



Chilmark Panning; Menemsha Corridor Plan for Improvement  
**[Analysis + Recommendations]**

Prepared for the:  
Martha's Vineyard Commission and the Town of Chilmark, MA

February 09, 2018

Presentation of Findings based on the Final Report, dated August 20, 2017 and Appendix B, dated December 11, 2017



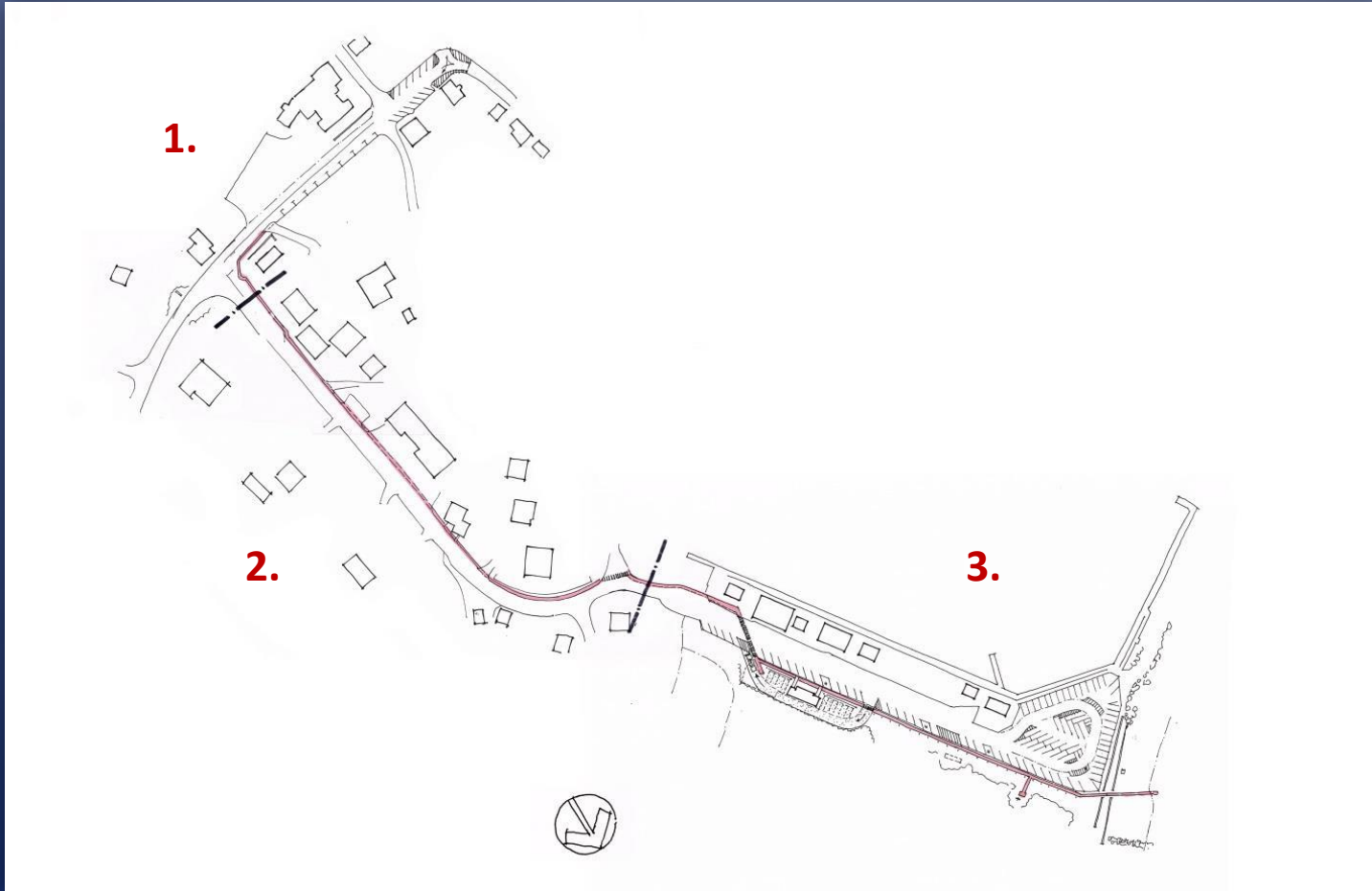
## Outline

- Introduction
- Summary
- Drawings
  - Overall Key Plan – Concepts
  - North Road (Basin Road to Boat House Road) – Concepts
  - Basin Road (North Road to Dutcher Dock) – Concepts
  - Dutcher Dock to Menemsha Beach Parking – Concepts
- Pedestrian Paths
- VTA Bus Turn-around
- Parking; Dutcher Dock to Beach.
- Parking; North Road (Intersection of Basin Rd.) to Boat House Road
- Seasonal Pedestrian Walkway (Comfort Station to Beach)
- Blowing Sand
- Signage

## Introduction

The following represents our review of the existing conditions in the Village of Menemsha. For ease of description, the project has been divided into 3 parts:

1. North Road from the intersection of Basin Road to Boat House Road.
2. Basin Road from Dutcher Dock to the intersection of North Road.
3. Menemsha Beach to Dutcher Dock.



