forested areas north of West Yarmouth Road may conflict with bicycling activity.
Conservation land & Water Department land	Some of the town-owned lands – particularly the Raymond Syrjala Conservation Land (south of Buck Island Road) and the Water Department land – are designated for uses that may not be compatible with bike path creation and bicycling activity. The Syrjala conservation area is protected by a conservation restriction that limits activities to ensure resource protection.
Wetlands	The area south of Buck Island Road has numerous wetlands. Bike path creation in these areas could adversely impact wetland systems. Land disturbance in wetland resource areas would require Conservation Commission review and permitting.
Undeveloped spaces enjoyed for quiet	The town-owned lands between the CCRT and Route 28 provide natural open spaces that provide opportunities for people to enjoy quiet and nature, away from noise and development. Bringing a bike path and bicycling activity through these spaces could impact their peaceful character.
Hunting	Hunting is allowed in much of the area between the CCRT and Route 28. Creating a bike path in these locations could interfere with hunting activity.
Town facilities	Town facilities – including equipment storage, buildings, and water system infrastructure – are located on the town-owned land. Maintaining access and security is necessary and may conflict with bike path creation and bicycling activity.
Wastewater treatment	Wastewater spray fields are located south of Buck Island Road to the east of the cranberry bogs. This area may not be desirable for bicycling.
Road crossings	Several roads, including West Yarmouth Road, Buck Island Road, and Route 28, intersect the study area and would need crossing facilities where they intersect with the bike path.

CCRT to Drive-In Parcel Bike Path Opportunities and Challenges	
Private property	While most of the land in the project area is town-owned, the parcels on Route 28 across from the drive-in parcel and adjacent to Bog Road are privately owned. Permission/easements or fee acquisition to cross the private property would be needed.

ROUTE OPTIONS

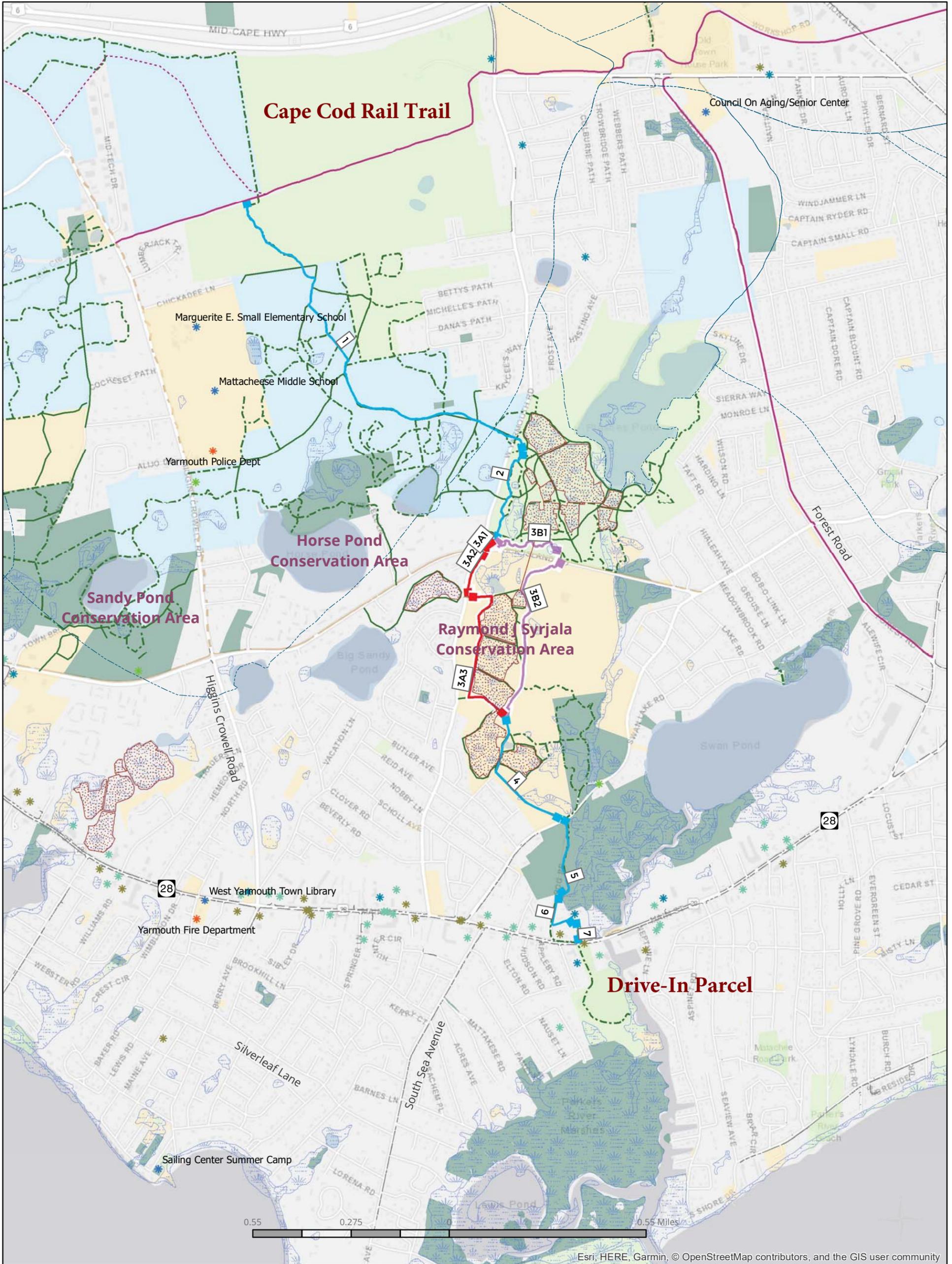
Using the project’s goals and objectives as guiding principles for route development, Commission staff reviewed maps of the existing trail network between the CCRT and the drive-in parcel and conducted site visits to evaluate trail conditions and connections. Most of the road network between the two destinations lacks bicycle accommodations, and riders must share space with motorists on busy roads. The trail network through town-owned land could provide travel opportunities between the CCRT and the drive-in parcel without using the road network. The trails are unpaved and are unsuitable for bicycling (other than off-road/mountain bikes) without additional clearing and grading. They range in width from narrow footpaths between 4-6 feet in width to wider fire and cranberry bog service roads approximately 10 feet wide.

For potential alternatives, the project team initially identified both off-road routes that follow the inter-connected trails and bog roads as well as routes along roads (which would need to incorporate sidewalk expansion or protected bike lanes to provide full separation from motor vehicles). Based on guidance from town staff, the project team subsequently focused on the off-road alternatives through Town-owned land for the purposes of this study. Town staff suggested showing the on-road routes in the report as potential opportunities to improve bicycling connectivity in the future. (See Appendix - “Future Connectivity Considerations” section for a description and map of the other considered routes.)

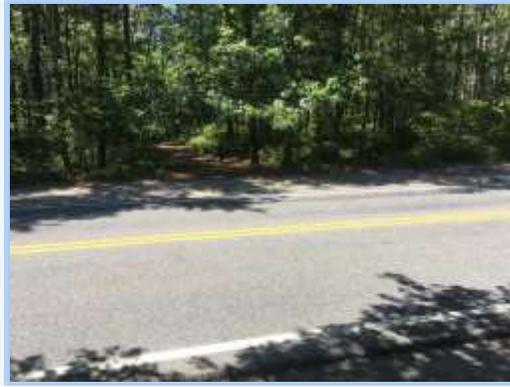
The project team identified interconnected off-road trail alternatives between the two destinations and labelled them “Main Route Option” that included alternative segments in areas with natural resource issues or land use conflicts. Due to the routing challenges through the cranberry bogs and wetlands south of Buck Island Road the team added route options for consideration based on suggestions from town staff and labelled them as “Other Route Options.” See maps on the following pages. The project team developed impact and cost assessments on these potential alternatives (that were later revised and simplified).

MAIN ROUTE OPTION

2018 Cape Cod Rail Trail Drive-In Parcel: Main Route Option



- | | | | | |
|--|--|--|---|---|
| <p>Shared Use Pathways (SUP)</p> <ul style="list-style-type: none"> — Path — proposed path — Unpaved Trails — Wide trail/Fire Road — Narrow Trail | <p>Points of Interest</p> <ul style="list-style-type: none"> ★ Accommodation and Food Services ★ Arts, Entertainment, and Recreation ★ Retail Trade ★ Municipal Buildings ★ Community Site ★ Trailheads | <p>Main Route Option</p> <ul style="list-style-type: none"> — Blue: Main Route — Red: Option A — Purple: Option B <p>Pedestrian Accommodations</p> <ul style="list-style-type: none"> Wide Sidewalk (width greater than 5') Sidewalk (width less than 5') Proposed Sidewalk | <p>Town Owned Land</p> <ul style="list-style-type: none"> Municipal Conservation Municipal Recreation Municipal Other Water District | <ul style="list-style-type: none"> Cranberry Bogs Wetlands Wellhead Protection Areas |
|--|--|--|---|---|



Wide trail (fire road) through water department land (left); and West Yarmouth road trail entrance to the bogs (Main Option, Segment 1).



Main Route Option Segment 2 view from West Yarmouth Road bogs (left); and trail head near Winslow Gray Road (Segment 4).



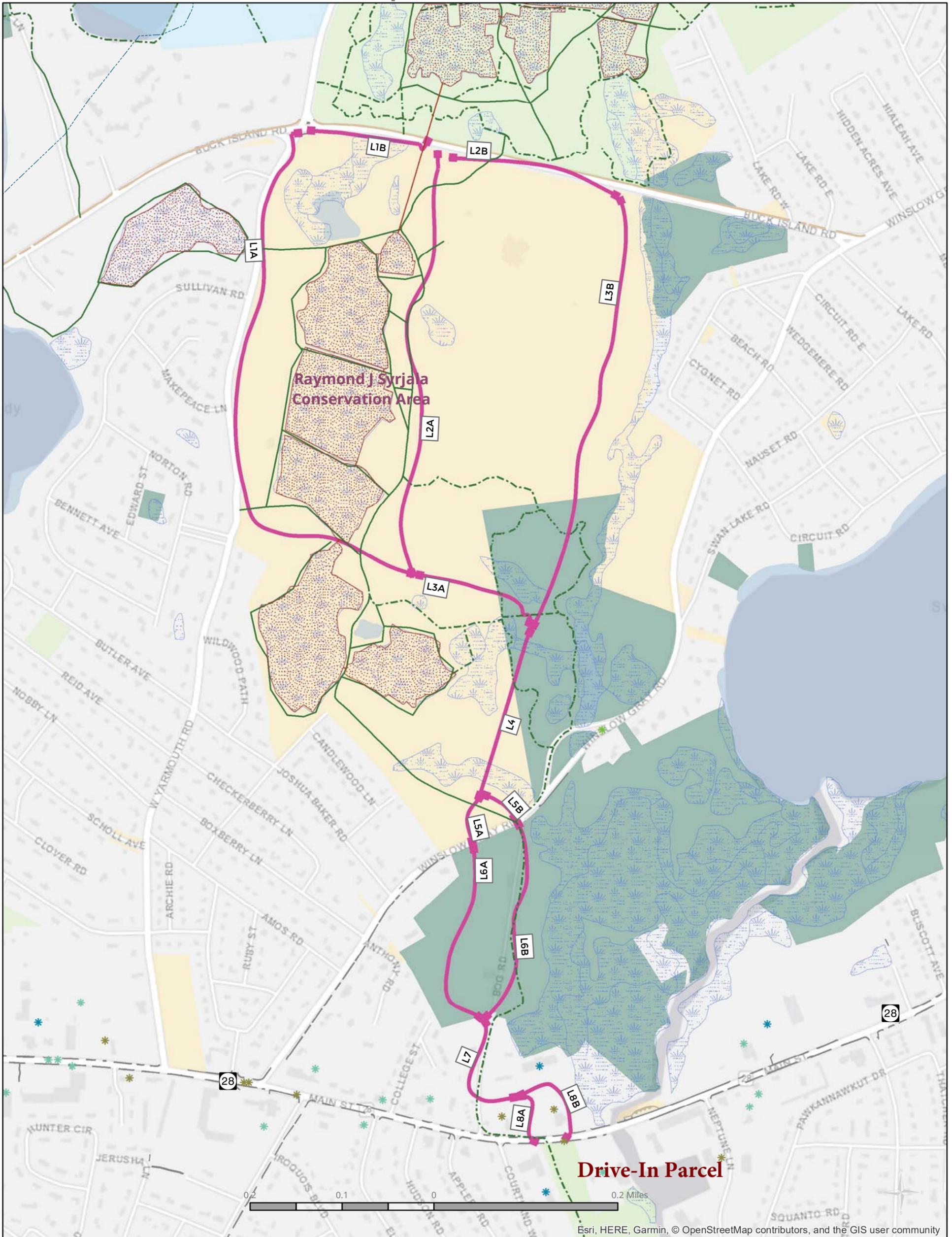
Wetland in Syrjala Conservation Area (l); and plaque from Yarmouth Conservation Commission honoring the Kittala family who donated the conservation area to the Town in 1981 (r). (Segment 4)



View from drive-in parcel north across Route 28 towards the Whydah property and adjacent restaurant parking lot (Segment 7) (above);

OTHER ROUTE OPTIONS - ADDITIONAL OPTIONS SOUTH OF BUCK ISLAND ROAD

2018 Cape Cod Rail Trail Drive-In Parcel: Other Route Option: South of Buck Island Road



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<p>Shared Use Pathways (SUP)</p> <ul style="list-style-type: none"> — Path — proposed path — Unpaved Trails — Wide trail/Fire Road — Narrow Trail 	<p>Points of Interest</p> <ul style="list-style-type: none"> ★ Accommodation and Food Services ★ Arts, Entertainment, and Recreation ★ Retail Trade ★ Municipal Buildings ★ Community Site ★ Trailheads 	<p>Pedestrian Accommodations</p> <ul style="list-style-type: none"> — Wide Sidewalk (width greater than 5') — Sidewalk (width less than 5') — Proposed Sidewalk 	<p>Town Owned Land</p> <ul style="list-style-type: none"> ■ Municipal Conservation ■ Municipal Recreation ■ Municipal Other ■ Water District 	<ul style="list-style-type: none"> ■ Cranberry Bogs ■ Wetlands ■ Wellhead Protection Areas
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Drive-In Parcel

ROUTE CHARACTERISTICS

Following identification of potential alternatives, the project team assessed route characteristics to help estimate and compare resource impacts and costs as shown in the Routes Characteristics Table on the following page. The table provides information on features of the Main Route Option segments and the Other Route Options South of Buck Island Road segments. For the sake of comparison between the Main Route Option and the Other Route Options South of Buck Island Road, the table includes three “sample” routes comprised of Other Route Options segments. A list and description of the table columns are provided below, followed by a summary of characteristics.

Segment ID: Number/letter to identify each route segment.

Segment Condition: Indicates whether the segment is located on one of the following:

- Existing Trail (Narrow =5', Wide=10', Mix = both narrow and wide trail pieces in segment);
- Existing Sidewalk; or,
- No trail exists in the location, shown as a blank - no entry in column cell. The segment would be a new trail.

Location: Describes where the segment is located. The direction of travel is oriented from the Cape Cod Rail Trail to the rive-In parcel.

Segment Length: Length of segment in miles.

Suggested Accommodation: Type of facility for segment:

- Multi-Use Path = 10' path with 2' shoulders each side;
- Share the Road: Bicycles and motor vehicles share the road. Pavement markings and signage for guidance and safety.
- Sidewalk

Property Owner: Indicates whether the segment is located on Public (Town of Yarmouth or MassDOT) or private property.

Area of New Disturbance: Approximate area of clearing for accommodation.

Wetland Buffer: Approximate length of segment within mapped DEP 100' wetland buffer area.

Impact to Wetland Buffer: Approximate area of segment in wetland buffer area.

Wetlands: Length of segment in mapped wetland.

Cost of Accommodation: Estimated cost of construction. Does not include design, permitting, environmental mitigation costs, etc.

Note: The initial route characteristics analysis included review of Massachusetts Natural Heritage and Endangered Species Program (NHESP) mapped Priority Habitat for rare species. No route segments are located within Priority Habitat areas, so this field was not included in the table.

Route Characteristics Table
Cape Cod Rail Trail to Drive-In Parcel

Segment ID	Segment Condition	Location	Segment Length (Miles)	Suggested Accommodation	Property Owner	Area of new disturbance (sq.ft)	Wetland Buffer (ft)	Impact to wetland buffer (ft2)	Wetlands (ft)	Cost of Accomodation1 (\$1,000)
MAIN ROUTE (w/ Option A)										
1	Existing Trail (mix)	Bayberry Hills Bike path @ Blue Barrell trail to West Yarmouth Road	1.20	Multi-use path; Crossing	Town	47,520				\$ 1,951
2	Existing Trail (mix)	West Yarmouth Road to point NE of Buck Island Road	0.35	Multi-use path	Town	13,860	475	3,563		\$ 569
3a1		Point NE of Buck Island/West Yarmouth Roads to Buck Island Road at West Yarmouth Road.	0.04	Multi-use path; Crossing	Town	2,957				\$ 65
3a2		Buck Island Road at West Yarmouth Road to bog access road off of West Yarmouth Road.	0.14	Multi-use path	Town	10,349	365	5,110		\$ 228
3a3	Existing Trail (Wide)	Bog access road off of West Yarmouth Road (3a2) to trail junction with 3b2.	0.50	Multi-use path	Town	13,200	2,240	8,960		\$ 813
4	Existing Trail (mix)	Junction of 3a3 and 3b2 to Winslow Gray Road at Bog Road	0.40	Multi-use path; Crossing	Town	15,840	1,703	12,773	59	\$ 650
5	Existing Trail (Wide)	Winslow Gray at Bog Road to property boundary of TOY and Whydah property	0.25	Multi-use path	Town	5,280	351	1,404		\$ 407
6	Whydah driveway & parking lot	TOY/Whydah property boundary to restaurant parking lot	0.15	Share the road	Private		120			\$ 2
7	Parking lot	Restaurant parking lo to Route 28	0.07	Share the road	Private					\$ 1
Trail Totals w/Option A			3.10			109,006	5,254	31,809	59	\$ 4,767
Option B										
3b1	Existing Trail (narrow)	Point NE of Buck Island/West Yarmouth Roads to Buck Island Road - Water Dept driveway	0.25	Multi-use path	Town	11,880	416	3,744	215	\$ 407
3b2	Existing Trail (wide)	Water Dept driveway to junction with 3a3.	0.5	Multi-use path	Town	10,560	1,325	7,950		\$ 813
Trail Totals w/Option B			3.17			104,940	4,390	29,433	274	\$ 4,881
OTHER ROUTE OPTIONS SOUTH OF BUCK ISLAND ROAD										
L1a		Buck Island Road/West Yarmouth Road intersection to a point east of the junction of existing bog roads.	0.65	Multi-use Path (small section of share the road)	Town	48,048	600	8,400		\$ 1,057
L2a		East of Buck Island/West Yarmouth Road to east of the junction of the bog roads.	0.5	Multi-use path	Town	36,960				\$ 813
L3a		East of bog roads junction to junction of L3b and L4.	0.15	Multi-use path	Town	11,088	260	3,640		\$ 244
L1b	Expanded sidewalk	Buck Island Road/West Yarmouth Road intersection to point east of bog roads junction	0.13	Existing Sidewalk	Town		530			\$ 1
L2b	Expanded sidewalk	Buck Island Road sidewalk from junction with L1b eastern edge of Raymond Syrjala area, east of bogs	0.2	Existing Sidewalk	Town		200			\$ 1
L3b		Buck Island Road crossing to junction with Segment L3a and Segment 4.	0.5	Multi-use path	Town	36,960	344	15,824		\$ 813
L4		Junction of L3a and L3b to intersection of existing trails west of Winslow Gray parking area trail head.	0.2	Multi-use path	Town	14,784	400	5,600	190	\$ 325
L5a		Existing trail (wide) west of Winslow Gray trailhead to Winslow Gray Road west of trail entrance at Bog Road.	0.08	Multi-use path	Town	5,914				\$ 130
L5b		Existing trail (narrow) west of Winslow Gray trailhead to Winslow Gray Road trail entrance at Bog Road.	0.06	Multi-use path	Town	4,435	275	3,850		\$ 98
L6a		Winslow Gray Road to border of Town/Whydah property	0.21	Multi-use path	Town	15,523				\$ 342
L6b		Winslow Gray Road to border of Town/Whydah property	0.24	Multi-use path	Town	17,741	275	3,850		\$ 390
L7		Town/Whydah property to Whydah Parking lot.	0.35	Share the road	Private	25,872				\$ 5
L8a		Whydah parking lot to Route 28 driveway across from drive in parcel.	0.06	Share the road	Private					\$ 1
L8b		Whydah parking lot to eastern site entrance at Route 28.	0.11	Share the road	Private		132	1,848		\$ 2
Trail Totals including 1, 2, 3a1, L1A, L3A, L4, L5A, L6A, L7, L8A			3.29			185,566	1,735	21,203	190	\$ 4,770
Trail Totals including 1, 2, 3a1, L1B, L2B, L3B, L4, L5B, L6B, L7, L8B			3.38			164,129	2,631	34,535	190	\$ 4,301
Trail Totals including 1, 2, 3a1, L1B, L2A, L3A, L4, L5A, L6A, L7, L8B			3.32			174,478	1,797	14,651	190	\$ 4,527

Notes

- Assumes 4 updated or new crosswalks with associated warning devices, signage, striping.
- All considered routes are outside of Priority Habitats

ROUTE CHARACTERISTICS TABLE SUMMARY

The *Alternatives Development Report* provided the following summary of the Route Characteristics Table:

Existing Condition

The “Main Route Option” is located on existing trails for the entire route except for approximately 0.18 miles with Alternative A (Segments 3a1 and 3a2) that would be located where no trail currently exists i.e., new trails. All “Other Route Options” segments are located outside of existing trails and would all be new trails, except for 0.15 miles on the Buck Island Road sidewalk (Segments L1b and L2b). All alternatives also travel through a portion of existing parking lots between Bog Road and Route 28.

Length

The alternatives are all similar in length. The Main Route Option is approximately 3.10 miles with the “A” segments and approximately 3.17 miles with the “B” segments. The “Other Route Options” based on the three sample routes range from approximately 3.29 miles to 3.38 miles in length. (The differences are negligible given the coarseness of the measurement tool and conceptual nature of the trail lines.)

Suggested Accommodation

A multi-use path is the suggested accommodation for all segments of the Main Route option except for Segments 6 and 7, where Share the Road signage and pavement markings are suggested as the treatment through an existing parking lot. The same is true for the Other Route Options, except for 0.15 miles on Buck Island Road (Segments L1b and L2b) where the existing (wide) sidewalk is the suggested accommodation. Crossing accommodations are recommended at all road crossings. The type of crossing accommodation would vary depending on the traffic speed and volume of the road.

Property Owner

All route segments on the Main Route Option and the Other Route Option are located on public (Town of Yarmouth-owned) land except for segments between the town-owned portion of Bog Road and Route 28. Main Route Option Segments 6 and 7 travel through Whydah and Captain Parker’s parking lots. Other Route Option Segments L7 and L8a also cross through the Whydah parking lot and site driveway. Segment L8b travels on Whydah property only.

Area of New Disturbance

The Main Route Option requires less new land disturbance than the “Other Route Options” because of its use of existing trails rather than creation of new trails. Other

Options Segments L1b and L2b require no new disturbance because they use the existing Buck Island Road sidewalk.

Wetland Buffer

Work inside the wetland buffer area would trigger review from the Yarmouth Conservation Commission. The Main Route Option has the greatest length of travel within the wetland buffer area (approximately 5,254 feet using A segments and 4,390 feet using B segments). The Other Route Options length inside the wetland buffer area ranges from 1,735 feet to 2,631 feet.

Impact to Wetland Buffer

The Main Route Option, both the A segments and the B segments, would impact more wetland buffer area (39,899 square feet and 33,145 square feet, respectively) than the Other Route Options (which range from 14,651 square feet to 34,535 square feet impact area for the three sample routes).

