



## The Wellfleet Bike & Walkways Committee Virtual Meeting – Zoom

Friday, December 18, 2020 at 9am

### Meeting Minutes

1. *Call to Order*: Pete calls the meeting to order at 9:02

2. *Administrative matters*

a. *Review near-term committee meeting calendar*: For a period of three months, the committee will meet bi-weekly, starting January 8 until March 26<sup>th</sup> at which point the goal will be to move to monthly or every other month meetings.

b. *Review meeting rules to invite public comment*: The committee invites public comment and input at the end of each agenda item with a one-minute limit for each speaker. We welcome more feedback through email, as well as proposals to the committee that can become future agenda items.

c. *Open Meeting Law announcement*: Pete encourages committee members to attend trainings on open meeting laws that are available online. Another live training is available on January 7. Pete also expresses gratitude to Courtney Butler who is serving her last day as executive assistant.

3. *Approve minutes from committee meeting on Friday, December 4, 2020; 9:00 am*: Christie moves to approve minutes from the December 4<sup>th</sup> meeting, Rebecca seconds, and all members vote in favor.

4. *Committee organization*

a. *Review committee's official charge*: Rebecca reads the official Bike and Walkways Committee Charge that is posted on the website: [Bike and Walkways Committee | Wellfleet MA \(wellfleet-ma.gov\)](https://www.wellfleet-ma.gov/bike-and-walkways-committee) and below (see Attachment 1).

b. *Consider committee's near-term objectives*: Last meeting committee members were invited to propose near term, 6-month objectives for consideration as we move forward. Ideas collected include: Maintain complete transparency in our communication efforts; engage the town offices and external agencies in executing our charge as a committee – perform outreach; actively support the Selectboard; and continue planning a post-covid bike event. Those are the inputs so far – whether they are goals or objectives continues to be food for thought.

5. *Post-covid bicycle safety event (similar to the community event in 2019)*: In June 2019, the committee hosted a successful bike event in collaboration with the Wellfleet Police Department, Wellfleet Town Recreation and the Wellfleet Elementary School to provide an opportunity for kids to learn how to bike, learn bike safety, have some fun biking and to encourage helmet wearing. It was a lot fun and we were able to connect kids to the police department and distribute helmets. The police department brought six helmets, which was plenty, and we enjoyed safety training exercises from the certified bike safety officer, open biking, an obstacle course, a race, music and snacks.

a. *Preliminary event planning*: Christie contacted Becky Rosenberg of the Town Recreation Department, and Mike Hurley, the Wellfleet Chief of Police and both expressed support for moving forward with another event. Becky Rosenberg, in addition to expressing support, described her success in organizing safe outdoor events in collaboration with the health department this past summer and it

opened the possibility of offering an event this summer. Christie proposes that we revisit this agenda item in mid-March to consider offering a small, local and safe event. Christie moves that we revisit this March, Lance seconds and all vote in favor.

#### *6. Bikeway route through Wellfleet to Truro*

a. *Methodology for analyzing route alternatives:* Lance reports that there is an enormous amount of data and agreement about methodology to use as guidance for working in collaboration with the National Seashore, MassDOT, CCC, DCR, and the Town of Wellfleet. In addition to looking at current MassDOT, DCR, and other Cape town methodology standards for analyzing route alternatives, he looked at methodologies in other US cities and towns as well as those in Europe and globally. First, he suggests keeping those members who are analyzing route alternatives separate from those who are establishing and collecting path alternatives. Second, to establish methodology, he suggests that we discover:

1. What are our main goals? We need to have agreement within the town of main goals for objectively identifying the most ideal bike route. For instance, in their 2019 master plan, MassDOT listed: safety, comfort and convenience.

2. We can then decide: How important is each goal? For example, if safety, comfort and convenience are the goals – what are the weights of each one? Everyone agrees, the world over, that safety is the most critical goal. So, how do we measure safety in the case of Wellfleet path alternatives? Common methodology states that one safety measure is to avoid paths that are too arduous because they cause accidents. Arduous is considered a path with a steep slope, gravel that is slippery, and so on... So, the committee must identify and weigh each goal.

3. We as a committee need to create a score for each path alternative, as well as observe the pluses and minuses of each trail (pluses such as it favors children or people with disabilities or minuses such as noisy or smelly). If it looks like one path is particularly favored, we can do a sensitivity test (try weighting the goals differently to test the outcome). Therefore, after we have approval from the town about the goals and weights, we can present alternatives to the town with scores that were created using a fair and equitable scoring system. We can also research mitigation and cost of mitigation for any minuses of favored plans.

Pete points out that though the systematic methodology for comparing alternatives will be based on the best practices in the state, country, and overseas, Massachusetts practices will be primary references. Lance is heading up creating a draft of methodology, he will seek external input from other town committees and departments, state agencies, and the Cape Cod Commission, then we'll go to the Selectboard for agreement so we can implement this strategy.

