

1 Project Overview

1.1 Regional Overview

Bicycling and walking has enjoyed great popularity on Cape Cod as an access mode to beaches (where parking demand exceeds capacity and parking costs are high), for short trips between village centers, commutation to work, and for recreational enjoyment. In addition, favorable topography and climate, coupled with the influx of tourists, summer residents, seasonal migrant and service workers (many without the availability of an automobile), provide a great demand for bicycle and pedestrian improvements.



**Figure 1: Cape Cod Rail Trail
Main Street Crossing**

With the construction and opening of the Cape Cod Rail Trail (CCRT) in the mid-1970s and subsequent trail extensions, the most recent being in 1995 from Eastham to South Wellfleet, there have been continued discussions and plans for extending the bike network on the Cape, particularly in Orleans.

1.2 Local Perspective

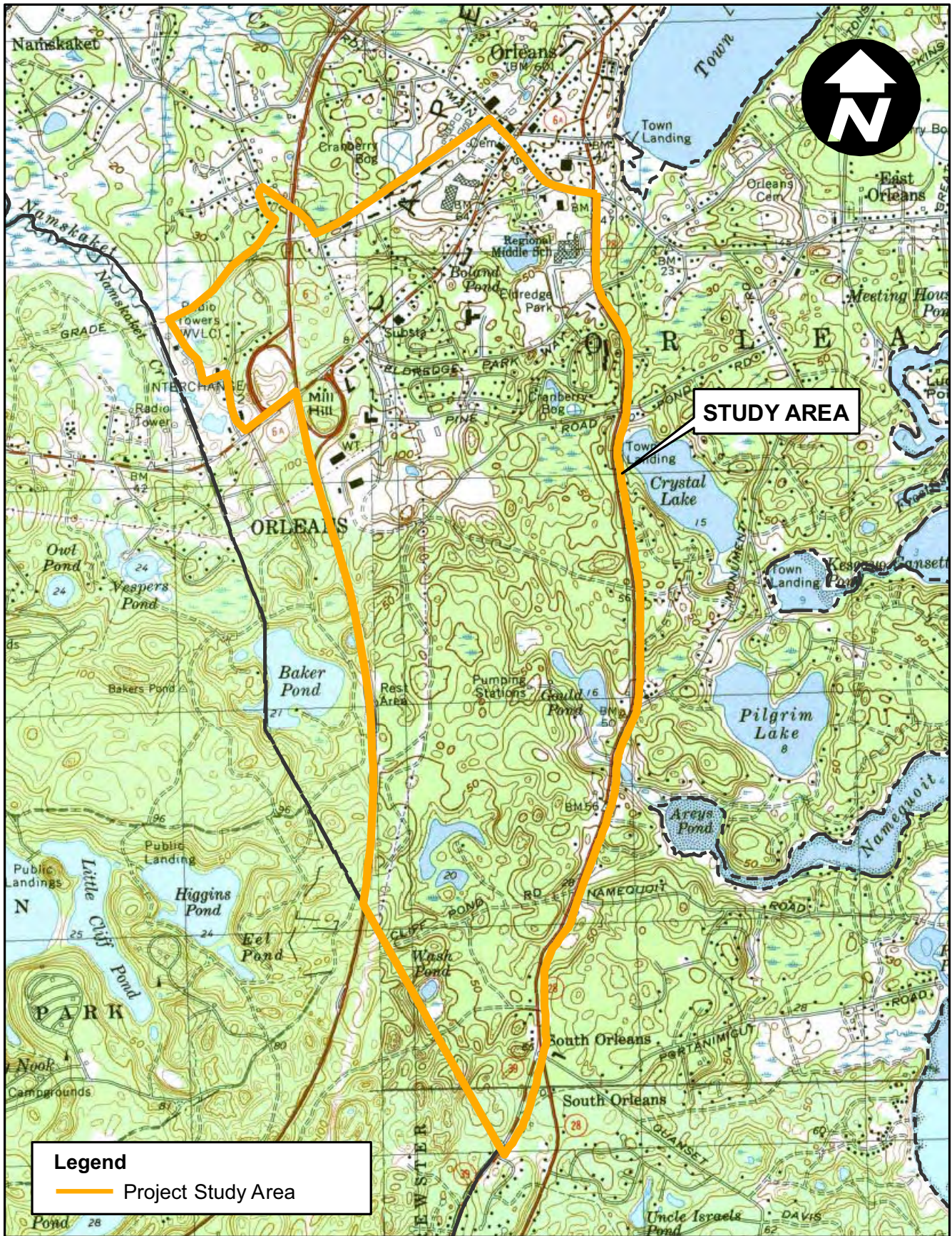
The Orleans Bike and Walkways Committee, as charged by the Orleans Comprehensive Plan, is seeking to link South Orleans to the Orleans Village Center via a proposed trail. South Orleans is currently the only part of the Town that does not have any bicycle/pedestrian or recreation facilities and is completely dependent upon motorized travel to reach the Town center. Town survey data, the Orleans Comprehensive Plan, and the Committee all support the creation of a trail to connect these two areas.



Figure 2: Village Green in Orleans Center

The South Orleans to Orleans Trail is proposed to begin near the intersection of Routes 28/39 in South Orleans and travel north to connect to Orleans Village Center. There are several possible alignment options including the Route 28 (South Orleans Road) layout, the Town of Orleans Watershed property, and adjacent Town owned parcels. The study area for this study is shown on Figure 3.

The recommended alignment should provide access to key roads such as Monument Road, Arey's Pond Road, Namequoit Road, and Quanset Road, to the extent feasible. The facility should also facilitate a future connection to one or more of the adjacent towns of Chatham, Brewster, and Harwich.



Orleans USGS Quad

0 1,000 2,000 Feet
 Scale:

Figure 3: Study Area Locus Map
 South Orleans to Orleans Trail Study
 Intersection of Routes 28/39 to Main Street
 Orleans, Massachusetts

1.3 Project Goals & Objectives

The overall project goal is to develop a bicycle and pedestrian facility that would accommodate a variety of users and skill levels for transportation and recreational purposes along a north/south corridor that parallels Route 28 (South Orleans Road). More specifically, the objectives of this project are as follows:

Improve the safety and mobility of non-motorized travel between the two villages, residential areas, places of employment, recreational facilities, conservation areas, and other points of interest.

- Encourage alternative means of mobility for residents, workers and visitors.
- Provide additional recreation options for residents and visitors.
- Provide connections to existing and planned trail facilities.



Figure 4: Pedestrian Using Shoulder Along Route 28



Figure 5: Bicyclist Sharing Travel Lane Along Lots Hollow Road

The Committee believes it is timely, appropriate, and necessary to identify a recommended alternative that will accomplish these objectives and have the trail constructed in the near term.

1.4 Study Purpose

The purpose of this study was to evaluate the feasibility of various trail facility alternatives and identify a recommended alternative, or combination of alternatives, that can be presented to the Town of Orleans for consideration. This study documents the decision-making process leading to the recommended alternative(s). This process included an evaluation of:

- Existing conditions
- Potential environmental impacts
- Key design and constructability related issues
- Construction cost estimates
- Potential funding mechanisms
- Phased approach to completing the project

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Implementation of the recommendations set forth within the study will require additional coordination between the Committee, town departments, boards and committees and residents. The information presented will also form the basis for future funding applications.