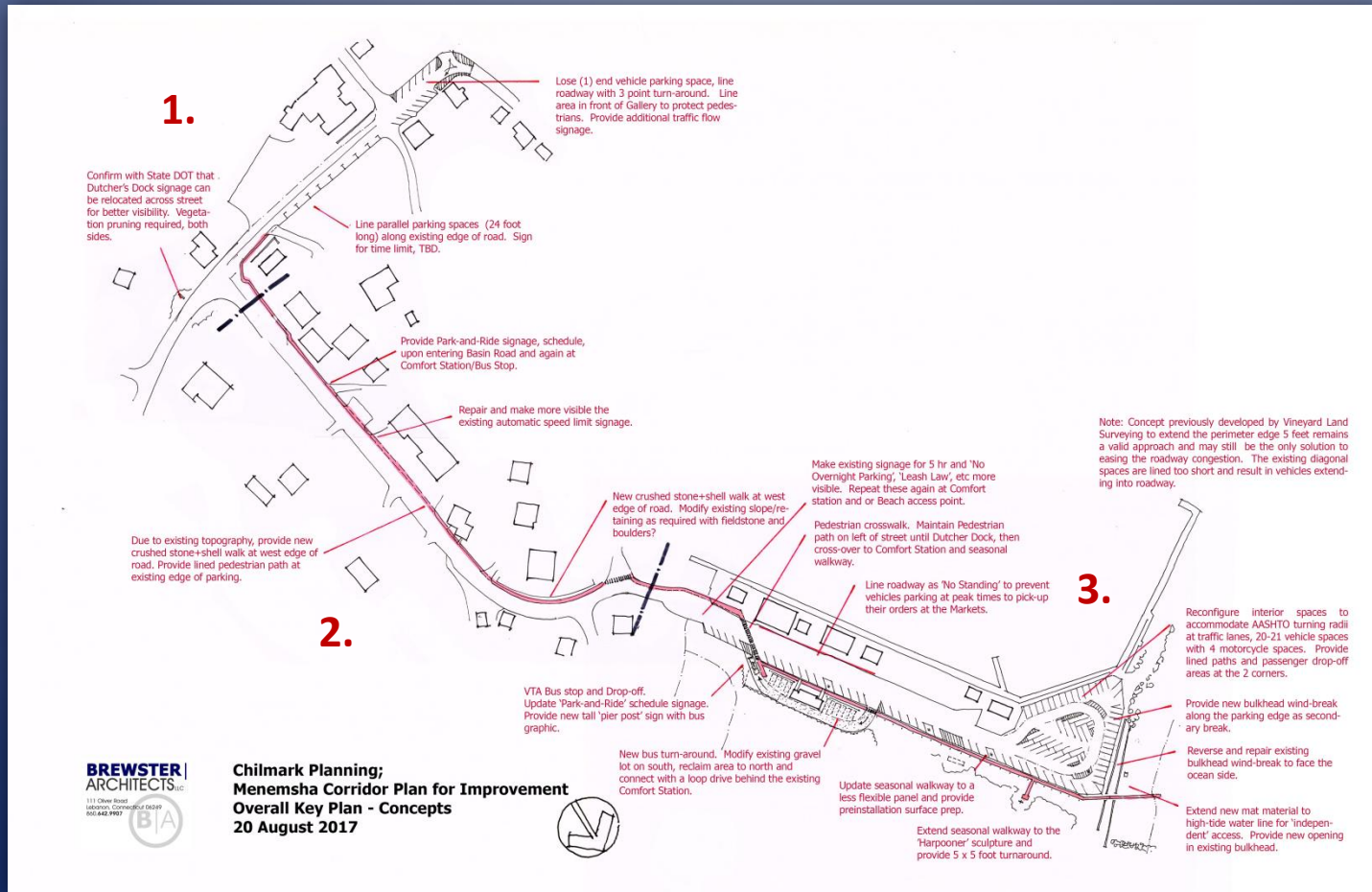


## Summary

Brewster Architects was commissioned to:

- Review the existing conditions with regard to issues of parking, traffic flow and pedestrian access along Basin Road to Menemsha Beach and the beach parking area.
- Propose conceptual solutions for further development.
  - Identify several actions that can mediate some of the most critical of these issues. These have to do with correcting existing dimensional flaws and traffic-flow issues, as well as signage visibility and way-finding.
  - Propose interventions at Menemsha in keeping with the context of the existing architectural language.
  - All final layouts, dimensions and boundaries of any concept determined to go forward will require additional engineering and approval from the Conservation Commission and Planning Agencies where the proposed concepts impinge upon the existing boundaries.

