

Date	Name: (First)	Name: (Last)	City or Town:	Comment:	MassDOT Response
5/22/2019	Marie	Oliva	Buzzards Bay	The Cape Cod Canal Region Chamber supports MassDOT's recommendation to replace both bridges along with transportation improvements at both rotaries.	Thank you for your support.
5/22/2019	Mike	Nogrady	Newton Highlands	The focus area purposely excludes the rail bridge. Why doesn't "multi-modal" include rail? Why doesn't the report forcefully encourage more rail service to reduce traffic? This is an auto-centric report which hardly mentions rail options which have comparatively low environmental impacts.	Thank you for your feedback. The Cape Cod Canal Study did not include an examination of rail service to avoid a duplication of efforts given there was a parallel study of extending commuter rail service to Buzzards Bay.
5/22/2019	Chop	Hardenbergh	Freeport, Maine	The study lacks a focus on rail. The initial map of the study area does not even show the rail bridge or the rail lines.	Thank you for your feedback. The Cape Cod Canal Study did not include an examination of rail service to avoid a duplication of efforts given there was a parallel study of extending commuter rail service to Buzzards Bay being conducted by the Central Transportation Planning Staff of the Boston Metropolitan Planning Organization.
5/23/2019	Edward	Ganshirt	Lexington	Why do we still need this obsolete piece of infrastructure? Just fill it in and return the environment to before it's digging. We have GPS these days so it is simple for ships to go around Provincetown.	Thank you for your comments. The Cape Cod Canal is under the jurisdiction of the U.S. Army Corps of Engineers (USACE). We will forward your comments to the USACE.
5/24/2019	Michael	Gorenstein, P.E.	West Yarmouth	I would like to bring to your attention, that while improvements recommended in the Study might rectify a lot of problems in the area adjacent to the Cape Cod Canal, the main issue remains unsolved. The main problem of the existing road layout is the junction of Route 6 and Route 6A westbound in-front of the Sagamore Bridge.	Thank you for your feedback.
				The connection might be made via a tunnel, which would be easier, environmentally friendlier and more cost effective solution, learning from the BigDig experience. The location of the tunnel would need to be selected with appropriate study, but it appears that the old road in the alignment of Old Plymouth Road on the north side and Pleasant Street on the south side of the canal would be a good point to begin. With a direct connection to Route 3A travelers from Cape will have a choice to return to Route 3 north on several interchanges or follow Route 6 west without jamming entrances to the Sagamore Bridge. It would be even more important if evacuation of the Cape Cod population is ordered in case of hurricanes or other catastrophic events, providing redundancy to the existing bridges.	The Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead. Moreover, as MassDOT's study progressed, it focused on improving existing infrastructure rather than creating new infrastructure. MassDOT will continue to work closely and collaboratively with its federal partners to ensure that both the bridges and adjacent infrastructure provide safe, efficient and multimodal mobility for the long-term, while also minimizing impacts to private right-of-way, environmental, cultural, and social resources.
				The Cape Cod side entrance to Sagamore bridge is congested regularly during high season, mostly because of traffic merging from Route 6A. Moving the junction a mile or 2 east would only move traffic jam east. This problem was recommended over and over again to be solved by adding a lane on the Sagamore Bridge, which is not really feasible, or building a parallel bridge, which is not cost effective.	As you note, congestion near the Sagamore Bridge can be attributed to the location of the merge point of the existing on and off-ramp for Exit 1C on the westbound side of Route 6. These ramps are also substandard in length, exacerbating the delays and congestion on Route 6 westbound. Relocated on and off-ramp would be designed and constructed to current engineering standards, with the effect of relieving congestion rather than moving the issue 'downstream'.
				Meanwhile the solution might be found in the history of the Cape Cod roads. Before the canal has been built the main road connecting Cape Cod peninsula to Boston was what we now call Route 3A and Route 6A. Connecting these 2 roads directly across the canal would solve of the problems associated with Sagamore Bridge traffic jams westbound and eastbound. It will also allow traffic to by-pass the aging bridge during maintenance, repairs or replacement.	As stated previously, as MassDOT's study progressed, it focused on improving existing infrastructure rather than creating new infrastructure.
5/25/2019	NA	NA	Buzzards Bay	I think a third bridge should be built connecting route 3A to route 6A.	Thank you for your feedback. As the study progressed, MassDOT focused on improving existing infrastructure.
				And improve existing bridges.	The Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead. If the USACE proceeds with a replacement recommendation, it would be designed to current engineering standards.
				And create more lanes on route 6, 6A, and route 28.	The study focused on improving existing infrastructure, while minimizing significant capacity increases that are not in line with the character of Cape Cod.
				And have a toll for non residents only.	The study did not include an examination of tolling scenarios.
5/27/2019	jeffrey	kaufman	longmeadow	this is a totally thoughtful approach. the times/queue length estimates for peak delays are low. I wonder whether these have been validated against current experience. only today, 5/27/19, the delay from exit 5 on rt 6 to the sagamore bridge north end was over 45 min. an alternative measure might be to look at number days with more than 1 hr of such a delay that time to get off the cape would be more than 1/2 hr, which is truly a "bad day" scenario. those peak periods of misery seem to be increasing every year.	Thank you for your comments. The existing conditions analysis did include a validation process to compare the traffic modeling software to current travel conditions.
				all the proposals make sense. I have been driving these roads for 30 years, so I can appreciate all the options. the subtlety of some of the benefits is key, and I hope that people understand what is being proposed. for example, the benefit of preventing full circular flow at the Bourne rotary is clear, less crossing of traffic and less hindrance for flow into the circle. the benefit of moving the 1C entrance/exit for rt 6 at the sagamore base likewise is clear. that flow onto rt 6 always causes major disruptions, especially if the vehicles merging are long (bus, truck, any towed trailer/boat). I hope we can make this plan happen. especially new bridges!	Thank you for your feedback and support.

