



The Wellfleet Bike & Walkways Committee Community Forum – Zoom

Monday, February 15, 2021 at 7 pm

Meeting Minutes

Members Present: Pete Cook, Rebecca Brodwick Noble, Ned Oliver, Lance Miller, Christie O’Campbell

Members Absent: none

1. *Call to Order:* Pete calls the meeting to order at 7:00 pm.
2. *Introductions:* Members introduce themselves and Pete reads the Meeting Notice (*Attachment 1*).
3. *Zoom Rules of Engagement:* Pete reviews the Zoom Rules of Engagement, developed along with Town Hall (*Attachment 2*), emphasizing that public participation is not only encouraged, it is the purpose of the meeting.
4. *Introduction:* Pete reviews the status of the state bikeway plans. As a result of public opposition, mostly due to safety concerns, to MassDOT and Mass DCR’s proposed bikeway plan, the Wellfleet Selectboard wrote to the Governor, asking for the plans to be halted. DCR has transitioned to a two-phase plan. Phase 1 will be to build a bikeway from the current South Wellfleet terminus to Wellfleet Hollow Campground. Phase 2, which has been put on hold for now, was intended to go from Wellfleet Hollow Campground to Route 6. In its letter, DCR deferred to Wellfleet to conduct feasibility studies of alternative bikeway routes. Our committee wants to engage the state in a better process to develop a realistic solution informed by public input. Our official charge was read in the meeting (posted on the Committee [website](#) and as *Attachment 3* below).
5. *Alternative Routes Study:* “Game plan to develop bikeway recommendation for the Selectboard” (*Attachment 4*) is shared as an illustration of the Committee’s process for developing a bike path alternative recommendation. In order to draft the methodology for analyzing bikeway alternatives, the committee is considering: International, National, and Local reference documents of best practices, Town government inputs (see *Attachment 5 – Stakeholders*), external agency inputs, Committee member inputs, and public inputs. The Committee is seeking to identify alternative routes using historic inputs, committee member inputs, Truro Bike and Walkway Committee inputs, and public inputs. After our analysis methodology is reviewed by the Selectboard, the committee will perform the Analysis of Alternatives to formulate a recommendation for the Selectboard.
6. *Analysis Methodology:* “Methodology for analyzing alternative bikeway routes through Wellfleet to Truro” document is screenshared (*Attachment 6*) to illustrate how goals for the bikeway will drive our analysis. We subdivide the goals into specific objectives, and then into criteria by which to score each path’s ability to meet the goals and objectives. This is a standard methodology used to reach an objective and quantified result. The computational nature allows us to adjust the weights of each goal, objective, and criterion to reflect priorities.
7. *Public Input:* As we engage the state to move forward, we want to know what’s important to those who will use the trail in the town. Pete asks the members of the public to reflect on, “what memorable experiences have you had on bikeways in your life?”

- a. Dick would like to see a bike path that allows users to enjoy nature as much as possible and avoids commercial endeavors as part of the continuous trail from the Canal. For those who want to access town, an overpass (built or using Long Pond Rd) would be ideal.
- b. John mentions positive features of the Stowe Rail Trail, which has access to nature and villages (for instance, a brewery). A trail along the power lines to Long Pond Rd. does provide access to Wellfleet and then past the dump, further to Provincetown.
- c. David adds his goal is that it should be possible within a few years. In order to do that, he recommends that we uncover any property owners who live along the trail, cost and the source of the funds. He adds that creating bike lanes on Rt. 6 should also be a key goal for the committee.
- d. Tom who has submitted an alternative, refers to 2010 DOT, DCR and Cape Cod Commission Feasibility Study, which named the Eastern Corridor Path. It travels north through National Seashore land from the Wellfleet Hollow Campground, and it has no impact on private property owners. Tom shared that 11 (about half) of the property owners on Old County Rd. have sent letters (to either the Town or the State) hoping a plan through their property is not considered.
- e. Josh has experience as a camp counselor with 10-15 children going down Route 6. A physical barrier would be a key safety addition.
- f. Steve brings up Duck Pond as a special feature to include. He also asks for clarification on resources and plans. They can be found in previous minutes on the town website: <https://www.wellfleet-ma.gov/bike-and-walkways-committee>. The January 14, 2021 “Draft Methodology for Analyzing Alternative Bikeway Routes through Wellfleet to Truro” is screenshared, and also lists many of the reference documents that inform the Committee’s methodology (*Attachment 7*). Reference documents regarding accessibility guidelines are in a separate list.
- g. Dave, property owner, points out that the town needs to commit to measuring the impact (environmental and otherwise) of visitors to the sites the trail provides access to. The ponds are environmentally sensitive town facilities that matter and— and are very accessible from some alternative trail routes.
- h. Helen emphasizes a previous point that Route 6 needs better bike lanes and proposed an alternative that takes Old King’s Highway (also commonly known as Old County Road) north to Cahoon Hollow Road, then proceeding beside Cahoon Hollow Road to Ocean View Drive, north along Ocean View Drive, then accessing Long Pond Road (for access to town), Gross Hill Road, Gull Pond Road, or, to the south, LeCount Hollow Road. If the roads are widened, she believes it would be more practical than cutting through woods or hills.
- i. Irene, a second homeowner, expressed private property concerns, particularly along the power lines which affects her property.
- j. Sean, property owner on power lines, is concerned about transition from power lines to the roads. His concern regards property rights and the safety of bikers who may not stop when they transition from a bike path to the road. He suggests the Pan Mass Challenge route be considered as an alternative.

