



The Wellfleet Bike & Walkways Committee Virtual Meeting – Zoom  
Wednesday, April 7, 2021 at 7 pm  
Meeting Minutes

Members Present: Pete Cook, Rebecca Brodwick Noble, Ned Oliver, and Lance Miller

Members Absent: Christie O’Campbell

Other Town Representatives Present: none

1. *Call to Order*: Pete calls the meeting to order at 7:01.
2. *Administrative matters*
  - a. *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, [bikeandwalkways@wellfleet-ma.gov](mailto:bikeandwalkways@wellfleet-ma.gov), as well as proposals to the committee that can become future agenda items.
  - b. *Review committee’s official charge*: Pete reads the official Bike and Walkways Committee Charge that is posted on the website and below (see *Attachment 1*).
  - c. *Near-term committee meeting calendar*: Pete proposes that we change our bi-weekly meetings from 9am to 10am, with our next meeting scheduled for 10am April 23. All members agree to the change.
3. *Approve minutes from committee meeting on March 26, 2021*: Pete moves that we approve the March 16, 2021 minutes, Rebecca seconds, and all vote in favor.
4. *Bikeway route through Wellfleet to Truro*

*Note: The primary purpose of this meeting is to review an analysis methodology for assessing alternative bikeway routes. The committee will not be evaluating alternative routes in this meeting.*

- a. *Analysis plan update*: The analysis plan is coming together. The methodology portion was approved by the committee in January, and the goals section of the analysis has been shared publicly through various avenues. The committee received valuable inputs from the CCNS, town government, including the DPW and the Police Department, and others. Since everyone has had the opportunity to review the final draft, Pete moves that we approve the final draft of the goals, Ned seconds, and all approve.
- b. The Committee will be sharing an overview of our Analysis plan with the Selectboard at their meeting tomorrow, April 8. While we have already been charged to conduct an analysis, we are presenting to keep them informed of our process. Pete screen shares the PowerPoint presentation “Analysis Plan for Alternative Bikeway through Wellfleet to Truro.” Our plan works in harmony with the Outer Cape Bicycle and Pedestrian Master Plan and Final Report from 2017. The analysis plan is the culmination of a 4-month preparation, which includes research from local, state, national and international reports, as well as outreach to neighboring towns, local and state government agencies, and the community. The analysis plan is quantitative and computational to avoid bias; it is goal based with 5 goals, 8 objectives and 60 scoring criteria. We are working with mapping software, not only to illustrate the alternatives,

but also to utilize the data layers from the Cape Cod Commission (which also includes data from the CCNS and Mass DOT) showing private property, conservation land, and countless other details. As we receive final data layers from the CCC, we will also circle back to the CCNS. Our goal is to report findings in June. The committee members expressed support of the slide show, and a community member asked if the committee could anticipate any potential questions. Pete notes that the committee has maintained an open channel of communication; the Selectboard has been consistently filled in about Committee actions with 60-day progress reports (at the end of Jan. and March) noting analysis progress, outreach to stakeholders, and public outreach. Lance moves that the committee approve the Analysis Plan presentation for the Selectboard meeting, Ned seconds, and all approve.

5. *Other bikeway and walkway issues:* Ned found two possible apps to locate water refill stations in response to the Recycling Committee: Weetap, Closca Water. He will communicate this information to them after the meeting.
6. *Other business not reasonably anticipated 48 hours prior to the meeting:*
  - a. Rebecca noticed that the Selectboard has Richard Blakely's curb cut on the agenda for tomorrow's meeting. Rebecca was at the meeting in 2018 when the DCR official, Dan Driscoll, told Richard B. that they would continue to provide a curb cut for him in his response to his direct inquiry. She suggests the Committee write a letter of support to the Selectboard; the curb cut provides access to his home, his livelihood, and she does not see any safety issues. Ned agrees. Pete points out that one of our evaluation criteria for bikeway goals is "the path does not remove the sole means of access of a private property owner to or from their property." A community member mentioned that Cyr is actively supporting the situation with an action plan. Rebecca also pointed out that the community members who own the four homes across Lecount Hollow Rd. do not feel like their interests are being represented either. Rebecca moves that the Committee sends a letter of support in email form to the Selectboard stating that we believe that Richard Blakely's curb cut should continue to exist at the South Wellfleet parking lot, as well as concern about the manner that this has been handled by State agencies, Pete seconds, and all vote in favor.
  - b. Ned brings up the further demolition at the Amsler property, and the concerning clearing of land at the Amsler property. At our last meeting we voted to request immediate action by the Selectboard to contact DCR based on reports that the house was going to be demolished, actions that were in conflict with DCR's commitment to the Selectboard. The communication was sent on March 26. The house was demolished on April 1. We did not receive a response to our email. Since there's a Selectboard meeting tomorrow, we will remain attentive about what the Selectboard's current actions are.
7. *Adjournment:* Pete moves to adjourn the meeting at 7:53, Rebecca seconds, and all vote in favor.