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5/27/2019	Don	Hayward	Monument Beach	No study will be complete without an economic evaluation of the Cape Cod Canal itself and it's value "today" as a shipping alternative waterway. In my view, both bridges should be replaced with raised causeways with large sluiceways for tidal flow power generation. The usefulness of building 125 foot high bridges over an obsolete canal is as silly as it gets. This canal would not be built today and as such is functionally obsolete	Thank you for your feedback. The Cape Cod Canal is under the jurisdiction of the U.S. Army Corps of Engineers (USACE). We will forward your comments to the USACE.
5/28/2019	Joanne	Foley	West Falmouth	I have a suggestion, which I believe will markedly reduce the traffic congestion leaving the Cape via the Bourne Bridge. This idea could be implemented within a reasonable amount of time and would be reasonably inexpensive. It is a short-term partial alleviation until you determine the long-term course of action. For cars planning to use Sandwich Road, the first exit off the Bourne Rotary, adding an exit lane approximately one quarter a mile (or even better one half mile before the rotary) for those vehicles only would facilitate the flow of traffic going over the bridge. The current breakdown lane could be used for this purpose. There is a small plot of land to the right of the entrance to the rotary, which could be reconfigured to provide an entrance "ramp" to Sandwich Road. Thus, these vehicles would avoid entering the rotary circle altogether. Of course, the land is privately owned, and eminent doamin might be required to obtain a parcel of it. But that expense and the cost of the minimal road construction with the appropriate signage would be the majority of the expenditure. I believe that this investment is well worth the return for the eased flow of traffic traveling over the Bourne Bridge to the mainland.	Thank you for your feedback and suggestions. A dedicated Route 28 northbound ramp to Sandwich Road was included in the study's alternatives development and analysis. However, the recommended Case 3A does not include this element and instead includes reconstructing Bourne Rotary as a modern interchange. As any recommendations move forward into project development, there will be additional public involvement opportunities to consider refinement of the alternatives. We look forward to working with our local and regional partners on these very important recommendations.
5/29/2019	Jeffrey	Smith	Everett	During bridge construction, Mass DOT, MBTA & the Cape Cod RTA should run the Cape Flyer. This will help alleviate the traffic during the construction.	Thank you for your feedback. The Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead. MassDOT will continue to coordinate with the USACE and regional partners to ensure mitigation of impacts during any future construction, which could include operating additional Cape Flyer service.
6/7/2019	Paul	Tilton, P.E.	Sandwich	On behalf of the Town of Sandwich, thank you for the opportunity to participate in the Cape Cod Canal Transportation Study. The Canal Area transportation system plays a vital role in Sandwich's quality of life and function as a prospering town. Traffic congestion in this area greatly affects tourism, the economy, emergency response and the overall well-being of the residents of Sandwich throughout the year. The town is grateful for the opportunity to host past meetings, participate on the working group, and to provide comments on this very important study. The MassDOT draft final report is very comprehensive and provides many valuable options to improve traffic throughout the Upper Cape region, including Sandwich. Reviewing the report in its entirety provides the town a good perspective of the system-wide transportation recommendations and its impact on Sandwich. While the town reviewed all transportation recommendations in the MassDOT report's study/focus area, we are focusing our comments on those directly affecting Sandwich. The town is supportive of the objectives listed in the MassDOT report and our comments reflect these same goals for the region. Below are comments on specific MassDOT recommendations in the report.	Thank you for your feedback, comments, and support.
				Route 130 at Cotuit Road: While improvements made by MassDOT back in 2001 at this location enhanced traffic conditions, the town recognizes the need to further address traffic related issues, as noted in the MassDOT Report. The town supports the MassDOT recommendation of a traffic signal that improves safety and operations, being mindful of maintaining the flow of traffic on Route 130. A signal will alleviate difficult left-turning movements from Cotuit Road, which some motorists avoid by cutting through a commercial development. The town requests that the signal design include an emergency pre-emption system and also be coordinated with the Route 130/Jan Sebastian Drive signal, if appropriate. The town supports the recommendation of providing ADA compliant sidewalks along Route 130 at this location. To further enhance pedestrian safety, the town requests that the sidewalk be continued beyond Tradewinds Plaza to Heritage Park, which is a high activity commercial area frequented by many children walking/biking to the movie theater.	As any recommendations move forward into project development, design elements you have requested or suggested would be taken into account as part of the project's scoping process.

