

# Provincetown/Truro/Wellfleet Bicycle and Pedestrian Master Plan

## Questionnaire Results

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### Key Findings

- Expansion of Outer Cape bicycle facilities was identified as the highest priority by a large margin (nearly 2:1 to the next highest).
- Providing off road multi-use paths and safe share the road opportunities were at the top of the list of priorities. Interestingly, share the opportunities were rated as more important, but paths were prioritized more highly. Implying that share the road opportunities might have a broader appeal than paths, but paths are more greatly valued by those who see them as important.
- Expansion of Outer Cape pedestrian facilities was identified as a high priority, but at a much lower level than bicycle facilities.
- The vast majority of respondents bicycled, primarily on a seasonal basis.
- Bicyclists varied greatly in frequency of rides and distance cycled.
- The most common reason to bicycle was recreation, though going to the beach and running errands were common.
- The vast majority of respondents walked or ran, primarily on a seasonal basis.
- Walkers/runners varied greatly in distance walked/ran.
- The most common reason to walk/run was recreation, though going to the beach and running errands were common.

## One survey, two groups of respondents

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These results are divided into groups – One group with responses that were submitted online and were solicited in all three of towns; and a second group with responses that were submitted via mail and were solicited only in the Truro.

## Online Surveys – Wellfleet, Truro, and Provincetown

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### About respondents

Of the 61 respondents 78.0% (46) resided and/or spent the most time in Truro, followed by Provincetown with 20.3% (12) and Wellfleet 1.7% (1).

### Importance of planning objectives

Respondents were asked to rate twelve planning objectives as “extremely important,” “somewhat important,” “no opinion,” “not very important,” or “not at all important.” Then respondents were asked to give their top three priority planning objectives in order of importance. The following lists the planning objectives in the order they were prioritized by respondents and describes the ratings they were given (note that the priority assigned and the ratings are derived from two different questions). See **Table 1** for more detail.

**Priority 1** – *Expansion of Outer Cape bicycle facilities* – Three-quarters (76.7%) of respondents said that this was extremely important and an additional 13.3% said it was *somewhat* important, combining for nine-tenths (90.0%) of respondents saying this was important.

**Priority 2** – *Provide off road multi use paths where possible* – Three-quarters (75.8%) of respondents said that this was important (combined somewhat and extremely important).

**Priority 3** – *Provide safe share the road opportunities* – The majority (86.4%) of respondents said that this was important.

**Priority 4** – *Capitalize on opportunities to improve bicycle network during planned construction or maintenance* – The majority (85.0%) of respondents said that this was important.

**Priority 5** – *Expansion of Outer Cape pedestrian facilities* – Two-thirds (69.0%) of respondents said that this was important.

**Priority 6** – *Improve the bicycling experience on the Cape by providing support facilities such as bike racks, rest areas, restrooms, and water fountains* – The majority of respondents (81.6%) said that this was important.

**Priority 7** – *Improve multimodal (bus, ferry, and air) connections to bicycling and walking on Cape Cod* – Two-thirds (66.7%) of respondents said that this was important.

**Priority 8** – *Encourage bicycling as an alternative mode of transportation* – Two-thirds (68.3%) of respondents said that this was important.

**Priority 9\*** (tied) – *Publicize existing and planned facilities to encourage broader use by residents and visitor* – Three-quarters of respondents (76.3%) said that this was important.

**Priority 9\*** (tied) – *Provide convenient parking with direct access to bicycle routes* – Nearly three-quarters (71.2%) of respondents said that this was important.

