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CAPE COD
PROGRAM OF PROJECTS LIST
AND
ANNUAL PROJECTS LIST

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EXECUTIVE SUMMARY

FY 1986 - Program of Projects List

and

Annual Projects List

As per the 1985 Unified Work Program structure between the Massachusetts Department of Public Works and the Cape Cod Planning and Economic Development Commission it is possible to provide technical transportation assistance to the Cape's fifteen (15) communities. This arrangement contributes to a more realistic project planning and development process. By working closely with the various towns, projects are established, fully examined and submitted for subsequent federal and/or state assistance. The process allows for the Commission transportation staff to work more effectively with local officials and their professionals, the regional transportation subcommittees and the MDPW District #7. The end result is a more precise, reduced list of projects to be implemented and an improved and more detailed analysis of those projects. Time needed to implement the project in addition to available funding are taken into consideration while developing the Program of Projects List.

The Annual Projects List reflects those projects which are recommended and programmed for the coming year. These projects have been recommended by the Cape Cod Joint Transportation Committee as the regional immediate priorities and are considered as projects which have a realistic chance of implementation. Most of the projects in the Annual Projects List are designated for design or construction during the next 12 months.

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CAPE COD REGION

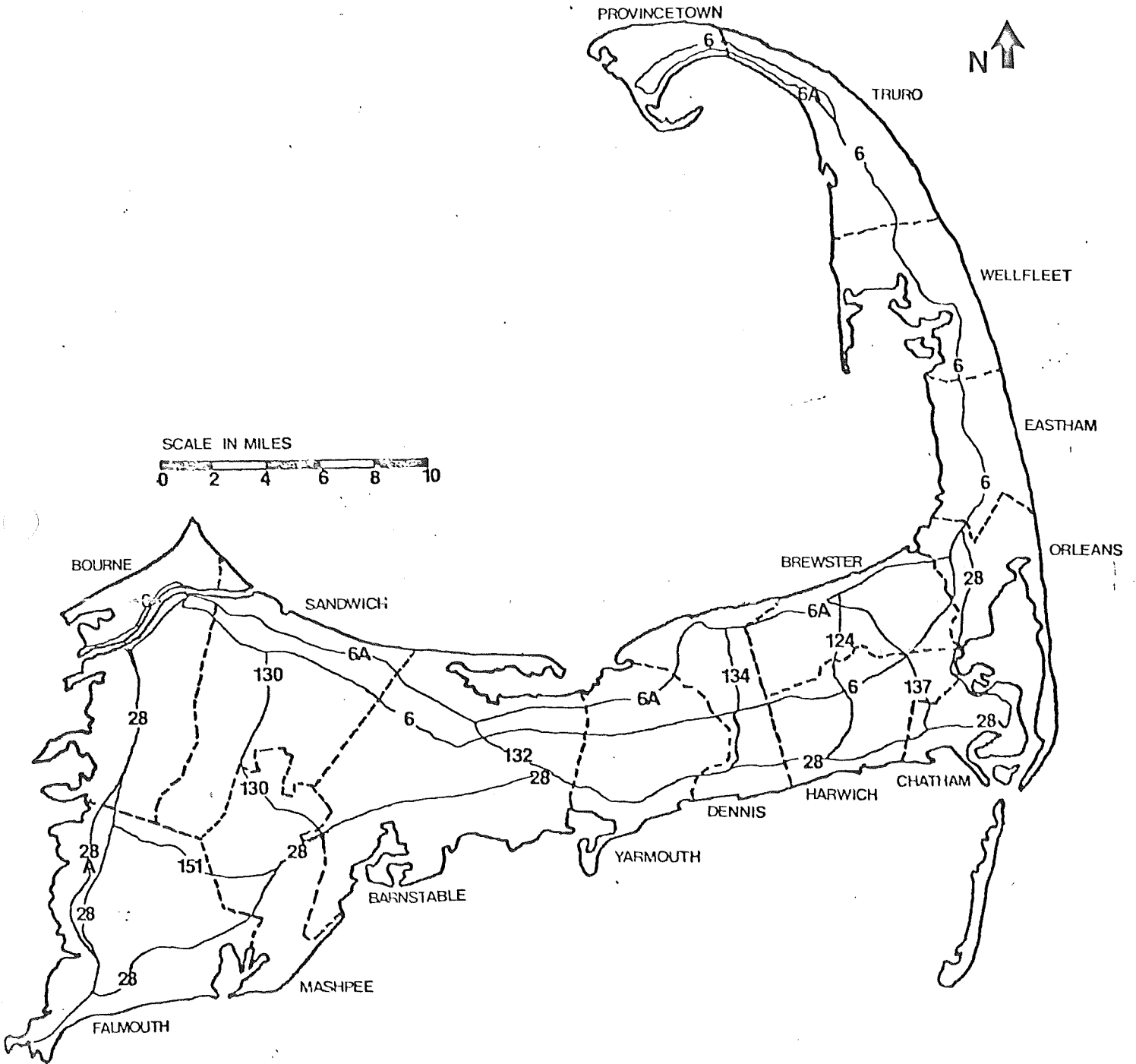


TABLE OF CONTENTS

	Page
Acknowledgement - - - - -	i
Table of Contents - - - - -	iii
Introduction - - - - -	1
Selection Process - - Establishment of Program of Projects List and Annual Projects List - - - - -	2
Program of Projects List - - - - -	3
Annual Projects List - FY 1986 - - - - -	9

LIST OF FIGURES

Cape Cod Region - - - - -	ii
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INTRODUCTION

As per the 1985 Unified Work Program structure between the Massachusetts Department of Public Works and the Cape Cod Planning and Economic Development Commission it is possible to provide technical transportation assistance to the Cape's (15) fifteen communities. This arrangement contributes to a more realistic project planning and development process. By working closely with the various towns, projects are established, fully examined and submitted for subsequent federal and/or state assistance. The process allows for the Commission transportation staff to work more effectively with local officials and their professionals, the regional transportation subcommittees and the MDPW District #7. The end result is a more precise, reduced list of projects to be implemented and an improved and more detailed analysis of those projects. Time needed to implement the project in addition to available funding are taken into consideration while developing the Program of Projects List. The Annual Projects List reflects those projects which are recommended and programmed for the coming year.