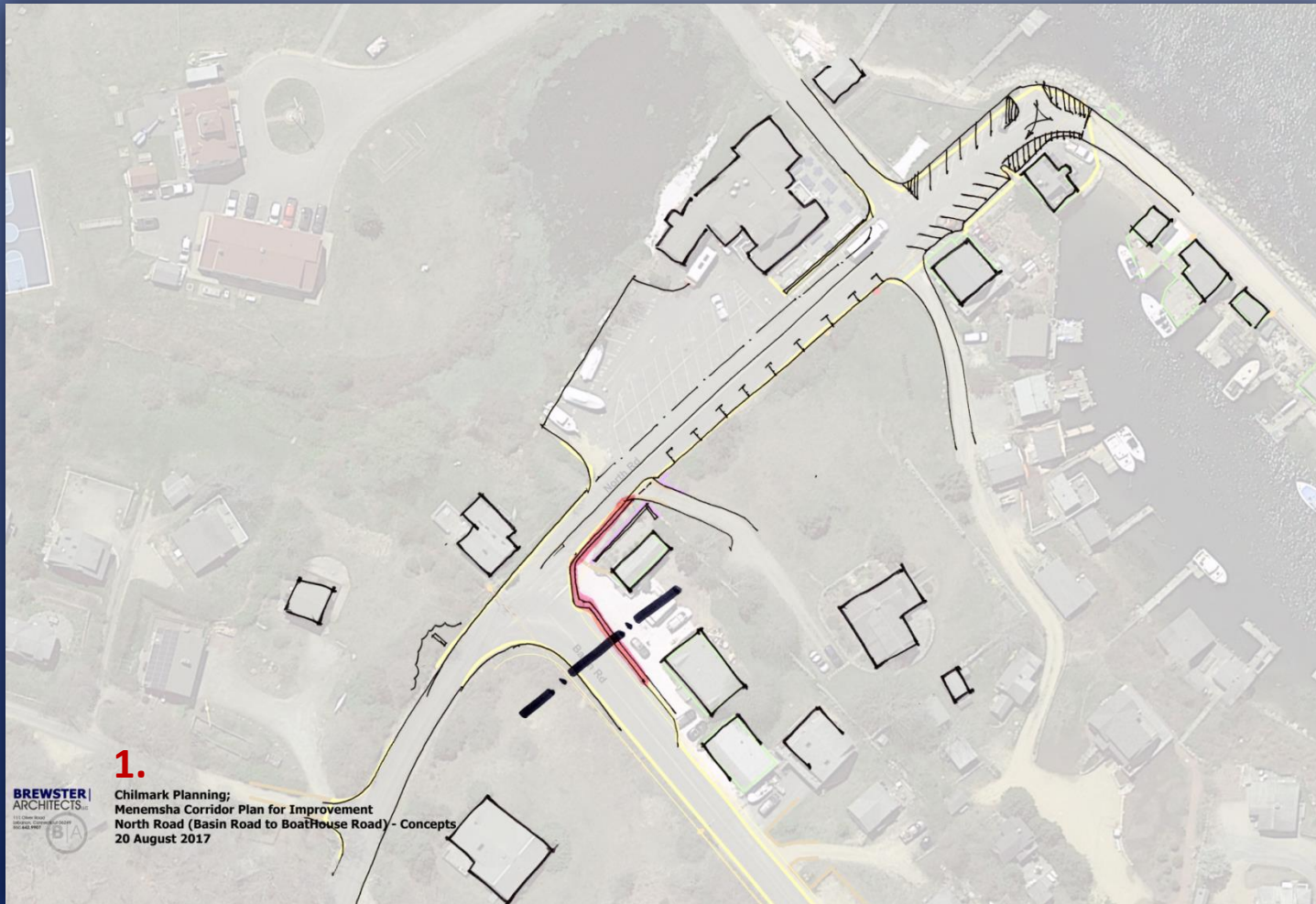
# Overall Key Plan - Concepts



## North Road (Basin Road to Boat House Road) - Concepts

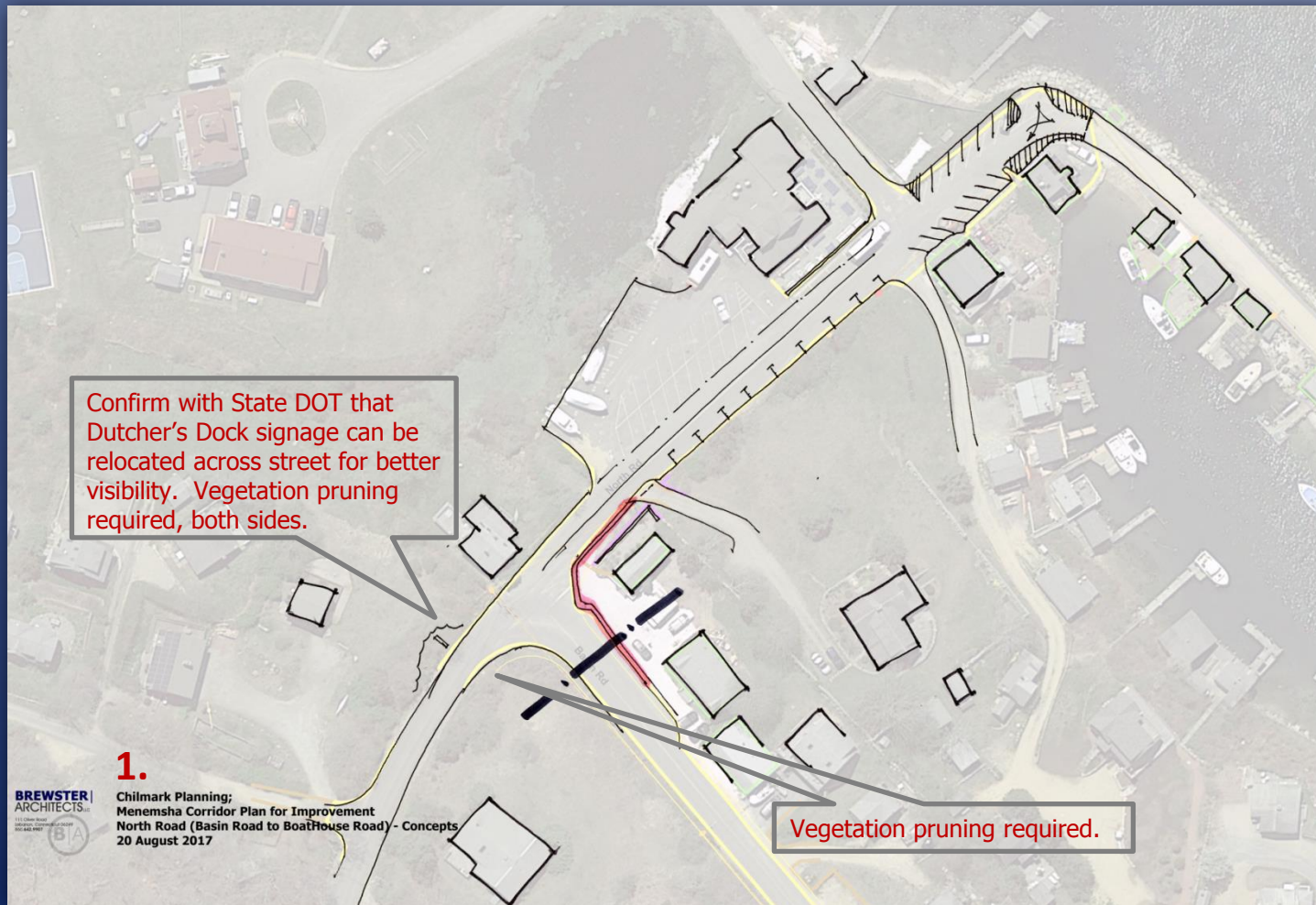
### Issues:

- Existing signage is hidden by vegetation.
- No outlet at intersection of Boat House Road. Lack of directional signage regarding no outlet.
- Galley's proximity to street edge causes safety issues for customers.
- On-street parking is poorly defined across from the Homeport.



