

BEACH SHUTTLE CONCEPTUAL MODEL

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Cape Cod Commission

BREWSTER COMMUNITY NETWORK FORUM | AUGUST 1, 2019



CAPE COD
COMMISSION

PRESENTATION OUTLINE

Project Scope

Background/Data

Conceptual Model

Questions



Map not drawn to scale.

CAPE COD BAY



Beach Buggy
Wheelchair
Available
508-896-2737

Crosby Landing
BEACH

Linnell Landing
BEACH

Ellis Landing
BEACH

Paine's Creek
BEACH

Mant's Landing
BEACH

Saint's Landing
BEACH

Breakwater
BEACH

TO PROVINCETOWN



Drummer Boy Park



508-896-3500
Information
Center at
Town Hall

Post
Office

NICKERSON STATE PARK

↑ ORLEANS

TO BOSTON

Route 6A (Main St.)

Route 6A (Main St.)

to exit 12
Rte. 6

Stony Brook Rd.

Route 6A (Main St.)

Route 137

Sachem Rd.

Flax Pond



Cliff Pond

Little Cliff Pond

Higgins Pond

Mill Pond



Transfer Station

Griffith's Pond

Schoolhouse Pond

Police Station

Sheep Pond

Villages Drive

Millstone Rd.

Freeman's Way

Town Recreation
Playing Fields

Commerce Park



Captains
Golf Course

to exit 98
Rte. 6

to exit 99
Rte. 6

to exit 10
Rte. 6

to exit 11
Rte. 6

↑ DENNIS

↓ HARWICH

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PROJECT SCOPE

Task 1

- Consider potential parking areas and shuttle stops

Task 2

- Develop potential operational model

Deliverable

- Memorandum detailing findings

Project Timeline

- Town Request for Assistance – July 16, 2018
 - Coastal Action Workshop – August 16, 2018
 - Data collection – August/September 2018
 - Draft memo preparation – Fall 2018
 - Coastal Committee reviews draft memo – December 6, 2018
 - Final Memorandum – January 15, 2019
- Commission staff have not been involved in beach shuttle discussions since the submission of the final memo.

