

Appendix E – Evaluation Matrices

General Performance Measures

**TABLE E-1
Comparison of Alignment Alternatives in Section 1
South Orleans Village to Watershed Limit
General Performance Measures**

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 1A: Route 28 Corridor</p> <p>A facility along the Route 28 corridor.</p> <p>Two options considered:</p> <ul style="list-style-type: none"> Shared use trail or sidewalk separated from motor vehicle traffic. Widening Route 28 to accommodate bike lanes. 	<p>HIGH</p> <p>All facility options would accommodate bikes.</p> <p>Town bylaws allow bikes on sidewalks except in village areas.</p>	<p>MODERATE</p> <p>Shared use trail or sidewalk would accommodate pedestrians.</p>	<p>HIGH</p> <p>Connects to residential neighborhoods and open space parcels on intersecting roadways.</p>	<p>HIGH</p> <p>Direct route between South Orleans and points north.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>MODERATE</p> <p>Depends on facility type.</p> <p>Separated facility attracts a wider range of users.</p> <p>Bike lanes suitable for more experienced cyclists.</p>	<p>LOW</p> <p>Requires MassHighway approval, ROW acquisition, roadside impacts and environmental permitting.</p>	<p>MODERATE</p> <p>Roadside or in-road facility in a highly visible location.</p> <p>Concerns about proximity to motor vehicle traffic.</p>	<p>OPPORTUNITIES:</p> <p>Would improve bike and/or pedestrian access and safety along the heavily used Route 28 corridor.</p> <p>Highly visible location.</p> <p>CONSTRAINTS:</p> <p>Limited flexibility within State Highway layout.</p> <p>Roadside location is not as desirable as other alignments.</p>
<p>Alternative 1B: Eastern Watershed Trail</p> <p>A shared use or greenway trail along the eastern perimeter of the watershed.</p> <p>Enters the watershed via the southern service road.</p>	<p>LOW</p> <p>Watershed use limited to passive recreation in the form of walking jogging, and cross country skiing.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>MODERATE</p> <p>Minimal access opportunities to/from residential areas along Route 28.</p> <p>ADA accessibility issues due to terrain.</p>	<p>HIGH</p> <p>Parallels Route 28 between South Orleans and points north.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>MODERATE</p> <p>Separated from motor vehicle traffic.</p> <p>Travels through scenic, natural areas.</p>	<p>LOW</p> <p>Subject to Town Board approval.</p> <p>Requires blazing new trail through wooded area.</p> <p>Abutting homeowners could raise concerns.</p>	<p>LOW</p> <p>Remote location.</p> <p>Minimal access opportunities to/from residential areas along Route 28.</p>	<p>OPPORTUNITIES:</p> <p>Scenic, natural trail along watershed perimeter.</p> <p>CONSTRAINTS:</p> <p>Requires blazing new trail through wooded area.</p> <p>Minimal Route 28 access opportunities.</p> <p>Remote location could lead to personal security concerns.</p>