Wetlands

The Main Route option travels approximately 59' through a wetland (Segment 4 between the cranberry bog area and Winslow Gray trailhead). The Other Route Options travel through approximately 60' of wetland between the wastewater facility and Plashes Brook (Segment L3b) and 190' of wetland between the cranberry bog area and Winslow Gray Road (similar to Main Option Segment 4).

Costs

Cost estimates for Main Option alternatives range from \$4,767,000 (with A Option) and \$4,881,000 (with B Option). Other Route Options estimates are similar, ranging from \$4,301,000 to \$4,770,000 for the sample routes.

REVISED ALTERNATIVES MAP

Following completion of the Alternatives Development Report and in preparation for public meetings and presentation of routes options to the public, the project team worked with town staff to simplify the mapped route alternatives by consolidating and refining segment options. The following maps show the refined alternatives. The project team used these updated maps at the public workshops.

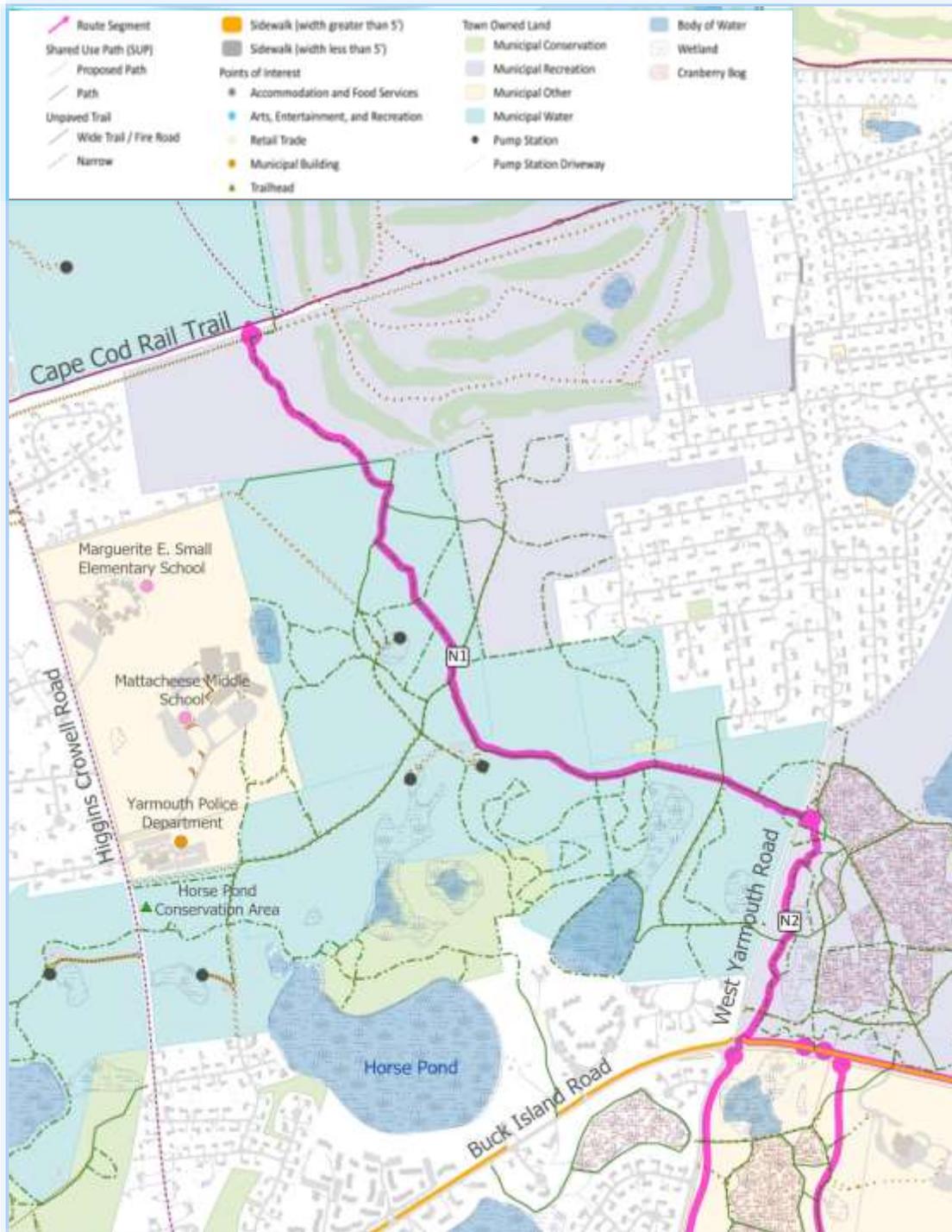


Figure 4 - Revised Route Options North - Cape Cod Rail Trail to Buck Island Road.

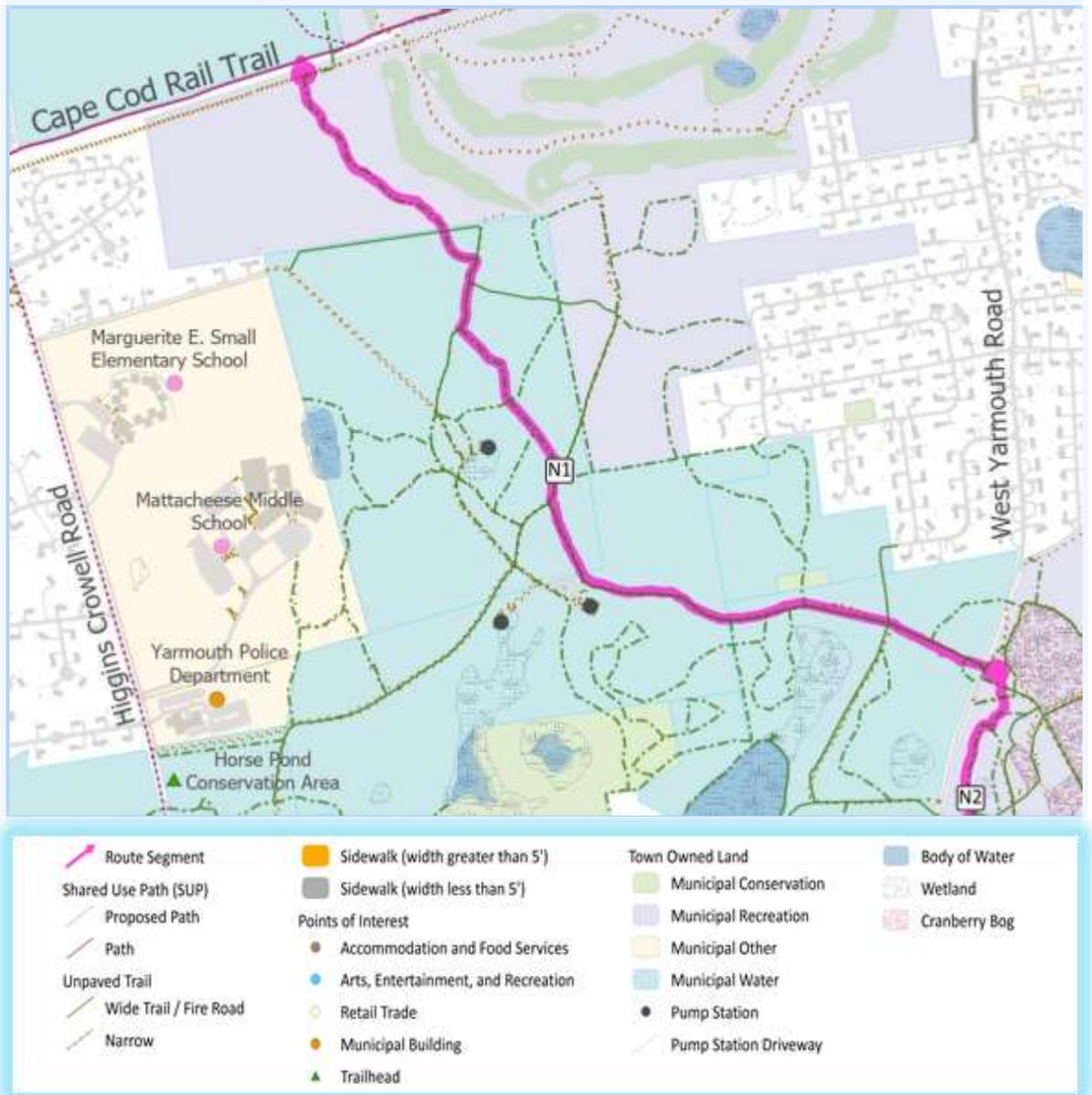
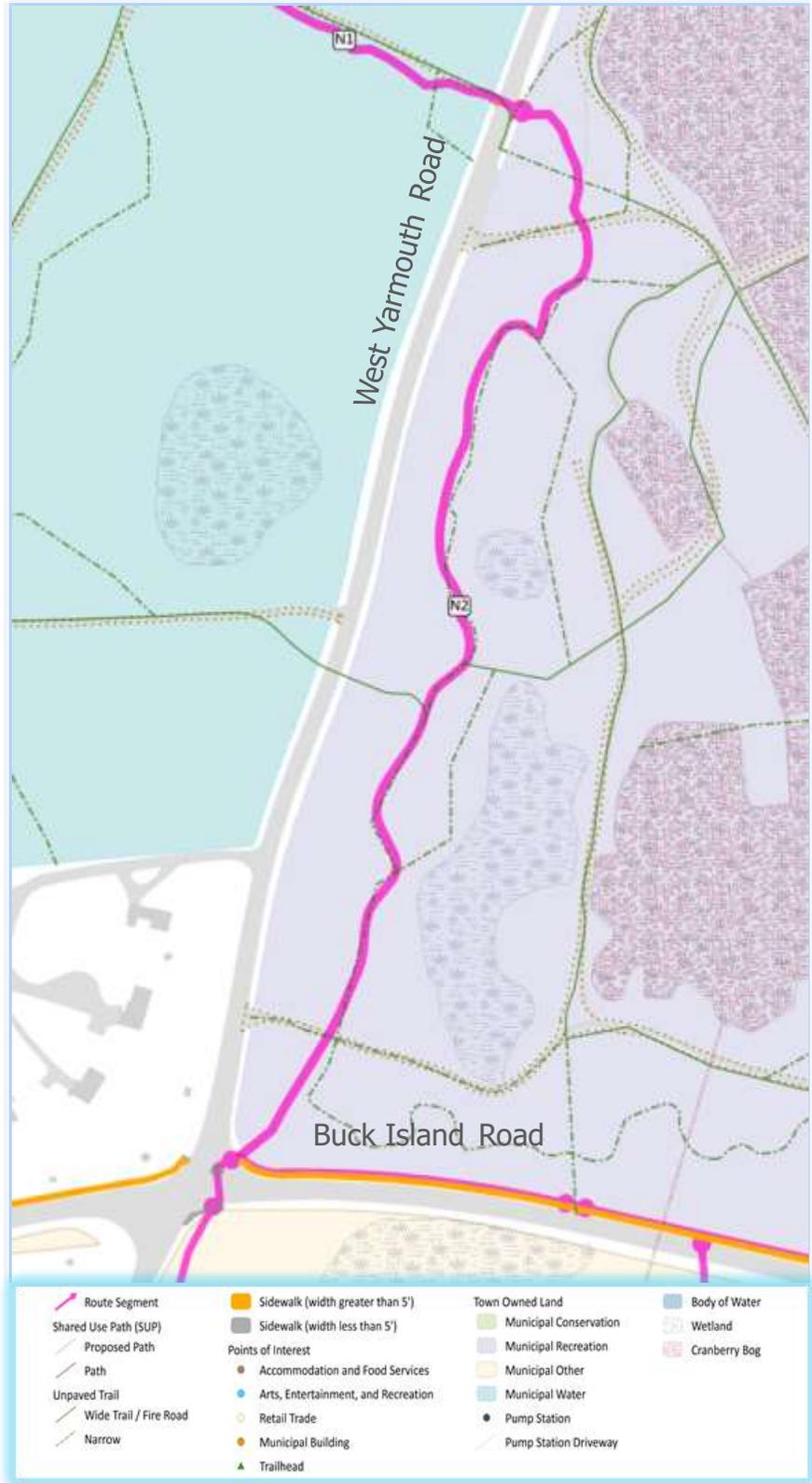


Figure 5 - Revised Route Options North– Cape Cod Rail Trail to West Yarmouth Road.

Figure 6 - Revised Route Options North – West Yarmouth Road to Buck Island Road



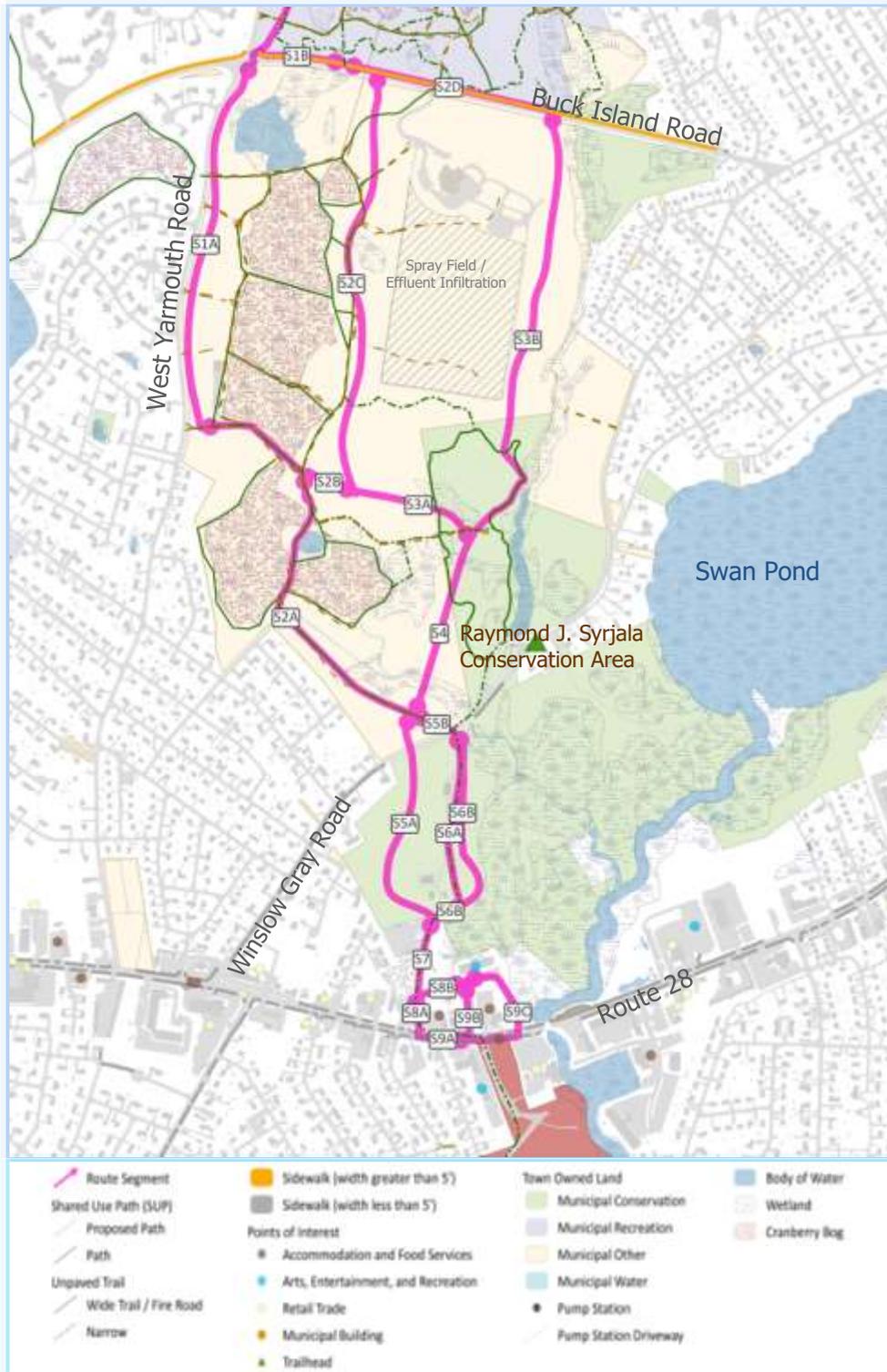


Figure 7 – Revised Route Options South – Buck Island Road to Drive-In Site

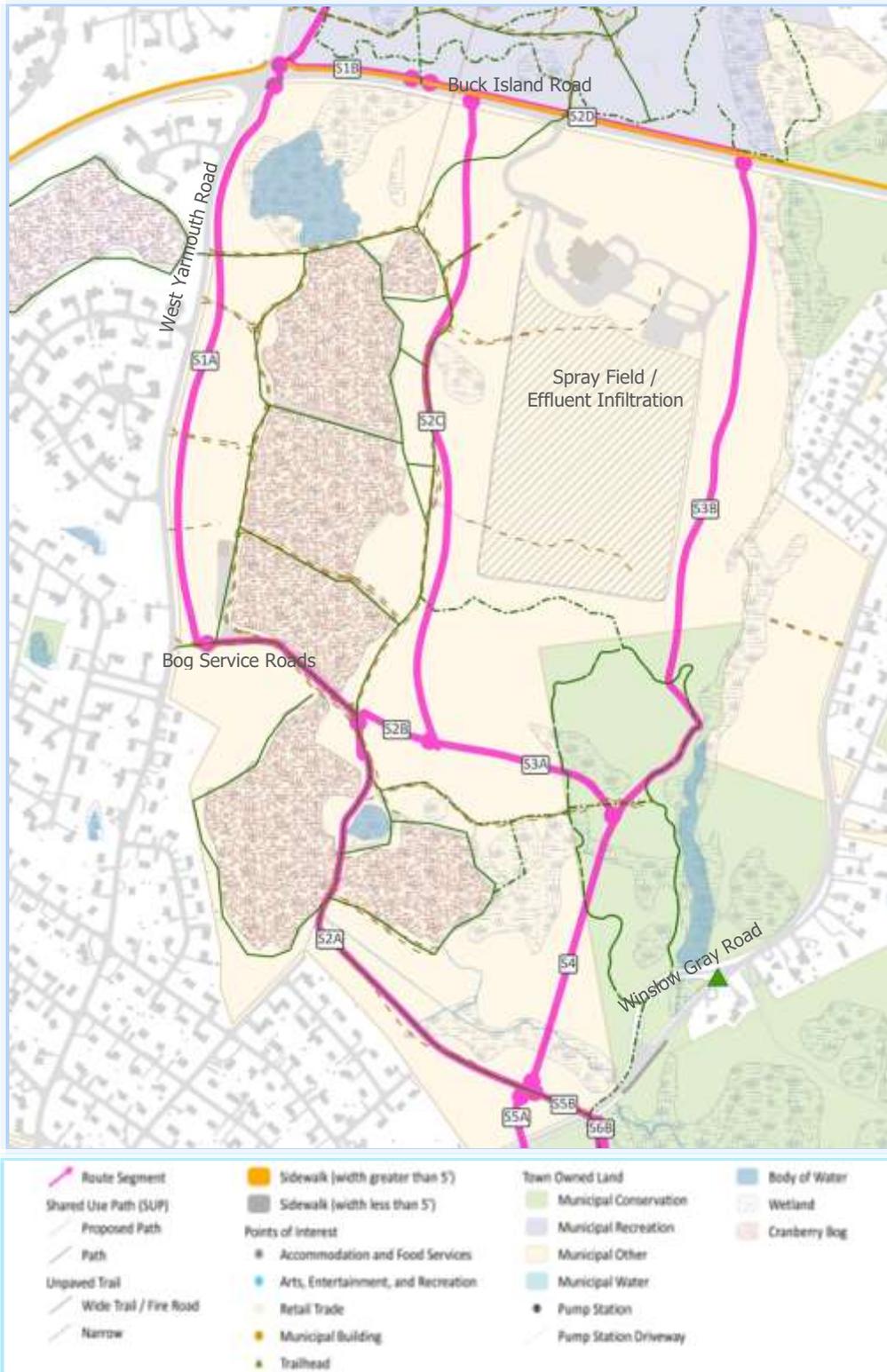


Figure 8 – Revised Route Options South – Buck Island Road to Winslow Gray Road

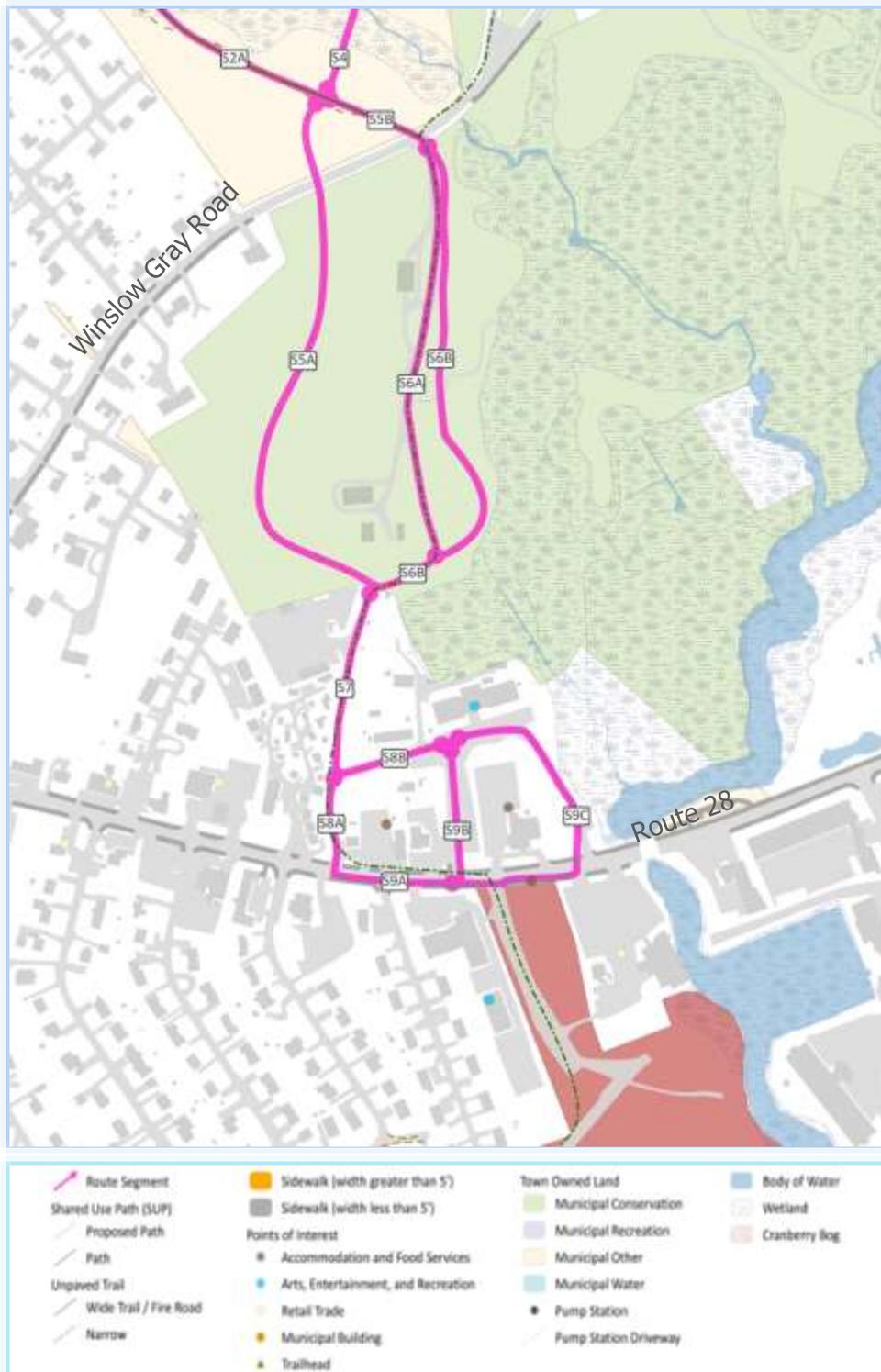


Figure 9 – Revised Route Options – Winslow Gray Road to Drive-In Site.