Following the description of each project contained in the Program of Projects List is a Table listing the Cape's Annual Projects List for FY 1986. Project programming by the MDPW for the coming year should refer to Table I. These projects are the regions immediate priorities and should be treated the same as the urban area's Annual Elements.

It should be noted that various projects are at various levels of analyses; most of which are complete. The Program of Projects List section will contain a description of the projects as well as an up-date on the level of review for that project. The overriding purpose of this document is to enter a project into the mainstream of the implementation and MDPW projects review process. Findings and recommendations for a particular project will be submitted as part and parcel of this document throughout the duration of the Unified Work Program. This document is meant to be flexible as well as specific.

SELECTION PROCESS -- ESTABLISHMENT OF PROGRAM OF PROJECTS LIST

At one time, the Cape's list of projects was well over sixty (60). In each of the past four years, the projects list has been substantially less. The project selection process has been based on several criteria such as cost, expected time for implementation and local support. Further, due to federal and state cut-backs in various programs and personnel, it has become more realistic to submit projects which are less cost-intensive and short-range in nature.

In examining past Transportation Improvement Programs (TIP's) for Cape Cod, it became apparent that the region would realize a high percentage of project completions if it concentrated on intersection or low cost projects rather than those on the scale of the Mid-Cape Highway (Rt. 6 double barrelling). Further, since a great deal of planning and data collection had been accomplished for the former type projects, it was felt that these projects should remain as viable candidates for the Program of Projects List and Annual Projects List.

Using the past few TIP's as a guideline for project selection, in addition to the above reasoning, each subcommittee of the Cape Cod Joint Transportation Committee (CCJTC) has screened projects which they felt have merit and which present a better than average chance of being implemented. Regional as well as local impacts have been considered while prioritizing projects. Following the various subcommittees selection process, the staff also screened projects on the criteria below:

- o local support
- o degree of safety
- o location to environmentally sensitive areas
- o geographic locations within each sub-region
- o regional importance

Once a revised screening list is established, the CCJTC and its subcommittees reviews the procedures and projects. With the assistance of the MDPW District #7 Traffic Engineer, a more realistic list is established. In some cases, projects were not included because of insufficient safety warrants.