TABLE E-1 (Cont'd)
Comparison of Alignment Alternatives in Section 1
South Orleans Village to Watershed Limit
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Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
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<p>Alternative 1C: Route 6 Trail</p> <p>A shared use or greenway trail along the Route 6 layout adjacent to the watershed property.</p> <p>Requires connection through watershed to reach Route 6 layout.</p>	<p>MODERATE</p> <p>Watershed use limited to passive recreation.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>LOW</p> <p>Does not provide cross connections to/from residential areas along Route 28.</p>	<p>MODERATE</p> <p>Parallels Route 28 between South Orleans and points north.</p> <p>Requires east-west diversion through watershed to access Route 6 layout.</p>	<p>LOW</p> <p>Requires shared use trail and on-road connection through watershed to Route 6 layout.</p>	<p>LOW</p> <p>Separated from motor vehicle traffic but still subject to noise from Route 6.</p>	<p>LOW</p> <p>Need to blaze new trail through wooded area.</p> <p>Requires approval from MassHighway.</p>	<p>LOW</p> <p>Remote location.</p>	<p>OPPORTUNITIES:</p> <p>Trail mainline located parallel to but outside watershed.</p> <p>CONSTRAINTS:</p> <p>Requires blazing new trail through wooded area.</p> <p>Does not connect to residential areas along Route 28.</p> <p>Remote location could lead to personal security concerns.</p>
<p>Alternative 1D: Power Line Trail</p> <p>A shared use or greenway trail along the overhead utility corridor within the watershed property.</p>	<p>LOW</p> <p>Watershed use limited to passive recreation.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>LOW</p> <p>Does not provide access to/from residential areas along Route 28.</p> <p>ADA accessibility issues due to terrain.</p>	<p>MODERATE</p> <p>Parallels Route 28 between South Orleans and points north.</p> <p>Requires east-west diversion through watershed to access Route 6 layout.</p>	<p>LOW</p> <p>Requires shared use trail and on-road connection through watershed to Route 6 layout.</p>	<p>LOW</p> <p>Follows cleared corridor with overhead power lines.</p>	<p>MODERATE</p> <p>Follows existing utility corridor.</p> <p>Requires coordination with NStar.</p>	<p>LOW</p> <p>Remote location.</p> <p>Prone to illegal ATV access.</p>	<p>OPPORTUNITIES:</p> <p>Located in an already disturbed area within the watershed.</p> <p>CONSTRAINTS:</p> <p>Does not connect to residential areas along Route 28.</p> <p>Remote location could lead to personal security concerns.</p> <p>Prone to illegal ATV access.</p>

TABLE E-1 (Cont'd)
Comparison of Alignment Alternatives in Section 1
South Orleans Village to Watershed Limit
General Performance Measures