BICYCLE FACILITY DESIGN

The selected route would be served by a shared use path that provides for safe and comfortable bicycle travel between the Cape Cod Rail Trail and the drive-In parcel. Design considerations are discussed in the following sections.

DESIGN STANDARDS

The Massachusetts Department of Transportation’s Design Guide provides minimum and preferred dimensions for shared use paths as shown in Figure 10. Minimum path widths of 12 feet are preferred but 10 feet is allowable. In cases of critical features or constraints such as historic features, segments of 8 feet can be considered. A 2-foot graded shoulder adjacent to each side of the path is required; this width is included in the required 3-foot “shy” distance (lateral clearance from vertical features such as sign poles or trees).

Shared Use Path Dimensions

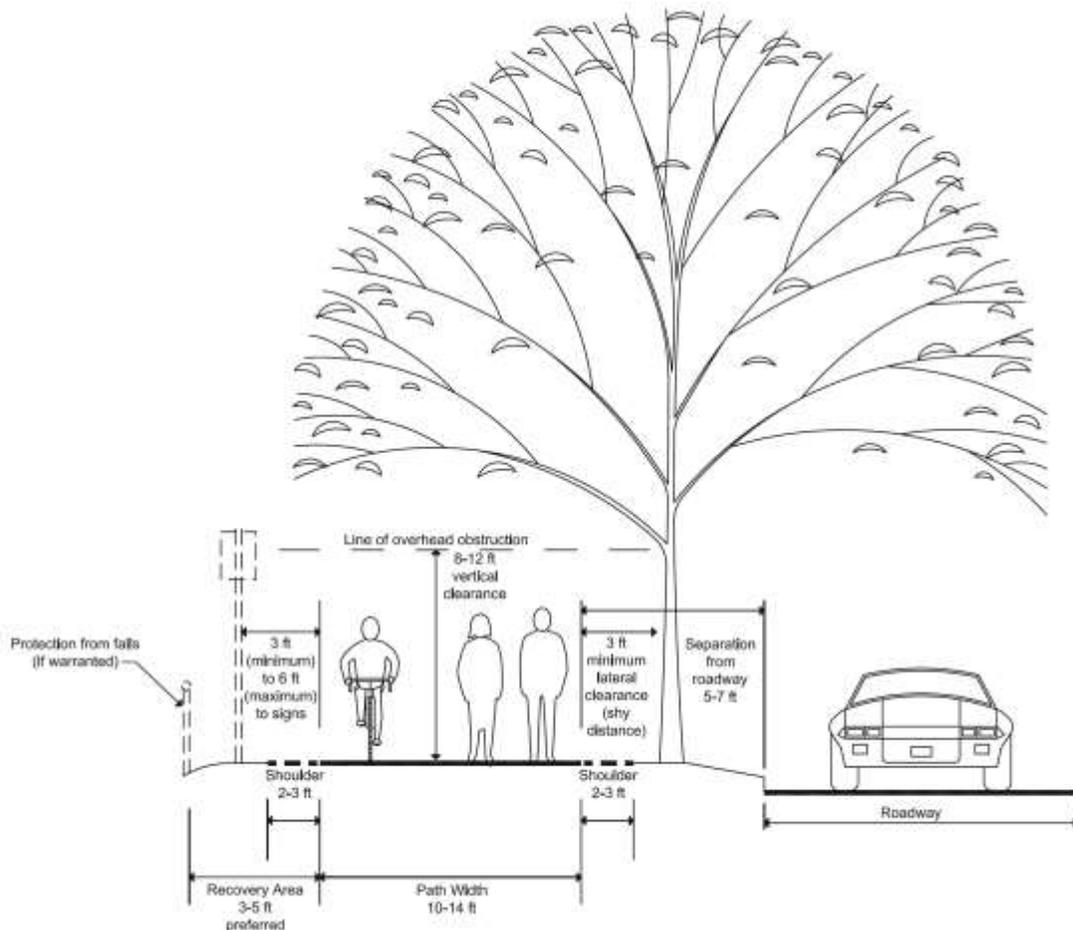


Figure 10 – MassDOT Shared Use Path Dimensions (Source: MassHighway Design Guide.)

SURFACE TREATMENT

The surface treatment for a standard multi-use path is asphalt. A hardened non-asphalt surface treatment may be desirable for trails in areas with sensitive resources or habitat or with rural character associated with tree canopy or vegetation. Unpaved surface treatments may also be preferred by trail users who want to retain the “quiet” character of the walking trails. Unpaved surfaces, often compacted stone (decomposed granite) are used successfully on bicycle and multi-use trails throughout the country. Examples include an unpaved permeable surface on the new Head of the Meadow bike path connector within Cape Cod National Seashore in Truro and in areas with similar weather conditions to Cape Cod, such as the Battle Road at Minuteman National Park in Lexington, Massachusetts and the Erie Canal bike path in New York state. Crushed stone/stone dust trails can accommodate most users except for in-line skaters. Initial installation for stone dust may be cheaper than asphalt, as it requires less excavation depth. Annual maintenance costs tend to be less too, provided the path has proper drainage and is not located in a flood prone area which could cause erosion damage.

COSTS

Cost estimates were developed for each segment and entered into the Routes Characteristics Table. The cost estimates are useful for comparing the different alternatives’ costs. Design details have not been developed, so the project team used several recent multi-use path and bicycle accommodation projects to estimate the unit cost of providing different accommodations. The cost estimates in the Route Characteristics Table are based on the following averages:

Adding signage to existing sidewalk	\$1 per linear foot
Share-the-Road markings and signage:	\$2 per linear foot
Expanded sidewalk (over 5’):	\$100 per linear foot
Multi-use path (10’):	\$220 per linear foot
Upgraded or new crosswalk	\$20,000 per installation

As noted in the preceding surface treatments discussion, construction of an unpaved trail surface is cheaper than constructing an asphalt path. The figures below (from the 2017 *Outer Cape Bicycle and Pedestrian Master Plan*) reflect average unit costs for constructing an unpaved trail along existing railroad bed:

Hardened surface, unpaved	\$75 per linear foot
Hardened surface, unpaved with structural base	\$125 per linear foot

PERMITTING CONSIDERATIONS

Construction of a shared-use path may require permits or need to undergo a review process from several different entities:

Environmental Issues

- Massachusetts Environmental Protection Act (MEPA) review would be required if a project triggers MEPA threshold in accordance with 301 CMR 11.03.
- Rare Species Habitat: Massachusetts Natural Heritage and Endangered Species Program. (Note all alternatives discussed in this study are located outside mapped rare species habitat.)
- Wetlands: Yarmouth Conservation Commission
- Other: Possible MassDEP review

Bikeway/Access on Private Land:

- Actions by Board of Selectmen and Town Meeting to secure easements

Bikeway on Article 97 Land (e.g., protected/preserved public land dedicated to a specific use such as a conservation):

- Permission from controlling authority i.e., state legislature; may require further study, alternatives development, and mitigation

Road Crossings and Bikeways Along Roadways:

- Town roads: Yarmouth DPW requirements
- Route 28: MassDOT Access Permit

Public Participation

The public outreach and input aspect of this study got underway in the summer of 2019 and included creation of a town website, two public workshops, a public survey, and opportunities for people to provide comments through email and by phone.

WEBSITE AND SOCIAL MEDIA

Town staff created a “Bike and Pedestrian Connectivity Project”² information page on the Town of Yarmouth website in July 2019 and updated it periodically with new material. The site provided background on the project, the *Alternatives Development Report*, alternatives maps, and workshop presentations. The town posted a link to the public survey on the website.

The town also posted notices of the workshops and links to the public survey on its Facebook page, which allows followers to post comments. The Facebook comments/discussion thread expressed opposition to creating a bike path on town-owned land. Several comments urged the town to keep these areas undeveloped and suggested that bike accommodations would be more appropriate on existing roads.

PUBLIC WORKSHOPS

The Town of Yarmouth scheduled two public workshops in August 2019 to present the Commission’s preliminary work on the bike path feasibility study and obtain feedback from the community. Both workshops followed the same format, beginning with an introduction from town staff with background on the 2017 ULI TAP report and an update on plans for the drive-in site. Commission staff gave an overview of the bike path feasibility study that included project background, challenges and opportunities, and maps of route options. (See Appendix for copy of the workshop presentation.) Following the presentation, workshop attendees participated in an interactive mapping exercise where they could mark up table-top maps of route alternatives with their comments, ideas, and suggestions about route options.

WORKSHOP 1

Approximately 15 people attended the first workshop which was held from 1:30 – 3 PM on August 7, 2019. Attendees expressed concern about road crossing safety, particularly Route 28, and safety and security along the route; questions about bike path cost and funding options also came up; one attendee asked whether the Forest Road bike path or any roads had been considered as potential routes. Other comments included interest in using the path for recreational purposes. A few people said they would probably stay on the bike path and not travel to Route 28

² <https://www.yarmouth.ma.us/1779/Bicycle-and-Pedestrian-Connectivity-Proj>

because it was difficult to bicycle on it without adequate crossing and bicycling accommodations.



Workshop 1 discussion after the mapping exercise

WORKSHOP 2

Approximately 25 people attended the second workshop, which was held on August 14, 2019 from 6-8 PM. Attendees asked about costs and funding options and expressed concerns about road crossings, particularly Route 28. Some attendees expressed support for increasing opportunities for bicycling in the area. Cost and funding concerns were a common theme. Other comments included concerns about how bicyclists would cross Route 28 and bike to attractions other than the drive-in site, given that Route 28 has no bicycle accommodations.



Workshop 2 attendees review and discuss the route maps.

EMAIL AND PHONE COMMENTS

Both the Town of Yarmouth website and the workshop presentations provided information on where/how to submit written comments, as well as phone numbers to provide comments by phone. Forty-nine comments were received – approximately 39 by email and eight by phone. Most of the comments received were strongly opposed to construction of a bike path on town-owned land between the CCRT and the drive-in site, with just two in support. Concern about losing the scenic natural character of the bog areas, wetlands, and surrounding woodlands was a common theme. Many comments expressed concern at further “urbanization” of Yarmouth and a desire to preserve the bogs and trail areas in their current state, as a place to appreciate nature. Several comments expressed support for providing bicycle accommodations adjacent to existing roads (e.g., West Yarmouth Road, Higgins Crowell Road, and Route 28), to beaches, and for extending the Forest Road bike path. Several commenters expressed opposition to the town’s funding of bike accommodations.

A list of the comments received is provided in the Appendix. Emailed comments are provided in their entirety but do not include salutations and closings due to space constraints. Comments received by phone are summarized.

SURVEY

The project team created a survey to get a sense of the level of public support/opposition to a CCRT – drive-in parcel bike connection generally and to

gather input on the mapped potential route options. The survey contained 13 questions. A total of 503 respondents submitted the survey, but several questions received only about 430 responses. About half of the respondents supported a bike path on town-owned land between the CCRT and the drive-in, and about half were opposed. About two-thirds of the respondents said they had concerns about impacts of creating a path on wetlands, cranberry bogs, and open space. A copy of the survey questions and results is provided in the Appendix. The results include the following:

RESPONDENTS

Approximately 70% of the respondents said they reside in Yarmouth either full-time or part-time. About 12% work in Yarmouth.

AGE

Most respondents (nearly 81%) said they were over 40 years old; 46% were over 60.

BICYCLING FREQUENCY

Most respondents (about 79%) said they bicycle for recreation/exercise either frequently or occasionally. About 30% said they rarely or never bicycle for exercise/recreation. About 23% said they bicycle for transportation purposes frequently or occasionally, and 77% said they rarely or never bicycle for transportation purposes.

FAMILIARITY WITH AND USAGE OF EXISTING TRAILS

Most respondents (79%) said they are aware of or are somewhat aware of the informal trail system on town-owned land south of the existing bike path and Bayberry Hills Golf Course and that runs through the Buck Island Road cranberry bogs and Raymond Syrjala Conservation Area.

Of those who said they are aware or somewhat aware of the trails, 40% said they bicycle on them frequently or occasionally. Fifty-seven percent (57%) of those familiar with the trails said they use them for walking frequently or occasionally; 33% of those familiar with the trails said they use them for dog walking frequently or occasionally; 14% of those familiar with the trails said they use them hunting frequently or occasionally.

SUPPORT/OPPOSITION TO MAPPED ROUTE OPTIONS

About 52% of the respondents said they support or strongly support a north-south bike connection on town-owned land between the Cape Cod Rail Trail and Route 28. About 42% said they oppose or strongly oppose a north-south bike connection on town-owned land between the Cape Cod Rail Trail and Route 28. About 38% of the

respondents said they support or strongly support a north-side only bike path from the Cape Cod Rail Trail south through town wellfield properties to West Yarmouth Road or Buck Island Road. About 48% said they oppose or strongly oppose a north-side only bike path from the Cape Cod Rail Trail south through town wellfield properties to West Yarmouth Road or Buck Island Road.

USE AND FREQUENCY

If a north-south bike path on town-owned land between the Cape Cod Rail Trail and Route 28 existed, about 56% of the respondents said they would use it for recreation/exercise frequently or occasionally. About 44% said they would rarely or never use it for recreation/exercise. About 17% said they would use it frequently or occasionally for transportation purposes, and about 83% said they would rarely or never use it for transportation purposes.

If a bike path existed from the Cape Cod Rail Trail south through the town wellfield properties to West Yarmouth Road or Buck Island Road (i.e., a shortened spur), about 50% of the respondents said they would use it for recreation/exercise purposes. About 50% of the respondents said they would rarely or never use it for recreation/exercise. About 15% of the respondents said they would use it frequently or occasionally for transportation purposes. About 85% said they would rarely or never use it for transportation purposes.

CONCERNS ABOUT IMPACTS OF NORTH-SOUTH BIKE PATH EXTENSION THROUGH TOWN-OWNED LAND

About 67% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to wetlands/environmental resources. About 17% of the respondents said they were not concerned. About 16% said they were neutral/not sure.

About 65% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to active cranberry bogs. About 19% of the respondents said they were not concerned. About 16% said they were neutral/not sure.

About 60% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to existing open space and natural areas. About 26% of the respondents said they were not concerned. About 14% said they were neutral/not sure.

About 52% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to existing unpaved trails. About 27% of the respondents said they were not concerned. About 21% said they were neutral/not sure.

About 68% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to wildlife. About 16% of the respondents said they were not concerned. About 16% said they were neutral/not sure.

About 34% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection on hunting. About 50% of the respondents said they were not concerned. About 16% said they were neutral/not sure.

About 51% of the respondents said they were very concerned or somewhat concerned about impacts from a north-south bike path connection to private property. About 22% of the respondents said they were not concerned. About 27% said they were neutral/not sure.

CONCERNS ABOUT ASPECTS OF A NORTH-SOUTH BIKE PATH THROUGH TOWN-OWNED LAND

About 76% of the respondents said they were very concerned or somewhat concerned about bike path road crossings/safety. About 13% of the respondents said they were not concerned. About 11% said they were neutral/not sure.

About 70% of the respondents said they were very concerned or somewhat concerned about the bike path road crossings/safety. About 17% of the respondents said they were not concerned. About 13% said they were neutral/not sure.

About 60% of the respondents said they were very concerned or somewhat concerned about bike path proximity to wastewater spray fields. About 16% of the respondents said they were not concerned. About 24% said they were neutral/not sure.

About 66% of the respondents said they were very concerned or somewhat concerned about bike path costs. About 16% of the respondents said they were not concerned. About 18% said they were neutral/not sure.

BIKE PATH SURFACE PREFERENCE

About 29% of the respondents said they would prefer asphalt surface. About 26% of the respondents said they would prefer a non-asphalt hardened surface if it can accommodate thin tires/road bicycles. About 40% said they would prefer to leave the trails in their natural state – as they are now – without any surface treatment.

SUPPORT/OPPOSITION OF BIKE PATH EXPANSION OPPORTUNITIES ALONG STUDY AREA ROADWAYS

About 62% of the respondents said they strongly support or support bike path expansion opportunities along Higgins Crowell Road. About 22% of the respondents said they oppose or strongly oppose bike path expansion opportunities along Higgins Crowell Road. About 16% said they were neutral/not sure.

About 62% of the respondents said they support or strongly support bike path expansion opportunities along West Yarmouth Road. About 25% of the respondents said they oppose or strongly oppose bike path expansion opportunities along West Yarmouth Road. About 13% said they were neutral/not sure.

About 60% of the respondents said they support or strongly support bike path expansion opportunities along Winslow Gray Road. About 24% of the respondents said they oppose or strongly oppose bike path expansion opportunities along West Yarmouth Road. About 16% said they were neutral/not sure.

About 64% of the respondents said they support or strongly support bike path expansion opportunities along Route 28. About 22% of the respondents said they oppose or strongly oppose bike path expansion opportunities along Route 28. About 14% said they were neutral/not sure.

About 66% of the respondents said they support or strongly support bike path expansion opportunities by widening the Buck Island Road sidewalk to better accommodate bicycles. About 18% of the respondents said they oppose or strongly oppose bike path expansion opportunities by widening the Buck Island Road sidewalk to better accommodate bicycles. About 16% said they were neutral/not sure.

About 72% of the respondents said they support or strongly support bike path expansion opportunities by extending the Forest Road bike path to connect with the Cape Cod Rail Trail and Route 28. About 15% of the respondents said they oppose or strongly oppose bike path expansion opportunities by extending the Forest Road bike path to connect with the Cape Cod Rail Trail and Route 28. About 13% said they were neutral/not sure.

OTHER LOCATIONS WHERE RESPONDENTS SAID THEY WOULD LIKE TO SEE IMPROVED ACCOMMODATIONS FOR BICYCLES

Respondents noted several roads where they would like to see better bicycling accommodations, particularly Route 28 and Route 6A. A full list of additional comments is provided in the Appendix.

Summary and Recommendations

SUMMARY

In 2018 the Town of Yarmouth requested assistance from the Cape Cod Commission, through the District Local Technical Assistance (DLTA) program, to identify and analyze options for connecting the former “drive-In” parcel south of Route 28 adjacent to the Parkers River with the Cape Cod Rail Trail (CCRT) using the existing bicycle and facility network and/or creation of new facilities. The origins of the bike-path extension concept came from a recommendation in a 2017 Urban Land Institute Technical Assistance Panel (ULI-TAP) for enhancing economic activity along Route 28. The TAP report suggested that a bike path through Town-owned land could provide a new attraction for visitors and draw people to local businesses and the former drive-in site for which are currently underway to create a Riverwalk Park, boardwalk, and event space.

Commission staff conducted an initial study of potential route options and presented them in the *Alternatives Development Report* in January 2019. The report identified route alternatives, potential impacts, and costs, and represented an initial step in understanding the feasibility of the project. The next step for the Town was to solicit public feedback on the project and gauge the level of community support or opposition for the concepts. Community input is vital for understanding the feasibility of any large-scale public project.

The Town requested additional DLTA funding in 2019 for the Commission to refine the route alternatives, gather public input through public meetings and a community survey, and present the results and recommendations in a “feasibility” study. The purpose of this study has been to inform town officials and residents about route alternatives, challenges and opportunities, and present the community’s response to the idea of a bike path extension between the CCRT and the drive-in site. The information should be useful to the town when considering whether to proceed further with alternatives selection and route development or whether Town resources should be directed elsewhere.

ALTERNATIVES

The emphasis of this study has been to evaluate, route alternatives that travel through Town-owned land between the CCRT and the former drive-in site at 669 Route 28. Using Town-owned land for this bike path connection provides an opportunity to create a scenic bikeway away from traffic, but it would also alter the undeveloped nature of the existing unpaved bog service roads and woodland trails. Potential use conflicts – with hunting areas, town land management operations, water and wastewater facilities, cranberry bog operations, and conservation areas – pose significant routing challenges. Routing through or near the wetland areas and cranberry bogs between Buck Island Road and Route 28 would create resource

impacts which would require Conservation Commission review and permitting. In addition, much of the Town-owned land was purchased for wellhead protection and conservation purposes which may pose restrictions and Article 97 implications for creation of a formal bike path. The Bog Road area adjacent to Route 28 and that parcels across from the former drive-in site are private property, and the town would need to purchase an easement for public access. Without public access through this area, alternative routing to Route 28 would be needed.

PUBLIC INPUT

Town and Commission staff sought public input on the bike path connection through two public workshops, a public survey, a website, and with opportunities to comment through email and by phone. Workshop attendees generally expressed interest and support for the bike path idea but with concern about road crossings (especially Route 28) and cost. Survey responses were less supportive. While the number of responses in support was roughly equal to the number in opposition, a significant number of respondents said they have concerns about a bike path impacting wetlands, bogs, open space, existing trails, and wildlife, along with concerns about road crossings, safety, and high project costs. Survey respondents identified other areas in town where they would like to see bike accommodations. The email and phone input was overwhelmingly opposed to the bike path extension idea. Many commenters indicated that they appreciate the existing trail system the way it is and enjoy its tranquility and natural state, especially as so much of the Town is developed. Several comments expressed support for providing bicycle accommodations along existing roadways rather than making new paths in undeveloped areas. Concern about cost was also a frequent comment.

RECOMMENDATIONS

Given the routing challenges associated with providing a bike path through the Town-owned land between the CCRT and the former drive-in parcel, as well as public opposition and concerns, Commission staff recommends that the Town consider other options to advance similar objectives, including economic development enhancement and improved bicycling accommodations and connectivity. These include the following:

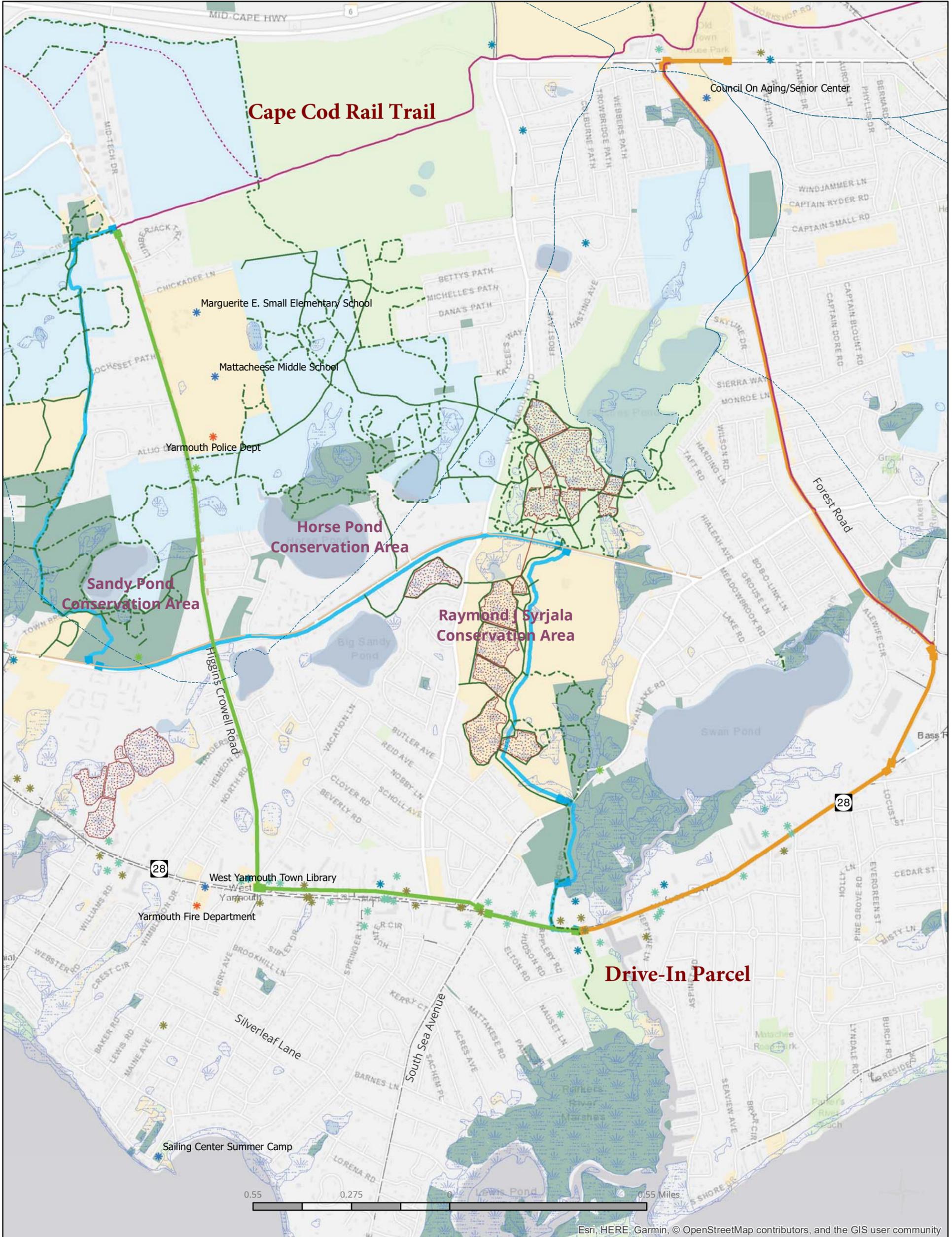
- *Evaluate participation in the Complete Streets program* – The MassDOT Complete Streets program provides opportunities for towns to obtain funding for bicycle/pedestrian improvements following adoption of a complete streets policy and prioritization plan. This funding could be used to make bicycle and pedestrian improvements along existing roads to build out the network of connections. Commission staff has worked with other communities on prioritization plans and could assist Yarmouth as well.