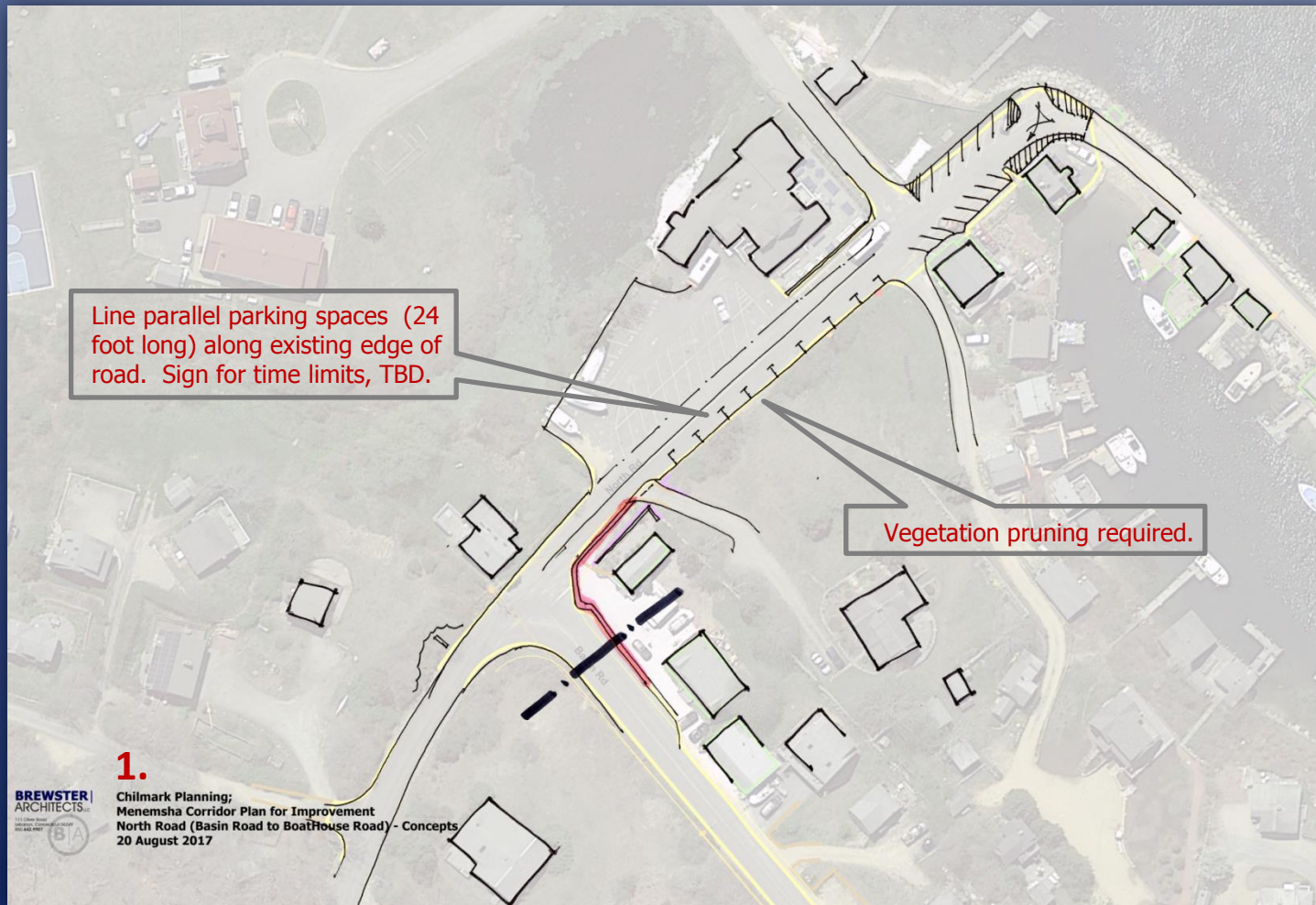


## North Road (Basin Road to Boat House Road) - Concepts

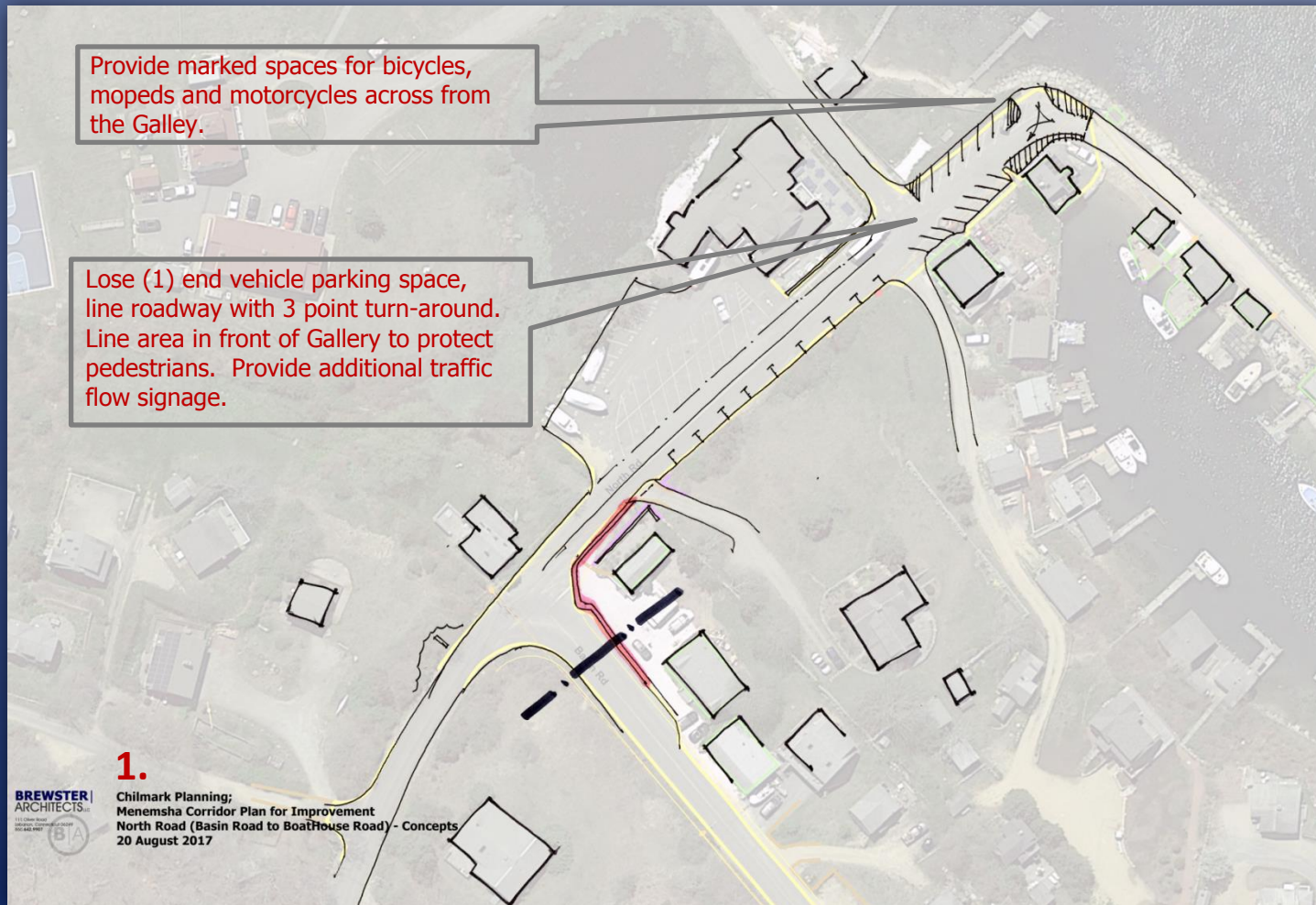




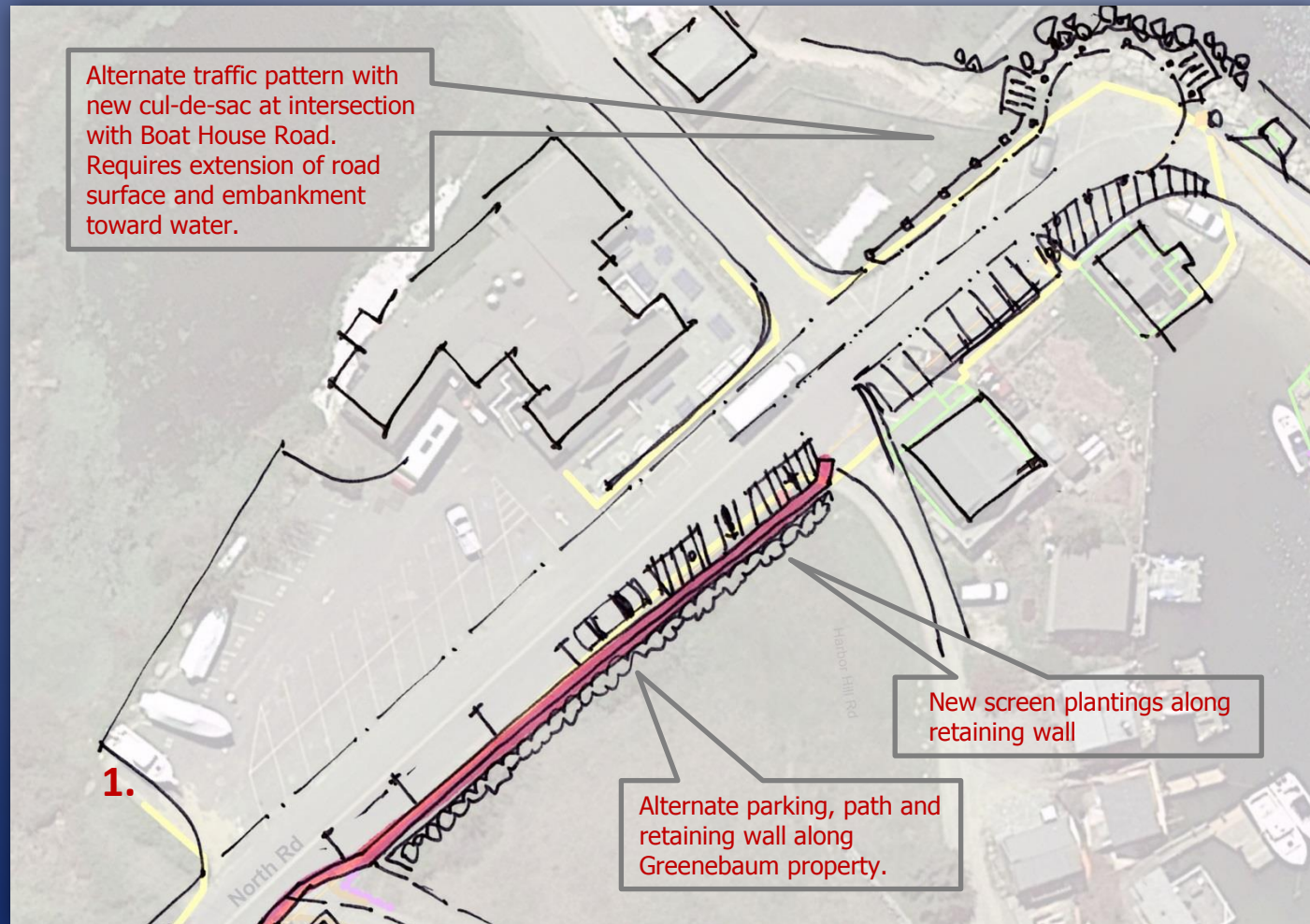
## North Road (Basin Road to Boat House Road) - Concepts