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 1E: Windmill Trail</p> <p>A shared use or greenway trail that travels past the proposed wind power site.</p> <p>Enters watershed property through the southern service road.</p>	<p>LOW</p> <p>Watershed use limited to passive recreation.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>MODERATE</p> <p>Minimal access opportunities to/from residential areas along Route 28.</p> <p>ADA accessibility issues due to terrain.</p>	<p>MODERATE</p> <p>Curvilinear alignment through center of watershed property.</p> <p>Depends on origin and desired destination.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>HIGH</p> <p>Separated from motor vehicle traffic with exception of watershed maintenance vehicles.</p> <p>Travels through natural areas.</p> <p>Opportunities for interpretive exhibits.</p>	<p>MODERATE</p> <p>Follows existing fire and service roads along majority of alignment.</p> <p>ADA accessibility issues.</p>	<p>LOW</p> <p>Remote location.</p>	<p>OPPORTUNITIES:</p> <p>Follows existing fire and service roads along majority of alignment.</p> <p>CONSTRAINTS:</p> <p>Minimal Route 28 access opportunities.</p> <p>Remote location could lead to personal security concerns.</p>
<p>Alternative 1F: Pond Trail</p> <p>A shared use or greenway trail that follows an existing hiking trail along the perimeter of Gould Pond before connecting to the northern fire access road.</p> <p>Enters watershed property through the service road near Monument Road.</p>	<p>LOW</p> <p>Watershed use limited to passive recreation.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>MODERATE</p> <p>Minimal access opportunities to/from residential areas along Route 28.</p> <p>ADA accessibility issues due to terrain.</p>	<p>MODERATE</p> <p>Depends on origin and desired destination.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>HIGH</p> <p>Separated from motor vehicle traffic.</p> <p>Travels through scenic, natural areas.</p> <p>Opportunities for interpretive exhibits.</p>	<p>LOW</p> <p>Follows existing hiking trail.</p> <p>ADA accessibility issues.</p> <p>Travels through sensitive environmental area.</p>	<p>LOW</p> <p>Remote location.</p>	<p>OPPORTUNITIES:</p> <p>Follows existing hiking trail through scenic, natural areas.</p> <p>CONSTRAINTS:</p> <p>Need to minimize impacts to natural resources.</p> <p>Minimal Route 28 access opportunities.</p> <p>Remote location could lead to personal security concerns.</p>
<p>Alternative 1G: Northern Fire Road Trail</p> <p>A shared use or greenway trail that runs along the northern fire access road accessible from Route 28.</p>	<p>LOW</p> <p>Watershed use limited to passive recreation.</p> <p>Could accommodate bikes if policy amended.</p>	<p>HIGH</p> <p>Shared use or greenway trail would accommodate pedestrians.</p>	<p>HIGH</p> <p>Accessible from all alternatives.</p>	<p>HIGH</p> <p>Direct east-west connection from all alternatives.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>MODERATE</p> <p>Separated from motor vehicle traffic.</p> <p>Existing cleared corridor through natural areas.</p>	<p>HIGH</p> <p>Follows existing fire road in an already disturbed section of watershed.</p>	<p>MODERATE</p> <p>Less remote than other alternatives.</p> <p>Prone to illegal ATV access.</p>	<p>OPPORTUNITIES:</p> <p>Follows existing fire road in an already disturbed section of watershed.</p> <p>Accessible from all alternatives.</p> <p>CONSTRAINTS:</p> <p>Prone to illegal ATV access.</p>