- *Consider establishing a bicycle and pedestrian committee.* Bicycle committees can be a tremendous asset in helping communities identify needs, goals, and priorities for improving pedestrian/bicyclist travel and safety, as well as identifying challenges, funding opportunities, and implementation strategies. Almost all Cape Cod towns have bicycle committees composed of knowledgeable and committed volunteers and town staff members (typically, DPW, Planning, or public safety) who work together to improve bicycle and pedestrian accommodations in their community. In Yarmouth, staff workloads and prioritization of other ongoing Town initiatives may impact the viability of establishing another committee at this time.
- *Evaluate expanding bicycling accommodations along existing roadways.* Several roads in the project area could provide bicycle connections between the CCRT and Route 28, including Forest Road, Higgins Crowell Road, and West Yarmouth Road. Forest Road has a bike path that could be extended to connect to Route 28 and the CCRT. Design is currently underway for a 10-foot wide shared use path along the east side of Higgins Crowell Road from Buck Island Road to the roundabout. This pathway will provide critical connections between the CCRT, Sandy Pond Recreational Area, woodland trails, schools, and residential neighborhoods. The Town should continue with design, permitting, and identifying funding for the project, including grant opportunities.
- *Advocate for MassDOT to provide improved bicyclist accommodations on Route 28.* Route 28 lacks bicycle accommodations and is a key transportation corridor through Yarmouth's economic activity area. It may be possible to widen the existing sidewalk to create a bike path or install a bike lane in some areas. A recent MassDOT Road Safety Audit along Route 28 from Iyannough Road to the Parkers River Bridge suggested evaluating the feasibility of constructing a shared use path along the south side of Route 28. MassDOT should consider improving bicycle/pedestrian accommodations as part of any planned work, including repaving, of Route 28.

Appendix

- A. Future Bicycle Connectivity Considerations
- B. Workshop Presentation
- C. Public Comments
- D. Survey Results

2018 Cape Cod Rail Trail Drive-In Parcel Bike Route Study: Other Bike Ped Connections



Esri, HERE, Garmin, © OpenStreetMap contributors, and the GIS user community

Shared Use Pathways (SUP)	Points of Interest	Alternatives	Town Owned Land	Cranberry Bogs
Path	Accommodation and Food Services	Alternative C	Municipal Conservation	Cranberry Bogs
proposed path	Arts, Entertainment, and Recreation	Alternative D	Municipal Recreation	Wetlands
Unpaved Trails	Retail Trade	Alternative E: Sandy Pond	Municipal Other	Wellhead Protection Area
Wide trail/Fire Road	Municipal Buildings	Pedestrian Accommodations	Water District	
Narrow Trail	Community Site	Wide Sidewalk (width greater than 5')		
	Trailheads	Sidewalk (width less than 5')		
		Proposed Sidewalk		

FUTURE BICYCLE CONNECTIVITY CONSIDERATIONS

ROADS/EXISTING PATHS ROUTES

The following routes provide additional connections between the CCRT and the drive-in parcel but were dismissed as alternatives for this project because they include road segments without adequate accommodations for inexperienced bicyclists. Portions of the routes use existing bike paths that could become key connectors for future expansion of the town's bicycle facility network and help more people get around town on bicycle.

Higgins Crowell Connection – Alternative C

Higgins Crowell Road could provide a key bicycle/pedestrian connection between the CCRT and Route 28.

Eastern Route – Alternative D

Alternative D provides a direct route connection from the CCRT at the Peter Homer Park parking lot to the drive-in parcel from the east, using existing paths. The route provides bicyclists separate space from motor vehicles but widening the sidewalks on Route 28 and Long Pond Road (or providing bike lanes) would be needed to provide full separation between bicycles and motor vehicles.

Segment ID	Length	Location	Notes
D1	0.2	Peter Homer park, east end parking lot/existing path to Forest Road bike path	<ul style="list-style-type: none">• Uses existing crosswalk to cross Old Townhouse Road• Follows existing sidewalk – which could be expanded
D3	1.8	Forest Road @ Forest Road bike path to Long Pond Drive	<ul style="list-style-type: none">• Uses Forest Road bike path
D4	0.3	Long Pond Road to Route 28	<ul style="list-style-type: none">• Existing sidewalk on Long Pond Road (Consider expanding to accommodate bicycles; expansion could impact 4-5 residential properties)
D5	0.9	Route 28 to Drive In parcel	<ul style="list-style-type: none">• Existing sidewalk on Route 28 (Route 28 sidewalk expansion would be needed to accommodate bicycles.)

SANDY POND ROUTE

The project team considered a CCRT to drive-in route connection that links to the Sandy Pond Conservation Area. It fell from consideration for this study as an alternative because it is not direct and for its proximity to sensitive cultural resources that would require more extensive analysis. As the town expands its bicycle/pedestrian facility network, a Sandy Pond connection may become desirable in the future. See map on page A4.

The Sandy Pond Alternative travels from the bike path at Higgins Crowell Road along an unpaved trail to Old Industrial Road. The route then heads south through Water

Department land following an unpaved trail to Old Mill Lane, where it continues adjacent to cemetery and then follows an existing trail to the Sandy Pond Recreation Area. From there the route follows Buck Island Road to the east for 1.4 miles using the existing wide sidewalk to the Water Department driveway. From here, it could connect with any of the alternative segments discussed in this report.

Segment ID	Length	Location	Notes
E1	0.13	Bike Path @Higgins Crowell Road to Industrial Park Road	<ul style="list-style-type: none"> Follows unpaved trail adjacent to power line easement
E2	1.4	Industrial Park Road to Buck Island Road	<ul style="list-style-type: none"> Follows unpaved trail to Water Department buildings, across driveway onto Mill Lane, past cemetery, through Sandy Pond Rec Area parking lot. Old Mill Lane id paved near cemetery Consider share the road here Sandy Pond area mapped for rare species
E3	1.4	Sandy Pond Recreation Area to Water Department driveway on Buck Island Road.	<ul style="list-style-type: none"> Uses existing wide sidewalk on Buck Island Road

WORKSHOP PRESENTATION

Cape Cod Rail Trail to Route 28 Drive-In Site Bicycle – Pedestrian Connection Study



AUGUST 7, 2019 and AUGUST 14, 2019

PUBLIC WORKSHOPS

TODAY'S DISCUSSION

Project Background

Routes Development

Opportunities and Challenges

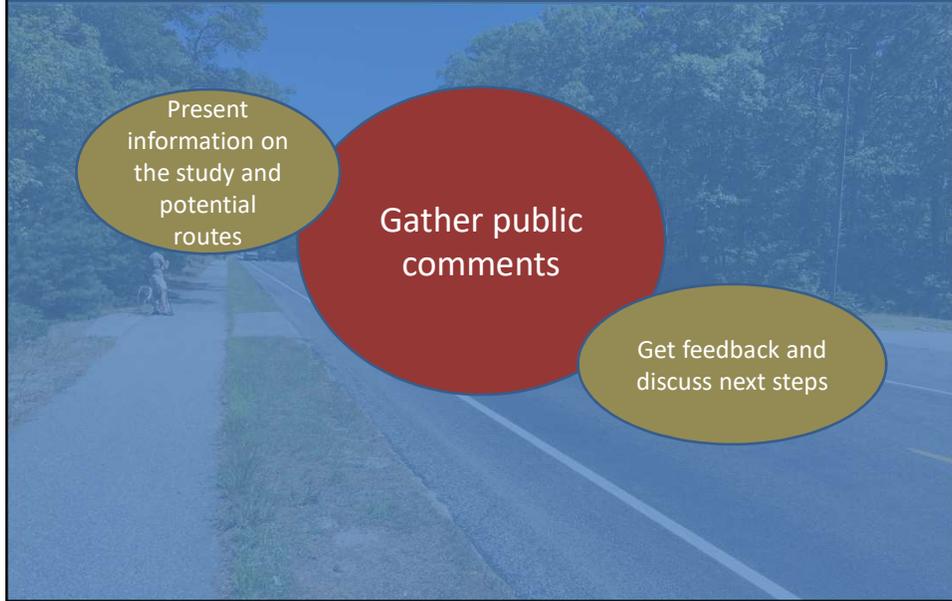
Potential Route Options

Map Exercise

Feedback and Next Steps



PURPOSE OF TODAY'S MEETING



Project Purpose

To identify and examine potential bicycle/pedestrian connection between Cape Cod Rail Trail and Route 28 drive-in site.

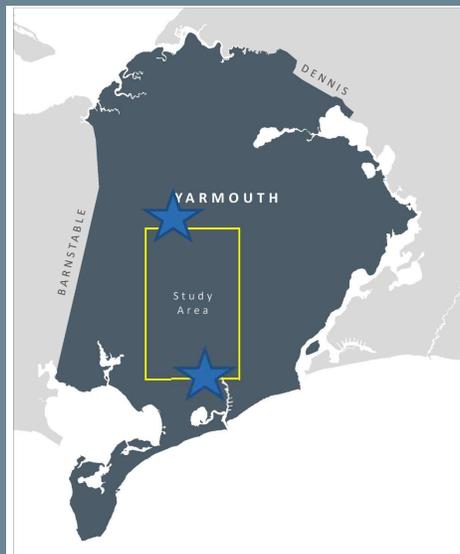
GOALS:

- Provide a comfortable and enjoyable bicycle route between the Cape Cod Rail Trail and the drive-in parcel for Yarmouth residents and visitors
- Maximize use of existing and future assets to connect the two destinations
- Minimize and/or mitigate adverse impacts to natural and cultural resources
- Minimize and/or mitigate impacts to dense residential neighborhoods

Study Timeline

- 2017 Urban Land Institute report recommendation to create bike connection between rail trail and drive-in.
- 2018 Town received District Local Technical Assistance grant to conduct a study.
- 2018 Cape Cod Commission began initial study – potential route alternatives
- 2019 Present preliminary work to public for feedback and guidance

Study Area/Locus Map



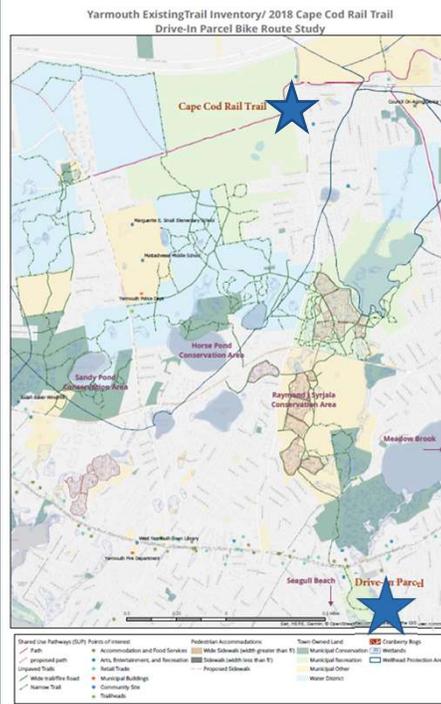
Route Options Development

- Met and consulted with Town staff
- Reviewed project goals
- Conducted site visits – both existing trails and road network
- Mapped route options and resource layers to conduct preliminary analysis
- Developed potential route options to present to the public



Opportunities

- Town-owned Land
- Scenic, varied landscapes
- Open space, away from dense development
- Existing trail network and dirt/sand roads
- Topography – relatively flat
- Connection to economic center



Challenges

- Potential Use Conflicts
 - Active cranberry bogs
 - Conservation land & Water Department land
 - Land Management
 - Undeveloped spaces enjoyed for quiet
 - Hunting
 - Town facilities
 - Wastewater treatment
- Wetlands
- Road Crossings
- Private Property



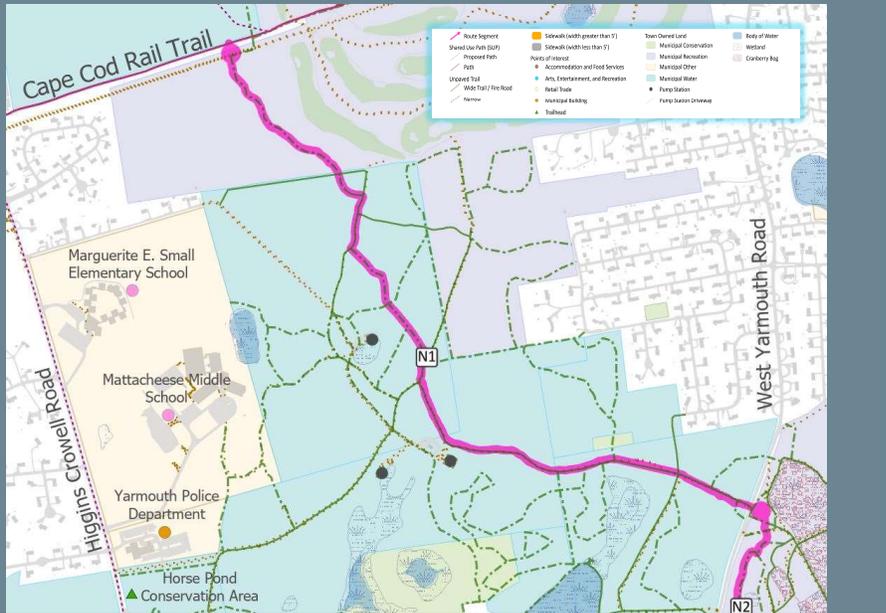
Route Options North-

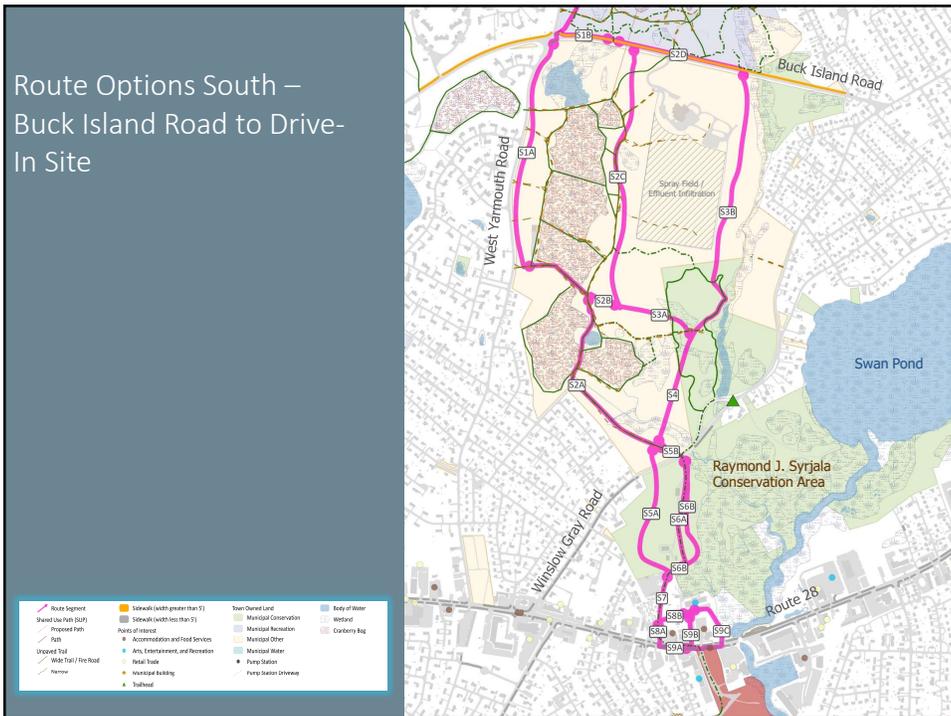
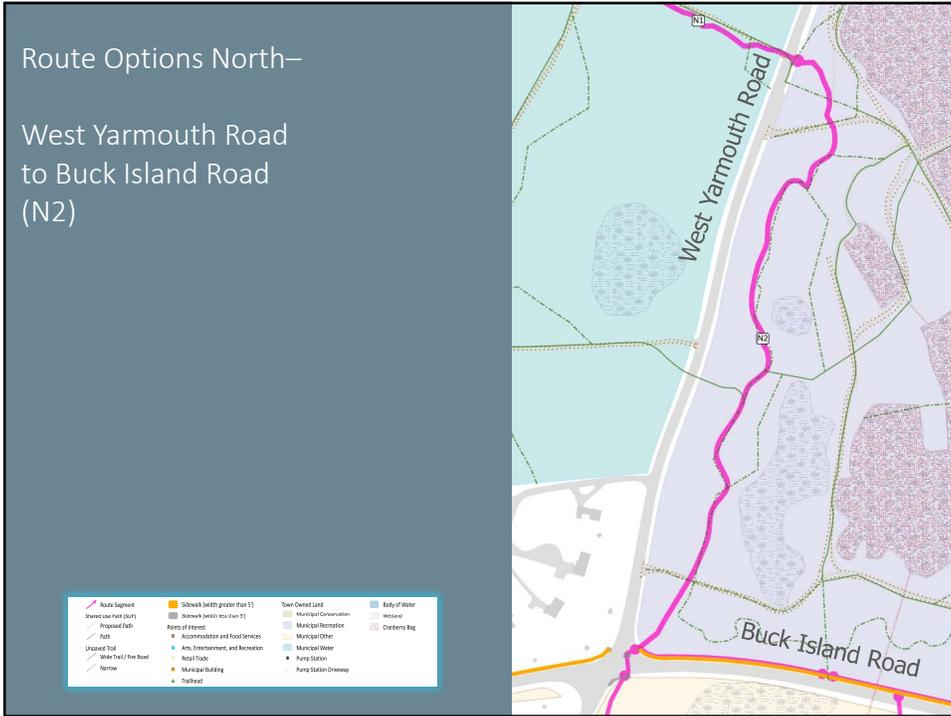
Cape Cod Rail Trail to Buck Island Road



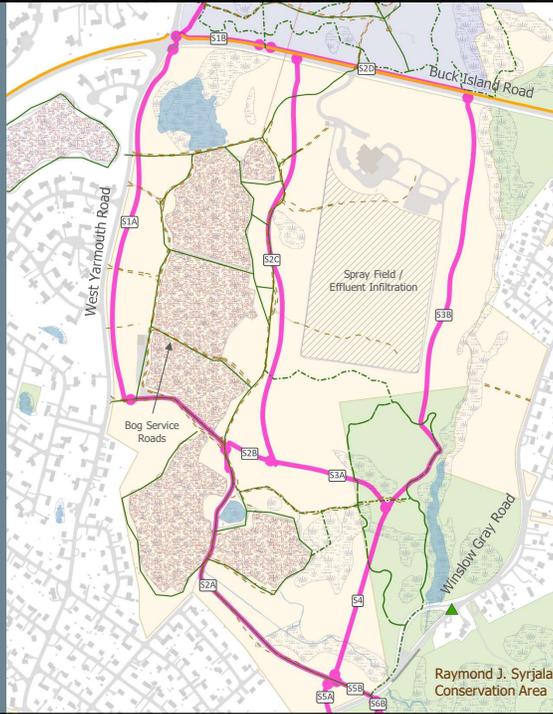
Route Options North-

Cape Cod Rail Trail to West Yarmouth Road (N1)

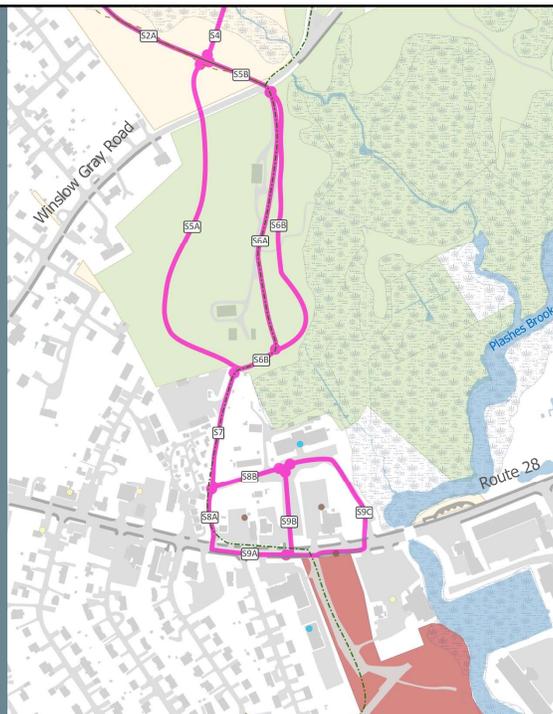




Route Options South –
Buck Island Road to Winslow
Gray Road
(S1~S5)



Route Options South –
Winslow Gray Road to
Drive-In Site
(S5~S9)



Path Design Elements



Standard Shared Use Path – 10’ with 2’ grass shoulders

Surface treatment:
Asphalt - or -

Non-Asphalt, hardened surface may be desired to keep “natural” character.

Road Crossings: Flashing beacons or upgrades to existing signals

Cost Estimates

Overall Distance
(approximately)
3.2 – 3.5 miles

Cost range:
\$4.3 - \$4.8 million

Unit Costs

Adding signage to existing sidewalk	\$1 per linear foot
Share the Road signage & markings	\$2 per linear foot
Expanded sidewalk (over 5')	\$100 per linear foot
Multi-use path (10')	220 per linear foot
Hardened surface, unpaved	\$\$75 per linear foot
Hardened surface, paved	\$125 linear foot
Upgraded or new crosswalk	\$20,000 per installation

Map Exercise

See the poster size maps on tables.

Tell us what you think!

What do you like? What don't you like?

Do you have route preferences or suggestions?

FEEDBACK/WRAP-UP

NEXT STEPS

- + Workshop August 14 (6 PM Yarmouth Town Hall)
- + Issue a public survey mid-late September
- + Continue to collect public comments
- + Draft report in November
- + Final report end of December

THANK YOU!