Finally, this list has been presented to the CCJTC and its subcommittees and recommended for endorsement by the Cape Cod Planning and Economic Development Commission and the Cape Cod Regional Transit Authority.

PROGRAM OF PROJECTS LIST

The following projects have been selected by Cape Cod as having a realistic chance for implementation within the next few years. The degree of technical planning performed for each project is also described.

HIGHWAY PROJECTS -- There are highway projects which this region believes should be implemented within the next few years. Each project would require varying levels of safety improvements.

o Rt. 6A/Rt. 28/Bridge Road - Orleans

This intersection is a wide open intersection with several business establishments and curb-cuts. Dangerous approach movement occurs with cars passing to the left and crossings made in heavy traffic. Turning movement counts produced the following:

- o the average total traffic entering the intersection is 12,652
- o the peak hour averaged over the three days would be between 11:30 A.M. and 12:30 P.M. - (1,861)
- o the average % of traffic flow is fairly consistent during each days count - 75% (Rt. 6A/25%) (Rt.28/Bridge Road); 74%/26%; and 74%/26% = 74.33%/25.66%
- o traffic flow entering and leaving Bridge Road is very light
- o outbound or northbound traffic on Rt. 6A is generally higher

Accident data collected over a three year period revealed the following information:

During 1979, records show that seven accidents occurred during the summer months. All but two accidents occurred under dry conditions and all during daylight. A total of six injuries were recorded. An October 6, 1979 accident reported three injuries and involved an outbound car from Rt.28 crossing Rt. 6A and being hit by an on-coming car from Rt. 6A heading southbound. Three of the seven reported accidents involved vehicles crossing Rt. 6A from Rt. 28 outbound. Six of the seven accidents were involved in turning movements.

During 1981, records show that seven accidents occurred at this intersection; five occurred during the summer months. All accidents occurred under dry conditions and four occurred during daylight. A total of four injuries were recorded. Two of the seven accidents involved vehicles traveling outbound on Rt. 28 and crossing Rt. 6A. Two accidents occurred on Rt. 6A as a result of stopping for cross traffic and creating a chain reaction or rear end collisions. One accident occurred on Rt. 6A northbound and involved three injuries and four vehicles. Two accidents involved collisions with fixed or stationary objects. All but two of the accidents were involved in turning movement.

The estimated cost could be between \$150,000 and \$300,000. The Town is now contracting with an engineering firm to complete the design work.

o Rt. 28/Strawberry Hill Road/West Main Street - Barnstable

At the suggestion of the MDPW District #7, the intersection of Strawberry Hill Road and West Main Street at Rt. 28 were combined because of their close proximity to one another. Improvements made at one of the intersections could directly impact the other.

Both intersections present difficulties for traffic to enter Rt. 28. Traffic volume at the West Main Street location is about 38,600 average annual daily traffic. Movement counts at West Main Street are as follows:

- o entering West Main Street is 342 vehicles per hour
- o entering Rt. 28 from West Main Street is 320 vehicles per hour

Eight hour turning movement counts at Strawberry Hill Road show that close to 950 vehicles enter each approach to Rt. 28. Total thru traffic for both directions on Rt. 28 is about 8,680.

Accident data for Strawberry Hill Road from 1979-1981 revealed a total of twenty-four (24) accidents, with thirteen (13) people sustaining injuries. Essentially every accident occurs as a result of traffic attempting to cross Rt. 28 from the Strawberry Hill Road approaches. Approximately 35% of all accidents occurred during the Cape's tourist season. Less than 30% of the accidents occurred under wet surface conditions and 75% occurred during daylight.

The town has contracted with a private consultant to complete the design work.

The estimated construction cost range is between \$35,000-\$200,000. This estimate depends on the level of improvement to be made to one or both of the intersections.

o Rt. 132/Bearses Way - Phinneys Lane - Barnstable

This off-set stop controlled intersection is extremely dangerous. Drivers must take a risk when entering or exiting Bearses Way. Traffic volume is heavy on Rt. 132 and the calculated intersection volume is approximately 31,500 average annual daily traffic. Traffic coming from the Bearses Way off-set cross street creates additional traffic tie-ups. Curb cuts also add to the congestion. Of the twenty-two accidents occurring during a three year period, eleven people sustained injuries at this intersection.