b. *Criteria for evaluating route alternatives:* Pete points out that in order to properly emphasize the value of local knowledge and input about factors unique to Wellfleet, we chose to separate this item from the methodology discussion. Rebecca points out that many of the criteria are related to our charge: For transportation and recreation, it connects to other towns and locations, safety, suitable for all ages according to rating system criteria. Ned added that as part of the safety there should be strong separation between bicycles and vehicles, good sidelines, well-marked bike lanes, and avoidance of dangerous intersections. For the purpose of commuting, there should be access into town and to the beaches. Also, minimal private property and environmental impacts. Ned added that creating a really

pleasant recreational opportunity should be considered. He referenced a 70-mile bike path in PEI that has a rest stop every few miles with a picnic table and vistas. We could incorporate that to get a real feel for how beautiful the Outer Cape is and create a family opportunity for visitors and residents. Interpretive stations can bring in history and natural learning. For example: one alternative route goes by the site of a school from the seventeenth century that it would be fun to highlight. There are some grading issues with various alternatives – but there are ways to engineer it. Ned will measure grading of alternatives and report back. Pete emphasized the points made and the committee's openness to other ideas. Lance added in two other considerations: cost and permitting (Is land acquisition a part of it and how long will it take?). Pete mentions that a trail without private property impacts is ideal and Ned points out that sometimes a small issue can be worked out to everyone's satisfaction. Tom Schardt, a member of the public, mentions that private property is a strong issue for some individuals. Ned mentions that the Seashore land is an option that has been considered in the past but would require concurrence by the National Seashore. Tom reminded the committee of the "Cadillac Solution" alternative from Barb Taylor in 2012. Feedback and input will continue to be collected regarding goals and objectives for evaluating alternative routes.

*c. Route accessibility requirements:* Pete and Rebecca are looking at the Americans with Disabilities Act (ADA) accessibility requirements and how they have been implemented in similar situations around the country. Pete is still seeking to answer the question about if the requirements relate to funding sources. He has discovered that there are some interesting engineering solutions to making hills accessible and ADA compliant. Ned adds that creating switchback alternatives or in the case of the powerlines, which are made of sand, hills can be flattened to ease off the grade. Pete adds that the engineering solution looks at not only the grade, but also the length of the grade. Ned adds that Provincetown is an example of a beautiful trail with minimal issues with a 15% grade.

*d. Identification of route alternatives:* The committee is attempting to create a firewall between this section and the criteria for assessment. Lance temporarily leaves the meeting during this topic in order to preserve the "firewall" of separation between development of the analysis methodology and the details of any alternatives to be analyzed using the methodology. Ned will gather route alternatives, Derek Oliver has put together one proposal, and Ned will work to map out others. Pete points out that we will be open to all possible alternatives – identifying each by a distinct title, a paragraph description (which includes any challenges that need to be addressed), and the length of the route. DCR will be completing the Rail Trail path to the campground. Since the Selectboard has requested DCR continue the Rail Trail as far as Old County Rd. (as originally planned), Old County Rd can be defined as the southern endpoint for our committee's analysis of route alternatives. There are many possible northern endpoints where a Wellfleet route could meet a Truro route, including (but not limited to) the bike lanes on Truro's Collins Road. Pete points out that the northern endpoint for the committee's analysis can be described simply as the Truro line.

*e. External engagements*

*i. DPW:* Pete talked to Mark Vincent, the Director of DPW, to let him know we're actively engaging in supporting the town in creating a bikeway plan. Mark was receptive and encouraged our committee to stay in touch with DPW engineering as we put together standards and criteria.

ii. *CCC/MPO/Joint Transportation Committee meeting, December 11, 2020*: Pete attended as a silent observer to listen to the status update on the Wellfleet Route 6/Main St. intersection plan. The group is an advisory group with representation from various town offices, (Wellfleet is represented by Jay Norton, Deputy at the Wellfleet DPW) who review various transportation plans. The Wellfleet intersection project was called a “traffic signal improvement project.” It was briefed that the project is being led by the town, and they are seeking regional funds. The Route 6 reconstruction plan was described as “potentially” including a multi-use path along Route 6 as part of “multi-modal accommodations.” The 75% design is due in Summer 2021, and the project is currently on schedule for FY2023. Mention was made, in passing, that public interest in the project has been expressed. Stantec reported:

- DOT is in the process of making inputs on Stantec’s 25% design.
- The addition of “buffered bike lanes” is being assessed for potential impacts on adjoining salt marsh and cemetery along Route 6.
- Jay Norton reported that the Wellfleet Town Administrator is seeking a meeting with DCR and DOT.

iii. *Provide support to future Town engagements with external agencies*: We’re staying in touch with the Selectboard and the Town Administrator. They have set themselves the goal of meeting with the National Seashore and other outside agencies and we want to support them in an active role.

#### *7. Other bikeway and walkway issues in Wellfleet*

a. *Sidewalk markings*: Rebecca reported that she got in touch with the DPW about the painting of sidewalk markings by the Wellfleet Market and Curiouser and Curiouser. They are planning to make those marking in the Spring.

b. *Projects of potential interest in neighboring towns*: in Harwich a major sidewalk issue has been successfully addressed between the town and the state. Pete got in touch with the engineer. He is hoping to meet with them to gather data from them and will continue to reach out. Barnstable is working with the DOT to extend their bike trail. Pete is in touch with their Director of Public Works to understand what is going on in their projects and do a site survey so we can learn from their experiences.

c. *Other issues*: no other topics

d. *Outside committee inputs*: none

8. *Adjournment*: Pete moves to adjourn the meeting at 10:16, Ned seconds and all approve.

Attachment 1:

**Bike and Walkways Committee**

Email: [wellfleetbikes@gmail.com](mailto:wellfleetbikes@gmail.com)

**CHARGE**

In accordance with the Wellfleet Town Charter, the Board of Selectmen hereby establishes the Bike and Walkways Committee as an ad hoc committee with the following 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.

The Wellfleet Bike and Walkway Committee shall be composed of five members; all members will be appointed by the Board of Selectmen.

To establish an overlapping appointment period, the following appointments will be made initially:

- Two for three years
- Two for two years
- One for one year

After the expiration of the initial terms, all terms will be for three years.