**Table 1 – Planning objective priorities and ratings from online surveys**

Priority Rating	Answer Options	Not at All	Not Very	No Opinion	Somewhat	Extremely
1	Expansion of Outer Cape bicycle facilities	5.0% (3)	3.3% (2)	1.7% (1)	13.3% (8)	76.7% (46)
2	Provide off road multi use paths where possible	8.6% (5)	6.9% (4)	8.6% (5)	24.1% (14)	51.7% (30)
3	Provide safe share the road opportunities	3.4% (2)	1.7% (1)	8.5% (5)	28.8% (17)	57.6% (34)
4	Capitalize on opportunities to improve bicycle network during planned construction or maintenance	6.7% (4)	0	8.3% (5)	25.0% (15)	60.0% (36)
5	Expansion of Outer Cape pedestrian facilities	8.6% (5)	10.3% (6)	12.1% (7)	39.7% (23)	29.3% (17)
6	Improve the bicycling experience on the Cape by providing support facilities such as bike racks, rest areas, restrooms, and water fountains	6.7% (4)	3.3% (2)	8.3% (5)	33.3% (20)	48.3% (29)
7	Improve multimodal (bus, ferry, and air) connections to bicycling and walking on Cape Cod	15.0% (9)	6.7% (4)	11.7% (7)	40.0% (24)	26.7% (16)
8	Encourage bicycling as an alternative mode of transportation	6.7% (4)	11.7% (7)	13.3% (8)	35.0% (21)	33.3% (20)
9*	Publicize existing and planned facilities to encourage broader use by residents and visitors	8.5% (5)	3.4% (2)	11.9% (7)	40.7% (24)	35.6% (21)
9*	Provide convenient parking with direct access to bicycle routes	6.8% (4)	6.8% (4)	15.3% (9)	40.7% (24)	30.5% (18)
11	Provide educational programs to improve safety and encourage healthy lifestyles	13.3% (8)	20.0% (12)	5.0% (3)	50.0% (30)	11.7% (7)
12	Provide directional and way-finding information such as signs, brochures, and kiosks	6.7% (4)	15.0% (9)	18.3% (11)	33.3% (20)	26.7% (16)

**Priority 11** – *Provide educational programs to improve safety and encourage healthy lifestyles* – Sixty-one percent (61.7%) of respondents said that this was important.

**Priority 12** – *Provide directional and way-finding information such as signs, brochures, and kiosks* – Sixty percent (60.0%) of respondents said that this was important. No respondent listed this planning objective as a top three priority.

### Biking and Respondents

Ninety-five percent (58 of 61) of respondents biked at least occasionally. Of those that biked two-thirds (66.5%) did so seasonally. Those that biked were widely varied in how often they did so with the greater portion biking daily (34.5%). The distance normally bicycled during one week was similarly varied, with the greatest portion biking 10 to 25 miles (36.2%). The most common reason (86.2%) to bicycle was recreation. See **Table 2** for more detail.

**Table 2 – Biking amongst respondents from online survey**

Question	Choices	Percentage (n)
<b>I ride my bike:</b>	Seasonally	66.5% (38)
	Year-round	34.5% (20)
<b>When I ride my bike I ride (frequency):</b>	Now and then	27.6% (16)
	Once a week	22.4% (13)
	Weekends	15.1% (9)
	Daily	34.5% (20)
<b>When I ride my bicycle I ride an average of this many miles per week:</b>	0 to 5 miles	17.2% (10)
	5 to 10 miles	24.1% (14)
	10 to 25 miles	36.2% (21)
	More than 25 miles	19.0% (11)
<b>I ride my bicycle:</b>	For exercise	86.2% (50)
	To the beach	56.9% (33)
	To run errands	46.6% (27)
	To work	22.4% (13)
	To school	5.2% (3)

### Walking/running and respondents

Ninety-five percent (58 of 61) of respondents walked and/or ran at least occasionally. Of those that walked and/or ran three-quarters (73.2%) did so seasonally. Half (48.2%) of those that walked and/or run normally did so for 5 to 10 miles per week. Of the group seven percent (6.9%) ran. The most common reason (77.6%) to walk and/or run was recreation. See **Table 3** for more detail.