- k. Bonnie agrees about the need for expanded bike lanes on Route 6. She also wonders if the historical studies deemed that DCR's current phase 2 was the only feasible route. Is there really a feasible alternative?
 - l. Rebecca, Committee Vice Chair, commented that the most recent Cape Cod Commission Study, did not rule out alternative trails. The study recommended that the area needs further study. Additionally, Ned, Committee Member, added that Mass DOT will be adding shoulder bike lanes along Route 6 anyway, as has already been done in North Wellfleet and Truro, and that selecting an alternative route for a primary Wellfleet bikeway does not preclude also making Route 6 safer.
 - m. Justina added that she hopes that guest workers and those people who may not have cars be considered in the plans, especially when the safety of Route 6 is concerned.
8. *Draft Goals and Objectives:* "Goals and Objectives for Evaluating Bike Path Alternatives through Wellfleet" is screen shared (*Attachment 8*).
- a. Compiled inputs regarding bikeway goals that have been gathered from the Committee's review of public comments, external references (from federal and state guidelines), and Committee members' inputs are shared.
 - b. Our vision statement and mission statement are shared, much of which comes from the Cape Cod Commission's February 2017 "Outer Cape Bicycle and Pedestrian Master Plan."
 - c. Lance, Committee member, adds that the best practice for an objective analysis of alternatives is to start by establishing shared goals for the overall intent of the bike trail rather than by starting by advocating a particular pathway. Our current draft goals include: safety, practicality, user experience, conservancy, and connectivity. The objectives listed below each goal suggest the ways we can measure how well each goal is being accomplished by a potential path.
 - d. We will reflect on the inputs we received tonight to make sure they are reflected in these goals, and will continue to welcome public input, as well as seek input from the external agencies that should be involved.
9. *Frequently Asked Questions:* Pete makes a motion to post our draft of Frequently Asked Questions on the Town website, Ned seconds and all vote in favor.
10. *Adjourn:* Pete adjourns the meeting at 8:45.

Attachment 1: Meeting Notice

Attachment 2: Zoom Rules of Engagement for Public Bikeway Forum

Attachment 3: Wellfleet Bike and Walkways Committee Charge

Attachment 4: Game plan to develop bikeway recommendation for the Selectboard

Attachment 5: Stakeholders

Attachment 6: Methodology for analyzing alternative bikeway routes through Wellfleet to Truro

Attachment 7: Draft Methodology for analyzing alternative bikeway routes through Wellfleet to Truro, January 14

Attachment 8: Goals and Objectives for Evaluating Bike Path Alternatives through Wellfleet

Attachment 1: Meeting Notice

Wellfleet – Bike and Walkways Committee – Community Forum

On Monday, February 15th, at 7 pm, the Wellfleet Bike & Walkways Committee and the Wellfleet Community Forum will jointly sponsor a virtual meeting to gather suggestions from the public regarding bikeway routes through Wellfleet toward Truro.

In light of Town opposition, the State has suspended its original plan to end the Rail Trail at Route 6, and has deferred to the Town to consider other routes. The Town Bike & Walkways Committee is preparing a systematic analysis of alternative bikeway routes through Wellfleet to Truro to objectively compare how well the various alternatives meet pre-defined goals and objectives. The Committee has researched bikeway guidelines and the best practices found in successful studies around the state and the country – but a local study also needs local inputs.

The Committee wants to incorporate local interests unique to Wellfleet so the analysis can yield the best-fit solution. The committee wants to hear the public's ideas and suggestions so they can be factored into the upcoming study.

What goals and objectives do you believe a bikeway through Wellfleet to Truro should fulfill? What alternative routes should be considered in the analysis?

The forum's aim will not be to critique or assess any specific alternatives at this time, but rather to collect ideas from the public for the upcoming study.