**TABLE E-2
Comparison of Alignment Alternatives in Section 2
Watershed Limit to Eldredge Park Way
General Performance Measures**

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 2A: Route 28 Corridor</p> <p>A facility along the Route 28 corridor.</p> <p>Two options considered:</p> <ul style="list-style-type: none"> Shared use trail or sidewalk separated from motor vehicle traffic. Widening Route 28 to accommodate bike lanes. 	<p>HIGH</p> <p>All facility options would accommodate bikes.</p> <p>Town bylaws allow bikes on sidewalks except in village areas.</p>	<p>MODERATE</p> <p>Shared use trail or sidewalk would accommodate pedestrians.</p>	<p>HIGH</p> <p>Connects to residential neighborhoods on intersecting roadways.</p>	<p>HIGH</p> <p>Direct route between South Orleans and points north.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>MODERATE</p> <p>Depends on facility type.</p> <p>Separated facility attracts a wider range of users.</p> <p>Bike lanes suitable for more experienced cyclists.</p>	<p>LOW</p> <p>Requires MassHighway approval, ROW acquisition, roadside impacts and environmental permitting.</p> <p>Signal upgrades required at Route 28 / Eldredge Park Way intersection.</p>	<p>MODERATE</p> <p>Roadside or in-road facility in a highly visible location.</p> <p>Concerns about proximity to motor vehicle traffic.</p>	<p>OPPORTUNITIES:</p> <p>Would improve bike and/or pedestrian access and safety along the heavily used Route 28 corridor.</p> <p>Highly visible location.</p> <p>CONSTRAINTS:</p> <p>Limited flexibility within State Highway layout.</p>
<p>Alternative 2B: Giddiah Hill Road to Marston's Way</p> <p>A bike route from the end of Giddiah Hill Road north along local roadways to Eldredge Park Way.</p>	<p>MODERATE</p> <p>Bicycles share roadway with motor vehicles.</p>	<p>LOW</p> <p>Pedestrians must walk alongside local roadways.</p>	<p>LOW</p> <p>Connection through industrial area not suitable for users of all ages/levels.</p> <p>Connects to residential neighborhoods.</p> <p>8% rise along Kettle Pond Way.</p>	<p>HIGH</p> <p>Direct route from watershed property to Eldredge Park Way near school campuses.</p>	<p>HIGH</p> <p>Bike route along entire alternative.</p>	<p>LOW</p> <p>Bike route suitable for more experienced cyclists.</p> <p>Brings users through congested industrial area.</p>	<p>HIGH</p> <p>Improvements limited to signage and pavement markings.</p>	<p>LOW</p> <p>Brings users through a congested industrial area and difficult intersection at Finlay Road / Giddiah Hill Road / Kettle Pond Way Road.</p> <p>Bike route not suitable for all ages/levels.</p>	<p>OPPORTUNITIES:</p> <p>Brings users to existing crosswalk at school campus and Eldredge Park.</p> <p>CONSTRAINTS:</p> <p>Bike route not suitable for all ages/levels.</p> <p>Brings users through difficult intersection.</p> <p>Increases bike/ped use through residential neighborhood.</p>
<p>Alternative 2C: O'Connor Way to Lots Hollow Road</p> <p>A bike route from the end of O'Connor Way north along Lots Hollow Road to Eldredge Park Way.</p> <p>Potential to construct sidewalk along one side of each roadway.</p>	<p>MODERATE</p> <p>Bicyclists share roadway with motor vehicles</p> <p>Bike route not suitable for all ages/levels.</p> <p>Town bylaws allow bikes on sidewalks except in village areas.</p>	<p>HIGH</p> <p>Sidewalk would accommodate pedestrians.</p>	<p>LOW</p> <p>Does not connect to residential neighborhoods.</p>	<p>MODERATE</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center area.</p>	<p>MODERATE</p> <p>Bike route along entire alternative.</p> <p>Proposed sidewalk only through industrial portion.</p>	<p>LOW</p> <p>Brings users through industrial area.</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center area.</p>	<p>MODERATE</p> <p>Requires MassHighway approval at Skaket Corners.</p> <p>ROW and roadside impacts anticipated as a result of sidewalk construction.</p>	<p>LOW</p> <p>Brings users through an industrial area and difficult intersection at Eldredge Park Way.</p>	<p>OPPORTUNITIES:</p> <p>Direct connection from skating rink to Eldredge Park Way.</p> <p>CONSTRAINTS:</p> <p>Brings users to difficult intersection at Eldredge Park Way.</p> <p>Does not connect to residential neighborhoods.</p> <p>MassHighway approval.</p>