## North Road (Basin Road to Boat House Road) - Concepts

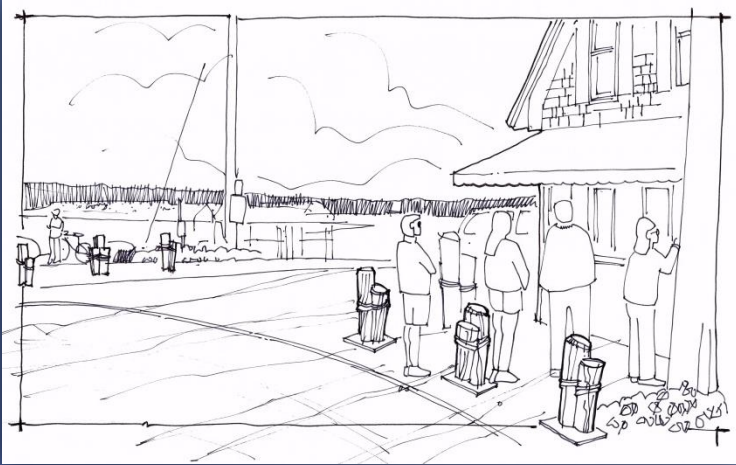




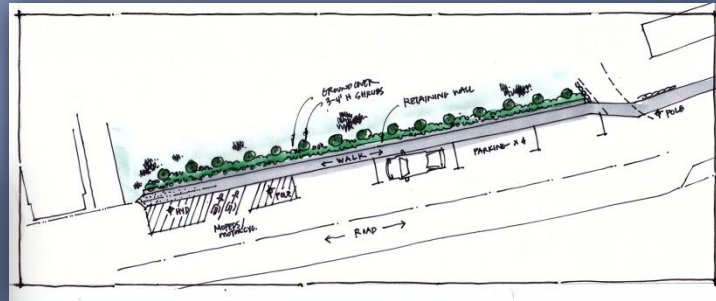




## Pedestrian Paths



Pedestrian separation at The Galley



Proposed retaining wall, path and parking along Greenebaum property



## Basin Road (North Road to Dutcher Dock) - Concepts

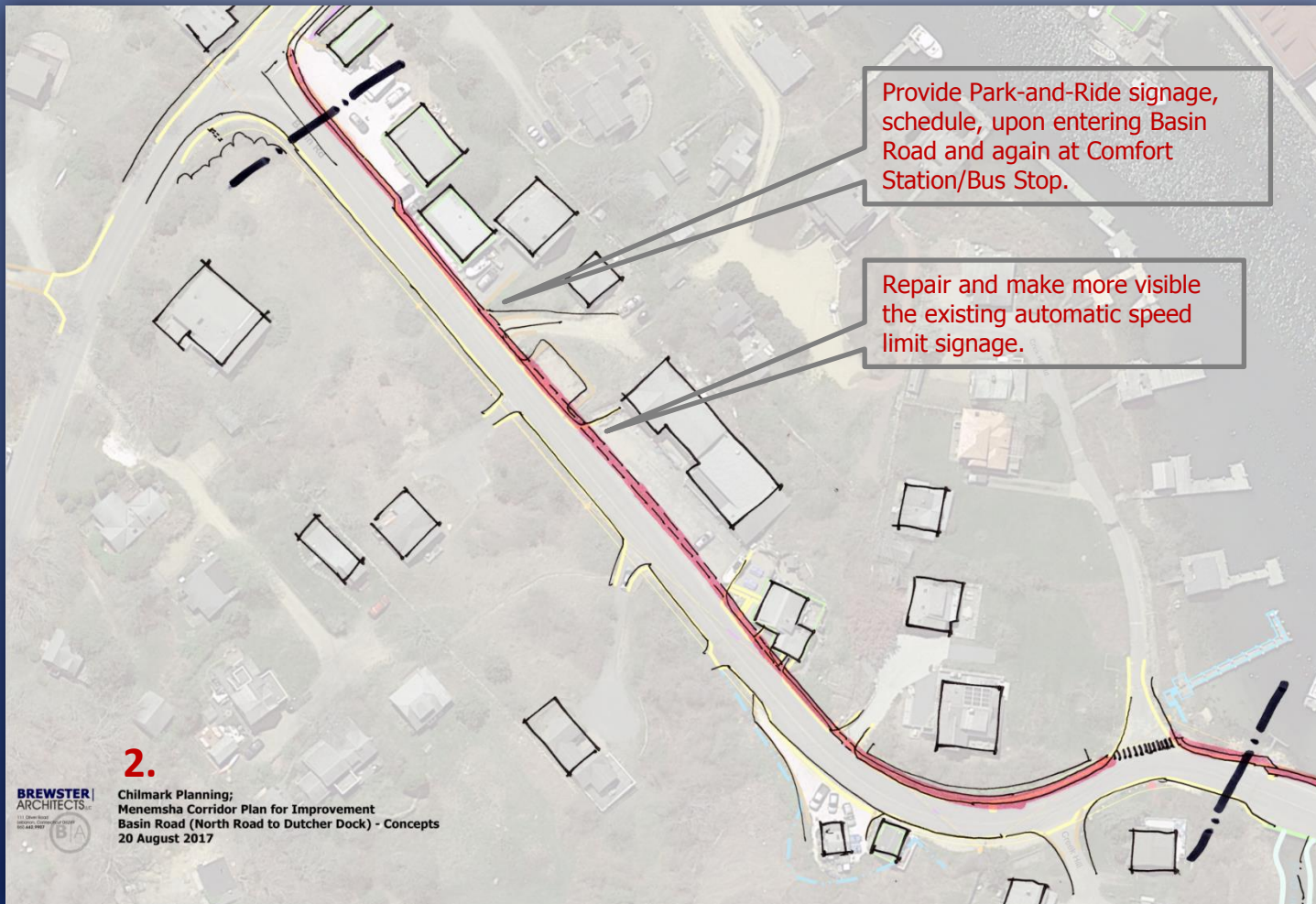
### Issues:

- No defined path along Basin Road from North Road to the beach front. No separation of pedestrians from travel lanes.
- Poor visibility for drivers and pedestrians at the road curve prior to Dutcher Dock.