Attachment 2: Zoom Rules of Engagement for Public Bikeway Forum

Zoom rules of engagement for public bikeway forum

15 February 2021, 7 pm Start

Hosted by Wellfleet Bike & Walkways Committee

In order to manage a public meeting with many participants, the Bike & Walkways Committee will use the following rules of engagement which are conventionally used for public Zoom meetings with large audiences:

- As participants enter the Zoom session, they will automatically be placed in “Mute” mode to reduce unintentional background noise during the meeting.
- Public comments are encouraged. When a participant wishes to speak in the meeting, they can so indicate by using the “raise hand” feature in Zoom. This feature will let the meeting host see they are requesting a turn to speak in the meeting.
- The meeting host will call on participants when their turn to speak arrives.
- When a participant is called on to speak in the meeting, the participant can unmute themselves to speak. After their speaking time concludes, they should mute their microphone again.
- In accordance with MA guidance for virtual meetings by town committees, the “chat” feature for text messages will not be used to communicate questions or answers to, from, or between the committee members. In that way, all meeting comments will be open to the public.
- In order to maximize the number of people who speak during the meeting, the Bike & Walkways Committee asks speakers to limit their time to one minute per speaker. Any extended additional information for the committee to review regarding the speaker’s point can be sent to the committee’s email address: bikeandwalkways@wellfleet-ma.gov

Attachment 3: Bike and Walkways Committee Charge

Bike and Walkways Committee, bikeandwalkways@wellfleet-ma.gov

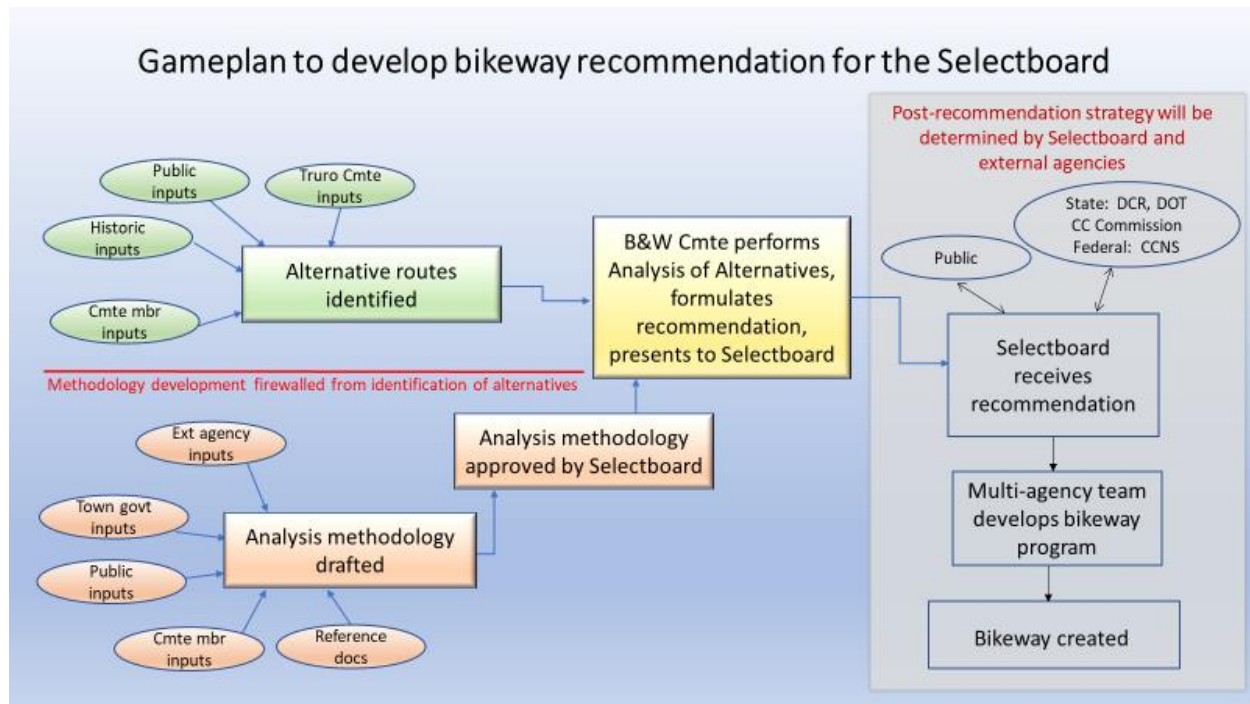
CHARGE

The Bike and Walkways Committee is hereby established to consider ways to provide safe areas for biking and walking. The Board of Selectmen believes that these activities should be available seasonally and year-round as they are an important means of local transportation, are popular activities in the town, and promote good health.

The Bike and Walkway Committee is charged with the following tasks:

1. To work with the Cape Cod National Seashore, the Towns of Provincetown and Truro and the Cape Cod Commission to establish the continuation of the bike trail northward into Provincetown.
2. To prepare a plan for future bike and walking routes throughout the town of Wellfleet.