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6/7/2019	Paul	Tilton, P.E.	Sandwich	<p>Route 6 Exit 1C Relocation (including Route 6A at Route 130/Tupper Road intersection): The town supports any traffic recommendation that reduces Route 6 backups as this negatively affects the interchanges and, in turn, the surrounding local roadway system in Sandwich. The town concurs that the substandard Exit 1C contributes to the traffic problems and bottleneck starting at the Sagamore Bridge. The town also supports improvements at the Route 130/Route 6A/Tupper Road intersection due to the high crash rate (0.59) and poor future level of service (LOS F). In order for the town to support this option, we would like the opportunity to review further information related to traffic operations. For example, we request the following information be provided related to the Exit 1C relocation option:</p> <ol style="list-style-type: none"> 1) The current access road (Cranberry Highway) to Exit 1C is a four-lane road that appears to be designed to handle the capacity of exiting and entering highway traffic. Is Exit 1C the primary bottleneck or is a substandard bridge the bottleneck? Can a new bridge, with standard design and more capacity, better accommodate existing Exit 1C traffic? 2) What is the capacity (e.g., 2 lanes, 4 lanes) of the proposed Exit 1C ramp? 3) Will the adjacent roadway system (Route 6A, Route 130, Tupper Road, and adjacent cut through local roads) be able to handle this large volume of traffic to/from Route 6? 4) The town requests review of a queue length modeling analysis of the before-and-after Exit 1C. Road maps showing queues would be helpful in this regard. 	<ol style="list-style-type: none"> 1) The on and off-ramps at Exit 1C are substandard in length which contributes to the congestion and delays on Route 6 westbound. Additionally, the bridges have substandard design elements including a steep grade that also exacerbates the congestion associated with the length of the Exit 1C on and off-ramps. Ultimately, if the USACE's decision is to replace the Sagamore Bridge, a new bridge would be designed with lower grades which would bypass the current Exit 1C. 2) The proposed on and off-ramps for a relocated Exit 1C on Route 6 westbound would be one lane, and the connector road would be one-lane in each direction for most of its length, and widen to two lanes at the entrance to the proposed roundabout at the eastern end. 3) While it is assumed that trip patterns may shift to a relocated Exit 1C, the distance from the existing interchange is not considered enough to change local volumes significantly. Moreover, by providing access to Route 6 further east on Route 6A, the relocation may potentially reduce volumes on certain facilities to the west of new on and off-ramps. 4) We will provide the Town with additional analysis data from the study. <p>As any recommendations move forward into project development, these type of issues would be examined in more detail as part of the project development process and environmental permitting analysis; There will be additional public involvement opportunities to consider refinement of the alternatives. We look forward to working with our local and regional partners on these very important recommendations.</p>
				<p>Route 6 Additional Eastbound Travel Lane: The proposed additional eastbound travel lane on Route 6 from the Mid-Cape Connector to Exit 2 appears to have merit to accommodate merges, diverges and weaves along this critical section of Route 6. However, the the town has concerns related to the increased capacity (and volume) added to Route 6 as motorist approach Exit 2. While the existing 2 lanes on Route 6 may not be ideal at this location, it has the effect of metering traffic as it enters the Exit 2 ramps. What impact will this increased volume have on immediate local roads (e.g., Route 130) and Sandwich Village? Will local road upgrades be needed to accommodate increased traffic volume?</p>	<p>As any recommendations move forward into project development, these types of issues would be examined in more detail as part of the project development process and environmental permitting analysis; There will be additional public involvement opportunities to consider refinement of the alternatives. We look forward to working with our local and regional partners on these very important recommendations.</p>
				<p>Multi-modal Transportation - Exit 2 Park and Ride Lot: The town supports multi-modal transportation and proving alternatives to reduce single occupant vehicles. The proposed Exit 2 park and ride provides easy access to Route 6, a closer alternative for local carpoolers, and a potential parking lot for the future state-funded Service Road shared-use-path. However, the town has the following comments/concerns related to the proposed location:</p> <ol style="list-style-type: none"> 1) In 2013, MassDOT added a separate southbound left turn lane on Route 130 at Service Road as part of the "Phase 1" Exit 2 Interchange project. However, the intersection still presents safety issuesfor motorist turning from Service Road. Future "Phase 2" plans at this interchange included studying further improvements at the Service Road intersection as well as a Route 6 westbound slip ramp on the northwest quadrant of the interchange connecting Route 6 westbound to Route 130 northbound. As part of the park and ride proposal, the town requests that "Phase 2" options be considered. 2) The Town of Sandwich's Bicycle and Pedestrian Master Plan includes extending the future MassDOT-funded Service Road shared-use-path into Sandwich Village along Route 130. The park and ride plans at the Exit 2 location should consider accommodations for the extension of the shared-use-path near the interchange and along Route 130, particularly under the Route 6 overpass. 3) The topography is very challenging in this area. How much earthwork will be involved and how will the proposed lot affect aesthetics? Will the lot impact the proposed Service Road shared-use-path planned for 2022? 4) The town also requests information on security and safety at the Park and Ride site. Is the lot a daily car-sharing lot or will it allow overnight parking and bus transportation? If overnight parking is allow, will the lot be monitored for safety? 5) As an option to avoid the challenges of the proposed location, the town requests consideration of an alternative location, such as the area adjacent to the MassDOT Highway Maintenance facility on Route 130 (northwest quadrant of interchange). 	<ol style="list-style-type: none"> 1 and 2) If a park and ride lot recommendation were to move forward into project development, your requests are a matter of public record and would be considered in the project scoping process. 3) The recommended park and ride lot alternative was developed with minimal changes to the existing topography on the site. However, any expansion beyond the recommended 100 spaces would need to consider impacts and changes to the topography. 4) It is assumed that the park and ride lot would serve daily and overnight parking, as well as connections to local and regional bus service. MassDOT does not typically actively monitor their park and ride lots. 5) If a park and ride lot recommendation were to move forward into project development, your requests are a matter of public record and would be considered in the project scoping process.