To date, the Town of Barnstable has contracted with a private consultant to complete the design work.

o Rt. 25 Extensions (North and South)

The construction of Rt. 25 from Wareham to the Bourne Bridge is under way. Construction will last for approximately 3-5 years.

The south side connector is now inactive. An Environmental Impact Statement was completed along with the northside facility. This project would connect at the southside of the Bourne Bridge and travel easterly to Rt. 6. The state has not included this project on their five year program of projects list. These extensions are the Cape Cod region's top priority projects.

o Town of Dennis - Rt. 134

At the request of the Selectmen in the Town of Dennis, the Cape Cod Planning and Economic Development Commission conducted a traffic study along Rt. 134 from the Exit

.9 ramps of Route 6 (northern end) to the Upper County Road intersection (southern end). The current traffic situation was analyzed from data accumulated from three main categories:

- 1) Traffic volume counts, five sites were chosen within the study area to be mechanically counted over 3 day weekend period. Counts were taken at the northern end and southern end of the study area. (NB Rt. 6 ADT 13,683, SB Rt. 6 ADT 13,980, SB Upper County Road intersection ADT 11,744 NB at intersection 12,079). The two figures for both areas may be combined for an overall ADT. A fifth count was taken north of Exit 9 which recorded an ADT of 7257.
- 2) Turning movement analysis was taken on a Saturday morning during the weekend of the traffic counts in order to monitor traffic patterns within the study area. With 10 possible curb cuts on an average of 6.8% of the total traffic performed turning movements, the highest percentage took place at Theophilus F. Smith Road with 12% or 265 vehicles out of a total peak flow of 2,249.
- 3) Accident Report Analysis for the period January, 1982 thru September, 1984 revealed a total of 115 accidents, 33% individual personal injury, however no fatalities, 49% of total accidents involved turning movements, 34% of total accidents were rear end collisions, 55% of total accidents occurred during the summer months.

This information has been turned over to the Town of Dennis in a detailed report and will be used by the Town Planner and engineers. A private consulting firm along with CCPEDC staff assisted the Town in analyzing the data as appropriate. The construction contract has been awarded and construction should begin this winter.

o Rt. 6 Orleans (Brewster Town Line - Orleans rotary)

The Mass DPW is planning to resurface and reconstruct this stretch of highways, including the replacement of three bridge decks (at Route 6A, West Road and Rock Harbor Road). Design work has been completed and the construction contract will be awarded in January. The total cost of the project is estimated at \$2.5 million. The construction is expected to take three years, excluding summers. The current plan calls for closing this part of Rt6 during construction periods.

The resulting diversion of vehicles onto alternate routes will increase traffic congestion significantly. This could severely impede access of outer Cape towns to Cape Cod Hospital and interfere with the safe functioning of the mutual aid system among area towns. Therefore, the CCJTC has asked the MDPW to investigate these issues and find a solution to ensure public safety during the construction periods.

o Rt. 28/Main St/Academy Drive - Orleans

Improved signalization and geometrics at this intersection is programmed. Design work will be completed in 1986. The estimated cost is \$350,000.

o Setucket Rd., Dennis

This project will complete improvements to Setucket Road. The town of Yarmouth completed its section and Dennis is now moving to reconstruct its portion of the facility. Improvements will include new pavement, drainage, guard rail and the continuation of the bikepath which will connect to the Old Bass River Road bikepath. This project is currently on hold and will be inactive until the Rt. 134 project is completed.

o Falmouth Bridge Improvements

Two bridges over the former CONRAIL property are scheduled for improvement during the next few years. The bridges include:

- County Rd. (in design @ \$400,000)

- Palmer Ave. (1 bridge in preliminary study @ \$200,000)

o Falmouth Rt. 28 @ Falmouth Heights

This is a non-federal aid program. The design for widening, curbing other safety improvements is complete and has been submitted to MDPW for award. The cost is estimated at \$433,000. Construction should begin this spring.

o Route 6 (Dennis & Orleans)

A region priority is improving safety and traffic flows on the "single-barrell" section of Route 6. CCPEDC is currently doing a traffic study of this section of highway.

o Sandwich Bridge Improvement

The Old County Road bridge over the railroad is scheduled for improvements and reconstruction in the coming year. Total cost of the project will be about \$360,000. The project is in the design phase and will be advertised for construction in June.

