

Table of Contents

<u>Section</u>	<u>Page</u>
1. INTRODUCTION	1-1
<u>1.1 BACKGROUND</u>	1-2
<u>1.2 PLAN FRAMEWORK</u>	1-3
<u>1.3 PLANNING EFFORTS AND SUCCESS TO DATE</u>	1-3
2. EXISTING CONDITIONS AND TRENDS	2-1
<u>2.1 AUTO TRAVEL - A HISTORICAL PERSPECTIVE</u>	2-1
2.1.1 Cape Cod Commuters	2-2
<u>2.2 DEVELOPMENT PATTERNS</u>	2-3
<u>2.3 LAND USE PLANNING</u>	2-3
<u>2.4 DEMOGRAPHICS</u>	2-3
<u>2.5 INCOME LEVELS</u>	2-5
<u>2.6 THE CAPE COD HOUSEHOLD TRANSPORTATION SURVEY</u>	2-5
2.6.1 Most Common Modes of Transportation	2-6
2.6.2 Frequent On-Cape Destinations and Trip Types	2-7
2.6.3 Public Transportation System Usage	2-7
2.6.4 Knowledge of Public Bus Stop Locations	2-8
2.6.5 Time of Day for Employment Trips	2-8
2.6.6 Suitability of Vehicle Available	2-8
2.6.7 Taxicab Service	2-8
2.6.8 Public Transportation Perceptions	2-8
2.6.9 Public Transportation Needs	2-9
3. EXISTING CAPE COD AND ISLANDS TRANSPORTATION SYSTEM	3-1
<u>3.1 OVERVIEW</u>	3-1

Table of Contents (cont'd)

<u>Section</u>	<u>Page</u>
<u>3.2 PUBLIC GROUND TRANSPORTATION ON CAPE COD AND THE ISLANDS</u>	3-2
3.2.1 Cape Cod Regional Transit Authority Routes and Services	3-2
3.2.1.1 <i>SeaLine Route</i>	3-2
3.2.1.2 <i>Hyannis to Orleans Route</i>	3-3
3.2.1.3 <i>Villager Route</i>	3-4
3.2.1.4 <i>CCRTA Summer 2000 Services</i>	3-5
3.2.1.5 <i>CCRTA Intelligent Transportation Systems</i>	3-6
3.2.1.6 <i>Demand Responsive Transportation</i>	3-6
3.2.1.7 <i>Hyannis Transportation Center</i>	3-9
3.2.1.8 <i>Nantucket Regional Transit Authority</i>	3-9
3.2.1.9 <i>Martha's Vineyard Transit Authority</i>	3-10
<u>3.3 PRIVATELY OPERATED BUS SERVICE</u>	3-11
3.3.1 Plymouth and Brockton Street Railway Company	3-11
3.3.2 Bonanza Bus Lines, Inc.	3-12
<u>3.4 RAIL TRANSPORTATION</u>	3-13
3.4.1 Cape Cod Central Railroad and Bay Colony Railroad Company	3-14
3.4.2 Passenger Rail to the Cape Proposals	3-14
<u>3.5 FERRIES</u>	3-16
3.5.1 Travel between the Mainland and Provincetown	3-16
3.5.2 Travel between the Cape and the Islands.....	3-17
3.5.3 Travel between Mainland and Island Points, and Island-to- Island Points.....	3-18

Table of Contents (cont'd)

<u>Section</u>	<u>Page</u>
<u>3.6 AIR TRANSPORTATION</u>	3-18
3.6.1 Barnstable Municipal Airport.....	3-19
3.6.2 Provincetown Airport.....	3-20
3.6.3 Nantucket Memorial Airport	3-20
3.6.4 Martha's Vineyard Airport.....	3-21
<u>3.7 BICYCLES</u>	3-21
4. FIVE-YEAR VISION AND PLAN 4-1	
<u>4.1 FIVE-YEAR VISION</u>	4-1
4.1.1 Adopting the Transit Summit Goals and Objectives	4-1
4.1.2 Making the Vision a Reality: Transportation Services in Five Years	4-2
4.1.2.1 Coordinating Service through Transportation Centers	4-2
4.1.2.2 Increasing Mobility and Capacity with ITS.....	4-3
4.1.2.3 Enabling Car-Free Travel.....	4-4
4.1.2.4 Raising Awareness.....	4-4
4.1.2.5 Mitigating Seasonal Car Traffic.....	4-4
4.1.2.6 Contributing to Human Services	4-5
4.1.3 Achieving Our Goals: Planning and Programming	4-5
<u>4.2 PUBLIC TRANSPORTATION SERVICE ISSUES</u>	4-6
4.2.1 CCRTA Public Transportation.....	4-6
4.2.2 Private Transportation Carriers	4-8
4.2.3 Transportation Centers.....	4-8
4.2.4 Ferries	4-9
4.2.5 Health and Human Services.....	4-9
<u>4.3 TRANSPORTATION IMPROVEMENTS AND COST ESTIMATES</u>	4-9