CAPE COD
COMMISSION

Comments/questions
mhevenor@capecodcommission.org or
kwilliams@yarmouth.ma.us

Project information:
<https://www.yarmouth.ma.us/1779/Bicycle-and-Pedestrian-Connectivity-Proj>

PUBLIC COMMENTS

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
			Emails¹
1	Beauchemin, K	9/18/2019	I read the article in the paper regarding a bike path connection. While it is a great idea putting a bike connector to the rail trail in West Yarmouth It would be a huge mistake to do this using West Yarmouth Road. This road is heavily traveled and many cars speed down this road. The roads is very curvie and it isn't wide enough for bikers. From my experience bikers do not share the road, they ride 2 or 3 abreast, and don't move over for cars. Please reconsider any use of this very busy road as part of a bike path. There has to be a better and safer place for this
2	Harty, J	9/18/2019	I am writing to voice my opposition to the proposed new route through the Yarmouth woodlands. As an outdoorsman I understand the importance of maintaining as much of the remaining Cape Cod natural landscape as possible. While there is constant expansion and building going on all the time on the Cape, preserving the integrity of the woods should be a number one priority of those who are looking to expand on recreational areas. With the Cape already having many miles of perfectly good bike paths, it seems unnecessary to disturb a large area of woods to add a few more. If anything, further bike path development should be done closer to existing roadways and commercial areas. Not only would that avoid disturbing our already fragile wooded areas, but it would conceivably boost traffic for businesses along the bike route. For those who prefer a quiet bike ride through the woods, again there are already plenty of existing paved paths throughout the Cape.
3	O'Hare, J & W	9/20/2019	I was made aware today that the cranberry bog off Joshua Baker Rd/West Yarmouth Rd is being considered for a paved bike path. While that initially sounds like it would be a nice addition to the established bike paths on Cape Cod it does take away the enjoyment of a nice walk in undisturbed nature for the people like myself & my husband (who are older) that don't ride bikes & enjoy walking nature. My husband & I have tried walking on the bike paths & it is dangerous & far from peaceful. Please leave a little of the Cape natural, besides the beaches. Thank You
4	Bogle, G	9/18/2019	Mrs. Williams, I want you to know that everyone I've spoken to about the proposed bike path and park has been horrified at the idea of sacrificing our bogs and woodlands for what seems like an unnecessary and costly project. Those spaces are valued by our residents and wildlife and should remain the way they are. Bikers have plenty of bike paths and parking for those bike paths. They dont need our walking trails, dog walking bogs, woodlands, and wetlands as well. Is the bike path not already basically accessible from route 28 via forest road? The phase 3 extension is a horrible waste of woods as is and the parking lot for that extension is excessive. Exactly how many parking lots and access points does a bike path need? Why cant the bike path go down Higgins Crowell rd? That would give local families bike path access to the schools. It could also be accessed via sandy pond recreation area. Speaking of parks, how many parks do we need and how many need to be accessed via the bike path? Flax pond rec and townhouse park are already accessible and sandy pond could be if we're insisting on burning money. Tourists don't go to the parks anyway, they go to the beach. No one I've spoken to knew about those meetings or heard of this plan until the piece in the cape cod times. No one I've spoken to knew or heard of the phase 3 extension until it was too late. The method of communicating these meetings and obtaining community feedback is inadequate. We dont have enough Woodlands left to be considering developing more of it especially at those costs to the ecosystem and taxpayers. Many of us prefer those spaces the way they are and have no use for more bike paths and manicured spaces, please leave our piece of our community alone whether you understand it or not. Thank you for your time.
5	Bogle, G	9/19/2019	Thank you Kathy, what is the impetus behind this? The same people that want to build another park? That park is an absurd pet project and this bike path to it seems like an attempt to legitimize it at extremely high cost. That's not an economic hub and never will be. I have a plan to buy back some neighborhoods and condominium complexes to buldoze and restore wildlife habitat. Can we conduct a feasibility study for that? Did the senior citizens respond positively at the meetings? Would this eventually go to town meeting? When we all didnt vote against those pickleball courts, no one had any idea they were going to pave the softball field at flax pond for it and I dont want this to turn into another one of those things no one hears about until it's too late. Will you at least directly notify abutters? Have the people that drew those possible routes ever even set foot in those woods and bogs? It doesnt look like it, because I cant imagine being able to successfully pave a swamp, the only viable route goes straight through that bog. This whole project would be a travesty that someone who works for our taxpayers should recognize and nip this project in the bud, not let it materialize even to the point of a feasibility study. Thank

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
6	Amidon, K	9/23/2019	I have been a resident of Cape Cod since 1972 and of the Town of Yarmouth since 1998. It has come to my attention that the Town is proposing to spend \$11.8 MILLION on yet another bike trail, this one along Buck Island, West Yarmouth. Don't the town planners have more universally beneficial projects to spend these funds on. Seniors in Yarmouth comprise more than 1/2 the population of Yarmouth. We don't need another bike trail. And, wouldn't it be wonderful if some of those funds could find benefits to our younger generation so they can actually afford to live here as adults. I am completely opposed to this construction. Next election day, those running for office will not get my vote if they are involved favorably with this project. Wake up, Town of Yarmouth, to the real people.
7	Campbell, K	9/24/2019	Hello. I live at 421 West Yarmouth road and recently heard that the town is planning to put a bike path through the cranberry bogs in my neighborhood. I looked up the maps and can't believe how it looks. It appears there will be several going through the bogs and the area near the water department. Was this even put out as a vote for residents? It seems excessive as there a bike path that runs from Old Townhouse park down Forest road that connects to the bike path already. I know several other neighbors that are also upset by this. The bogs and paths are beautiful as they are. Is this scheduled for discussion at a town meeting?
8	Philippo	9/24/2019	Hi, my name is Lisa Phillippo and my family would like to advocate to NOT put in any paved walkways or bike ways at this area. There are two ponds to the left and to the right of these natural trails. It is imperative that these remain as natural as possible without pavement! I'm not sure if these are part of our natural water sheds, but I hope that these important factors are brought to the table as this is discussed. I hope that our environment can be as important to us as the pleasures we get to enjoy as we live here. Please don't let this happen. Thank you,
9	Brantley, A	9/24/2019	I am writing in strong opposition to the proposed connection of the Cape Cod Rail Trail to the Route 28 site of the former Drive In utilizing the existing natural trails thru the bogs off of West Yarmouth and Buck Island Roads. I am a Yarmouth resident and have enjoyed this bog in particular for the majority of my time here. It is a wonderful place that I enjoy walking in and I see many other residents enjoying throughout the year. It is my belief that the quiet and seclusion of this area is what residents enjoy. There is also a rich history of cranberry bogs on the cape that should be respected and undisturbed. I was surprised to find out that there was actually a proposal that would disrupt this area and the various wildlife that inhabit it. I would expect that there are wetland areas and potentially endangered species that should prevent any disturbance of this area. As I find from reviewing the information on the town website, there has been some type of study done and public comment is being collected which is the purpose of this correspondence. While I understand the town looks for ways to attract and entertain our visitors, I believe that there are better uses for the money that would be spent on this project. I am strongly opposed to disturbing this area for this purpose. There are too few areas left on the cape that are undeveloped and we need to preserve this as much as possible for as long as possible. I would urge the town and Cape Cod Commission to look at utilizing existing roadways or existing bike paths (like Forest Road) that could also be useful for the abundance of cyclists that come to the Cape in the summer to work. Thank you for your time in reviewing my opinion and if you would like to speak further, please contact me any time.
10	George, C	9/25/2019	This email is about the proposed bike path connection options to link the Rail Trail with the upcoming drive-in site park in Yarmouth. Please accept my opinion as public comment for consideration in the planning process. By cutting through well field and other forested areas the proposed paths would cause deleterious habitat fragmentation to a dwindling amount of wilderness. Also, paths through conservation area renege the designated purpose of the land; the quality of the ride through the woods and bogs would be nice, but is not justified here as conservation land establishes the prerogative for protection. I think the purpose of connecting the two assets, rail trail and drive-in park can be accomplished by improving already in place bike paths on Forest Rd, Buck Island Rd and the Rt 28 sidewalk itself. Therefore I will oppose the proposal as I understand it now in any vote.

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
11	Ohare, J	9/24/2019	I am writing as a lifelong Yarmouth resident, homeowner, and business owner in complete opposition to the proposed Bike Road(s)/trails being considered in the West Yarmouth area(s). I feel the construction throughout some of the last remaining conservation, wild habitat, and naturally occurring cranberry bogs in the mid cape area is a tremendous proposed mistake. I feel whole heartedly that this project is completely unnecessary, as conservation lands are severely limited in the mid cape area and there are already many numerous bike trails throughout many areas of Yarmouth and elsewhere. Even the mention of this seems absurd, as much of the Cape has lost its natural landbase, and concurrently its flavor, and natural beauty along with continued suburban sprawl, and constant construction. I urge you to please maintain these natural lands, as they mean so much to so many more people than just an extensive series of asphalt bike roads, parking lots, and more unnecessary building projects. If there are any needs to further discuss my position regarding the complete opposition to this project, I would be happy to do so and can be reached at
12	Maceachern, D	9/25/2019	I'm getting frustrated and angry with the way things are going in town so allow me to vent ! I made the choice to live in Yarmouth almost 45 years ago and have enjoyed the fishing & hunting till the last few years when we started losing many of our hunting areas mainly due to encroachment of homes but lately due to our NRO head officer posting areas that have always been legal to hunt including conservation lands. He says he is ordered to post the places because of noise complaints from the Town Administrator (he says he's made no such requests????) Now I'm hearing that the Planning Board is going to pave a bike path through the Plashes Pond cranberry bogs at a cost of almost 12 million dollars. We have hunted ducks on the Plashes bogs & pond since I've lived here and have no intention of stopping. There are enough bike & walking trails in the town to make these people happy so please shut down any more talk of paving our few remaining hunting spots. WE have hunted geese on the Links & Bass River golf courses for many years now by invitation as they are destroying the course not to mention the unwanted fertilizer. My tax increases are telling me it's time to move on and I'll give this idea consideration if things don't change for the better in Yarmouth. Thanks for listening; I remain; Dave Mac Eachern..PS: Plashes pond and bogs are considered WETLANDS and I'm sure the state would prohibit any destruction by paving for for an unwanted and not needed bike path.
13	Kelly	9/26/2019	As a home owner in Yarmouthport, my husband and I chose to be here because of Yarmouth's undeveloped land and easy access to open spaces. We walk in the bogs on an almost daily basis and feel so fortunate. It would be a shame to have the natural beauty of the area diminished for a rarely used bike path built at significant cost. I ask that we preserve the open spaces we have and leave them as they are and to reiterate oppose the building of the connector bike path. If you could send me a link to your survey that would be appreciated.
14	Mayo, J	9/26/2019	See Appendix for letter [too long to fit in this table]
15	OConnell, D	9/26/2019	Please do not build a bike path through the woods of Yarmouth. Do not wreck some of the last untouched land on Cape Cod. Stop turning our town into the towns people have left. My ancestors are from the Cape. The Cape is the only place I know as being home. I can only hope that it will NOT continue to grow into someplace I will want to leave someday. I am not against a bike path, but I am against where that bike path is built. My biggest concern with the bike path proposal is breaking ground on untouched land. Once we open up construction in these woods, where does it stop? I would much rather see a bike path added to our EXISTING roads. The most logical option to me is West Yarmouth Road. My next concern is the delays bike crossings would cause. I use West Yarmouth rd and Buck Island to avoid Route 28 when driving to work. I fear that if the crossings are not planned or built right, commuting will become more stressful and slow. Lastly, why were many of us left in the dark about the meetings held in August regarding the bike path? If you want opinions from your residents on such matters, why was there not a mailing to inform us? Even though I am 34, I do not get my news off Facebook! I genuinely want to be informed about all happenings in my town. I only learned of the meetings held in August, on September 18th from a fellow resident. Please reconsider building a bike path route through the woods of Yarmouth. Thank you for your time.

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
16	Tanner, J	9/27/2019	We have been having a debate on the Nextdoor Horse and Bassett Ponds website about the proposal of a bike trail from the Cape Cod Bike Trail (CCBT) to the park propose for the old drive-in theater property. In one of my answers to Greg Bogle, he suggested that I pass what I wrote on to you. I do hope that what I wrote Mr. Bogle, will give you and the planning board some added input in making your decision as to how to handle the propose bike trail to connect the CCBT to the propose park. Below is what I wrote to Mr.Bogle. It will be nice if they made 28 more bike friendly, but that is not what is being discussed. What is being debated, is how do you best connect the Cape Cod Bike Trail (CCBT), which is near the Mid-Cape Highway, to the propose park for the old drive-in movie property. Some people are rightfully concerned about taking woodland,bogs and open land for a bike trail connection, or are concerned about the cost. Some, like myself, feel that itwould benefit the town to have bike trails that connects 28 with the CCBT as it will help bring in more people to the businesses located on 28 without increasing motor vehicle traffic. Who is right, I have no idea; only time will tell if the connectors are built. As to the concern about the propose using of woodland, bogs and other open land for the bike trail connection; that is very viable concern. I tend to want a route that disturbs the least amount woodland, bogs and open fields; as I too am a walker and love walking in those beautiful areas. I tend to favor creating bike paths that run primarily alongside roads that already exist that connect the mid-cape or the Northside of Yarmouth to 28. Since bike trails are also walking trails, it would provide a safe area for walkers to use instead of forcing walkers to walk on the edge of the road. We do have one bike trail that runs along Forest Road but it really does not connect directly into the CCBT and it ends in the middle of nowhere (Long Pond Drive) and is far from the propose old drive-in park. Putting bike trails alongside roads such as West Yarmouth Road and Higgins Crowell, plus enlarging existing sidewalks on 28 to create a bike trail along 28, may be the best route. Will it be less expensive, I have no idea, is it the best route to follow, again I have no idea. This is justa suggesting and hopefully will encourage others to add their opinions, and just maybe; it will get those in charge of the park-bike trail to think of ways to deal with those concerns about using our remaining woodlands,bogs and open fields for a bike route but still provide a safe way to connect the CCBT into 28 and the propose park for the old drive-in property.
17	Dunning, R	10/2/2019	I am a walker and bike occasionally. I feel that expanding the paved walks and extending them to rt 28 is certainly a lower cost and effective way to increase business on 28. A whole new system that goes through precious bogs and woods is not needed. Work with what is there..just widen and lengthen please. Will service everyone and not drive up taxes at a time that they have gone up.Thank you.
18	Lavin, J	10/7/2019	As a resident of Yarmouth, I am very concerned about this proposal to spend an exorbitant amount of money, to further disrupt precious little land left to wildlife here on Cape Cod! Do we not have enough places for people to bike & litter, w/o taking away more from our needy wildlife that has had soooo much taken from them all, already?The Cape is a far, sad cry from what it once was, in all its pristine beauty, where wildlife once flourished.Now, it's a cramped, overloaded getaway haven for a few months of the year, when those of us who live here, can barely enjoy it ourselves.Not like we need anymore out of the way places for drug deals to go down, either.Please reconsider this ill planned project & reserve what's left of this area for precious wildlife & concerned residents, who have watched it be chewed up over time.I'm sure that amount of money will serve a far better purpose elsewhere. Like how about painting the roads better for LEFT turns & STRAIGHT Only, at stop lights, where I've been cut off, to avoid an accident too many times? Put up STOP signs were needed, so people don't take their life in their hands just walking on the road.One is desperately needed at the corner of Somerset & Highland St, behind CC Hospital, where many workers walk daily, dodging the cars flying around the corner from Somerset to Highland & then over onto Park Ave.Twice, cars have 'missed' that turn from Somerset to Highland & slammed into the home I'm in at 28 Highland! Hit & run, so all expenses paid by owner!The last time, he blamed ME, assuming it was the moving van that mangled his post & mailbox. That was about 18 mos ago, when he was on vacation. The neighbor across the road who also was awake by the first crash into the property a few yrs prior, was the one who told me. So after I had to listen to him yelling about it happening again, w/in 5 yrs, I told him to call the neighbor, if he didn't believe me about it. Nice way to start out a tenancy!This was a Summer rental for several years & he rarely rented to any families w/young children twice, b/c of the dangers they feared with the way the cars fly around the corner, screeching at times, as they do. Imagine a child out there being hit by a speeding car rounding the corner w/o care. No STOP sign to say otherwise. There's plenty of other things to spend that money on, that are needs!Please stop the waste!

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
19	Mercurio, C	10/4/2019	<p>I am writing to express my deeply seeded opposition to the proposed bike path extension in Yarmouth. I have been a resident of Yarmouth for the majority of my 37 years, barring 10 years or so when I went away for school. I returned to the Cape with hopes of being able to play some part in preserving the coastal community I called home. Over my lifespan, I have watched repeatedly as the beauty of our coastal landscape has been irreparably altered and developed under the guise of progress. I know we live in a capitalist society governed by the dollar and that there is very little profit in leaving land untouched. Sadly, most have lost sight of the notion that there is an unmeasurable and non monetary value in nature. We often overlook it as the dollar speaks far louder than the quiet hum of peace that can be gained by spending just a few moments undisturbed in nature. Not an altered and paved man-made version of nature, such as a bike path through the woods, but a pure, untouched landscape, simply fashioned by the wild growth, native fauna and absence of the touch of man.</p> <p>I have walked the woods surrounding Plashes Pond and the abutting cranberry bogs, whose fates hang in uncertainty, since my young childhood. It was where I took daily walks with my late grandparents, frolicked as wild children with my siblings and classmates, and now take our nightly walks with the family my husband and I are raising in a neighborhood abutting this space. Our children, the future of Cape Cod, being daily immersed in this now sacred-to-us landscape have been able to connect intimately with these wide open spaces and have developed a love for the nature of Cape Cod. A love I hope they will use to grow up and correct that which the greedy generations that preceded them have ruined.</p> <p>When we have already developed so much of Yarmouth, why must we continue by using untouched land rather than creating a path along existing roads? We frequent the bike path along Townhouse and Forest roads, as well as the one trailing through Bayberry golf course. We are avid bikers and support connectivity of bike paths across and within towns but we do not condone it being done in such a profit hungry and destructive manner which thereby further deteriorates our untouched Cape areas. Will we only stop when there is nothing more to sell off and develop? It is our time to do the right thing for our town, for our community and for our future. We can connect the existing bike path to the future park in a minimally invasive way!</p> <p>We can keep it out of our woods. I implore you, and my children implore you please look at less destructive alternatives to this proposal. Running the trail along West Yarmouth road, for example, would be ideal.</p> <p>I would be happy to extend the invite to you, any interested selectman, as well as any curious or concerned citizen to join us on a walk of the area in question to experience it through the eyes of a child and see the true negative impacts that going forward with the current proposed bike path plan would have on our community and our future. Please let me know if this is something of interest and I will make arrangements.</p> <p>I thank you for your time and the work you put into our town and again imploringly beg of you to consider alternatives.</p>
20	Bogle, G	10/4/2019	<p>I went to the conservation commission meeting last night to see Tom Barron's presentation. Apparently that's not the end of it, he wants to pave most of the walking trails in West Yarmouth. I attached a handout he gave me. His preferred route as shown on the handout is straight through the middle of the northern bog, which I didn't realize before. He also wants to pave around Sandy Pond and up through those woods. He wants another parking lot and park on Winslow Grey Rd where that small pull off parking area is. Do you know how to go about passing legislation to protect our woods so we don't have to deal with this sort of thing? It's hard to believe we need to have these conversations in 2019. Also, are you able to give me contact info for the other selectmen? Thanks for your help</p>
21	Avery, D	10/4/2019	<p>I expect that you are receiving considerable negative comment on the expansion of bike trails in Yarmouth:</p> <p>My opinion is that the more Bike trails on the Cape, the better, especially in Yarmouth. Things like Bike trails and walking/hiking trails attract families of tourists contributing to revenue to carry us through the Winter. It also improves driving.</p> <p>Another point that affects taxes, seems to be forgotten in that the high quality of schools has a definite positive effect on residential property values</p>
22	Leighton, J	10/5/2019	<p>I am a lifelong Yarmouth resident, with many years to go. Seriously we do not need to pave new trails in all our woodlands, wetlands. Yarmouth is urbanized enough!!!</p> <p>Please let's not make any changes to Yarmouth!!!!!!</p>
23	Oclair, J	10/7/2019	<p>I strongly oppose to the construction of a bike path along the wetlands of west Yarmouth. If the town finds an excess of funds, it should consider 6a in Yarmouth port. Not only is 6a very dangerous to walk it is a nightmare to drive around the bicyclist. I am tired of putting my family's safety at risk while accommodating the bicyclist!</p>

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
24	Racette, K	10/7/2019	I am not sure if I should be emailing you or not regarding the possible bike path construction through wetlands in the town of Yarmouth. I am very concerned about this and would like to become more informed about this. I just saw something posted on Facebook so I am not sure of the validity of this plan. Will there be a town meeting about this.
25	Cook, L	10/6/2019	I am writing to inform you of my concern about the project to pave a network of natural areas off West Yarmouth Road and Buck Island Road. I am happy that the bike trail was hooked up to the main network to allow Yarmouth residents to enjoy biking and rollerblading near their homes but I think the proposed additional paving would be waste of taxpayer dollars and a disruption to our natural ecosystems. I feel that there could be a much better use for taxpayer dollars.
26	Taylor, C	10/19/2019	I have been hearing about the proposals for the new bike path and I'd like to share my concerns with you. While I agree we need better ways for people to bike in Yarmouth, I don't feel the proposed routes through woods and cranberry bogs best serve the citizens of Yarmouth. Putting aside the concerns of taking away private land, paving miles of natural land, destroying (or at least harming) cranberry bogs and disturbing wildlife, there are safety concerns. Isolated bike paths are dangerous. Sure, people travelling in groups will probably be fine, but single bicyclists will be at risk, as will children. I don't see the bike path being used by many people other than ardent cyclists. I see many people other than cycling enthusiasts who ride their bikes in our towns. There are children, people who lost their driver's license, people who can't afford a car, etc. all biking on sidewalks and in the roads. It's not safe for them and quite frankly, it's unnerving for drivers. In my opinion it would serve our town better to make it safer to ride a bike from residential neighborhoods to businesses, schools and more. This is going to be an expensive project. If we are going to spend such a large amount of taxpayer money, it should be spent on something that will serve all of our citizens, not just cycling enthusiasts.
27	Fisher, R	10/30/2019	I've seen your posting in the woods by Horse pond rd. / Chickadee ln. (BTW someone is tearing them down) . I would be very much against paving any of those trails. Didn't the town just spend a bunch of money pruning the woods to create habit for the threatened New England cottontail ? Now they want to invite more people, dogs & bikes into those woods? As it is now we have loose dogs, bikers ,dirt bikes & atv's in there. Paving would just lead to a lot more of all of them + trash. Hasn't the town spent enough on bike trails the past few years? Can we just save some woods as they are ? Bad enough bikers continually cut trails. Adding more access would just make it worse.
28	Ruppert, P	10/29/2019	Hello, I am a Brewster resident who has recently been informed of this extensive asphalt bike path proposal... THROUGH sacred grounds! (At least for many of us Cape Coders, this is what we consider these natural undisturbed gifts!) I am quite honestly not only shocked, but sickened by the knowledge that the town of Yarmouth would allow such nonsense to go forward! I understand the Cape is an incredible tourist destination, and perhaps you are attempting to provide more attractions, but I beg you... enough is enough!!What more can our land take?!?? There is not enough room as is! Widening roads and laying more concrete is sick! Especially over what has made Cape Cod so special to begin with! What would our ancestors say to this?!Please take a moment to respect not only our land and our people, but our history and what we have left! This is more than important! I'm sure you all have an idea of what state the earth is in, and this is to me, just a small piece of the bigger picture! Be the people who are saving and preserving beautiful Cape Cod, NOT the people who are destroying it! If this is about money, than that's even sicker! An \$11.8 million dollar proposal?!? What's really important here?? Most Cape residents, and especially Yarmouth residents are not even aware of this proposal. The unfairness of this speaks volumes! Please reconsider, with all due respect,A Brewster resident(Because it affects us all!)
29	Fisher, E	11/6/2019	I am writing to you to express my concerns for the loss of natural habitat that an extended rail trail would cause. I walk the wood trails off of W. Yarmouth Rd. and thank the town for leaving it natural. The bicycles that use the existing rail trail use it mostly seasonal. We that walk the trails use them year long and like them just the way they are.Besides, who is paying for this? Who would do the clearing and paving?Just wanted you to know that I am against this proposal.
30	Jarek-Glidden,	11/7/2019	My name is Anthony Jarek-Glidden. I live @ . I have just been made aware of an effort to stop the new Bike trail. I am writing to support the trail, and to express an interest in promoting it wherever possible. I believe that such a trail would benefit Yarmouth immensely My phone # is . Thank you