Attachment 1: Bike and Walkways Committee Charge

Attachment 2: Analysis Plan for Alternative Bikeway through Wellfleet to Truro: April 8, 2021

**Bike and Walkways Committee, [bikeandwalkways@wellfleet-ma.gov](mailto:bikeandwalkways@wellfleet-ma.gov)**

## **CHARGE**

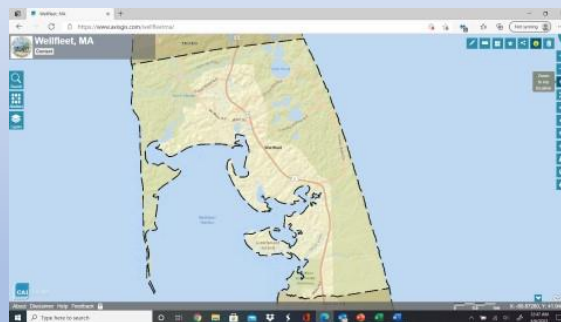
The Bike and Walkways Committee is hereby established to consider ways to provide safe areas for biking and walking. The Board of Selectmen believes that these activities should be available seasonally and year-round as they are an important means of local transportation, are popular activities in the 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 2: Analysis Plan for Alternative Bikeway through Wellfleet to Truro: April 8, 2021

## Analysis Plan for Alternative Bikeway Routes through Wellfleet to Truro



Town of Wellfleet  
Bike & Walkways Committee  
8 April 2021

# Why is an Analysis of Alternatives Important?

- Outer Cape Bicycle and Pedestrian Master Plan Final Report, 2017 :
  - Wellfleet needs *“a more detailed evaluation of possible route designs”*
  - *“Where the railroad bed meets Route 6 is an area of concern due to the large number of commercial curb cuts and heavy traffic volumes. Further study is needed”*
- State’s bike route proposals have met public opposition over concerns about safety and adverse impact to Wellfleet’s character
- A goal-based, quantitative, computational analysis of all alternative routes will strengthen the Wellfleet Selectboard’s position to engage the State in a better process