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6/7/2019	Paul	Tilton, P.E.	Sandwich	<p>Other Comments/Concerns: The town requests consideration of improvements at two locations on Quaker Meetinghouse Road that experience safety and operational related issues. Quaker Meetinghouse Road is a major north-south collector that intersects State Highway Route 6 and Route 6A. While further away from the Canal Area, these locations are critical to the regional transportation system and will likely be impacted by the full buildout improvements recommended in the MassDOT report. It's important to note that Quaker Meetinghouse Road is part of a Cape Cod Regional Transit Authority bus route (The Sandwich Line) and also an important emergency evacuation route (with an emergency shelter at Sandwich High School). The 2 locations of concern are shown below:</p> <p>Route 6 Exit 3 Interchange at Quaker Meetinghouse Road - Currently, the Exit 3 interchange experiences safety and operational related issues, particularly in the summer and during peak Sandwich High School morning arrival times. The MassDOT report (Table 3-3) indicates that the Exit 3 Interchange experiences delay (LOS E) under the 2040 No-Build condition at 3 out of 4 ramp locations. It's important to note that the town is currently funding design for a shared-use-path along the Service Road adjacent to Route 6, earmarked for MassDOT-funded construction in 2022. The design includes a HAWK signal system and ramp alterations at Exit 3. Due to the safety and operational concerns related to the this interchange, the town requests further review of this intersection related to long term improvements that addresses safety, capacity, and multi-modal use of this location.</p> <p>State Route 6A at Quaker Meetinghouse Road/Springhill Road - The town frequently receives requests from the public to improve this location due to safety related issues. The intersection is listed on the Cape Cod Metropolitan Planning Organization's Top 50 Crash Rate Locations (rate of 1.3). The intersection is not a typical 4-way intersection as the two minor street approaches on Quaker Meetinghouse Road and Springhill Road are offset. This creates awkward and difficult movements for motorists and uncertainty about who has the right of way when entering the intersection. The town has sent previous requests to MassDOT to review this location for improvements. Though not analyzed as part of the MassDOT Report, the town requests that this location be included in the study area and considered for improvements.</p>	<p>Thank you for sharing your comments and concerns, which are being included in the study's formal response to comments, and would be considered as any recommendations move forward into project development. This would entail more detailed analysis and designed of the alternatives, as well as additional public involvement opportunities.</p>
				<p>Clarification on Route 130 (Main Street) at Tupper Road Intersection - This intersection is listed under "signalized intersections" in Tables 2-19 and 3-3 of the MassDOT Report and shows improving levels of service from existing to 2040 No-Build (no improvement) conditions. The town is requesting clarification about the exact location and LOS operations at this intersection.</p>	<p>Thank you for your feedback, the Route 130 (Main Street) at Tupper Road intersection is currently unsignalized and the relevant tables will be updated in the final report.</p>
				<p>Conclusion: The town is grateful for the efforts on behalf of MassDOT and United States Army Corps of Engineers (USACE) to address long-standing transportation issues in the canal area and entire Upper Cape region. Sandwich has long been impacted by traffic congestion along its main and local roads and welcomes this comprehensive review of the transportation system to develop both short and long term solutions. The Cape Cod Canal Transportation Study provides a positive look into the future to alleviate many of our concerns and ease Sandwich from the constrains of traffic congestion.</p> <p>While supportive of the major concepts and receptive to alterations proposed in Sandwich, the town has provided these comments with the hope of advancing towards a final transportation plan that meets both the regional objectives of MassDOT and those of the Town of Sandwich. We look forward to continuing our good working relationship with MassDOT to further develop these plans. Thank you again for the opportunity to participate with the study and please contact us if you wish to discuss this letter.</p>	<p>Thank you for your support, and we look forward to working with the Town of Sandwich on implementation.</p>
6/10/2019	Mark	Wirtanen	West Barnstable	<p>Having witnessed the vast improvement from the Sagamore rotary flyover I hope the Bourne rotary flyover happens as soon as possible. Also if it is not already in the plan a double barrelling of Sanwich Road on the south side of the canal is very much needed.</p>	<p>Thank your for your feedback.</p>
6/12/2019	James	Edwards	South Yarmouth	<p>I would like to see design changes on the Scenic highway (Rt. 6). Currently, it has a traffic signal at the Edgehill Road intersection, I would like to propose modernizing the Scenic highway (Rt 6) by adding a service road in both directions. The entrance ramp will start at the 1st parking lot and the exit ramp will end at the 2nd parking lot with addition of a median barrier and removal of the traffic signal.at that location.</p> <p>This would facilitate traffic flow from one end at the Bourne bridge to traffic signal at base of the Sagamore bridge.</p> <p>Rather than a 6 lane bridge, I would like to see a 8 lane bridge (4 for each directions) at the Sagamore bridge to eliminate traffic congestion when the bridge undergoes maintenance as it currently does.</p> <p>The addition of the auxiliary lane starting at the exit 2 on Route 3 and ending at exit 2 on Route 6 is a good place to start.</p> <p>The flyover at the Bourne bridge is a good place to start. I would like to suggest adding a service road along the Scenic road to facilitate traffic flow to the exit ramp on the Sagamore bridge.</p>	<p>Thank you for your feedback. The study did not identify the Scenic Highway corridor between the Bourne and Sagamore Bridges as an issue as part of the assessment of Existing and Future No-Build Conditions. Further, the study focused on improving existing infrastructure, while minimizing significant capacity increases that are not in line with the character of Cape Cod.</p> <p>The Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead. If the USACE proceeds with a replacement recommendation, the design would include lane shoulders that would serve to provide additional space for maintenance of the bridges.</p> <p>Thank you for your suggestion.</p> <p>Thank you for your suggestion.</p>