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
31	Mitsis, A	11/13/2019	I am responding negatively to the plans to pave walkways in our towns woods, wetlands and near bogs. The walkways are in a natural condition that is very healthy and environmentally sound for humans. If there is paving monies use it for bicyclist's, widen the roads, signs on the roads, and make right of way rules for bike riding. That's progress!
32	Ohare, J	11/17/2019	[To Mark Forest]I am writing to state my complete opposition to the proposed bike paths through some of the last remaining conservation, bog, and wellfields in Yarmouth. These areas have been maintained through long term conservation efforts, and will hopefully be spared from the proposed asphalt bike trail(s), bike parking lot areas, and general intrusion that they will ultimately bring into the limited remaining lands. Certainly there can be a better alternative route if needed to provide a simple bike path to connect to the Parkers River "drive in" Park area. I have drawn a map showing two alternate routes which could easily connect the bike path to Rte. 28 with minimal intrusion. Both utilize already existing and already constructed asphalt paths along roads. The first proposed trail would be along Forest Ave, connecting to Long Pond Road, which connects to Route 28 and Parkers River area. The second proposed trail would be along Forest Ave, connecting to Winslow Grey rd, then connecting to Buck Island Road (with sidewalk/bike road already) finally intersecting Higgins Crowell Road, which would directly lead to Route 28 and Parkers River area. I urge you as an important voice in town government to please provide protection to these natural areas, and help the community maintain some of its unique feel, and natural beauty. In addition the well fields are an important natural resource and something we should protect. Hopefully this letter has some impact on the need to preserve what could be ultimately a mistake in my opinion.
33	Mercurio, C	10/4/2019	I am writing to express my deeply seeded opposition to the proposed bike path extension in Yarmouth. I have been a resident of Yarmouth for the majority of my 37 years, barring 10 years or so when I went away for school. I returned to the Cape with hopes of being able to play some part it preserving the coastal community I called home. Over my lifespan, I have watched repeatedly as the beauty of our coastal landscape has been irreparably altered and developed under the guise of progress. I know we live in a capitalist society governed by the dollar and that there is very little profit in leaving land untouched. Sadly, most have lost sight of the notion that there is an unmeasurable and non monetary value in nature. We often overlook it as the dollar speaks far louder than the quite hum of peace that can be gained by spending just a few moments undisturbed in nature. Not an altered and paved man-made version of nature, such as a bike path through the woods, but a pure, untouched landscape, simply fashioned by the wild growth, native fauna and absence of the touch of man. I have walked the woods surrounding Plashes Pond and the abutting cranberry bogs, whose fates hang in uncertainty, since my young childhood. It was where I took daily walks with my late grandparents, frolicked as wild children with my siblings and classmates, and now take our nightly walks with the family my husband and I are raising in a neighborhood abutting this space. Our children, the future of Cape Cod, being daily immersed in this now sacred-to-us landscape have been able to connect intimately with these wide open spaces and have developed a love for the nature of Cape Cod. A love I hope they will use to grow up and correct that which the greedy generations that preceeded them have ruined. When we have already developed so much of Yarmouth, why must we continue by using untouched land rather than creating a path along existing roads? We frequent the bike path along Townhouse and Forest roads, as well as the one trailing through Bayberry golf course. We are avid bikers and support connectivity of bike paths across and within towns but we do not condone it being done in such a profit hungry and destructive manner which thereby further deteriorates our untouched Cape areas. Will we only stop when there is nothing more to sell off and develop? It is our time to do the right thing for our town, for our community and for our future. We can connect the existing bike path to the future park in a minimally invasive way! We can keep it out of our woods. I implore you, and my children implore you please look at less destructive alternatives to this proposal. Running the trail along West Yarmouth road, for example, would be ideal. I would be happy to extend the invite to you, any interested selectman, as well as any curious or concerned citizen to join us on a walk of the area in question to experience it through the eyes of a child and see the true negative impacts that going forward with the current proposed bike path plan would have on our community and our future. Please let me know if this is something of interest and I will make arrangements. I thank you for your time and the work you put into our town and again imploringly beg of you to consider alternatives.

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
34	Taylor, C	10/19/2019	<p>I am writing to express my deeply seeded opposition to the proposed bike path extension in Yarmouth. I have been a resident of Yarmouth for the majority of my 37 years, barring 10 years or so when I went away for school. I returned to the Cape with hopes of being able to play some part it preserving the coastal community I called home. Over my lifespan, I have watched repeatedly as the beauty of our coastal landscape has been irreparably altered and developed under the guise of progress. I know we live in a capitalist society governed by the dollar and that there is very little profit in leaving land untouched. Sadly, most have lost sight of the notion that there is an unmeasurable and non monetary value in nature. We often overlook it as the dollar speaks far louder than the quite hum of peace that can be gained by spending just a few moments undisturbed in nature. Not an altered and paved man-made version of nature, such as a bike path through the woods, but a pure, untouched landscape, simply fashioned by the wild growth, native fauna and absence of the touch of man.</p> <p>I have walked the woods surrounding Plashes Pond and the abutting cranberry bogs, whose fates hang in uncertainty, since my young childhood. It was where I took daily walks with my late grandparents, frolicked as wild children with my siblings and classmates, and now take our nightly walks with the family my husband and I are raising in a neighborhood abutting this space. Our children, the future of Cape Cod, being daily immersed in this now sacred-to-us landscape have been able to connect intimately with these wide open spaces and have developed a love for the nature of Cape Cod. A love I hope they will use to grow up and correct that which the greedy generations that preceeded them have ruined.</p> <p>When we have already developed so much of Yarmouth, why must we continue by using untouched land rather than creating a path along existing roads? We frequent the bike path along Townhouse and Forest roads, as well as the one trailing through Bayberry golf course. We are avid bikers and support connectivity of bike paths across and within towns but we do not condone it being done in such a profit hungry and destructive manner which thereby further deteriorates our untouched Cape areas. Will we only stop when there is nothing more to sell off and develop? It is our time to do the right thing for our town, for our community and for our future. We can connect the existing bike path to the future park in a minimally invasive way! We can keep it out of our woods. I implore you, and my children implore you please look at less destructive alternatives to this proposal. Running the trail along West Yarmouth road, for example, would be ideal. I would be happy to extend the invite to you, any interested selectman, as well as any curious or concerned citizen to join us on a walk of the area in question to experience it through the eyes of a child and see the true negative impacts that going forward with the current proposed bike path plan would have on our community and our future. Please let me know if this is something of interest and I will make arrangements. I thank you for your time and the work you put into our town and again imploringly beg of you to consider alternatives.</p>
35	Larrabee, S	11/23/2019	<p>I do not think this construction is in the best interest of the tax dollars spent or for the environment, or benefit the drivers on 6A. I thought that when the new bike path was completed 6A would be spared the endless bike races, some of them occurring at night which is even more dangerous. Yet, coming home one night I was navigating around bicyclist which most of them hadn't a clue how to even ride one. That is when it occurred to me that there's a beautiful brand new bike path that is not being used by bicyclists. So my question is, if bikerides for fundraisers are not going to use the bike paths why spend \$11+million? The money can be spent in better ways while preserving what is left of Cape Cod and I doubt we should spend this kind of money for a few bike riders who even use it.</p>
36	Giardino-Glanvill	11/30/2019	<p>I have resided in Yarmouth for the majority of my 51 years on this planet. My husband and I have been home owning residents of Yarmouth since 2004. My son and I enjoy taking our tandem trike on the rail trail since it was extended to Homer Park. I grew up riding my bike on the streets of Yarmouth, but it is not safe to ride on the main roads due to congestion and the increase number of distracted drivers. My son, husband and I enjoy walking on several of the dirt trails in town. My husband enjoys hunting for ducks in town and we love the fruits of his labor. We, 3 voters and residents of Yarmouth, would prefer multi use paths alongside existing roads such as Higgins Crowell and route 28 to connect safely to the open spaces already on 28 and those proposed. We feel that there is enough pavement through the remaining wilderness of Yarmouth. Please consider those residents who us motorized wheelchairs for mobility. Please also fix the root risen areas of the multi use paths along Town House Rd and remove the crossbars at the crosswalks that a trike cannot pass. Thank you for your time,</p>

Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
37	Britton, L	12/2/2019	I wanted to throw in my two cents as a born and raised Yarmouth resident about the bike trails issue. I think we don't need "to pave Paradise" as the song goes, or pave anymore of it. I'd like you to consider planning that is as natural as possible. I know your job is to open up previously natural/undeveloped land, but how about leaving out the ubiquitous paving at very least? For example the enormous parking lot for the bike trail that is located beside the overpass of Station Avenue. Why when there was the side parking lot for the Stop & Shop plaza that is empty 99% of the time as it is, was it necessary to build such an enormous lot on the other side of the overpass? I go by there daily and walk my dog there all year round and I have NEVER seen more than 5 cars in that lot at the same time. Who comes up with these massive parking lot ideas? And at very least couldn't it have been gravel? I walk my dog on the trails around the cranberry bogs as well as at the old drive-in site and I love the fact that they are earth underfoot. I know the drive-in is going to have yet another oversized parking lot and I am sure more paved walkways much to my discontent. Tell me what is the distaste for walking trails that are NOT paved? I've been on trails in Maine, NH, Vermont, California, and Michigan and none of them have this horror for having sand or soil underfoot. I understand that the rail trail has to be paved and I do bike on it occasionally, however in the summer when I'd like to, I find it disconcerting to have so much bike traffic--I guess that is the cost of success. To me, when I walk on a natural trail as compared to a paved one, the mood isn't the same. Part of it is that riders come out of nowhere to blast pass you so it is not as tranquil, and part of it is that the pavement itself is akin to fake wood veneers on tables--you can't ignore that it is not natural. Sorry for the tirade, but the Cape has become so filled in and citified in my lifetime that it troubles me to have it continue in projects that are supposed to provide a sanctuary.
38	Smith, P	1/1/2020	My wife and I live at _ Lumberjack Trail and are very interested in seeing the bike path connect the rail trail with Route 28. We like the possibility of it intersecting the rail trail not too far from our home as we enjoy riding our tandem bicycle together on the trails. I went to take the survey and found it had closed. Can you tell me the current status of the project?
39	Parker, A	1/14/2020	I am sending this message to object to any construction in the wetlands area. We do not need to intrude on any more natural space for recreational reasons. We have enough places already for human activity. Let the Cape remain in its natural beauty and environment.
			Phone Calls²
40	Jeff	9/20/2019	Phone call from "Jeff" who enjoys using the trails often, is "adamantly opposed" to the bike path and feels it is "disgraceful" to put a bike path through these natural undeveloped areas. He is very concerned that all the routes travel through natural areas including conservation land. He feels that a bike path through these natural areas would take away their natural beauty and that it would "thrust urban sprawl" into the few undeveloped areas left in town. He lives in Yarmouth and has a business there but said the idea of losing these natural areas is so troubling that he would move away if the bike path moves forward. It is not low impact to bring a concrete path into wetlands and native cranberry bogs or to destroy the natural areas south of the rail trail.
41	Bogle, G	9/23/2019	Phone call from "Jeff" who enjoys using the trails often, is "adamantly opposed" to the bike path and feels it is "disgraceful" to put a bike path through these natural undeveloped areas. He is very concerned that all the routes travel through natural areas including conservation land. He feels that a bike path through these natural areas would take away their natural beauty and that it would "thrust urban sprawl" into the few undeveloped areas left in town. He lives in Yarmouth and has a business there but said the idea of losing these natural areas is so troubling that he would move away if the bike path moves forward. It is not low impact to bring a concrete path into wetlands and native cranberry bogs or to destroy the natural areas south of the rail trail.
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43	Reynolds, G	10/3/2019	Voice message. Strongly opposed to creating a bike trail through this pristine area and spending \$11 million dollars in an attempt to attract tourists on a project that will impact the wetlands, especially when so many people are suffering and we have more important needs. Has been walking the trails in this area her whole life and appreciates the solitude there.

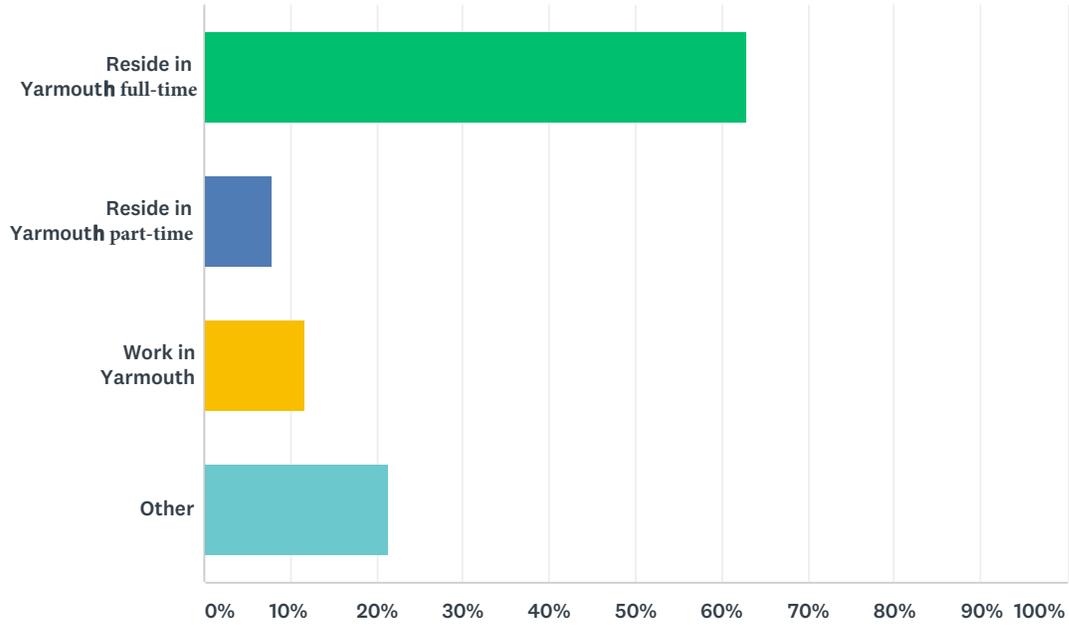
Public Comments Received - Email and Phone Log

Number	Name	Date	Comment
44	Brown, R	10/18/2019	Voice message. Has walked the cranberry bog off of West Yarmouth Road, north of Buck Island Road, for the past 15-20 years and is opposed to having it paved over and changed in anyway. One of the most beautiful sites
45	Paulson, T	10/23/2019	Voice message. expressing his "absolute opposition" to the proposed bike path that will go through wetlands. We need to treasure the things we still have and not destroy them with development.
46	Miskinis, J	10/24/2019	Voice message. "100% against" the bike path. The cost is too high and that money is needed for other things. Also concerned about adding more development in an area that people use to enjoy nature.
47	Walker, B	10/25/2019	Voice message. Strongly opposed to putting a bike path through the undeveloped areas with wetlands and natural areas. The last thing we need is more development. Concerned about runoff from asphalt into the wetlands. Concerned about pollution and litter if a bike path went through. We should be saving our natural spaces and putting bike lanes on roads.
48	Howdieshell (sp?) & Smith	1/13/2020	Voice message. Concerned about wetlands and habitat impacts. Have seen development impacts in the Swan Pond area. "Vehemently" opposed to the project.
49	Wruck, F.	2/4/2020	Voice message /phone call. Rides the trails regularly. Has concerns about tax impacts on Yarmouth residents from this project. Would prefer to see bike path in other locations in town that are more in need of bike accommodations, such as West Yarmouth Road, Station Ave, and others.
Notes:			
1. Due to space constraints, message does not include salutation, closing,, or formatting. 2. Summary of comments provided through voice mail or phone conversation.			

SURVEY RESULTS

Q1 Do you:

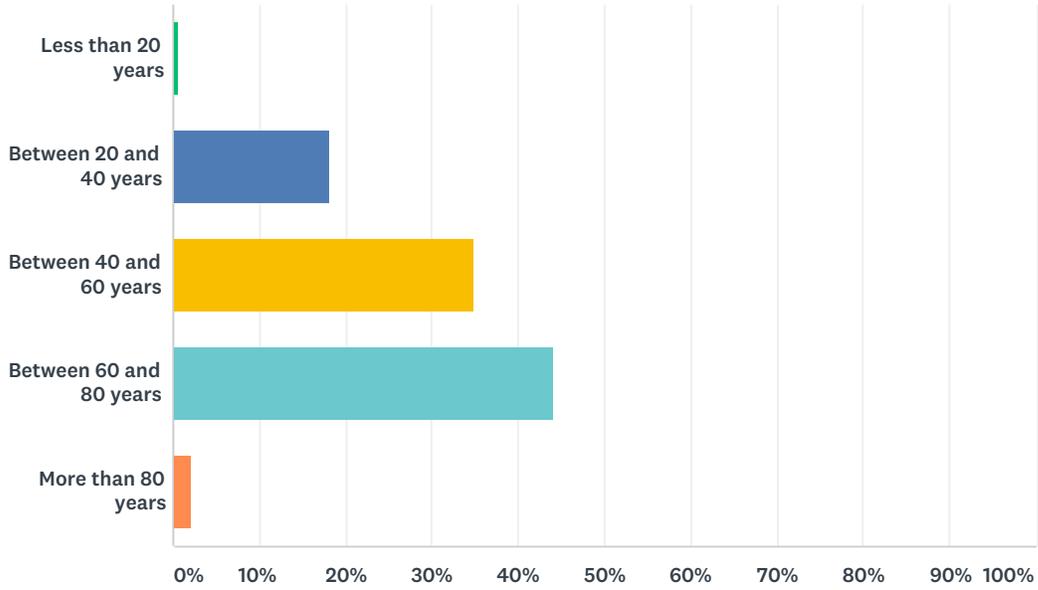
Answered: 501 Skipped: 3



ANSWER CHOICES	RESPONSES	
Reside in Yarmouth full-time	62.87%	315
Reside in Yarmouth part-time	7.98%	40
Work in Yarmouth	11.78%	59
Other	21.36%	107
Total Respondents: 501		

Q2 Is your age:

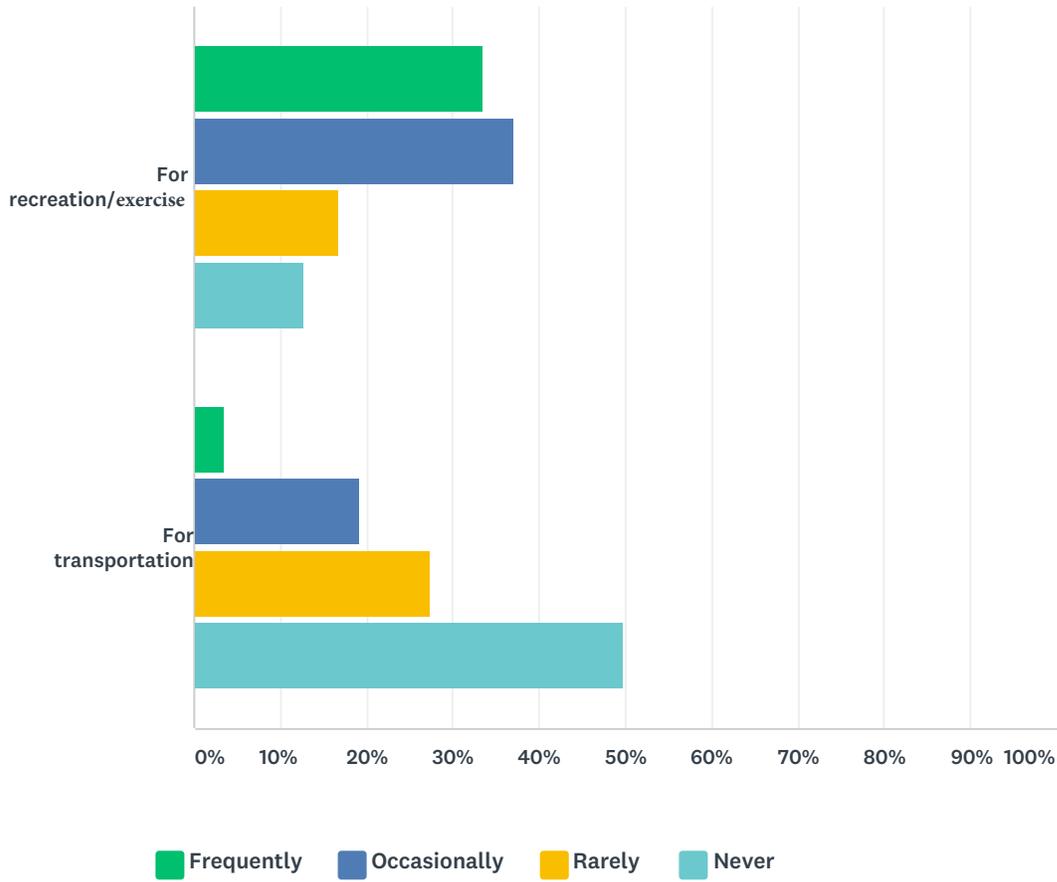
Answered: 503 Skipped: 1



ANSWER CHOICES	RESPONSES	
Less than 20 years	0.60%	3
Between 20 and 40 years	18.29%	92
Between 40 and 60 years	34.99%	176
Between 60 and 80 years	44.14%	222
More than 80 years	1.99%	10
TOTAL		503

Q3 How often do you bicycle (select all that apply):

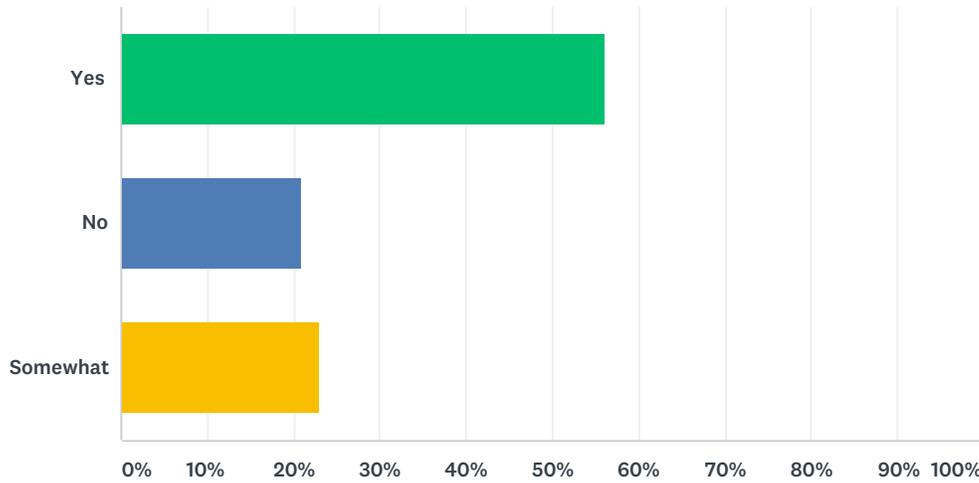
Answered: 502 Skipped: 2



	FREQUENTLY	OCCASIONALLY	RARELY	NEVER	TOTAL
For recreation/exercise	33.40% 167	37.00% 185	16.80% 84	12.80% 64	500
For transportation	3.55% 14	19.29% 76	27.41% 108	49.75% 196	394

Q4 Are you aware of the existing, informal, trail system between the Cape Cod Rail Trail and Route 28? These trails are located on Town-owned properties south of the existing bike path and Bayberry Hills Gold Course and run through the Buck Island cranberry bogs and Raymond Syrjala Conservation Area. (See map below.)