## Bikeway Analysis Plan Overview

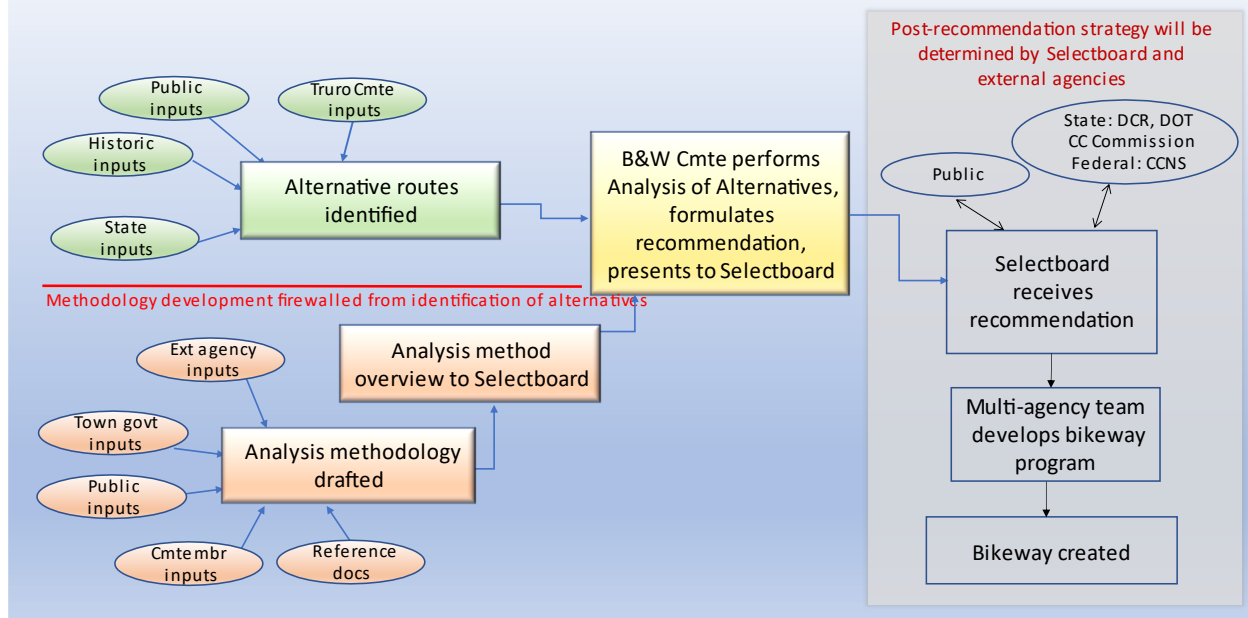
- Culminates 4-month study:
  - MA and US guidance documents
  - Similar studies performed in other locations
  - Stakeholder agency engagement
  - Public outreach
- Fundamental guidelines for the analysis:
  - Guided by the extensive work of our regional, state, and federal stakeholder agencies
  - Open and transparent with public and Town Government inputs
  - Ongoing coordination with stakeholder agencies
- The analysis is designed to be:
  - Rigorous— exhaustive, thorough, and accurate
  - Comprehensive— assessing all aspects of the alternative routes
  - Detailed – precise and careful
  - Objective – not influenced by personal opinions
  - Systematic— a fixed methodology

# What needs should a Wellfleet bikeway fulfill?

- Safe to use
- Practical to develop and maintain
- People will want to use it
- Protect Wellfleet's environment and the National Seashore
- Respect private property
- Preserve Wellfleet's character
- Improve connectivity in Wellfleet

*5 Goals 18 objectives 60 scoring criteria*

## Gameplan to develop bikeway recommendation for the Selectboard

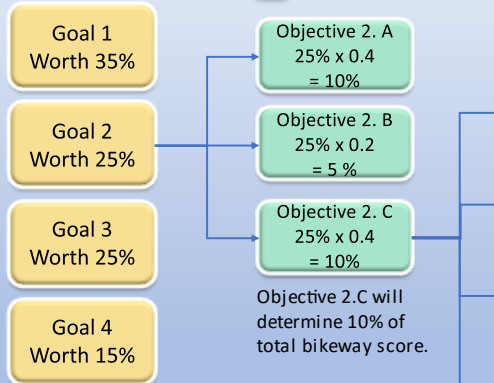


## Methodology for analyzing alternative bikeway routes through Wellfleet to Truro

### What is important

**G** Goals are general statements of what to achieve.

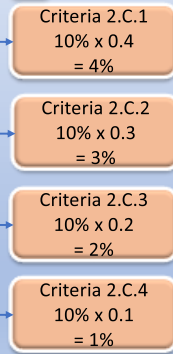
**O** Objectives mark specific progress towards achieving the goals



100 percentage points are divided amongst the analysis goals, then objectives, then criteria in turn  
Note: The percentages shown are purely for demonstration purpose.