Attachment 4: Game plan to develop bikeway recommendation for the Selectboard



Attachment 5: Stakeholders Agencies

Town of Wellfleet Government Departments

Town Administrator
Police
Fire & Rescue
DPW
Recreation
Beaches
COA

Town of Wellfleet Boards and Committees

Selectboard
Planning Board
Conservation Commission
Historical Commission
Library Trustees
Wellfleet Elementary School Committee

External Agencies

Truro Bike and Walkways Committee

Provincetown Bicycle Committee

Other Cape Towns

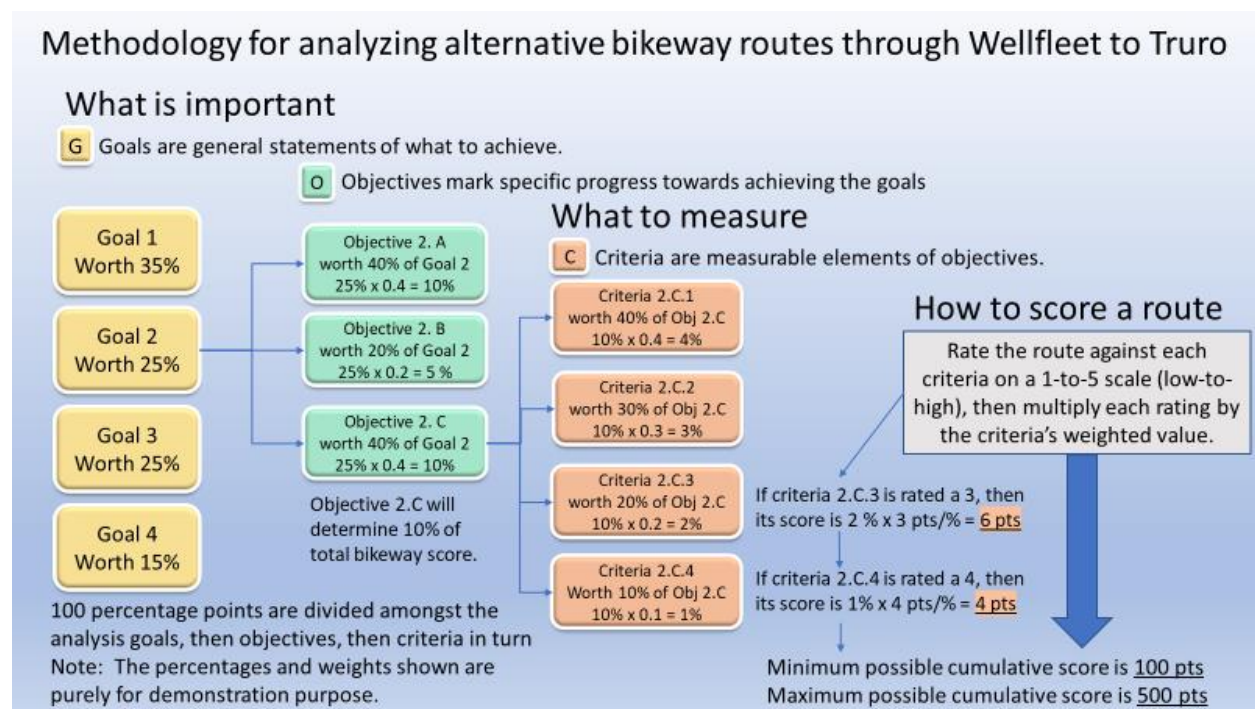
Cape Cod Commission

DCR

DOT

National Seashore

Attachment 6: Methodology for analyzing alternative bikeway routes through Wellfleet to Truro



DRAFT

Draft Methodology for Analyzing Alternative Bikeway Routes through Wellfleet to Truro

January 14, 2021

What is the purpose of this brief?

This brief describes the Wellfleet Bike & Walkways Committee's draft methodology for conducting an analysis of alternative bikeway routes. This methodology provides a contextual framework and logical scheme to establish the study's validity and reliability, and to justify our chosen techniques.

The draft methodology will be presented to Town Government offices and other regional stakeholders for review and input. The updated methodology will subsequently be presented to the Wellfleet Select Board for review and feedback prior to the analysis being conducted.

Why is an analysis of alternatives necessary?

Numerous previous studies of bikeway alternatives were conducted with state and regional sponsorship over many years. The Massachusetts Department of Transportation (MassDOT), and the Massachusetts Department of Conservation and Recreation (DCR), ultimately proposed route segments through Wellfleet that met public opposition, primarily over safety concerns but also over concerns about adversely impacting the town's character. The Wellfleet Select Board wrote to the Governor requesting the DCR plan be halted so alternative routes could be considered. DCR then deferred in writing to Wellfleet to conduct feasibility studies of alternative bikeway routes.

The Wellfleet Bike & Walkways Committee was established by the Wellfleet Select Board "to consider ways to provide safe areas for biking and walking."

Specifically, the Committee is charged as follows:

1. "To work with the Cape Cod National Seashore, the Towns of Provincetown and Truro and the Cape Cod Commission to establish the continuation of the bike trail northward into Provincetown.
2. To prepare a plan for future bike and walking routes throughout the town of Wellfleet."