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6/12/2019	Wesley	Ewell	Bourne	<p>Your proposal for reconfiguring Belmont Circle would be unnecessarily expensive, environmentally damaging, and would choke off the downtown area that Bourne has been working so hard to revitalize.</p> <p>Belmont Circle works well as it is except for one clearly obvious and patently stupid flaw: making down-Cape traffic go around the circle. Just run that traffic straight to a light at Scenic Highway/Maine Street and leave the rest alone. At the same time, widen the access to Route 25 to two lanes in each direction.</p>	<p>Thank you for your feedback. MassDOT's studies focus on minimizing impacts including environmentally sensitive areas. As you suggest, the conceptual design for Belmont Circle under Case 3A is intended to facilitate through traffic and those destined for Main Street in Bourne by separating regional and local movements. Additionally, the recommendation to construct a new on-ramp from Scenic Highway westbound to Route 25 is intended to remove regional movements from Belmont Circle.</p>
6/12/2019	Wesley	Ewell	Bourne	<p>You document that 59% of eastbound traffic crossing the Bourne Bridge on a summer Saturday goes three-quarters of the way around the rotary and then down two-lane Sandwich Road to the Mid-Cape Highway.</p> <p>Why not consider a direct connection from Route 25 at the Plymouth town line, across a high-level bridge at Bournedale, to a slip-intersection with the Mid-Cape near the power lines. That would take half the traffic off the existing bridges and solve the rotary back-ups, while reducing travel distance by four miles.</p>	<p>Thank you for your feedback. As the study progressed, MassDOT focused on improving existing infrastructure rather than to create new infrastructure. Additionally, Chapter 4 of the study includes a high-level examination of concepts that connect Route 25 more directly to Route 6. These alternatives were removed from further detailed analysis due to the expected impacts, including those to environmental and cultural resources.</p>
6/15/2019	Barb	Rakers	Marston Mills	<p>Summer is coming, you need to fix the traffic jam in summer for locals (et al) by fixing:</p> <ol style="list-style-type: none"> 1) Route 130 & Great Neck Road (I have suggestion) 2) Route 130 & Route 28 (Good luck with that one!) <p>State Hwy Planners: How to fix girdlock during summer at corner Route 130 and Great Neck Road. (Fairly heavy traffic feeds in from South Sandwich, coming from 28 toward Route 6 on 130 backs up past South Sandwich) You have lights for 2 lanes at that light but only room enough for 1 vehicle at stop line. People cut through Town Hall parking lot from Great Neck onto 130 heading toward 28.</p>	<p>Thank you for your feedback. The intersections of Route 130 and Great Neck Road, and Route 130 and Route 28 are outside of our study's Focus Area. We will forward your comments and suggestions to our District 5 office.</p>
6/18/2019	Jeffrey	Miller	Sagamore	<p>Dear Sir,</p> <p>It has been brought to our attention that the Mass D.O.T is planning changes to both Bourne and Sagamore Bridge by our neighbor Mr. Jeffrey Bilezikian of the Christmas Tree Shop (Sagamore).</p> <p>Upon reviewing this report we were dismayed, that as a business, so close to the Sagamore Bridge. That your plan will no doubt affect our business in a negative manner. We were never notified of the bridge changes. So, we hope our input will be taken into consideration.</p> <p>Closing Exit 1C Cape Side of the Sagamore Bridge will be devastating to our business. We understand the bridges need to be replaced and the bottlenecks smoothed out, but there are viable businesses that will be greatly affected financially in the Sagamore area. It seems the plan set by you appears to help Pedestrians and bicyclists more than the people of Sagamore. Just another obstacle for the People of Sagamore.</p> <p>We are members of the Cape Cod Chamber of Commerce since we were first opened in 1995. We have been serving the citizens of Bourne and The Tourists of Cape Cod since then and have created a solid business. Do to the fact that people could get off the bridge, stop in get what they need for fishing, then travel down 6A with ease. The bridges are tripling in width, but continue to come from a 2 lane highway. That will bottleneck into an other 2 lane highway that will just create more havoc.</p> <p>Frankly we are very disappointed that no Town or State Official, Cape Cod Chamber of Commerce Member, nor any State Representative, gave us the time of day or even a small notification in the mail stating these Massive bridges changes. We heard about these Crippling Changes thru Mr. Bilezikian when he stopped by to tell us.</p> <p>Consider our position to be Against these Bridge Plans. Feel free to contact us for our input and our 20+ years of knowledge of the area.</p> <p>Sheila, Bruce and Jeffrey Miller - Owners</p> <p>Canal Bait and Tackle</p>	<p>Thank you for your feedback. As part of the Cape Cod Canal Transportation Study, there was general public outreach conducted, but there was no direct contact with adjacent property owners. Additionally, the U.S. Army Corps of Engineers (USACE) is currently conducting a study that will determine whether to conduct major rehabilitation or replace its bridges. If the USACE's decision is to replace the existing bridges, they will be designed to meet current design standards which may impact adjacent properties and require changes to the transportation network of roadways and on/off ramps in the area. As any recommendations move forward, these type of issues would be examined in more detail as part of the project development process and environmental permitting analysis, and we have added language to MassDOT's study recommendations that reflects your concerns. There will also be additional public involvement opportunities to consider refinement of the alternatives.</p> <p>MassDOT understands your concerns and will work with you to minimize any impacts to properties and businesses in the Cape Cod Canal area. Please be assured that as any projects move forward, there will be additional public involvement and coordination with property owners, abutters, local and regional stakeholders that will serve to minimize all impacts and maximize potential benefits.</p>