### What to measure

**C** Criteria are measurable elements of objectives.



If criteria 2.C.3 is rated a 3, then its score is  $2\% \times 3 \text{ pts}/\% = \underline{6 \text{ pts}}$

If criteria 2.C.4 is rated a 4, then its score is  $1\% \times 4 \text{ pts}/\% = \underline{4 \text{ pts}}$

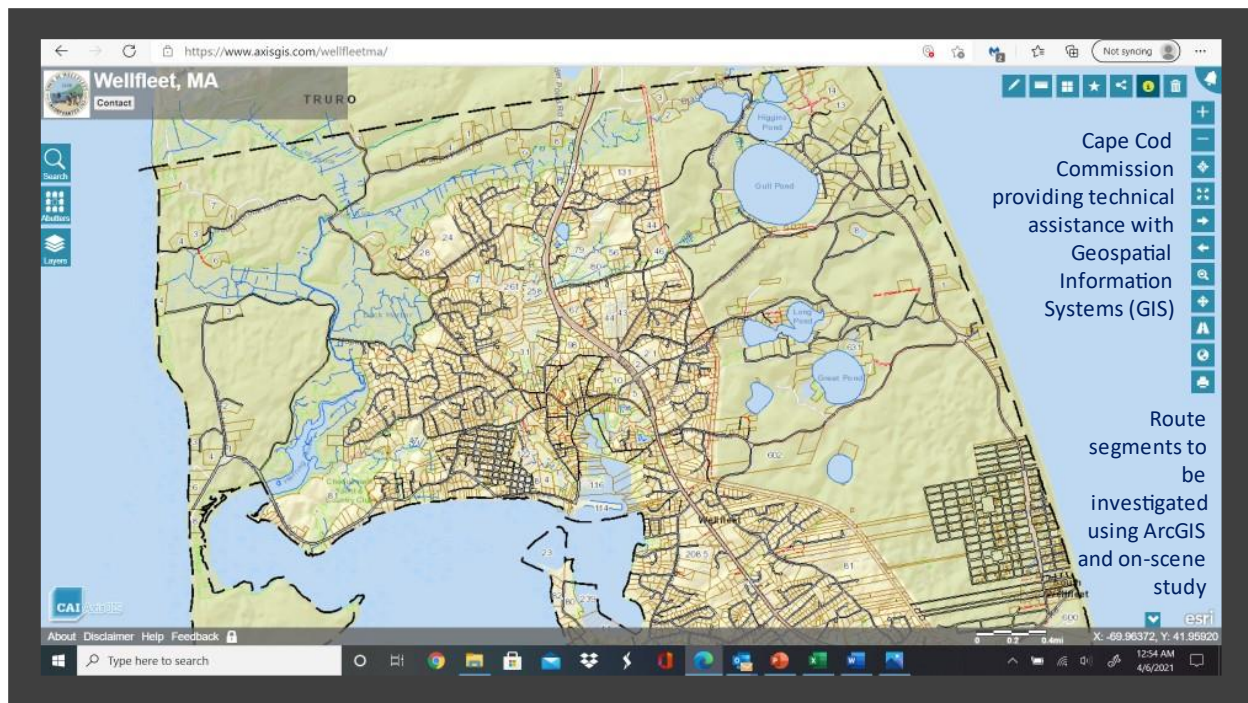
### How to score a route

Rate the route against each criteria on a 1-to-5 scale (5 is highest), then multiply each rating by the criteria's weighted value.

Minimum possible cumulative score is 100 pts  
Maximum possible cumulative score is 500 pts

## Bikeway Goals

1. **Safety:** The hazards of exposure to motor vehicle traffic and bike path problems can be minimized. [30%]
2. **Practicality:** The bike path will be reasonable to build and maintain, direct in its course, and with negligible adverse impact to traffic congestion on roadways. [20%]
3. **User Experience:** The path will provide an interesting, satisfying, and supportive experience for all the diverse intended users, both recreational and purposive. [20%]
4. **Conservancy:** The path will have minimum impact on private property and on Cultural, Scenic, Community, or Environmental areas or values. [20%]
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. [10%]



## Way Forward

- Present analysis plan overview to Selectboard, April 2021
- Conduct assessment of alternative route segments using the planned scoring criteria, April -May 2021
- Analyze scores using GIS and computational analysis techniques described in the analysis plan
  - Determine the set of best alternatives based on analysis
  - Document findings in a detailed report
- Report findings to the Selectboard, June 2021