Employing Analytical "Best Practices" and Factoring in Local Concerns

This methodology is guided by inputs from three types of sources:

- 1) Our state and regional partners. The state and regional agencies which regularly propose and evaluate bike trail solutions on Cape Cod, including: MassDOT, DCR, and the Cape Cod Commission (CCC), which are guided by US federal guidelines and MA state guidelines. The proposed analysis methodology has benefited greatly from and is consistent with these agencies' wealth and breadth of knowledge and experience. A major lesson from studying these agencies' prior analytical approaches is how crucial to success and community acceptance is the pre-planning stage of carefully applying a rigorous approach for evaluating alternatives against goals and inviting community participation.

Preliminary references include the following, and additional references are under review:

- Federal Highway Administration Separated Bike Lane Planning and Design Guide
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page04.cfm
- <https://www.mass.gov/lists/design-guides-and-manuals#design-guides-and-manuals->
- <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide>
- Study from the National Seashore in August 2010 -- Executive Summary (capecodcommission.org): "Study Integrated Bicycle Plan for Cape Cod Bicycle Feasibility Study In Partnership with the Cape Cod Commission"
https://www.capecodcommission.org/resource-library/file?url=%2Fdept%2Fcommission%2Fteam%2Ftr%2FReference%2FBike-Ped%2F2010_CCNS_Bike_Feasibility.pdf
- Cape Cod Commission 2011 report for bike lanes in all the 15 Cape towns -
https://www.capecodcommission.org/resource-library/file?url=%2Fdept%2Fcommission%2Fteam%2FWebsite_Resources%2Ftransportation%2FBikePedPlanningRecReport_Sept2011.pdf
- 2016 Cape Cod Regional Transportaiton Plan (capecodcommission.org)
[https://www.capecodcommission.org/resource-library/file/?url=/dept/commission/team/tr/Transportation%20Plans/RTP/2016_RTP/Final%20Report/Cape%20Cod%202016%20Regional%20Transportation%20Plan%20-%20without%20Appendices%20\(Endorsed%207-20-15\).pdf](https://www.capecodcommission.org/resource-library/file/?url=/dept/commission/team/tr/Transportation%20Plans/RTP/2016_RTP/Final%20Report/Cape%20Cod%202016%20Regional%20Transportation%20Plan%20-%20without%20Appendices%20(Endorsed%207-20-15).pdf)
- Outer Cape Bicycle and Pedestrian Master Plan | Cape Cod Commission
https://www.capecodcommission.org/resource-library/file/?url=/dept/commission/team/Website_Resources/initiatives/OuterCapeBikePedPlan/OCBPMPFinalReport9-2016UpdateFeb2017.pdf

- Massachusetts Bicycle Transportation Plan Public Engagement Results, 2019
<https://www.mass.gov/doc/bike-plan-public-engagement-results/download>
- MassDOT MUNICIPAL RESOURCE GUIDE FOR BIKEABILITY, 2019
https://www.mass.gov/files/documents/2019/06/13/2019_Municipal_Resource_Guide_for_Bikeability.pdf
- Massachusetts Bicycle Transportation Plan, 2019
<https://massdot.maps.arcgis.com/apps/MapJournal/index.html?appid=c80930586c474a3486d391a850007694>

2) Successful municipal bikeways around the globe. Selected published reports of municipalities and regional authorities across the US and in Europe who have analyzed alternative bikeway routes. Whether on crowded city streets, on rough mountainous terrain, or through pristine landscapes, these bikeway studies demonstrated that the best results come from neutral objective approaches which carefully and rigorously consider all the alternatives against a set of carefully developed goal-evaluating criteria, with abundant input from the community. These analyses consistently preserved traceability between analysis goals and evaluation criteria, thus guaranteeing the criteria were indeed reflected in the goals.

Preliminary references include the following, and additional references are under review:

- Billerica MA evaluation of bikeway alternatives
(<http://www.town.billerica.ma.us/DocumentCenter/View/3539/Yankee-Doodle-Bike-Path-Alternative-Analysis?bidId=>) .
- Cupertino CA study, listing 7 criteria: <https://altago.com/wp-content/uploads/Cupertino-Bicycle-Transportation-Plan-6.pdf>
- Sunnyvale CA study
<https://sunnyvale.ca.gov/civicax/filebank/blobdload.aspx?BlobID=23225>
- Marin County CA study of routes, listing 13 criteria (pp3-3 and 3-4):
http://walkbikemarin.org/documents/mv_cm_study/FINAL%20Study/3%20Alternatives%20Evaluation.pdf
- Santa Clara CA study giving 12 general criteria but a wealth of information and perspectives about the methodologies of choosing alternative paths:
https://www.stevenscreektrail.org/Resources/LosAltos/LA_SCT_FeasibilityStudy/Alta_FinalReport/SCT%20FINAL%20FEASIBILITY%20STUDY.pdf
- Portland OR study of improving a city bike lane that lists 8 general criteria: <https://www.portlandoregon.gov/transportation/article/702764>