BACKGROUND



REVIEW OF
PREVIOUS
REPORTS AND
STUDIES



COASTAL
COMMITTEE
FEEDBACK



PARKING LOT
COUNTS AND
TRIAL RUNS

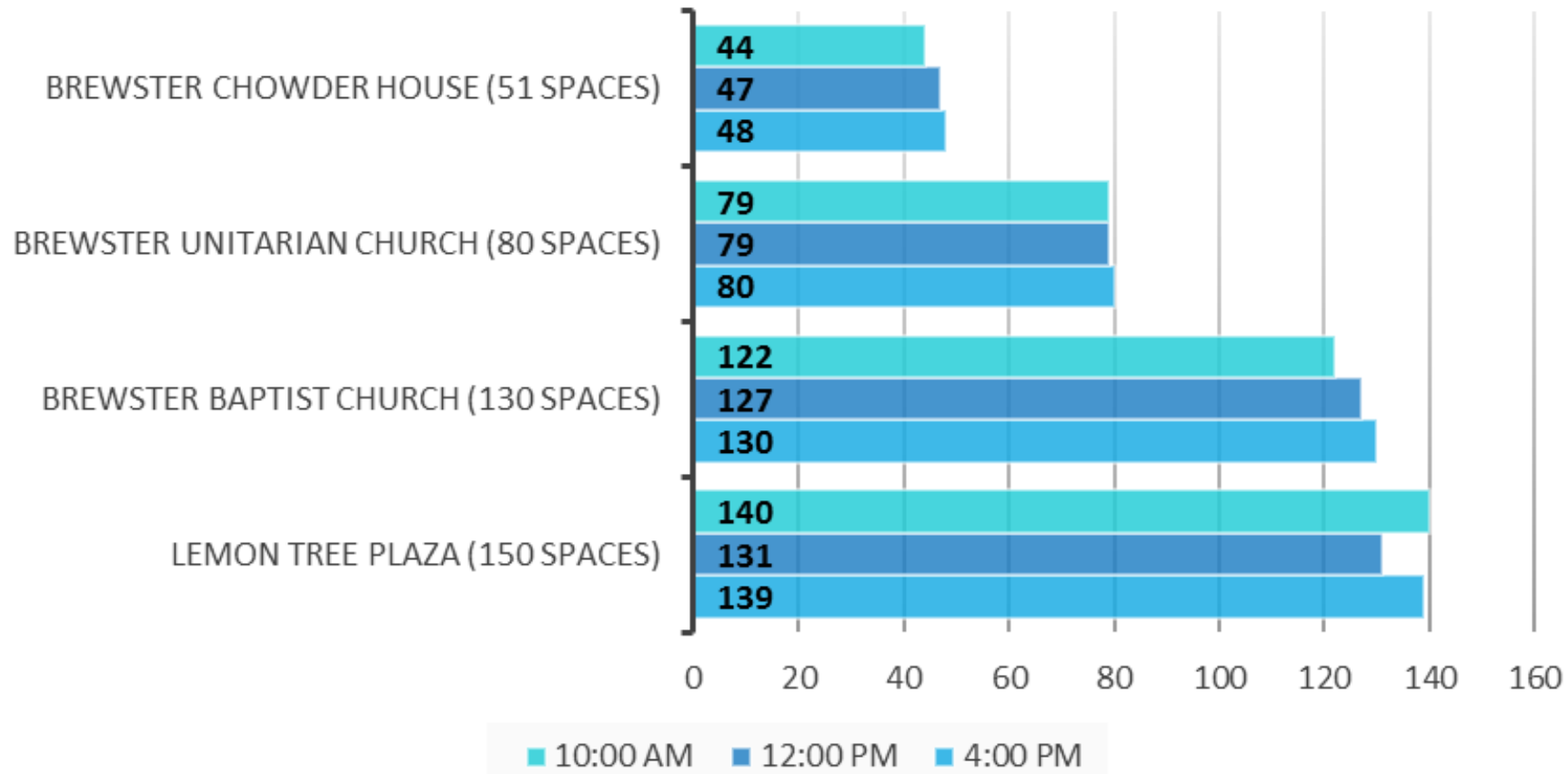
Parking Lot Counts

- Collected between August 5th and September 2nd
- Weekday and weekends
- 10 am, 12 pm, and 4 pm
- Satellite parking locations identified by Coastal Committee: Lemon Tree Plaza, Brewster Baptist Church, Brewster Unitarian Church (lot across Route 6A), and Brewster Chowder House (lot behind building)
- Limited beach lot counts were also conducted

Note: Engaging in a dialog with the property owners and commercial tenants will be critical. Commission staff's role in evaluating satellite parking opportunity was limited technical analysis.

Parking Lot Counts (cont.)

Average Available Parking Spaces



Parking Lot Conclusions

- During the peak periods observed, parking lots at beaches on the west side of Town were at or above capacity
- A number of satellite parking areas were deemed potentially feasible based on location, configuration, and availability of spaces
- Proper parking management, including signs, could avoid interference with the primary purposes of the lots (serving the development on the site).

Note: Engaging in a dialog with the property owners and commercial tenants will be critical. Commission staff's role in evaluating satellite parking opportunity was limited technical analysis.

Shuttle Route Trial Runs



CONCEPTUAL MODEL



- Shuttle Vehicle
- Operational Model
- Potential Routes
- Operator/Cost/Funding

Potential Shuttle Vehicle

- Trolley would give the best rider experience and can be designed to accommodate beach gear
- With the identification of a specific vehicle, further beach parking lot maneuverability review is needed



Potential Operation Model

- Service Type
 - Fixed route, fixed schedule is recommended
 - Demand response (call for a ride) would present logistical challenges
- Service Parameters (working assumptions)
 - Late June through early September
 - Seven days a week
 - 10:00 am to 6:00 pm



Potential Routes

- Objectives
 - Provide stops at the west side of Town beaches
 - Provide stops at satellite parking lots
 - Provide reliable service
 - Avoid excessively long travel times
 - Provide visibility of shuttle to the public
- Two potential routes were identified; numerous variations could be considered



Potential Route 1



- 1 Lemon Tree Plaza
- 2 Paine's Creek
- 3 Saint's Landing
- 4 Mant's Landing

A single shuttle could operate with 30-minute headways.

Potential Route 2



- 1** Lemon Tree Plaza
- 2** Paine's Creek
- 3** Saint's Landing
- 4** Mant's Landing
- 5** Brewster Chowder House (lot behind)
- 6** Breakwater

A single shuttle could provide hourly service.

Operator/Cost/Funding

- Town operation of a shuttle is infeasible given the operational logistics, driver training, and insurance requirements and costs. A contracted service is recommended.
- Assuming a contracted cost of \$100 per hour, the cost of contracting for one shuttle vehicle would be approximately \$65,000 for the summer season.
- A variety of funding options could be considered by the Town.

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