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6/18/2019	Thomas	Guerino	Bourne	<p>On behalf of the Town of the Bourne, we want to thank you for your guidance and professionalism during the Cape Cod Canal Transportation Study process and the opportunity to contribute to the study. Unlike any other town on Cape Cod, the Cape Cod Canal area transportation system has a significant impact on the quality of life of residents and has a daily impact on the residents of Bourne. Traffic congestion around the Cape Cod Canal has a daily impact on the economy, emergency response and the overall well-being of the residents of Bourne throughout the year.</p> <p>The Sagamore and Bourne Bridges are owned and operated by the U.S. Army Corps of Engineers. The Town of Bourne understands that the U.S. Army Corps of Engineers is currently preparing a "Major Rehabilitation Evaluation Report" that will determine whether the U.S. Army Corps of Engineers should continue to perform long-term maintenance on the bridges or replace the existing Bourne and Sagamore Bridges. MassDOT controls the highways approaching the Bourne and Sagamore Bridges (Route 25, Route 3, Route 6, and Route 28) as well as the roadways between the Bourne and Sagamore Bridges (Scenic Highway and Sandwich Road). The MassDOT Cape Cod Canal Transportation Study offers recommendation for all these pieces of infrastructure. Below are comments on specific MassDOT recommendations in the Report.</p>	<p>Thank you for your support and feedback.</p>
				<p>Replacing the Bourne and Sagamore Bridges and Bourne Rotary: The MassDOT Cape Cod Canal Transportation Study (Case 3A) recommends replacement of both the Bourne and Sagamore Bridges, and replacing the Bourne Rotary with a standard grade-separated highway interchange. The Town of Bourne supports replacing the Bourne and Sagamore Bridges and replacing the Bourne Rotary. In the event that the U.S. Army Corps of Engineers does not replace the Bourne and Sagamore Bridges, the Town of Bourne recommends replacing the Bourne Rotary with a new highway interchange.</p>	<p>Thank you for your support and feedback.</p>
				<p>Belmont Circle: Belmont Circle is located at the entrance to downtown Bourne (Main Street). Main Street is currently experiencing a revitalization including a one-hundred room hotel and many restaurants. The Town of Bourne and the Commonwealth of Massachusetts have made significant investments into the infrastructure of Main Street including a \$2.3 million park/playground, a new Police Station, and a new wastewater treatment plant to accommodate the recent development. As the entrance to Main Street, we are concerned with the look and feel of the front door of our downtown.</p>	<p>As any recommendations move forward into project development, there would be additional coordination with the Town of Bourne on project scoping and design elements.</p>
				<p>New Highway Ramp from Scenic Highway to Route 25: The Town of Bourne supports the installation of a new highway ramp continuing Scenic Highway to Route 25. This highway ramp would allow vehicles to get on Route 25 northbound without having to travel through Belmont Circle.</p>	<p>Thank you for your support.</p>
				<p>Route 6 Westbound at Exit 1C: The Town of Bourne is not in support of replacing Exit 1C. Exit 1C supplies access to the Sagamore Neighborhood of Bourne, and is a critical connection for travelers between the Bourne and Sagamore Bridges. Relocating Exit 1C would add significant travel time for residents of Bourne and travelers across Cape Cod.</p>	<p>Thank you for your feedback.</p>
				<p>Route 6A (Sandwich Road) at Cranberry Highway: Town staff supports reconstructing the Route 6A (Sandwich Road) at Cranberry Highway intersection. Town staff recommends that this improvement move forward immediately and that MassDOT not wait until the U.S. Army Corps of Engineers has made a decision about the Bourne and Sagamore Bridges.</p>	<p>Thank you for your feedback.</p>
				<p>Multi-Modal Transportation: Town staff supports multi-modal transportation and providing alternatives to reducing driving. The Cape Cod Canal is a significant recreational facility in the Town of Bourne. The Town of Bourne is also joining other Cape towns in providing a shared-use path from Woods Hole in Falmouth to the tip of Cape Cod in Provincetown. The Town of Bourne also wants to provide safe pedestrian and bicycle connections between the northern portions of Bourne with the southern portion of Bourne. Safe pedestrian and bicycle access can best be accomplished with the construction of new Bourne and Sagamore Bridges. The new Bourne and Sagamore Bridges would include safe pedestrian and bicycle accommodations.</p>	<p>As you note in your comment letter, the Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead. If the decision is to replace the bridges, they will be designed and constructed with bicycle and pedestrian facilities.</p>
				<p>Conclusion: The Town of Bourne thanks MassDOT and United States Army Corps of Engineers for their efforts to address the transportation issues around the Cape Cod Canal. Bourne has long been impacted by traffic congestion associated with the Cape Cod Canal. The Cape Cod Canal Transportation Study provides an opportunity to eliminate the significant transportation bottlenecks associated with the Cape Cod Canal. We look forward to continuing working with MassDOT and assisting bringing these plans to implementation.</p>	<p>Thank you for your support, and we look forward to working with the Town of Bourne on implementation.</p>

Date	Name: (First)	Name: (Last)	City or Town:	Comment:	MassDOT Response
6/20/2019	Robert	Dwyer	Pocasset	<p>In general I think the recommendation for option 3A was well supported by this detailed study.</p> <p>However I have comments specifically about the Bourne Rotary plans, which I believe are elements to be of option three and their impacts on the town of Bourne and the local citizens.</p> <p>First, the plan needs to consider options for both the short term and the long term access to two parcels at the southeast and southwest corners around the rotary: -the Stop & Shop property to the south east and -the future Wawa gas station property to the south west.</p> <p>The implementation of the elements B2 in the recommended plan is going to take many years, and in the meantime the development of both of those corners is going to be in limbo. The B2 reconstruction design of the Bourne Rotary needs to include detailed plans that will allow access to both of those properties once B2 designs are fully implemented, but are firm enough very soon, so that both properties can be developed in the short term and put back into productive use, (and on the tax rolls for the Town of Bourne). Both properties need to be accessible both for traffic passing through - going over the bridge and south along route 28 or MacArthur Boulevard, and also for local traffic around Trowbridge Rd., Sandwich Road etc.</p> <p>Second, an extremely useful element that could be added with minimal additional disruption would be a slip road along the east side of MacArthur Boulevard between the new construction at the rotary and the Bourne ISWM and the adjacent Sportsmens club to the south. This would allow access to the B2 interchange by local ISWM/Club traffic that doesn't need to merge onto, cross, or exit from MacArthur Boulevard otherwise. Aat present traffic coming from the north over the bridge to the ISWM facility have to make a hazardous left turn across both lanes of northbound traffic at MacArthur Boulevard. Some of this traffic is heavy, slow tractor trailer rigs with trash from Off-Cape towns. Traffic accessing the ISWM facility from the south and later exiting the ISWM facility needs to make a complete circle around the existing Bourne rotary to head back south on MacArthur Boulevard, adding unnecessary vehicle load at the rotary. A separated slip road along the east side of MacArthur Boulevard could allow all of this traffic to completely bypass and not mix with the north-south through traffic headed over the bridge. Robert Dwyer, Pocasset Village Assn., 25 Kenwood Rd., Pocasset MA 02559, rdwyerphd@gmail.com</p>	<p>Thank you for your support and feedback. Your submitted comments and suggestions are being included in the study's formal response to comments, and would be considered as any recommendations move forward into project development. This would entail more detailed analysis and designed of the alternatives, as well as additional public involvement opportunities.</p>