- A Florida study that lists 8 general criteria (p4): https://www.ecrc.org/document_center/Programs/Bay%20County%20TPO/Plans%20and%20Documents/DRAFT%20Bay%20TA%20Scoring%20Criteria%20.pdf
 - Meta-study by Texas looking at how other states evaluate options for bike routes (and other things), and then what they would recommend for TX
<https://static.tti.tamu.edu/tti.tamu.edu/documents/3988-1.pdf>
 - 2020 National Cycling Plan for Germany <https://nationaler-radverkehrsplan.de/en/federal-initiatives/national-cycling-plan-nvp-2020>
 - How the European Union (EU) approaches selection, design, operation, and maintenance of bike paths: https://ec.europa.eu/transport/themes/clean-transport-urban-transport/cycling_en
 - A Greek (Thessaloniki) study of alternative bike routes with 8 criteria:
https://www.researchgate.net/publication/236630986_The_implementation_of_a_cycle_network_in_the_city_of_Thessaloniki-Greece_Evaluation_remedial_proposals_and_policies
- 3) The stakeholders of a Wellfleet bikeway. The citizens of Wellfleet and other interested parties who have made open meeting inputs, written correspondence to the Select Board, and online written inputs to State agencies; the intended users of the bikeway, as represented through the committee's research on community needs and preferences; the Wellfleet Select Board and other relevant Town of Wellfleet departments, boards and committees; other organizations with vested interests, such as the Cape Cod National Seashore, the corresponding bike & walkways committee in Truro, and the aforementioned DCR, DOT, and CCC.

Steps to develop and apply the analysis methodology

Fundamental guidelines

- 1) Be open and transparent in all analysis efforts and communications
- 2) Seek close coordination with municipal, state, and federal level stakeholders
- 3) Use the extensive work of our state agencies as a guide

Identify candidate routes for the analysis

Separately from the development of the evaluation method, compile the set of candidate routes through Wellfleet which have been identified through past and current efforts.

Develop the elements and computational process of the methodology

- 1) Articulate in a few words the overall vision of the Cape Cod Bike Trail as given by state agencies.
- 2) Identify clear goals (derived from the town and state agencies) to be satisfied by the route. These goals should fully reflect the intent of the vision and cover the primary common concerns for having the best possible path. The goals should overlap as little as possible.

- 3) Arrange the goals in order of priority and then quantify this ordering by further assigning to each goal a percentage of the total importance.
- 4) For each goal in turn, develop specific measurable objectives that underly that goal (using prior relevant efforts if possible). The objectives should adequately represent all that is intended by the wording of the goal, and they should not overlap.
- 5) Arrange the specific objectives under each goal in order of their judged importance, keeping mind that they all may be found to be equally important. Given this arrangement, allot the percentage points given for the goal among the goal's different objectives. If the goal's objectives are all equally important, then the goal's percentage points will be divided equally among all the goal's objectives. More computation is required if the objectives are judged not to be of the same importance. For example, if, for three objectives among whom 35 points from this goal are to be distributed, the first objective is judged twice as important as the 2nd objective, and the 2nd twice as important as the third, then the first objective should be given 20 of those 35 points, the 2nd given 10, and 3rd 5. (The *Sensitivity Analysis* below can be used to judge whether assigning the points differently would make much of a difference).
- 6) For every goal objective, select at least two, but preferably 3-5, clear criteria that reflect how well the objective was met by an alternative route.
 - a. The criteria must be chosen so that in the aggregate they fully capture how well the objective was met by an alternative route. However, the criteria should measure clearly different things and not overlap.
 - b. Each criterion must be phrased so that a reasonable person can apply it to an alternative route and have high confidence the result is valid (correct).
 - c. Each criterion will be defined identically for each alternative route, and an identical scoring system used for each alternative route, e.g. with 5-to-7 possible answers for any given criterion, ranged from low to high, where low is undesired and high is most desired, and every possible answer is carefully and clearly defined.
 - d. Once the 2-5 criteria for a particular objective have been so defined, the points for that objective, will be divided among the criteria according to their relative importance in capturing the presence of that objective. If, they are all judged to be of equal importance, then each criteria will be allocated an equal share of the objective's points. If the criteria are unequal in importance, then the objective's points will be distributed proportionally among the criteria.
 - e. Once an objective's criteria have been defined and the objective's points are divided among the objective's criteria, the criteria scoring set needs to be reviewed for flaws, according to the best practices for this type of alternative rating approach: If one criterion has most of the points then something is wrong – usually, the criterion is too inclusive and needs to be subdivided; if two criteria tend to give highly correlated answers if one imagines applying them, then they are overlapping and need to be redefined; do the criteria as a whole seem to *overemphasize* some characteristic that isn't really in the goals or is there any evidence of systematic bias; and so forth. Similarly, each of the answers must be reviewed and tested to ensure it is

understandable and can be easily determined. All of the careful work of defining and ordering goals, and deriving objectives from them, can be wiped out by a poor or flawed set of criteria.