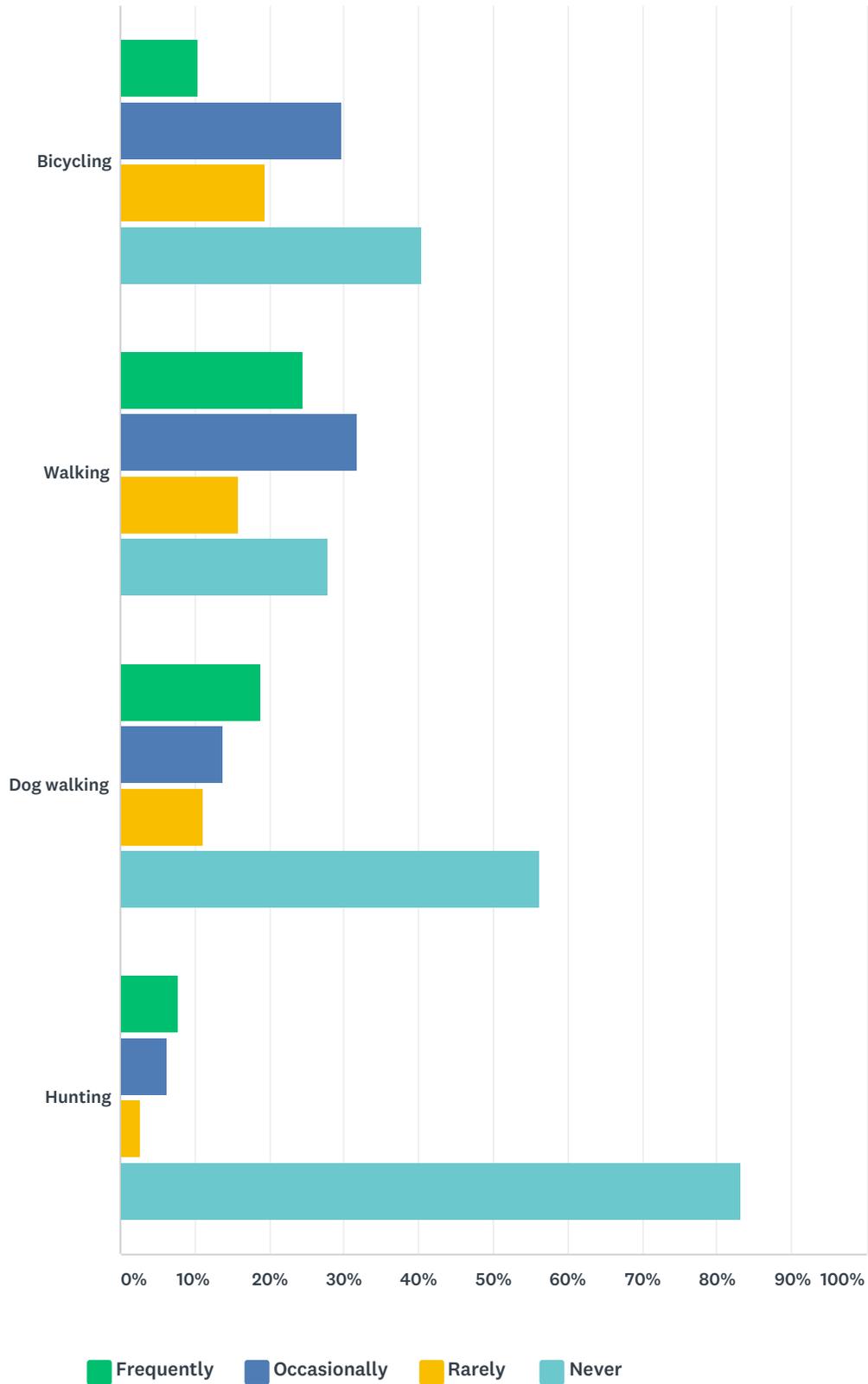
Answered: 501 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	56.09%	281
No	20.96%	105
Somewhat	22.95%	115
TOTAL		501

Q5 If you are aware of these trails, how often do you use them for:

Answered: 437 Skipped: 67



Yarmouth Bike Path Extension Feasibility Study

	FREQUENTLY	OCCASIONALLY	RARELY	NEVER	TOTAL
Bicycling	10.41% 43	29.78% 123	19.37% 80	40.44% 167	413
Walking	24.57% 99	31.76% 128	15.88% 64	27.79% 112	403
Dog walking	18.85% 72	13.87% 53	10.99% 42	56.28% 215	382
Hunting	7.82% 29	6.20% 23	2.70% 10	83.29% 309	371

Q6 The following questions ask for your input on potential routes for a north-south bike path extension. Please note, bike paths are typically 10 feet wide with a paved or hardened surface. You may wish to refer to the following maps. Each map shows multiple preliminary alternative routes, all of which would require further investigation.

North-side Route Option
CCRT - Buck Island

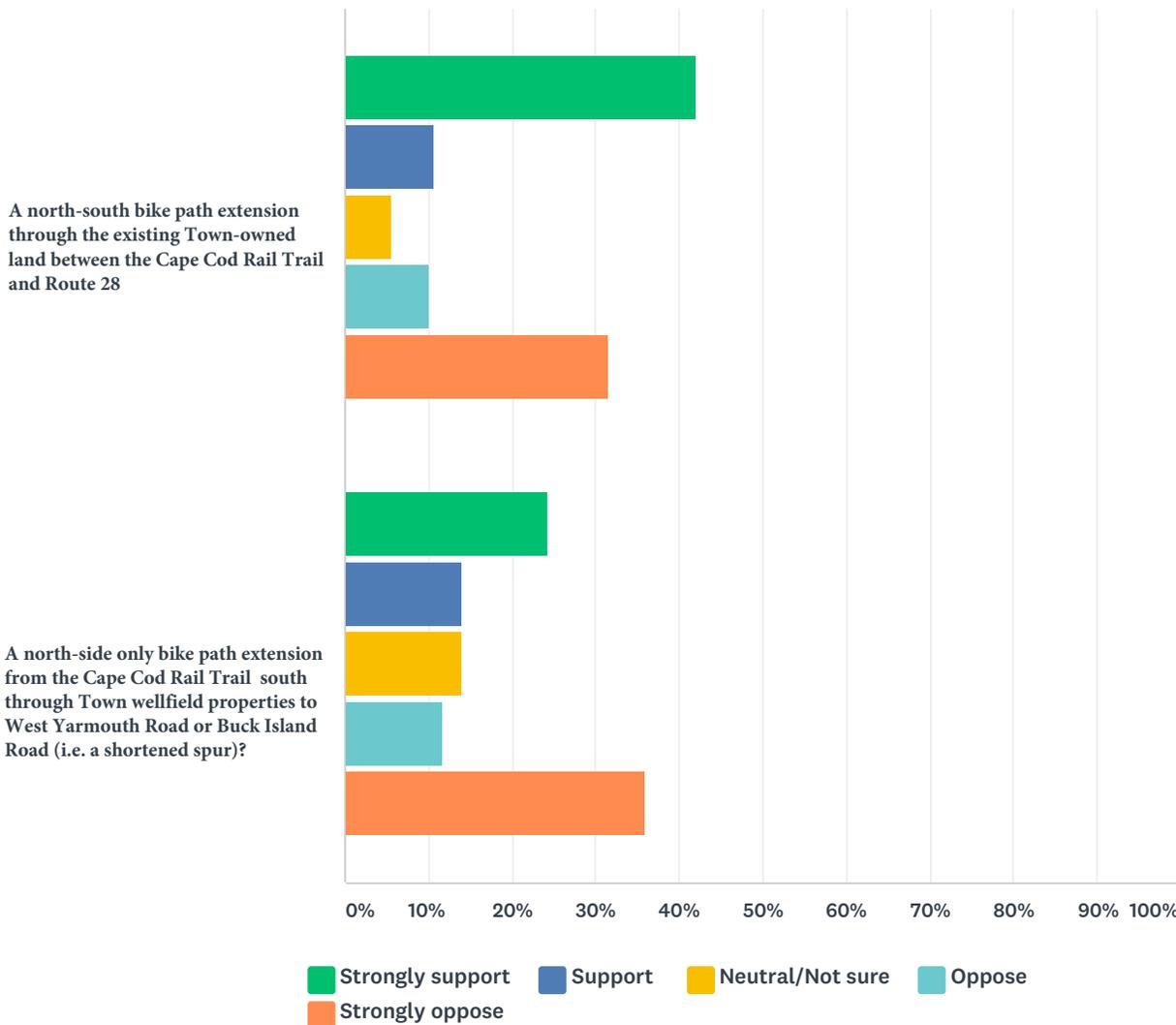
Road <https://www.yarmouth.ma.us/DocumentCenter/View/11928/Bike-Ped-Connectivity-Map---North-Side?bidId=South-side>

South-side Route Options
Buck Island Road to Route

28 <https://www.yarmouth.ma.us/DocumentCenter/View/11929/Bike-Ped-Connectivity-Map---Soute-Side?bidId=Regarding>

Regarding conceptual north-south bike path extension options, please indicate you level of support/opposition.

Answered: 421 Skipped: 83

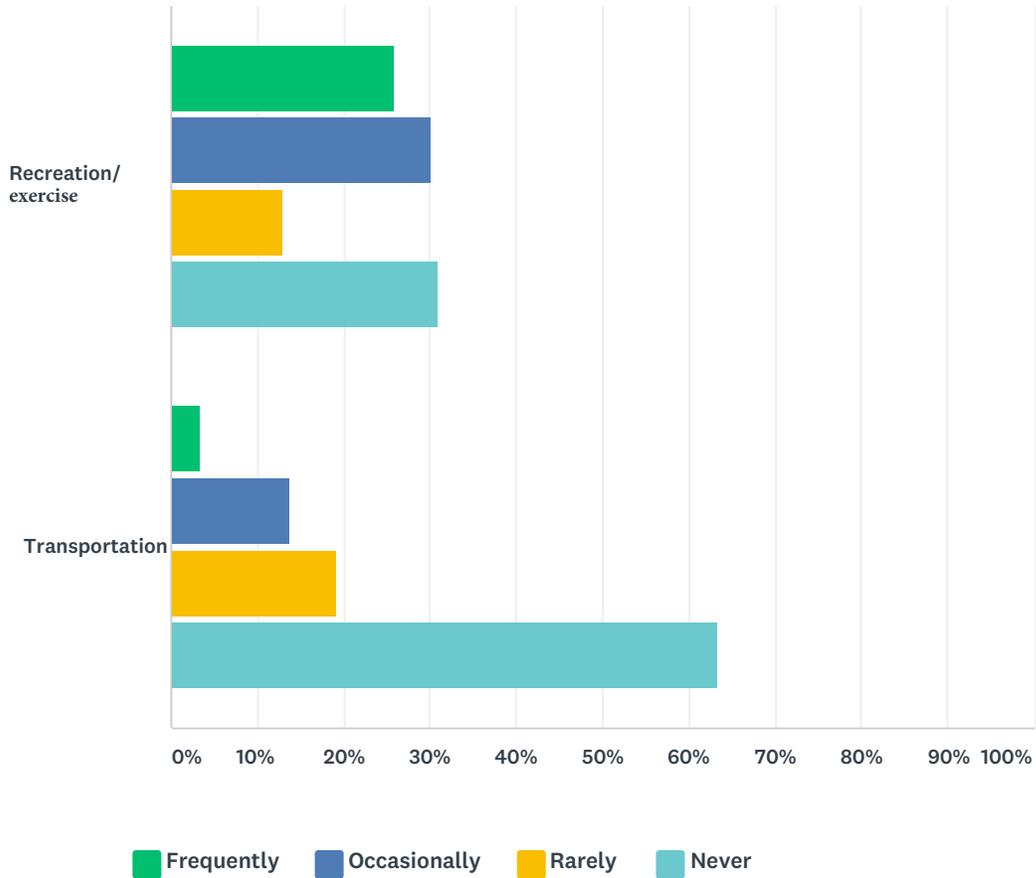


Yarmouth Bike Path Extension Feasibility Study

	STRONGLY SUPPORT	SUPPORT	NEUTRAL/NOT SURE	OPPOSE	STRONGLY OPPOSE	TOTAL
A north-south bike path extension through the existing Town-owned land between the Cape Cod Rail Trail and Route 28	42.04% 177	10.69% 45	5.70% 24	9.98% 42	31.59% 133	421
A north-side only bike path extension from the Cape Cod Rail Trail south through Town wellfield properties to West Yarmouth Road or Buck Island Road (i.e. a shortened spur)?	24.34% 92	14.02% 53	14.02% 53	11.64% 44	35.98% 136	378

Q7 If a north-south bike path existed on the Town-owned land between the Cape Cod Rail Trail and Route 28, how often would you use it for:

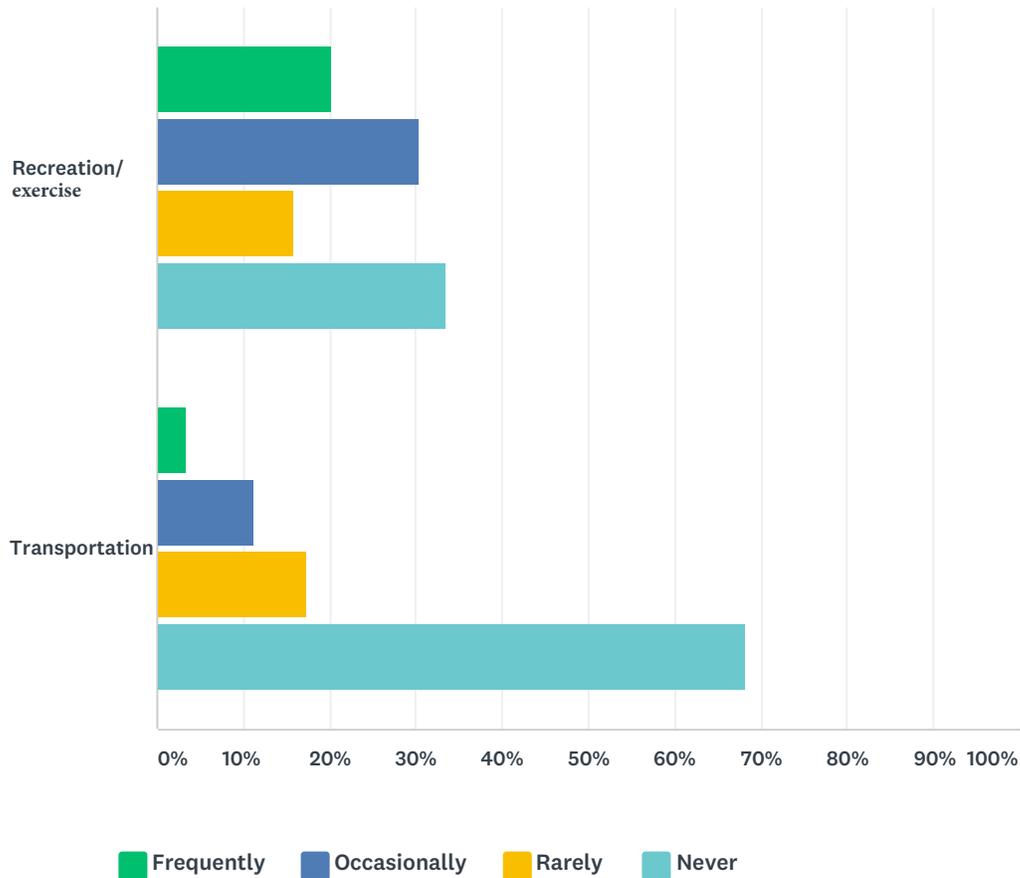
Answered: 426 Skipped: 78



	FREQUENTLY	OCCASIONALLY	RARELY	NEVER	TOTAL
Recreation/exercise	25.89% 109	30.17% 127	13.06% 55	30.88% 130	421
Transportation	3.27% 12	13.90% 51	19.35% 71	63.49% 233	367

Q8 If a bike path existed from the Cape Cod Rail Trail south through the Town wellfield properties to West Yarmouth Road or Buck Island Road (i.e. a shortened spur), how often would you use it for:

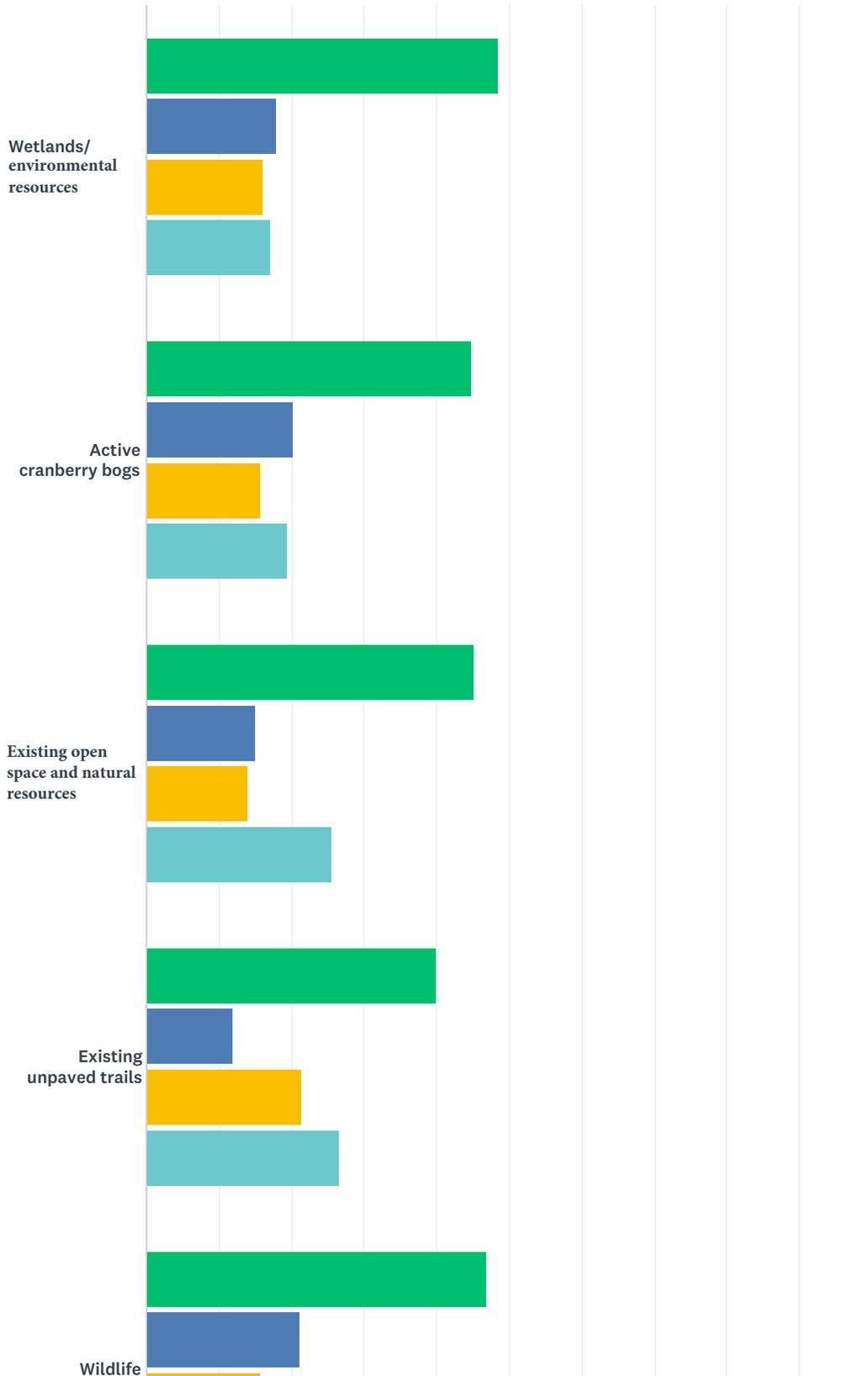
Answered: 422 Skipped: 82



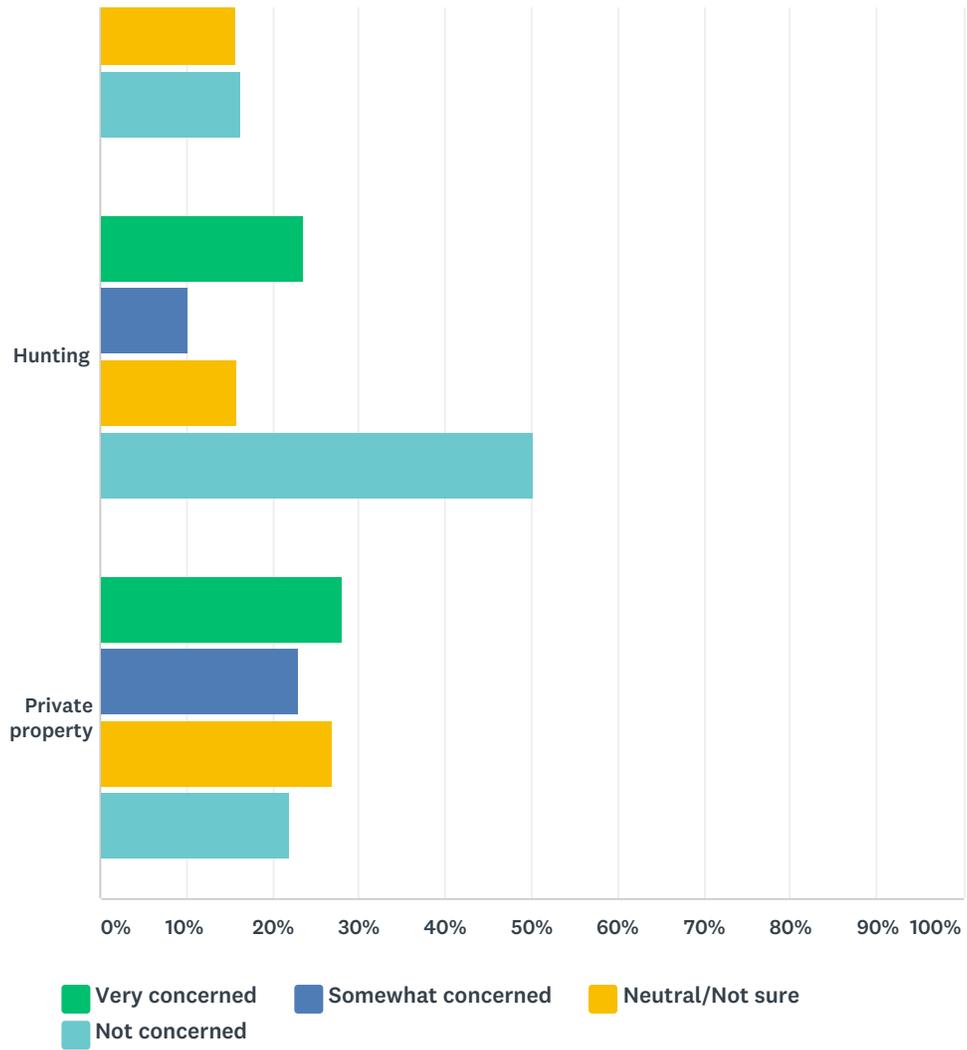
	FREQUENTLY	OCCASIONALLY	RARELY	NEVER	TOTAL
Recreation/exercise	20.24% 85	30.24% 127	15.95% 67	33.57% 141	420
Transportation	3.30% 12	11.26% 41	17.31% 63	68.13% 248	364

Q9 How concerned are you about potential impacts of a north-south bike path extension on the following features?