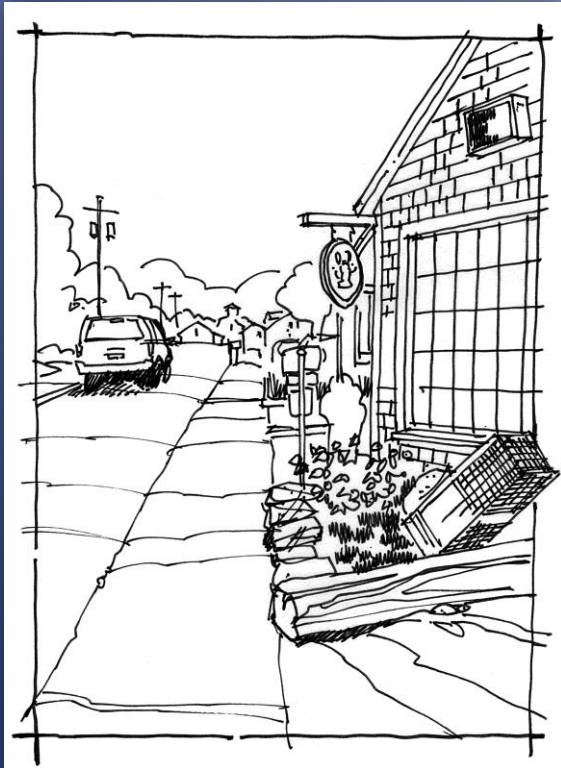


## Basin Road (North Road to Dutcher Dock) - Concepts





## Pedestrian Paths



Looking toward North Road from the Beetlebung Cafe

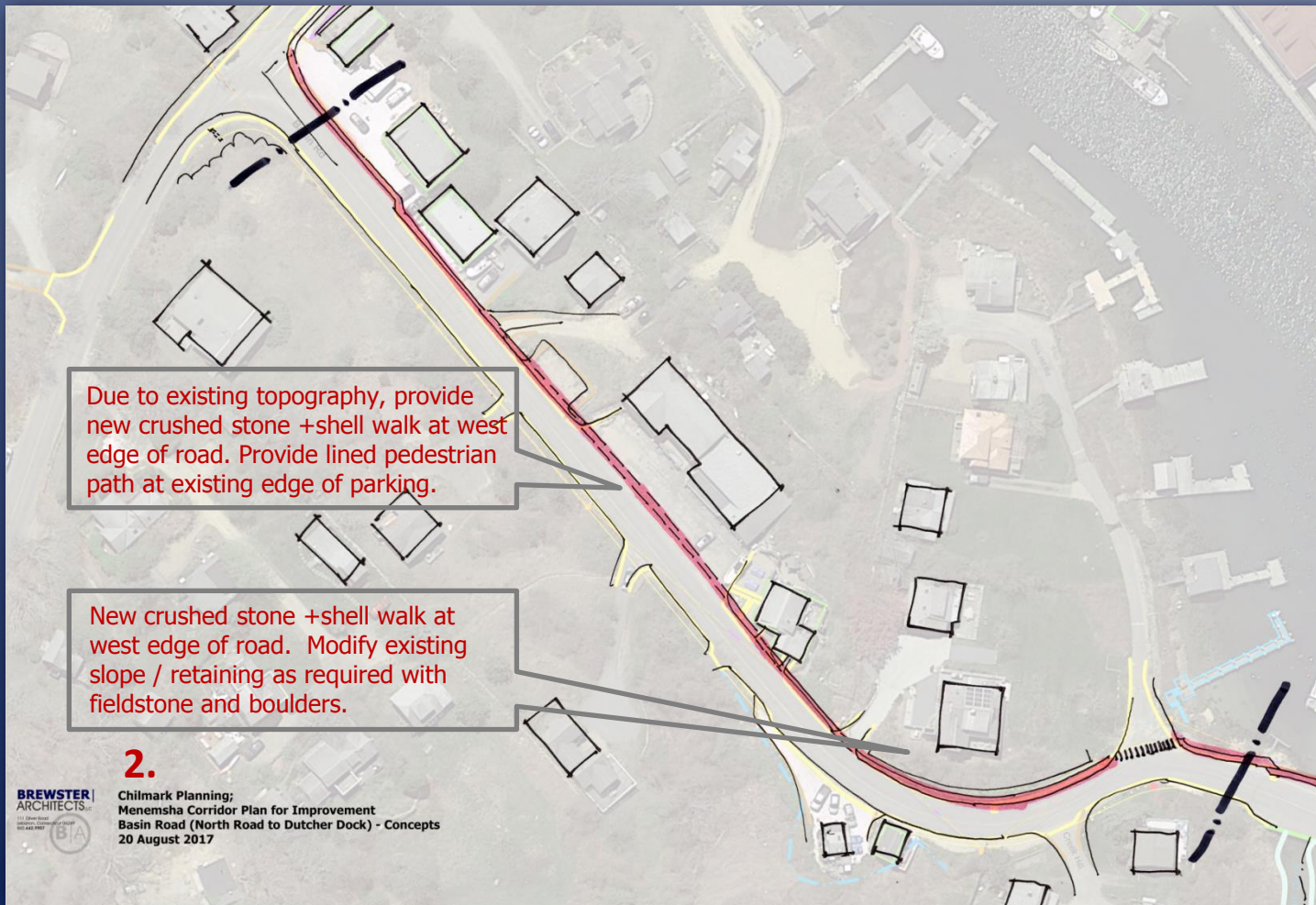


Typical walkway with pavement marking

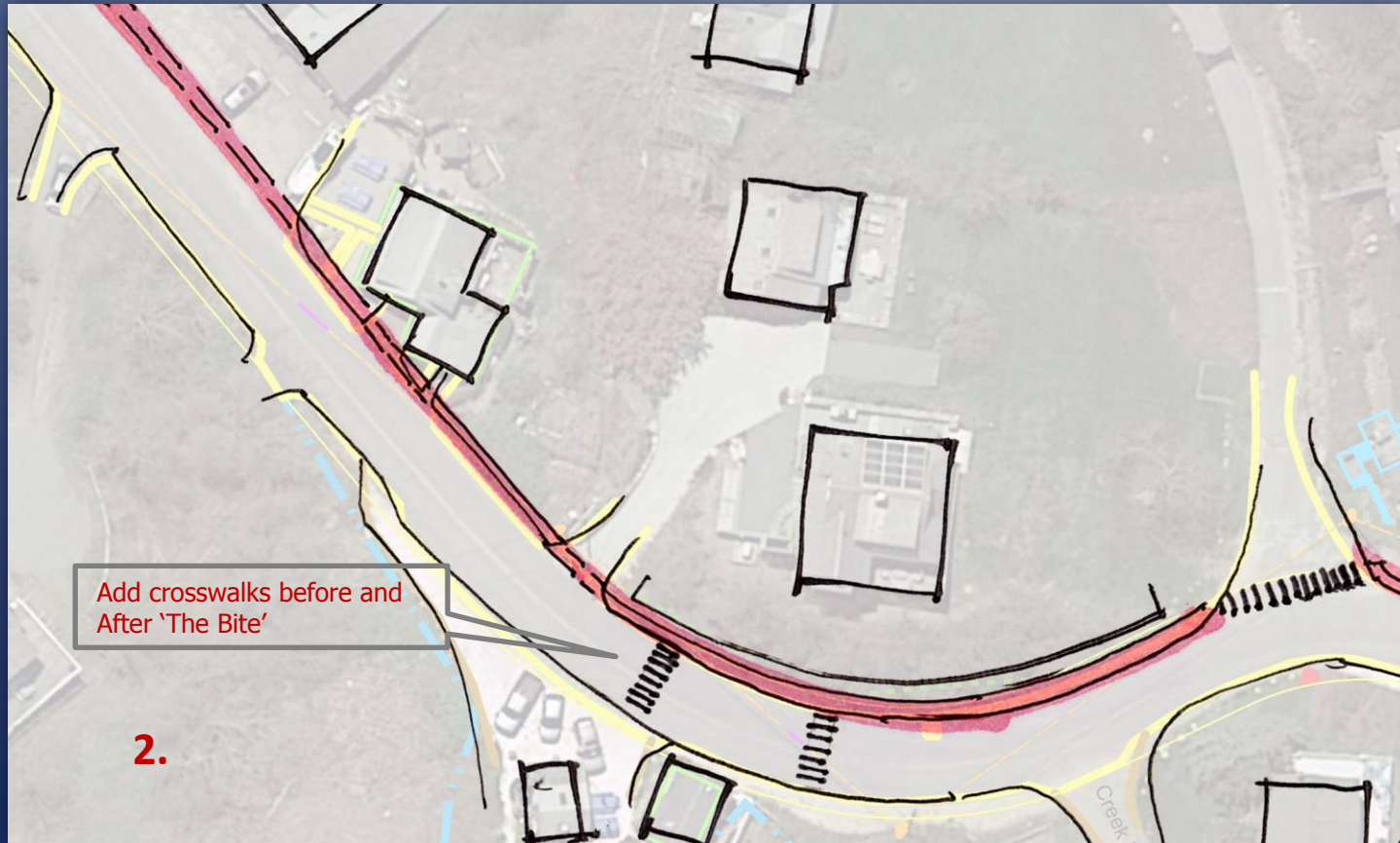
### Recommendations:

- Provide a continuous path from the intersection of North Road along the parking edge of Menemsha Blues to Beetlebung Café.