**Table 3 – Walking/running amongst respondents from online survey**

Question	Choices	Percentage (n)
<b>I walk/run:</b>	Seasonally	73.2% (41)
	Year-round	26.8% (15)
<b>When I walk/ride, I do so an average of this many miles per week:</b>	0 to 5 miles	25.0% (14)
	5 to 10 miles	48.2% (27)
	10 to 20 miles	26.8% (15)
	More than 20 miles	0
<b>I am a runner</b>	Yes	6.9% (4)
<b>I walk/run:</b>	For exercise	77.6% (45)
	To the beach	60.3% (35)
	To run errands	39.7% (23)
	To work	10.3% (6)
	To school	1.7% (1)

## Mail-in Surveys – Truro

### About respondents

Even though mail surveys were only solicited in Truro, a small number (2) of respondents reported residing and/or spending most their time in Wellfleet.

### Importance of planning objectives

Respondents were asked to rate twelve planning objectives as “extremely important,” “somewhat important,” “no opinion,” “not very important,” or “not at all important.” Then respondents were asked to give their top three priority planning objectives in order of importance. The following lists the planning objectives in the order they were prioritized by respondents and describes the ratings they were given (note that the priority assigned and the ratings are derived from two different questions). See **Table 4** for more detail.

**Priority 1 – Expansion of Outer Cape bicycle facilities** – Over half (54.5%) of respondents said that this was extremely important and an additional 27.3% said it was *somewhat* important, combining for four-fifths (81.8%) of respondents saying this was important.

**Priority 2 – Provide off road multi use paths where possible** – Three-quarters (74.6%) of respondents said that this was important (combined somewhat and extremely important).

**Priority 3 – Provide safe share the road opportunities** – The majority (82.4%) of respondents said that this was important.

**Priority 4** – *Expansion of Outer Cape pedestrian facilities* – Three-quarters (74.6%) of respondents said that this was important.

**Priority 5** – *Capitalize on opportunities to improve bicycle network during planned construction or maintenance* – Three-quarters (76.1%) of respondents said that this was important.

**Priority 6** – *Improve multimodal (bus, ferry, and air) connections to bicycling and walking on Cape Cod* – Two-thirds (62.5%) of respondents said that this was important.

**Table 4 – Planning objective priorities and ratings from mail-in survey**

Priority Rating	Answer Options	Not at All	Not Very	No Opinion	Somewhat	Extremely
1	Expansion of Outer Cape bicycle facilities	10.6% (7)	7.6% (5)	0	27.3% (18)	54.5% (36)
2	Provide off road multi use paths where possible	8.8% (6)	7.4% (5)	4.4% (3)	38.8% (26)	35.8% (24)
3	Provide safe share the road opportunities	8.8% (6)	7.4% (5)	1.5% (1)	30.9% (21)	51.5% (35)
4	Expansion of Outer Cape pedestrian facilities	7.5% (5)	14.9% (10)	3.0% (2)	38.8% (26)	35.8% (24)
5	Capitalize on opportunities to improve bicycle network during planned construction or maintenance	6.0% (4)	6.0% (4)	11.9% (8)	32.8% (22)	43.3% (29)
6	Improve multimodal (bus, ferry, and air) connections to bicycling and walking on Cape Cod	6.3% (4)	12.5% (8)	18.8% (12)	28.1% (18)	34.4% (22)
7	Encourage bicycling as an alternative mode of transportation	9.1% (6)	7.6% (5)	16.7% (11)	37.9% (25)	28.8% (19)
8	Improve the bicycling experience on the Cape by providing support facilities such as bike racks, rest areas, restrooms, and water fountains	10.4% (7)	10.4% (7)	14.9% (10)	34.3% (23)	29.9% (20)
9	Provide directional and way-finding information such as signs, brochures, and kiosks	10.4% (7)	17.9% (12)	10.4% (7)	41.8% (28)	19.4% (13)
10	Publicize existing and planned facilities to encourage broader use by residents and visitors	13.4% (9)	13.4% (9)	22.4% (15)	26.9% (18)	23.9% (16)
11	Provide convenient parking with direct access to bicycle routes	10.8% (7)	13.8% (9)	7.7% (5)	33.8% (22)	33.8% (22)
12	Provide educational programs to improve safety and encourage healthy lifestyles	9.0% (6)	16.4% (11)	23.9% (16)	29.9% (20)	20.9% (14)

**Priority 7** – *Encourage bicycling as an alternative mode of transportation* – Two-thirds (66.1%) of respondents said that this was important.