- f. As a final test, each criteria will be field tested by deciding on 2-3 arbitrary paths between two points in Wellfleet (e.g., Wellfleet Library and Wellfleet Police Station). The committee will apply all the criteria to those paths and then discuss in a full meeting the problems encountered in using the criteria. Redefine the criteria and/or score measures to correct any problems.
- 7) **Notes:**
- a. The Bike & Walkways Committee has the computational and Excel programming skills to ensure that these computational processes can be applied and tested and are correct.
 - b. In practice, criteria scores will be entered into Excel spreadsheets which will automatically compute the score for each path. In this way, the possibility of arithmetic errors, or erroneous distribution of points, or other similar “human-error” problems can be eliminated. Anyone can examine these sheets to see how the results were computed and tabulated.
 - c. To remove the possibility of biased criteria, the committee member leading the development of criteria will do so without knowledge of the alternative routes being identified for evaluation, according to the firewall principle being followed by the committee. Identification of alternatives will be conducted in a manner which prevents the methodology developer from obtaining any route knowledge while the methodology is developed.

Apply the methodology to analyze alternative routes

- 1) A quorum of the Bike & Walkways Committee will score the alternative routes according to the analysis criteria determined using the processes described above.
- 2) The Committee will enter the ratings onto the prepared spreadsheets and compare them for consistency. If the same paths are rated wildly differently by two or more individual raters then there is a problem somewhere in the definition of criteria and answers. Identify and correct the problem and re-rate that criteria for all the path alternatives.
- 3) Determine each alternative route’s total score against all the various criteria
- 4) Rank alternatives according to their total score.
- 5) If the scores among paths are widely spread out, or is there is one path which is head and shoulders above the others then these are clear-cut and can be presented.
- 6) Do a sensitivity analysis if any of the top paths are rated very close to each other – by changing the weights and seeing if this changes the ranking. If not, then present the results; if so, then these two paths need to be further evaluated.

Present to the Wellfleet Select Board

Present the results with a recommendation either to adopt the far-and-away winner or, in a close outcome, propose how to choose a finalist from the top two or three.

Limitations of this methodology

The proposed analysis of alternatives is being led by a volunteer town committee without the resources of a funded municipal, state, or federal effort.

Mitigation: We are researching regional, state, national, and international source documentation, and applying the common best practices used in government studies. We are also incorporating local interests unique to the Outer Cape, so that our effort should be the best fit for the analysis case at hand.

**Goals and Objectives
for Evaluating
Bike Path Alternatives through Wellfleet**
DRAFT 12 Feb 2021 DRAFT
Wellfleet Bike & Walkways Committee

- The draft goals correlate with the following inputs from the public, from reference documents, and from committee members.
- We continue to seek additional external inputs to develop a final goals list.
- Many inputs can serve as objectives in the goals-objectives-criteria classification structure to be developed for the analysis of alternatives.

Public inputs about what is most important for a Wellfleet bikeway

1. Safety – for all modes of transportation
2. Low-stress for all modes of transportation, including motor vehicles as well as bikes
3. Connectivity to local destinations and other trails
4. Accessibility for all ages and abilities
5. Enhance Wellfleet quality of life
6. Preserve Wellfleet's character
7. Provide scenic, enjoyable cycling and walking

External references – factors used in federal and state guidelines and in bikeway studies by other municipalities and regions

1. Safety
2. Comfort and attractiveness of route
3. Minimize adverse environmental impacts
4. Local Support
5. Accessibility
6. Connectivity
7. Promote cycling
8. Consistent with the surrounding area's character
9. Private property impacts
10. Constructability
11. Costs
12. Mobility Increase and improve bicycle access to community destinations
13. Emergency Access and Safety Ability
14. Right-of-Way Availability
15. Adjacent Property Issues
16. Permitting Requirements
17. Consistency with Local Plans
18. Maintenance and operation requirements
19. Overall design of the network is simple and provides easy orientation for cyclists

Cmte members' inputs on what is important

1. Promote cycling in general
2. Promote cycle transportation
3. Create an enjoyable recreational cycling experience
4. Cost effective
5. Minimize/mitigate private property impacts
6. Minimize environmental impacts
7. Minimize impacts on the National Seashore
8. Promote safety
9. Establish connectivity with Wellfleet locations of interest, including beaches and downtown
10. Honor Wellfleet's history and character
11. Connect to other trails
12. Promote enjoyable cycling for all ages and abilities
13. Provide separation from motor vehicle traffic
14. Avoid dangerous intersections
15. Minimize noise levels
16. Provide optimal accessibility (e.g. in accordance with Americans with Disabilities guidelines)
17. Provide facilities and rest stations for route users

Vision -- the "why do this" statement for the analysis

Determine the best connecting route from the Cape Cod Rail Trail through Wellfleet to Truro.