- Reconfigure existing business landscaping where in the ROW. Provide crushed stone and shell at existing gravel and turf areas, marked pavement at existing parking and drives.

## Basin Road (North Road to Dutcher Dock) - Concepts

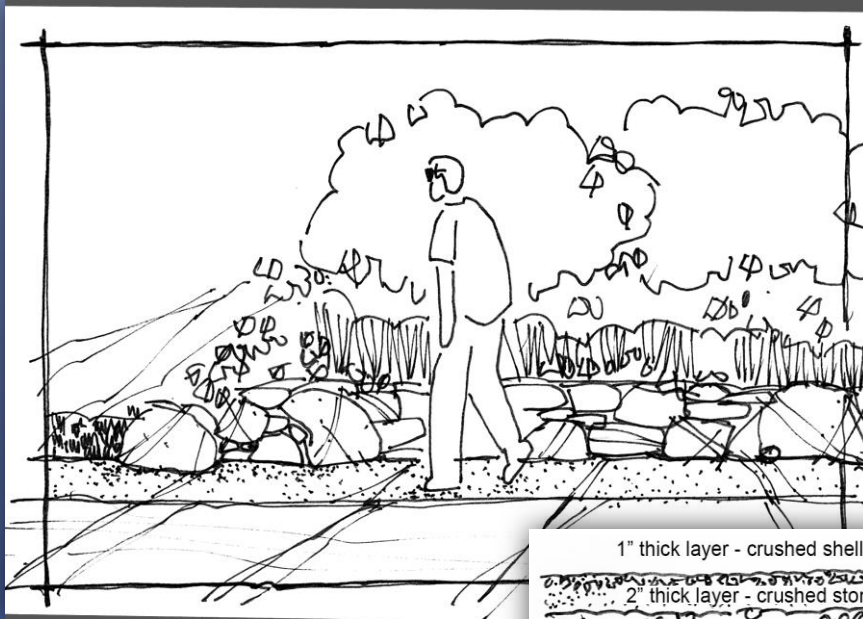


## Basin Road (North Road to Dutcher Dock) - Concepts

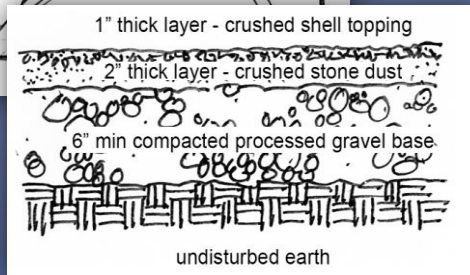




## VTA Bus Turn-around and Bus Stop



Retaining wall, plantings and shell / crushed stone path along DiMaura property.