BIKEWAY PROJECTS --- Four bikeway projects are recommended for construction or implementation during the next four years. Most projects are regional projects.

o Cape Cod Rail Trail Eastham Extension

This project has been initiated by the Massachusetts Department of Environmental Management (DEM). Eminent domain procedures have been employed to purchase 2.75 miles or 27 acres of the former railbed. An easement memorandum with the Town of Eastham has been signed. Obtaining funding is a main priority on this project. DEM is now taking bids for design and construction of the 5 mile bikepath. The Town of Eastham has formed a Bikeway Committee and has made recommendations to DEM. Using present MDPW cost estimates for bikepath construction, this project cost in the vicinity of 1.2 million not including acquisition.

o Cape Cod Canal Bike Trail/(Sandwich Bikeway)

With the cooperation of the U.S. Army Corps of Engineers, approximately six miles of the Cape Cod access road has been designated as a unique regional trail which will provide extension into Bourne and Sandwich. The town has combined Phase I and Phase II into one single plan.

Th date the Town of Sandwich is developing a plan which will connect to the access road and traverse through the town's local points of interest. The bikeway would connect to the Access Road in Barnstable (South of Rt.149). Funding would be through the Transportation Bond Issue at 100% funding. Design work will be the first phase of the project.

o Barnstable/Yarmouth Mid-Cape Connector

This project would provide connection from the Cape Cod Canal/Sandwich Bikeway to the Cape Cod Rail Trail via the Old Town House Road right-of-way and local bikeway facilities. Project development will be performed jointly by Barnstable and Yarmouth.

o Barnstable Bikepaths (Rt. 28 and Old Stage Rd.)

The Town is now trying to obtain funding for the completion of the Rt. 28 bikepath project. The town must come in with one quarter of the total cost. The state will pick up the remaining three quarters. These projects would eventually connect the existing bikepath section from Bearse's Way on Rt. 28 to Old Stage Road and Rt. 149.

o Dennis Rt. 134 Bikepath

Design work for this project which would connect the Old Bass River Rd bikepath to the Cape Cod Rail Trail has been completed by MDPW. The town is looking into alternate routes, however., There is new interest in the Town to pursue this project in conjunction with improvements to Rt. 134. This would be 100% funded through the Transportation Bond Issue.

o Harwich Cape Cod Rail Trail Connector

The Department of Environmental Management is now deliberating with the Towns of Harwich and Chatham to take over the former right-of-way and coordinate design and construction.

PARK AND RIDE -- One new lot is recommended by the region in the lower Cape area.

o Harwich -- Exit 10 Park and Ride Lot

This project was first discussed by the MDPW Park and Ride Engineer, the CCJTC Highway Subcommittee Chairman, The MDPW, District #7 Planning Engineer and the CCPEDC transportation staff. At present there are no designated park and ride sites in the lower Cape area. Several sites have been discussed, many of which were examined by the above parties.

The site which seems to be appropriate in terms of demand, cost and location is the present salt pile area at the interchange of Rt. 6 and Rt. 124.

The MDPW District #7 office is presently constructing the lot. They have recently spread 235 tons of dense graded stone on the lot, and will be spreading an additional 235 tons in the future.

CAPE COD - NEW YORK PASSENGER RAIL SERVICE

Reconstruction of the rail bed from Attleboro to Hyannis has been completed. Bridge, welded rail and station work is now under way. Service is expected by mid-1986. The Cape Cod Joint Transportation Committee and its Rail Subcommittee has produced some recommendations regarding this service. These recommendations have been adopted by the Cape Cod Planning and Economic Development Commission and the Cape Cod Regional Transit Authority. Recommendations range from operator concerns to scheduling and stations.

CAPE COD REGIONAL TRANSIT AUTHORITY.-- Capital and Operating Projects

- o Replacement of twenty (20) 15-20 passenger vans -- Capital Assistance - Phase II

This replacement phase represents the second of two vehicle replacement programs for demand responsive system. Total cost for the new vehicles will be \$750,000.