TABLE E-2 (Cont'd)
Comparison of Alignment Alternatives in Section 2
Watershed Limit to Eldredge Park Way
General Performance Measures

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 2D: O'Connor Way to Nickerson Road</p> <p>A bike route from the end of O'Connor Way, along Lots Hollow, Finlay and Nickerson Road.</p> <p>Requires conversion of Nickerson Road into a two-way roadway at Finlay Road.</p> <p>Potential to construct sidewalk along one side of each roadway to Nickerson Road.</p>	<p>MODERATE</p> <p>Bicyclists share roadway with motor vehicles.</p> <p>Not suitable for all ages/levels.</p>	<p>MODERATE</p> <p>Sidewalk segment would accommodate pedestrians through industrial area.</p> <p>Pedestrians must walk alongside local roadways through residential area.</p>	<p>MODERATE</p> <p>Connects to residential neighborhoods.</p> <p>6-7% rise along Nickerson Road.</p>	<p>MODERATE</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center area.</p>	<p>MODERATE</p> <p>Bike route along entire alternative.</p> <p>Proposed sidewalk only through industrial portion.</p>	<p>MODERATE</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center area.</p> <p>Facility split between busy and low volume roadways.</p>	<p>MODERATE</p> <p>ROW and roadside impacts anticipated as a result of sidewalk construction.</p>	<p>LOW</p> <p>Brings users though an industrial area and difficult intersection at proposed midblock crossing at Nickerson Road.</p>	<p>OPPORTUNITIES:</p> <p>Brings users to existing crosswalk at Eldredge Park Way at which point they can travel towards Cape Cod Rail Trail (West Road) or Orleans Center area.</p> <p>CONSTRAINTS:</p> <p>Requires conversion of Nickerson Road into a two-way roadway at Finlay Road.</p> <p>Increases bike/ped use through residential neighborhood.</p>
<p>Alternative 2E: O'Connor Way to Marston's Way</p> <p>A bike route from the end of O'Connor Way along local roadways to Eldredge Park Way.</p> <p>Retains Nickerson Road as one-way outlet to Finlay Road.</p> <p>Potential to construct sidewalk along one side of each roadway to Kettle Pond Way.</p>	<p>MODERATE</p> <p>Bicyclists share roadway with motor vehicles.</p> <p>Not suitable for all ages/levels.</p>	<p>MODERATE</p> <p>Sidewalk segment would accommodate pedestrians through industrial area.</p> <p>Pedestrians must walk alongside local roadways through residential area.</p>	<p>MODERATE</p> <p>Connects to residential neighborhoods.</p> <p>8% rise along Kettle Pond Way.</p>	<p>MODERATE</p> <p>Connection from watershed property to Eldredge Park Way near school campuses.</p>	<p>MODERATE</p> <p>Bike route along entire alternative.</p> <p>Proposed sidewalk only through industrial portion.</p>	<p>MODERATE</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center area.</p> <p>Facility split between busy and low volume roadways.</p>	<p>MODERATE</p> <p>ROW and roadside impacts anticipated as a result of sidewalk construction.</p>	<p>LOW</p> <p>Brings users though a congested industrial area and difficult intersection at Finlay Road / Giddiah Hill Road / Kettle Pond Way Road.</p>	<p>OPPORTUNITIES:</p> <p>Brings users to existing crosswalk at school campus and Eldredge Park.</p> <p>CONSTRAINTS:</p> <p>Brings users through difficult intersection at Finlay Road / Giddiah Hill Road / Kettle Pond Way.</p> <p>Increases bike/ped use through residential neighborhood.</p>

**TABLE E-3
Comparison of Alignment Alternatives in Section 3
Eldredge Park Way to Orleans Center
General Performance Measures**