**Priority 8** – *Improve the bicycling experience on the Cape by providing support facilities such as bike racks, rest areas, restrooms, and water fountains* – Two-thirds of respondents (64.2%) said that this was important.

**Priority 9** – *Provide directional and way-finding information such as signs, brochures, and kiosks* – Nearly two-thirds (61.2%) of respondents said that this was important.

**Priority 10** – *Publicize existing and planned facilities to encourage broader use by residents and visitor* – Half of respondents (50.8%) said that this was important.

**Priority 11** – *Provide convenient parking with direct access to bicycle routes* – Two-thirds (67.6%) of respondents said that this was important.

**Priority 12** – *Provide educational programs to improve safety and encourage healthy lifestyles* – Half (50.8%) of respondents said that this was important.

### **Biking and Respondents**

Eighty-one percent (56 of 69) of respondents biked at least occasionally. Of those that biked four-fifths (81.8%) did so seasonally. Those that biked were widely varied in how often they did so with the greater portion biking daily and now and then (both at 30.6%). The distance normally bicycled during one week was similarly varied, with the greatest portion biking 5 to 10 miles (30.6%). The most common reason (92.7%) to bicycle was recreation. See **Table 5** for more detail.

**Table 5 – Biking amongst respondents from mail-in survey**

<b>Question</b>	<b>Choices</b>	<b>Percentage (n)</b>
<b>I ride my bike:</b>	Seasonally	81.8% (45)
	Year-round	18.2% (10)
<b>When I ride my bike I ride (frequency):</b>	Now and then	30.6% (17)
	Once a week	21.4% (12)
	Weekends	17.6% (10)
	Daily	30.6% (17)
<b>When I ride my bicycle I ride an average of this many miles per week:</b>	0 to 5 miles	25.0% (14)
	5 to 10 miles	30.6% (17)
	10 to 25 miles	28.6% (16)
	More than 25 miles	12.5% (7)
<b>I ride my bicycle:</b>	For exercise	92.7% (52)
	To the beach	48.2% (27)
	To run errands	35.7% (20)
	To work	10.7% (6)
	To school	1.8% (1)

## Walking/running and respondents

Ninety-seven percent (67 of 69) of respondents walked and/or ran at least occasionally. Of those that walked and/or ran over half (57.6%) did so seasonally. The distance normally bicycled during one week was similarly varied, with the greatest portion walking/running 5 to 10 miles (37.5%). Of the group nine percent (9.0%) ran. The most common reason (91.0%) to walk and/or run was recreation.

**Table 6 – Walking/running amongst respondents from mail-in survey**

Question	Choices	Percentage (n)
<b>I walk/run:</b>	Seasonally	57.6% (38)
	Year-round	42.4% (28)
<b>When I walk/ride, I do so an average of this many miles per week:</b>	0 to 5 miles	23.4% (15)
	5 to 10 miles	37.5% (24)
	10 to 20 miles	28.1% (18)
	More than 20 miles	10.9% (7)
<b>I am a runner</b>	Yes	9.0% (6)
<b>I walk/run:</b>	For exercise	91.0% (61)
	To the beach	50.7% (34)
	To run errands	31.4% (21)
	To work	9.0% (6)
	To school	0

## Comparison Summary of the Two Groups

- The groups agreed on the top three priorities – 1. Expansion of Outer Cape bicycle facilities; 2. Provide off road multi use paths where possible; 3. Provide safe share the road opportunities. The importance ratings for these categories were also very similar.
- The mail-in group prioritized the expansion of pedestrian facilities more highly.
- The mail-in group had lower rates of bicycling and a greater portion of those who bicycled did so seasonally.
- Walking/running was very similar in the two groups.