6/20/2019	Ellen	Carlson	Sandwich	<p>Thank you for all the in depth work and consultation that went into this draft. I hope that you will consider holding a public meeting or two in Sandwich or at UCT during the next phases of planning.</p> <p>I support the proposed improvements at Sandwich Road at the Bourne Rotary Connector. Signalization at that intersection is essential for UCT. I support the left turn lane and bike/ped improvements proposed for Route 6A (Sandwich Road) @ Cranberry Highway. I support the signalization and bike/ped access improvements at Route 130 @ Cotuit Road</p> <p>Re: P3 Alternatives Route 6 Exit 1C Relocation This is an important gateway intersection entering the town of Sandwich as you travel eastbound on 6A. When you get to the intersection of 6A/Tupper/130 you see community welcome signs and it is the selected location of a major installation of the "giants" (Herald Angels) during the winter season. Great care must be taken in the design approach to this intersection to honor its role as a gateway to our community. Please consult with our town boards on its design. I prefer the Alternative 2 -- 4 leg roundabout as I think it may present the best opportunity to design a positive, gateway experience for our town.</p> <p>Re: Bourne Rotary I support Alternative 1 -- signalized intersection at Sandwich Road is essential to support safe access to UCT, I prefer the scale of the road depicted in this Alternative. The roads in Alternative 2 appear over scale in our Cape Cod context.</p> <p>Re: New park and ride lot on Route 130 Exit 2 Please consult with host town on this placement. This is already a pretty congested area and we only just recently got it under control. Also, how would this lot be served? Would there be scheduled bus service? A lot of space could be freed up at the Sagamore lot if long-term parking were not tolerated. People park in prime spots for weeks at a time.</p> <p>Finally, my greatest concern as a resident is implementation. We can not afford to live in a regular state of gridlock as we currently do every time work needs to done on the bridge. Please remember that we live and work and go to school here and plan for this work accordingly. Thanks again for the opportunity to comment. Sincerely, Ellen Carlson</p>	<p>Thank you for your support. As any recommendations move forward into project development, there will be additional public involvement opportunities.</p> <p>Thank you for your support.</p> <p>Thank you for your support. As any recommendations move forward into project development, there will be additional public involvement opportunities, including coordination and communication with the Towns of Bourne and Sandwich.</p> <p>Thank you for your support</p> <p>As any recommendations move forward into project development, there will be additional coordination with the Town of Sandwich. It is assumed that a new park and ride lot would be served by bus service, and additional coordination would be necessary with local and regional bus providers as part of the project development process. Long-term parking is currently allowed at MassDOT park and ride lots unless otherwise posted on-site.</p> <p>MassDOT is committed to ensuring mitigation of impacts and disruptions during construction of its projects to the extent possible, and a traffic management plan would be developed for any projects that move forward into implementation.</p>

Date	Name: (First)	Name: (Last)	City or Town:	Comment:	MassDOT Response
6/20/2019	Kristy	Senatori	Barnstable	<p>Cape Cod Commission staff would like to thank the Massachusetts Department of Transportation (MassDOT) for its leadership in planning for mobility in the Cape Cod Canal area through the Cape Cod Canal Transportation Study. The project team, particularly project manager Ethan Britland, has been very open to listening to the concerns of the region and responding with a very in-depth analysis.</p> <p>Safe and reliable transportation connections over the Cape Cod Canal are vital to the long-term vitality of the Cape Cod region and its people. Delays and poor travel time reliability hurt residents, businesses, and visitors through lost time, missed appointments, aggravation, pollution from auto emissions, and lead to a public perception that Cape Cod should be avoided because of traffic problems. These impacts and perceptions lead businesses to choose not to locate on Cape Cod and visitors to choose another travel destination. The overall impacts on the Cape's economy, while tough to quantify, is undeniable.</p> <p>The recommendation of the MassDOT study, coupled with the finding that will come out of the United States Army Corps of Engineers Cape Cod Canal Bridges Major Rehabilitation Evaluation Study, will set the course for the future of the Canal area and the entire region.</p> <p>Commission staff suggests that the MassDOT Cape Cod Canal Transportation Study Draft Report represents a comprehensive, multimodal analysis of transportation challenges in the Cape Cod Canal area. The traffic analysis and travel demand modeling take an in-depth look at the current and future transportation challenges in the region. The alternatives screening and evaluation processes are well-documented. The public process associated with the plan development was robust and allowed for open public dialog about the plan.</p>	<p>Thank you for your support and feedback.</p>
				<p>Commission staff offer the following additional comments on the plan: The importance of continued coordination with the United States Army Corps of Engineers cannot be overstated. A comprehensive solution to the transportation challenges in the region can only be achieved if all parties effectively coordinate.</p>	<p>MassDOT will continue to work closely and collaboratively with our federal partners such as the USACE to ensure that both the bridges and adjacent infrastructure provide safe, efficient and multimodal mobility for the long-term, while also minimizing impacts to private right-of-way, environmental, cultural, and social resources.</p>