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 3A: Route 28 Corridor</p> <p>A facility along the Route 28 corridor.</p> <p>Two options considered:</p> <ul style="list-style-type: none"> Sidewalk separated from motor vehicle traffic. Widening Route 28 to accommodate bike lanes. <p>Connects to the Main Street area near the Snow Library and Village Green.</p>	<p>MODERATE</p> <p>Bike lanes not suitable for all ages/levels.</p>	<p>MODERATE</p> <p>Existing or improved sidewalk would accommodate pedestrians.</p>	<p>MODERATE</p> <p>Provides good access between Eldredge Park Way and Main Street.</p> <p>Does not improve access to town facilities in between.</p>	<p>HIGH</p> <p>Shortest route from Eldredge Park Way to Main Street.</p>	<p>LOW</p> <p>Potential to create a consistent facility type through this section.</p>	<p>MODERATE</p> <p>Separated facility attracts a wider range of users.</p> <p>Does not connect to tennis courts, track/fields, skateboard park or public restrooms.</p>	<p>LOW</p> <p>Any improvements along this segment require MassHighway approval, ROW acquisition, and roadside impacts.</p> <p>Signal upgrades required at Route 28 / Eldredge Park Way intersection.</p>	<p>MODERATE</p> <p>Roadside or in-road facility in a highly visible location.</p> <p>Concerns about proximity to motor vehicle traffic.</p>	<p>OPPORTUNITIES:</p> <p>Would improve bike and/or pedestrian access and safety along the heavily used Route 28 corridor.</p> <p>Highly visible location.</p> <p>CONSTRAINTS:</p> <p>Limited flexibility within State Highway layout.</p> <p>Roadside location is not as desirable as other alignments.</p>
<p>Alternative 3B: Middle School Campus</p> <p>A sidewalk through the Middle School campus.</p> <p>Connects to the Main Street area via connection through the Village Green.</p>	<p>HIGH</p> <p>Separates bicyclists from motor vehicle traffic.</p>	<p>HIGH</p> <p>Shared use trail would accommodate pedestrians.</p>	<p>HIGH</p> <p>Provides good access to all town facilities in this area.</p>	<p>HIGH</p> <p>Direct route from Eldredge Park Way to Main Street.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>HIGH</p> <p>Connects to key Town facilities.</p> <p>Public restrooms and parking for users (during summer).</p>	<p>MODERATE</p> <p>Located entirely on Town property.</p> <p>Requires input and approval from school.</p>	<p>HIGH</p> <p>Located in a well-used public space.</p>	<p>OPPORTUNITIES:</p> <p>Provides a safe route through the school property.</p> <p>CONSTRAINTS:</p> <p>Requires input and approval from school.</p>
<p>Alternative 3C: Elementary to Middle School Campus</p> <p>A shared use trail along Eldredge Park Way and through the Elementary and Middle School campuses.</p> <p>Connects to the Main Street area via connection through the Village Green or along the rear of Snow Library.</p>	<p>HIGH</p> <p>Separates bicyclists from motor vehicle traffic.</p>	<p>HIGH</p> <p>Shared use trail would accommodate pedestrians.</p>	<p>HIGH</p> <p>Provides good access to all town facilities in this area.</p>	<p>LOW</p> <p>Circuititous route around field perimeter.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>HIGH</p> <p>Connects to key Town facilities.</p> <p>Public restrooms and parking for users (during summer).</p>	<p>MODERATE</p> <p>Located entirely on Town property.</p> <p>Requires input and approval from school.</p>	<p>MODERATE</p> <p>Located in a well-used public space.</p> <p>Connection between schools is located in a wooded area on outskirts of property.</p> <p>Safety concern related to potential conflicts between field activities and trail use (i.e. fly balls)</p>	<p>OPPORTUNITIES:</p> <p>Provides improved elementary school access to the Snow Library.</p> <p>CONSTRAINTS:</p> <p>Requires input and approval from school.</p> <p>Need to deter students from gathering in the wooded area between the two campuses.</p>

TABLE E-3 (Cont'd)
Comparison of Alignment Alternatives in Section 3
Eldredge Park Way to Orleans Center
General Performance Measures

Alignment Description	Bicycle Connections	Pedestrian Connections	Performance Measures						Comments
			Accessibility	Directness	Consistency	Route Attractiveness	Ease of Implementation	Safety/Security	
<p>Alternative 3D: Eldredge Park Way to West Road</p> <p>A bike route along Eldredge Park Way and West Road to connect to the Cape Cod Rail Trail.</p> <p>Pedestrians would use the existing sidewalk along these local roadways.</p>	<p>MODERATE</p> <p>Town bylaws allow bikes on sidewalks except in village areas.</p> <p>More experienced bicyclists to share roadway with motor vehicles.</p>	<p>MODERATE</p> <p>Existing sidewalk would accommodate pedestrians.</p>	<p>HIGH</p> <p>Accessible from all alternatives.</p>	<p>MODERATE</p> <p>Depends on whether user is trying to reach Cape Cod Rail Trail or Orleans Center.</p>	<p>HIGH</p> <p>Potential to create a consistent facility type through this section.</p>	<p>HIGH</p> <p>Attractive to pedestrians or experienced bicyclists wishing to bypass Orleans Center to reach the Cape Cod Rail Trail.</p>	<p>HIGH</p> <p>Improvements limited to signage and pavement markings.</p>	<p>MODERATE</p> <p>Roadside or in-road facility in a highly visible location.</p> <p>Brings users through the busy Route 6A signalized intersection.</p>	<p>OPPORTUNITIES:</p> <p>Bypasses the busy section of Orleans Center.</p> <p>Improvements easy to implement.</p> <p>CONSTRAINTS:</p> <p>Does not connect to the Main Street area near the Snow Library and Village Green.</p>