Mission -- the "how and what" statement for the analysis

Use an objective methodology to analyze route alternatives to plan a primary or 'spine' route through Wellfleet that extends to Truro from the Cape Cod Rail Trail intersection with Old County Road. The route will attract cycling and walking on the Outer Cape, promote the town's best interests, and accommodate an interconnected bicycle and pedestrian network linking the towns of Wellfleet, Truro, and Provincetown with the Cape Cod Rail Trail, Cape Cod National Seashore, and other destinations within the three communities.

Goals = the things a route needs to achieve;

Objectives = marks of the route's specific progress toward achieving the goals;

Criteria = measurable elements of the objectives, upon which each alternative is scored.

Goal 1: Safety: The hazards of exposure to motor vehicle traffic and bike path problems can be minimized. [An unsafe bike path will not be widely used]

Objective 1.a: Exposure to danger. The path will minimize users' direct exposure to the collision threats, stress, noise, pollution, and other dangers of high-velocity high-volume roadways and shoulders not intended for bike path users.

Objective 1.b: *Path accident prevention.* The bike path can have sufficient width, visibility, grades, turn radii, and signage to minimize user collisions, going off track, over-working, and other physical problems, and provisions can be made for emergency response.

Objective 1.c: *Intersection safety.* Best-practices safety measures can be implemented for users when the path intersects with, or route-shares on, secondary roads.

Objective 1.d: *Traffic safety.* The bike path will not foreseeably cause excessive driver distraction, or overload which increases risk of vehicular traffic accidents.

Goal 2: *Practicality:* The bike path can be built and maintained at reasonable cost, within reasonable timeframes. [An impractical path will never be built]

Objective 2.a: *Constructability.* The path will not have features that suggest it will be overly difficult and expensive to design and build.

Objective 2.b: *Authorizations.* The path will not involve major foreseeable difficulties in obtaining all necessary approvals and legal actions within reasonable times.

Objective 2.c: *Traffic congestion.* The path will not adversely impact traffic congestion on major traffic arteries.

Objective 2.d: *Directness.* The path will provide a fairly direct path through Wellfleet.

Objective 2.e: *Maintainability.* The path will be reasonable to maintain.

Goal 3: *User Experience:* The path will provide an interesting, satisfying, and supportive experience for all the diverse intended users. [Uninteresting or distressing paths will not attract large usage]

Objective 3.a: *Accessibility.* The path can be sufficiently wide, surfaced, banked, graded, and otherwise made accessible, to accommodate the joint passage of all intended users of the Cape Cod Rail Trail, including inexperienced or occasional bikers, walkers and joggers, parents with small children and dogs, adolescents and teenagers, walkers with visual or other disabilities, commuters and material transporters, and people in wheelchairs or other conveyances that enable people with disabilities to use the path.

Objective 3.b: *Quality of natural experiences.* The path exposes the users to the diverse abundance of beautiful natural experiences that Wellfleet offers.

Objective 3.c: Stops. The path will have sufficient spaces to provide users opportunities to stop for rest and repair, learn about the area at information sites, access walking trails, and view nature without causing hindrance to through users.

Goal 4: Conservancy: The path will have minimum impact on Cultural, Scenic, Community, or Environmental areas or values. [Paths with such impact will be legally and publicly curtailed]

Objective 4.a: Environment. The path should not initially, or over time as usage increases, be foreseen to cause negative impacts on any aspect of Wellfleet's environment, including iconic rural and natural scenery and features, the ponds, streams or marshes, the National Seashore, cultural artifacts, and the Town's plans for any of these.

Objective 4.b: Town. The path will not foreseeably encourage large numbers of users to proceed to the Wellfleet Center such that the existing historical or iconic streets and sidewalks would be inadequate for such traffic or that the architecture, small-town character, and cultural nature of Wellfleet would be overwhelmed.

Objective 4.c: Adjacent property. The path will minimize adverse effects on adjacent private property. The expected path construction will minimize negative impacts on the views, noise levels, and ambient light experience of abutters or others who can view or hear the path.

Goal 5: Connectivity: The path will facilitate high connectivity with cultural and community centers, off-path services, and off-path established scenic areas, with all the necessary infrastructure to promote wayfinding and encourage increasing usage. [Connectivity is frequently a critical factor in determining usage and therefore included. However, it is high for most possible paths through Wellfleet]

Objective 5.a: Network accommodation. The path will accommodate sensible connections to Wellfleet Center and the Town's scenic sights, to commercial sites of interest, to services, to the National Seashore sights and beaches, and to similar nearby destinations in the neighboring towns.

Objective 5.b: Network improvement potential. Where the path is in proximity to the above places but has no existing rideable pathway to them, there should be identifiable ways of making such connections that are cost-reasonable and avoid impact or infringement on private property or the National Seashore.