- o Operating Assistance -- Section 18

The Cape Cod Regional Transit Authority will be seeking operating assistance from the Federal Government through the Executive Office of Transportation and Construction. These monies will be matched with local assessments and fare box receipts. These monies will also provide planning assistance to the Authority.

ANNUAL PROJECT LIST

The following is the region's Annual Projects List for FY 1986. These projects have been selected as the priority projects for implementation during the coming year. This list is similar to the Annual Element which is produced by the urbanized areas throughout the State. Some projects contained in this list have been programmed by the MDPW for improvement during the coming year.

ANNUAL PROJECTS LIST - FY 1986

Project	Facility/ Route	Project Description	Source of Funds Fed./St./Local/Other	Implementing Agency
Rt. 25 Extension	Rt. 25	Construction E. of Wareham/Ply. Town Line - Bourne Bridge \$32 Million	x x	MDPW
Rt. 28/Strawberry Hill Rd./W. Main Street	Rt. 28	Design - Intersection Improvements/Geometrics \$180,000	x	Town of Barnstable
Rt. 132/Bearses Way	Rt. 132	Design - Intersection Improvements/Geometrics \$170,000	x	Town of Barnstable
Sandwich Bikeway	-	Design - Bikeway from Canal Serv. Rd. to the Rt. 6 Access Rd. in Barnstable (South of Rt. 149) \$800,000	x	Town of Sandwich
Dennis Rt. 134 Improvements	Rt. 134	Construction - Intersection, Geometrics, Signalization Improvements - Design - Bikepath \$1.5 Million	x (private sector) x	Town of Dennis
Wellfleet, Rt. 6 Widening	Rt. 6	Design - Widening, Lane Improvements \$5.7 million	x	MDPW
Harwich Park & Ride Lot	Rt. 124	Stone, Fencing and Signing, Old Salt Storage Area	x	MDPW
Rt. 28/W. Main-Old Stage Rd.	-	Bikepaths- Construction Rt. 28 \$112,000; Old Stage Rd \$160,000	x x	Town of Barnstable
Rt. 6 Orleans	Rt. 6	Resurfacing & reconstruction (2.5 million) advertised in Nov.- Bridge Deck replacements Brewster Town Line - Rotary	x	MDPW
Cape Cod-New York Rail Service	Attleboro Hyannis Tracks	Design - Stations, Bridges Construction - Welded Rail, Signalling, Stations, Bridges	x x	Exec. Office of Transportation & Construction
Rt. 28/Main St./Academy Drive	Rt. 28 Orleans	Signalization, design - \$350,000	x	MDPW

Annual Projects List - FY 1986 (cont)

Project	Facility/ Route	Project Description	Fed./St./Local/Other	Source of Funds	Implementing Agency
Rt. 28 Falmouth Heights	Rt. 28	Non-federal aid - Design complete- Construction-widening, resurfacing, side-walks \$433,000	x	x	MDPW
Harwich Rail Trail Spur	-	Design - Bikepath, Rt. 124 Harwich to Chatham \$810,000	x	x	Dept. of Environmental Management
Eastham Rail Trail Extension	-	Construction- Bikeway from Locust St. through to Eastham and Wellfleet \$1.2 Million	x	x	Dept. of Environmental Management
Operating Assistance	-	Section 18 \$750,000	x	x	Cape Cod Regional Transit Authority
Capital Program 2nd year	-	15 Transit Vehicles @ 40,000/ vehicle 5 Transit Vehicles @ 30,000/ vehicle	x	x	Cape Cod Regional Transit Authority

Compliance of Program of Projects List
With Transportation - Air Quality
Considerations --- Consistency Statement

As a non-urbanized area with notable seasonal traffic fluctuations, the Cape's Program of Projects List is composed largely of air quality enhancing projects. However, an analysis of the air quality impact of proposed transportation improvements for the Cape is, in fact, incorporated in the on-going transportation planning program of the CCPEDC. This includes:

- (1) an Annual Determination of Conformance of Transportation Plans, Programs, and Projects with the Massachusetts State (Air Quality) Implementation Plan (SIP); and
- (2) the requirement of an Environmental Impact Review of major transportation improvement projects proposed for the Cape.