Answered: 427 Skipped: 77



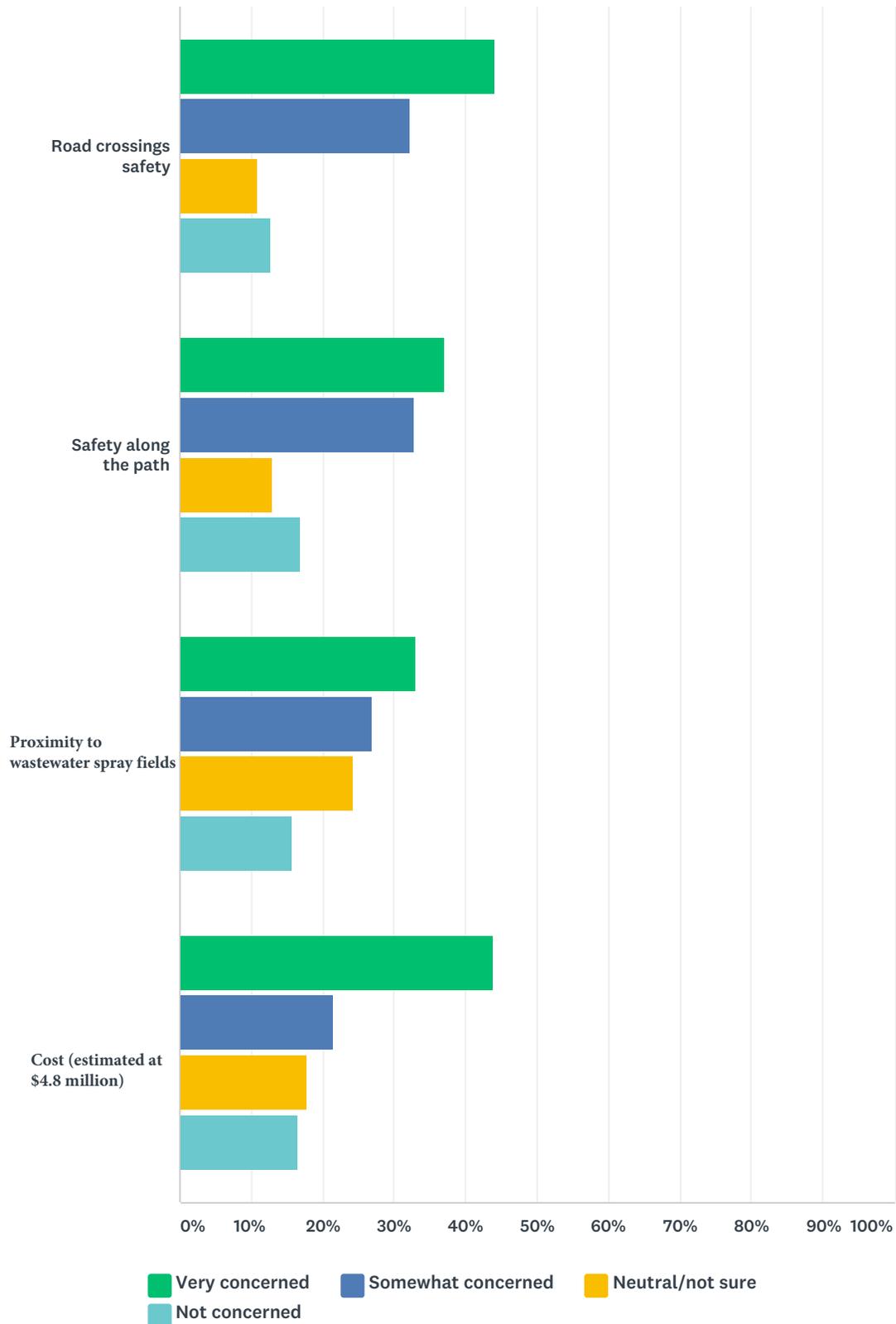
Yarmouth Bike Path Extension Feasibility Study



	VERY CONCERNED	SOMEWHAT CONCERNED	NEUTRAL/NOT SURE	NOT CONCERNED	TOTAL
Wetlands/environmental resources	48.59% 207	18.08% 77	16.20% 69	17.14% 73	426
Active cranberry bogs	44.68% 189	20.33% 86	15.60% 66	19.39% 82	423
Existing open space and natural areas	45.26% 191	15.17% 64	13.98% 59	25.59% 108	422
Existing unpaved trails	40.05% 167	11.99% 50	21.34% 89	26.62% 111	417
Wildlife	46.92% 198	21.09% 89	15.64% 66	16.35% 69	422
Hunting	23.63% 99	10.26% 43	15.99% 67	50.12% 210	419
Private property	27.99% 117	22.97% 96	27.03% 113	22.01% 92	418

Q10 How concerned are you about any of the following aspects of a north-south bike path extension through Town-owned land?

Answered: 429 Skipped: 75

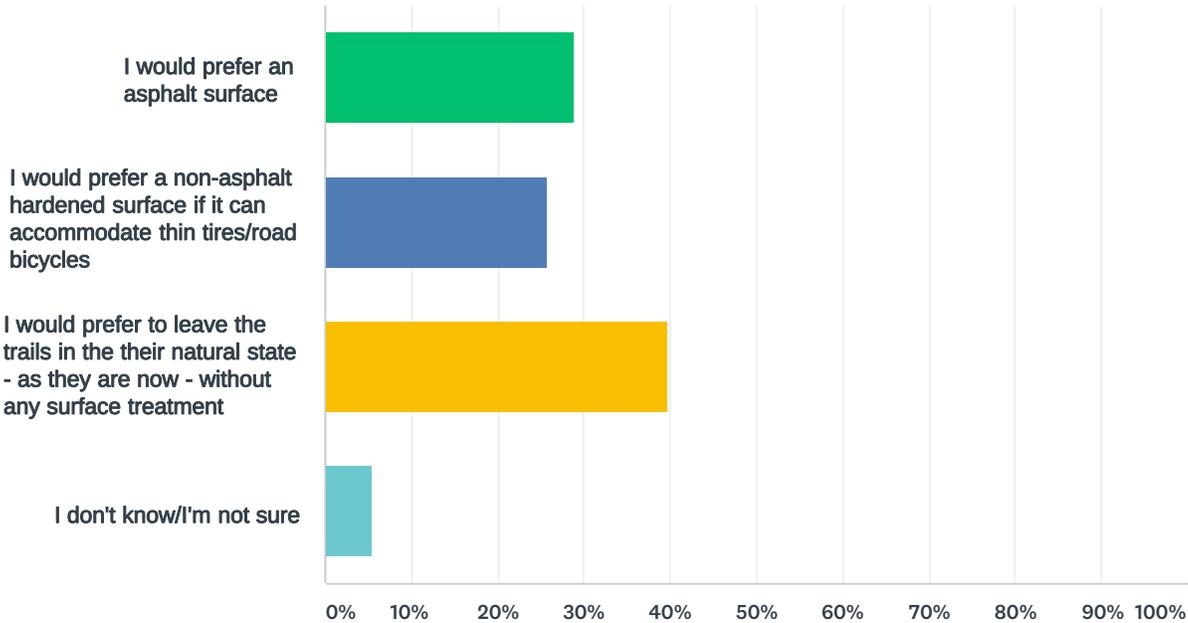


Yarmouth Bike Path Extension Feasibility Study

	VERY CONCERNED	SOMEWHAT CONCERNED	NEUTRAL/NOT SURE	NOT CONCERNED	TOTAL
Road crossings safety	44.10% 187	32.31% 137	10.85% 46	12.74% 54	424
Safety along the path	37.12% 157	32.86% 139	13.00% 55	17.02% 72	423
Proximity to wastewater spray fields	33.02% 139	27.08% 114	24.23% 102	15.68% 66	421
Cost (estimated at \$4.8 million)	44.00% 187	21.65% 92	17.88% 76	16.47% 70	425

Q11 Bike paths often have an asphalt surface. A hardened non-asphalt surface is sometimes used in rural or natural settings to minimize impacts to the character of the area. Do you have a preference for surface treatment options?

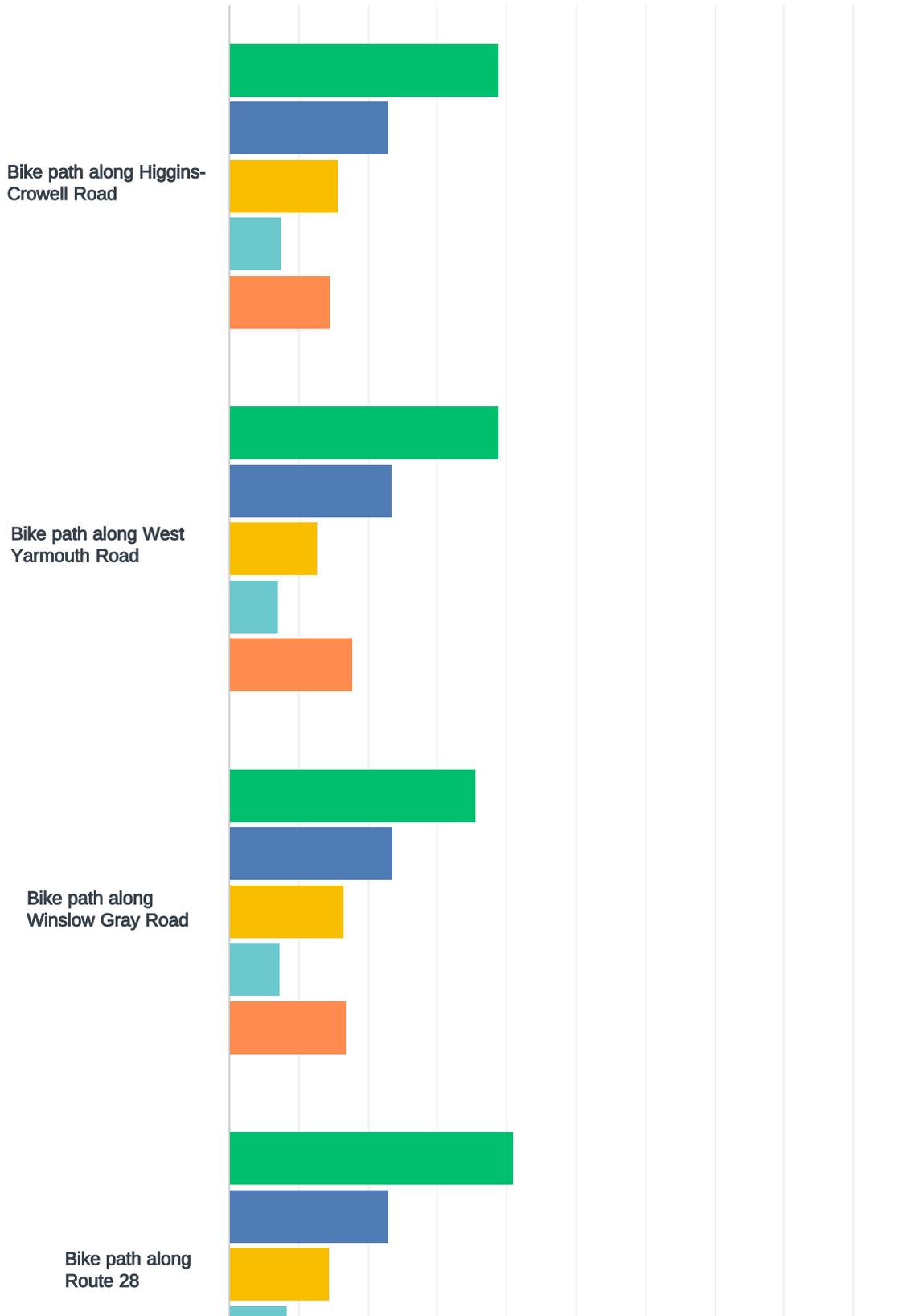
Answered: 422 Skipped: 82



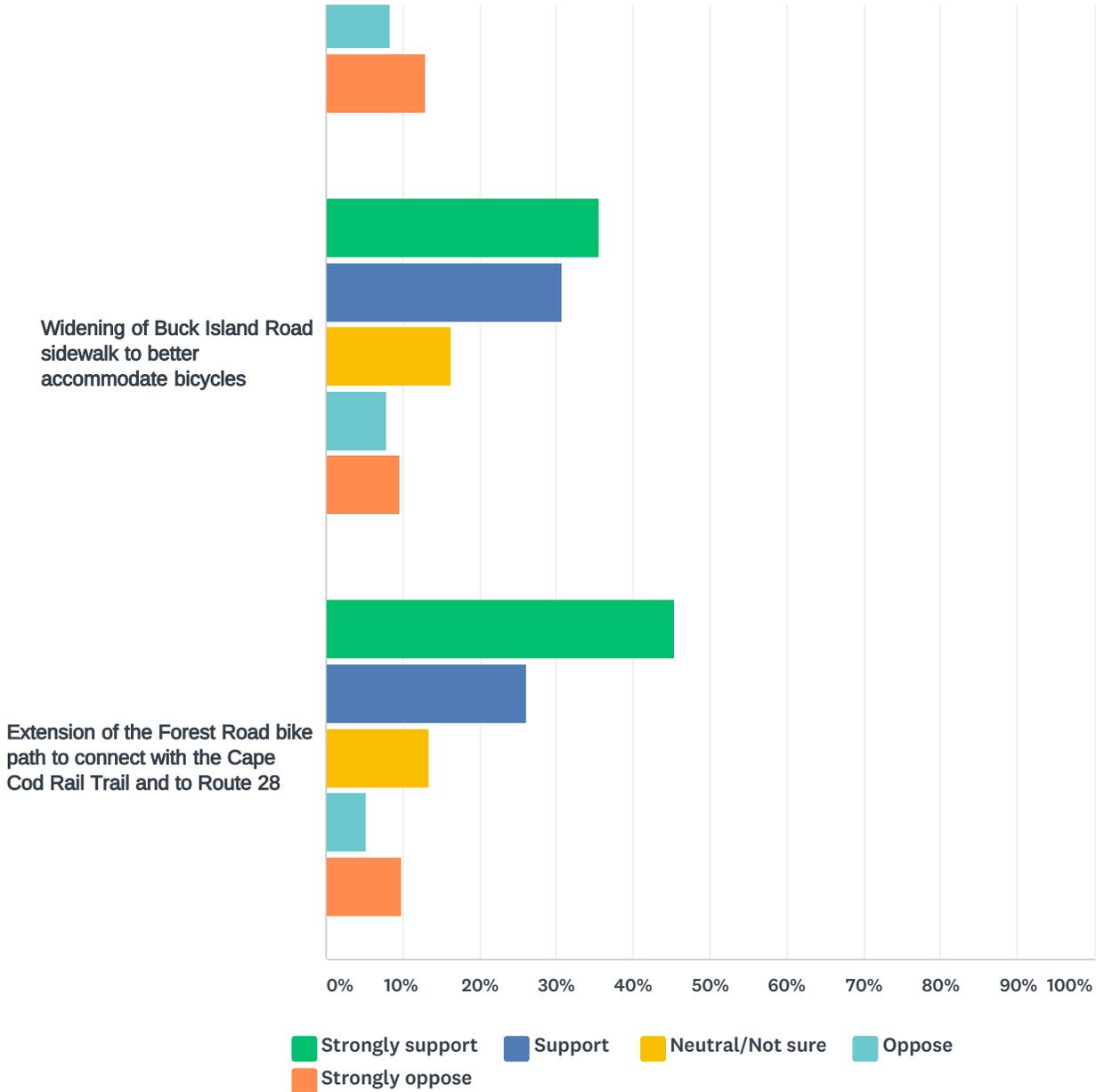
ANSWER CHOICES	RESPONSES	
I would prefer an asphalt surface	28.91%	122
I would prefer a non-asphalt hardened surface if it can accommodate thin tires/road bicycles	25.83%	109
I would prefer to leave the trails in the their natural state - as they are now - without any surface treatment	39.81%	168
I don't know/I'm not sure	5.45%	23
TOTAL		422

Q12 How supportive/opposed would you be of bike path expansion opportunities along the following roadways in the study area :

Answered: 423 Skipped: 81



Yarmouth Bike Path Extension Feasibility Study



	STRONGLY SUPPORT	SUPPORT	NEUTRAL/NOT SURE	OPPOSE	STRONGLY OPPOSE	TOTAL
Bike path along Higgins-Crowell Road	38.95% 164	23.04% 97	15.68% 66	7.60% 32	14.73% 62	421
Bike path along West Yarmouth Road	39.00% 163	23.44% 98	12.68% 53	7.18% 30	17.70% 74	418
Bike path along Winslow Gray Road	35.59% 147	23.73% 98	16.46% 68	7.26% 30	16.95% 70	413
Bike path along Route 28	41.11% 171	23.08% 96	14.42% 60	8.41% 35	12.98% 54	416
Widening of Buck Island Road sidewalk to better accommodate bicycles	35.56% 149	30.79% 129	16.23% 68	7.88% 33	9.55% 40	419
Extension of the Forest Road bike path to connect with the Cape Cod Rail Trail and to Route 28	45.48% 191	26.19% 110	13.33% 56	5.24% 22	9.76% 41	420

Q13 Are there other locations where you would like to see improved accommodations for bicycles?

Answered: 107 Skipped: 397

Question #13 Responses

Are there other locations where you would like to see improved accommodations for bicycles?
6A
6A
A Bicycle pump track and bike/skate park
A north/south bike route from 6A along summer street to Higgins Crowell Road & another n/s route from 6A along West Yarmouth road to the rail trail.
Access to Seagull and Bass River beaches
all rt 28 to Main St in Hyannis. It's a death defying trip now that I've tried to get officials to join me on... to no avail.
All this construction and taking away the land from the wildlife is ruining cape cod. We are turning into Atlantic City.
Along 28 into hyannis
Along 28 to better access businesses. NOT IN THE BOGS!
Along 6a
Along RT 28. there are many folks who use bicycles as a means of transportation. They are vulnerable on RT 28 to the vehicle traffic.
Along Rte. 6A
anywhere but hunt able lands/ marshes. We have so few areas left to legally hunt in Yarmouth !
Around Sandy Pond.
At this time no
beach front areas accessible
beachfront areas
Being a Brewster resident I would like to see the bike bath extend all the way from P-Town to Boston!
Better bike trails off and on-road Cape-wide! New to the area and little done to educate bikers. Even the local bike shops have little/no knowledge of trails.
Better sidewalks for pedestrians first.
bike lane along route 28, heavy summer use by seasonal workers=potential danger
Bike lanes on Station Ave, Rte 28 and 6A
bike parking at the beaches
Bike paths not located on busy streets but in the woods are fine. Yarmouth's roads are too busy to add bike lanes to
Bike paths usually require parking facilities to ensure intensive use. (Yarmouth already has one) The proximity to housing, both year round and summer, of the proposed paths ensures that any path created will be a greater benefit to the community and the Cape more broadly
bike to the beaches bay side or ocean side..
Bike trail from smuggler beach to gray's beach
Connecting Rd 6A to existing Trail Head on Station Ave
Definitely not cranberry bogs or wooded areas where walkers are. Many bicyclists do not follow rules, don't know them and ride too quickly without regard to telling you that they are on your left or right side when passing.
Do not pave the last remaining wildlife habitat in this area. I walk the area frequently and see deer, fox and coyotes. Horse Pond has great blue heron and osprey fishing. Extend the bike path from the dump up Forest Road to Winslow Gray to 28.
Every major thoroughfare.
Everywhere ? 🤔
Expanding it to the beach would be nice.
Extend bike path to Hyannis and Shining Sea Trail

Question #13 Responses

<p>First priority should be to make accomadations to bike lanes on existing roads as is the movement in many towns throughout USA A bike path at 4.8 million is a waiste of funds and not addressing the issue of cyclist safety on shared roadway.</p>
<p>From trailhead at Higgins Crowell rd to sandy pond via Yarmouth well fields. Also DuPont ave to flax pond recreation facility</p>
<p>From Wellfleet to PTown</p>
<p>Further west into Hyannis proper</p>
<p>Going west from Higgins Crowell to Barnstable and beyond</p>
<p>Higgins Crowell road area</p>
<p>I am all for bike paths along side roadways. I am not for any new bike paths through any of the woods. The no bikes on sidewalks rule is stupid. Remove the rule and problem solved.</p>
<p>I believe a bike path is always a great improvement, however, I do not think a path through (open land, cranberry bog, or any nature) should be touched. We can create bike paths along roads similar to Forest road in Yarmouth.</p>
<p>I believe that we are slowly changing the ambiance and face of Cape Cod life. At one time horses were ridden all over Cape Cod however with the increase of tourism, energy companies poisons and deforestation, the installation of walking and bike paths we are in the road to becoming no better than Waltham which at one time was a bucolic community and now is suffering from urban sprawl. Please leave wildlife and what makes life here so special ALONE!!</p>
<p>I don't ride on 6a but a lot of people do it's very dangerous for drivers and riders. Between Station and the Dennis line the road needs to be widened</p>
<p>I don't bike, but I see workers riding bikes to and from work in the summer and wish there were safer ways for them to commute, especially at night.</p>
<p>I know Route 6A is difficult to widen, but it is so wonderfully scenic that it deserves a bike/multi-use path.</p>
<p>I would like to see the existing natural state trails maintained better or even expanded. Anything to help with the tick and potential Lyme disease issue. Clearing of the leaves and small debris I think would help a lot. There were some controlled burns done this past season that could be expanded upon. There are a number of natural state mixed use trails on Cape Cod but none of them seem to be properly maintained compared to other areas in the state of Massachusetts. I am an avid cyclist both on and off road and do enjoy the existing paved bike paths but would really like to see the natural state trails maintained and improved. Improving and expanding on the existing natural state trails "can attract and retain visitors to a community and create additional revenue for local businesses". Personally I have purchased several bicycles from Sea Sports in Hyannis and all are designed to be ridden off road or a combination of on road and off road.</p>
<p>I would love to see bike paths connect to all public buildings . I believe they would be used by women with carriages, bicyclists, and the wheeled Handicapped.!</p>
<p>I'm more interested in accommodating walkers</p>
<p>Improve accommodations or accommodate walkers! More sidewalks would increase walking & decrease traffic! Especially in tourist season!</p>
<p>It is against the law to ride on sidewalks? Or so I always thought???</p>
<p>It would be wonderful to have the trails extend all the way to Sandwich, down to Falmouth and surrounding areas.</p>
<p>Long Pond Drive & Station Avenue near the School District Office</p>
<p>Most other well-traveled roads in Yarmouth should have a sidewalk/bike trail running parallel.</p>
<p>Near the beaches</p>
<p>No</p>
<p>No</p>

Question #13 Responses

NO
No
no
No, and this one isn't necessary and will provide less benefit than more, in the long run.
no, don't we have enough?
NO. STOP SPENDING MY TAX DOLLARS ON A BIKE PATH THAT GETS USED FOR 3 MONTHS/YEAR AND PROVIDES ZERO REVENUE OR INCOME FOR THE TOWN OR STATE. WE ARE NOT MADE OF MONEY.
No. We have enough.
North Dennis Road
north dennis road connecting to the new CCRT west greatwestern road in yarmouthport 6a yarmouthport
North Dennis road. Great western rd. West great western rd. Station Ave. route 6A.
North Dennis Rosd
North Main Street from the Cape Cod Rail Trail to 28.
Not in the woods. Station ave.
Not particularly but would support any effort to keep them out of our woods.
Not that I am aware of now
On the existing roadways. It would also help the visiting foreign exchange students in the summer to get to work along the main/exsisting roadways.
Put the money to help keep the tax rate low. This project is a waste of taxpayer's money.
Route 28
Route 28 and Old Main and down to the major beaches on the south side.
Route 28 for summer workers
Route 28 from Hyannis to at least Dennis Port
Route 6A
route 6a between setucket and Evans pizza! Please! this would allow the connection from setucket bike path to the side walk that travels along 6a. Also Willow street really needs to be connected from 6a to Hyannis by bike path.
Route 6A, also Station Ave and Long Pond for students to bike to school.
Route 6A, Losing Tree Canopy is a terrible thing, but along roadways like Route 6A is where the practice should be accepted and supported, as it will improve the use of the road for all users.
Rt.28 in general, especially during the summer when there are so many J1 students who rely on bicycle transportation to get to/from work.
Rye 28
Safer parking areas to get on the many mountain bike trails in Yarmouth.
Sandy Pond facilities
Side walks on entire Higgins Crowell road would be very beneficial. I see many people walking down Higgins Crowell to work daily. For many years. It's a busy road. With the PD and schools on the road it would be a wise decision for sure.
Some beach access
South shore drive/bass river area
South Street from the Forest Rd connection at 28 allowing many town residents ride to the beach or rail trail.
STATION AVE

Question #13 Responses

Station Ave. for access to amenities from the existing rail trail @ bridge/parking lot
the actual roads to accommodate bikes
The expense and limited use of the proposed bike path is not worth the costs. Bike paths and sidewalks along existing makes a lot more sense and will promote wider uses.
There are enough bike trails/rail trails already
Union St connecting Station Ave
We need to stop building on cape cod because it won't be cape cod. You care more about the bicyclist in the land and the animals
Wellfleet to Provincetown Yarmouth to Woods Hole
Willow St
Would it be possible to extend the CCRT from Yarmouth to parallel the railroad tracks to Hyannis?
Yarmouthport Route 6A which is designated bike real but really a death trap-no lane or sidewalk
Yes, Along rt 134 from East Dennis(rt 6A) to CC bike trail which crosses over rt 134
Yes. Along 6A

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