Table of Contents (cont'd)

<u>Section</u>	<u>Page</u>
4.3.1 Local Transit.....	4-11
4.3.1.1 <i>Fixed Route Sunday Service</i>	4-11
4.3.1.2 <i>Additional Fall and Winter Service on the Hyannis to Orleans Route</i>	4-12
4.3.1.3 <i>Bourne to Falmouth (New Service)</i>	4-12
4.3.1.4 <i>Bourne to Barnstable Village (New Service)</i>	4-12
4.3.1.5 <i>Orleans to Provincetown (New Service)</i>	4-12
4.3.1.6 <i>Whale Watch Shuttles (New Service)</i>	4-13
4.3.1.7 <i>Fleet Management Study</i>	4-14
4.3.1.8 <i>Satellite Parking Centers</i>	4-14
4.3.2 Inter-Regional Transit	4-15
4.3.3 Aviation	4-16
4.3.4 Travel Management	4-16
4.3.5 Facilities	4-17
4.3.5.1 <i>CCRTA Maintenance and Operations Facility</i>	4-17
4.3.5.2 <i>Local Transportation Centers</i>	4-18
4.3.6 Bicycles	4-18
4.3.7 Rail.....	4-20
4.3.8 Waterways	4-20
4.3.9 Human Services	4-21
4.3.10 Professional Development.....	4-22
<u>4.4 COORDINATION OF SERVICES</u>	4-23
4.4.1 Development of a Public/Private Transportation Coordination Council	4-23
4.4.2 Coordination between Island and Cape Transit Services..	4-24
4.4.3 Human Service Coordination	4-25
<u>4.5 TRANSPORTATION IMPROVEMENTS</u>	4-26
4.5.1 Near and Long-Term Cost Estimates	4-28

Table of Contents (cont'd)

<u>Section</u>	<u>Page</u>
5. THE MARKETING AND IMAGE OF TRANSPORTATION SERVICE ON CAPE COD 5-1	
<u>5.1 MARKETING - ITS IMPORTANCE</u>	5-1
5.1.1 Current Marketing Efforts of the CCRTA	5-1
<u>5.2 DEVELOPING AND IMPLEMENTING A MARKET PLAN</u>	5-3
<u>5.3 MARKET STRATEGIES</u>	5-4
<u>5.4 LISTING OF NEAR TERM, LOW COST MARKETING-ORIENTED IMPLEMENTATION ACTIONS</u>	5-6
6. PLANNING CONSIDERATIONS	6-1
<u>6.1 PERFORMANCE EVALUATIONS</u>	6-1
<u>6.2 STAFFING</u>	6-4
<u>6.3 COORDINATION OF STAKEHOLDERS</u>	6-4
<u>6.4 INSTITUTIONAL BACKDROP</u>	6-5
6.4.1 Current Structure	6-5
6.4.2 Funding Opportunities for Transportation Improvements on Cape Cod.....	6-8
6.4.2.1 Federal Funding.....	6-8
6.4.2.2 Discretionary Programs.....	6-8
6.4.2.3 State Funding.....	6-9
6.4.2.4 Forward Funding.....	6-9
6.4.2.5 Direct Income.....	6-10
6.4.2.6 Financing Opportunities.....	6-10
<u>6.5 PRIVATE/PUBLIC SERVICE DELIVERY INNOVATIONS</u>	6-11
7. NEXT STEPS 7-1	
<u>7.1 KEYS TO SUCCESS</u>	7-1

7.2 DEVELOPMENT OF A LONG RANGE CAPE COD PUBLIC
TRANSPORTATION PLAN.....7-1

APPENDIX A:

**SUMMARY OF ISSUES AND COSTS ASSOCIATED WITH RAIL
SERVICE FOR CAPE COD**