				<p>Commission staff would encourage an expanded discussion on the potential for expanded public transportation options with specific recommendations on additional investments to support bus, rail, and ferry transportation options. Effectively utilizing all available modes of transportation presents the best long-term solution for the region.</p>	<p>MassDOT supports potential expanded public transportation options, and suggests that the Cape Cod Metropolitan Planning Organization's Regional Transportation Plan is the appropriate forum to advance this type of region-wide discussion.</p>
				<p>Commission staff have been encouraged to see improvements proposed through the Transportation Improvement Program to address the significant safety issues on Route 6 (Scenic Highway) between the Bourne and Sagamore Bridges. Staff would encourage additional discussion of this segment of roadway in the plan with a recommendation for the installation of a raised median where one does not exist.</p>	<p>We will forward your request to MassDOT's District 5 office for more detailed discussions.</p>
				<p>Commission staff suggest a review of Figures ES-6, 2-21, 2-22, 2-29, 2-30, 2-37, 4-36 and 4-37 for clarity and completeness of information.</p>	<p>The figures noted have been reviewed and revised, where applicable.</p>
				<p>As recommended projects move into more advanced design phases Commission staff look forward to the opportunity to provide more detailed feedback. Commission staff look forward to working with MassDOT to advance, with additional public dialog, the recommendations of the plan that are in the best interest of the region.</p> <p>Best Regards, Kristy Senatori Executive Director Cape Cod Commission</p>	<p>As any recommendations move forward into project development, there will be additional public involvement opportunities. And we look forward to working with our local and regional partners on these very important recommendations.</p>

Date	Name: (First)	Name: (Last)	City or Town:	Comment:	MassDOT Response
6/20/2019	Steven	Tupper	Barnstable	<p>I am writing to you on behalf of the Cape Cod Joint Transportation Committee (CCJTC), which includes representation from the fifteen towns of Barnstable County. The CCJTC thanks MassDOT for efforts in preparing the Cape Cod Canal Transportation Study draft report and looks forward to the implementation of solutions that improve the transportation system that serves the region.</p> <p>As much-needed, large-scale transportation improvements are considered in the Cape Cod Canal area, CCJTC would like to encourage MassDOT and other involved agencies to develop and implement a robust Traffic Management Plan (TMP). The TMP should acknowledge the regional impacts of construction activities and be sensitive of impacts to local trips within the towns of Bourne and Sandwich.</p> <p>The TMP should follow industry best practices including innovative construction contracts, active traffic control plans, dynamic public information dissemination. Construction contracts should incentivize contractors to safely complete the project while minimizing the duration and magnitude of traffic impacts. Traffic control plans should anticipate network-wide impacts and be adaptable to unique traffic patterns on Cape Cod. Non-single-vehicle transportation options over the Canal, such as bus and rail, should be expanded upon during construction to minimize congestion. Finally, public information dissemination should be done in a comprehensive manner that allows the travelling public to plan accordingly for anticipated disruptions.</p> <p>The CCJTC looks forward to working with MassDOT and other agencies on the implementation of the recommendation in this plan.</p> <p>Best Regards, Steven Tupper Transportation Program Manager, Cape Cod Commission On behalf of the Cape Cod Joint Transportation Committee</p>	<p>Thank you for your support.</p> <p>MassDOT is committed to ensuring mitigation of impacts and disruptions during construction of its projects to the extent possible, and a traffic management plan would be developed for any projects that move forward into implementation. This would include potential expansion of non-single-occupant-vehicle modes such as bus and rail, as well as a robust public information system.</p> <p>We look forward to working with our local and regional partners on these very important recommendations.</p>
6/20/2019	Stephen	Buckley	Chatham	<p>Dear Mr. Britland,</p> <p>Please see my comment below for the Draft Cape Cod Canal Study.</p> <p>I realize that this may appear in a public document. Please do not redact any portion of it.</p> <p>vr, Stephen Buckley OpenChatham.com sbuckley714 (at) gmail.com P: 508-348-9090</p> <p>-----</p> <p>OpenChatham (@OpenChatham) tweeted at 0:02 PM on Thu, Jun 20, 2019:</p> <p>I can't find the public notice of "Request for Comment" (due 6/20), so I'm posting mine here:</p> <p>Quality review of the Draft Study's recommendations is impossible because estimated Peak Traffic flow for a new Bourne Bridge (3x wider) is given, but *not* for a new Sagamore Bridge!</p> <p>https://twitter.com/OpenChatham/status/1141737973840564224?s=03</p>	<p>Thank you for your feedback. Projected volumes for all of the alternatives developed and analyzed as part of the study will be provided in the appendices.</p>

Date	Name: (First)	Name: (Last)	City or Town:	Comment:	MassDOT Response
6/26/2019	Julian	Suso	Falmouth	<p>The Town of Falmouth has carefully considered the elements of MassDOT's Cape Cod Canal Transportation Study. I am writing to confirm that at their regular business meeting of Monday, June 24th the Falmouth Board of Selectmen voted to submit this letter of support for the proposed improvements as outlined under the Case 3-A scenario. In the interest of public safety, it is further suggested that MassDOT closely collaborate with the US Army Corps of Engineers to jointly facilitate the replacement of both canal highway bridges in concert with the proposed improvements as expeditiously as possible. Thank you for the opportunity to provide a public response on behalf of the Town of Falmouth regarding this critically important transportation planning element.</p>	<p>Thank you for your feedback. MassDOT recognizes the importance of this vital transportation infrastructure to Cape Cod, the islands of Nantucket and Martha's Vineyard, and the Commonwealth. As you know, the Bourne and Sagamore Bridges are under the jurisdiction of the U.S. Army Corps of Engineers (USACE), which is currently conducting a study that will decide whether to replace its bridges or undertake major rehabilitation instead.</p> <p>MassDOT will continue to work closely and collaboratively with our federal partners to ensure that both the bridges and adjacent infrastructure provide safe, efficient and multimodal mobility for the long-term, while also minimizing impacts to private right-of-way, environmental, cultural, and social resources.</p>