The Annual Determination of Conformance of the Region's Transportation Planning and Development Program together with the State Implementation Plan (For Air Quality), was completed in early 1981. At that time, the region's Committee of Signatories (COS) which consists of two state agencies (Mass. DPW and EOTC), and the two regional transportation agencies, Cape Cod Regional Transit Authority, and the CCPEDC endorsed the conformance of the Cape's FY 1980 transportation plans, programs, and projects with the SIP. The review encompassed an assessment of air quality evaluation in the region's Unified Work Program, the transportation improvement Program, now known as the Program of Projects List, the Air Quality Planning Program (Section 175), and the Annual Transportation Report for the region.

The recent rapid development of Cape Cod has caused significant congestion on the region's roads and intersections as traffic volume approaches or exceeds capacity. This has had a negative impact on air quality in two ways:

- (1) New residential and commercial developments result in additional vehicles travelling to and within the region.
- (2) Reduced levels of service increase traffic delays and consequently vehicle exhaust emission.

The majority of the highway and bikeway projects in this document have two important goals: improve traffic safety and improve traffic flows. The latter goal has a direct, positive impact on air quality. The intersection improvements will alleviate congestion, thereby reducing delays and vehicle emissions, improving air quality. The bikeway projects provide a safe, convenient alternative to the automobile, directly reducing exhaust emissions and overall traffic congestion. Bikeways are used by residents and tourists alike, not only for pure recreation but also to travel to work, shops and beaches.

The other category of projects in this document fall into the Mass Transit category. These rail, bus and parking improvements would allow greater use of Mass Transit, thereby reducing traffic congestion and vehicle emissions and improving air quality. The rail projects provide an alternative transportation mode to travel to Cape Cod, allowing visitors to leave their cars at home. The CCRTA's program to purchase additional transit vehicles will encourage greater use of this form of transit within the region.

Table 1 shows a quantitative assessment of air quality impacts for certain projects in this region. These projects have reached the 75% design stage and sufficient information is available for the analysis. Note that major projects that require an Environmental Impact Statement (such as the Route 25 Extension) are not included in this Table. The total NMOC emissions reduction for the projects analyzed is estimated at 1.553 Kg/day in 1987. In conclusion, the projects in this document will have a positive impact on air quality. Vehicle exhaust emissions will be reduced because of improved traffic flows and lower traffic levels that will result from the implementation of these projects.

Table 1 - Air Quality Impacts

	NMOC Emissions Impact (Kg/day)	
	<u>1983/4</u>	<u>1987</u>
Route 28/Strawberry Hill Road/ West Main Street	-.992	-.876
Sandwich Bikeway	-.131	-.071
Eastham Rail Trail Extension	-.043	-.022
Harwich Park and Ride Lot	-1.22	-.584
Orleans - Route 6	NONE	NONE

Compliance of Program of Projects List
With Section 504 Requirements

Section 504 of the Rehabilitation Act of 1973 requires input from handicapped individuals and advocacy organizations in the transportation planning and implementation process. It requires recipients of financial assistance from the United States Department of Transportation to make their existing and future facilities and programs accessible to handicapped persons so that they can effectively use these facilities and programs.

To comply with these requirements, both the Cape Cod Planning and Economic Development Commission (CCPEDC) and the Cape Cod Regional Transit Authority (CCRTA) designed a Section 504 Transition Plan and adopted assurance statements regarding non-discrimination against handicapped persons. The requirements of the Transition Plan have been met and even exceeded.

The public participation process of the Cape Cod Joint Transportation Committee and its related subcommittees ensures compliance with the Section 504 requirements. Concerned citizens, advocacy and other interested groups are encouraged to present their concerns either through the CCJTC or subcommittee representatives or directly.

The specific projects described in this document meet the accessibility requirements for handicapped persons. For example, if an intersection upgrade project includes sidewalk improvements, the construction of curb ramps may be required to provide wheelchair access. The railroad station improvements include the construction of wheelchair ramps and specially equipped restrooms and providing adequate handicapped parking. Sufficient numbers of new vehicles purchased by the CCRTA are equipped with hydraulic lifts and other features to ensure the transit system is fully accessible to handicapped persons.

In short, this program of projects list, and the method by which it is established, are in full compliance with Section 504 requirements.