Cross-section through shell / crushed stone path

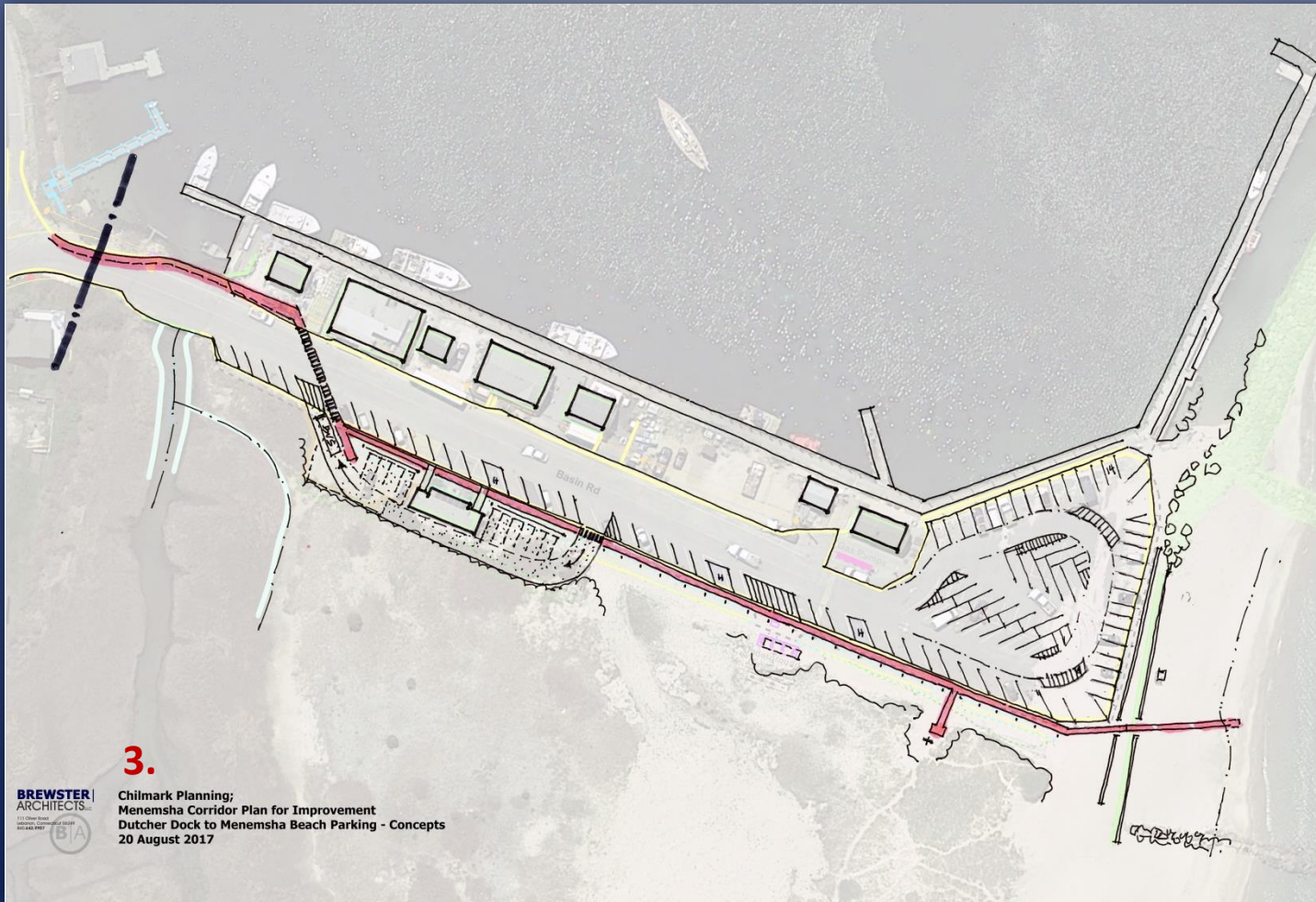
### Recommendations:

- Regrade the corner from Beetlebung Café (along the DiMaura property) with a crushed stone and shell walk to the edge of Crick Hill Road. Mediate the existing slope using fieldstone, boulders, etc.
- Cross Crick Hill Road and over the bridge with marked pavement. Prior to the markets, provide a cross-walk to the Comfort Station and proposed VTA bus stop.

## Dutcher Dock to Menemsha Beach Parking - Concepts

### Issues:

- No defined path along Basin Road from North Road to the beach front. No separation of pedestrians from travel lanes.
- No cross-walk to markets along Basin Road.
- Seasonal walkway requires upgrades for width, tripping hazards, completed path from Comfort Station to beach, etc.
- No ability for VTA Buses to circumvent the peak traffic without running the full loop through parking lot.
- Poor visibility and recognition of VTA bus stop for distance. No clearly visible bus schedule signage to encourage 'Park-and-Ride.'

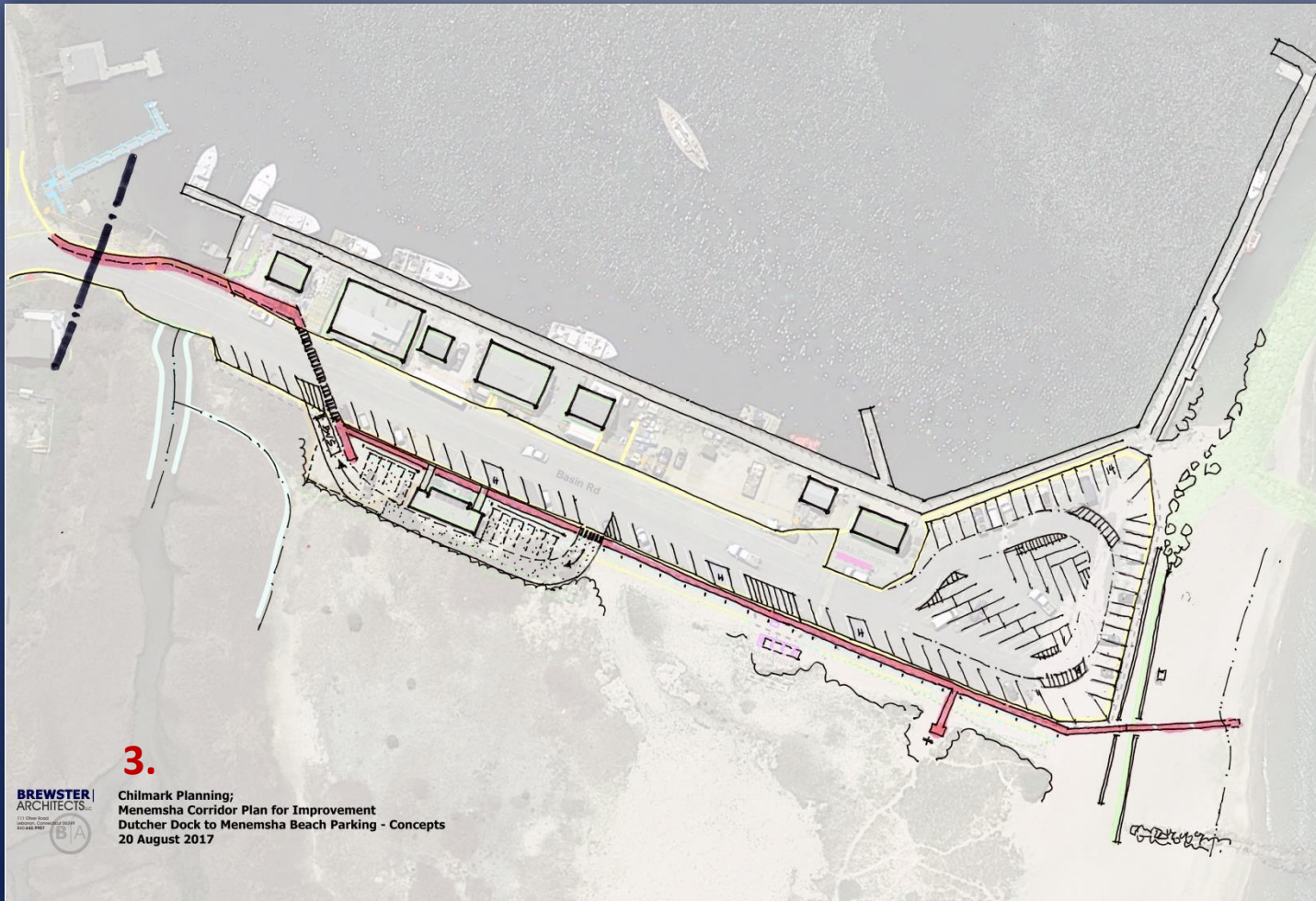




## Dutcher Dock to Menemsha Beach Parking - Concepts

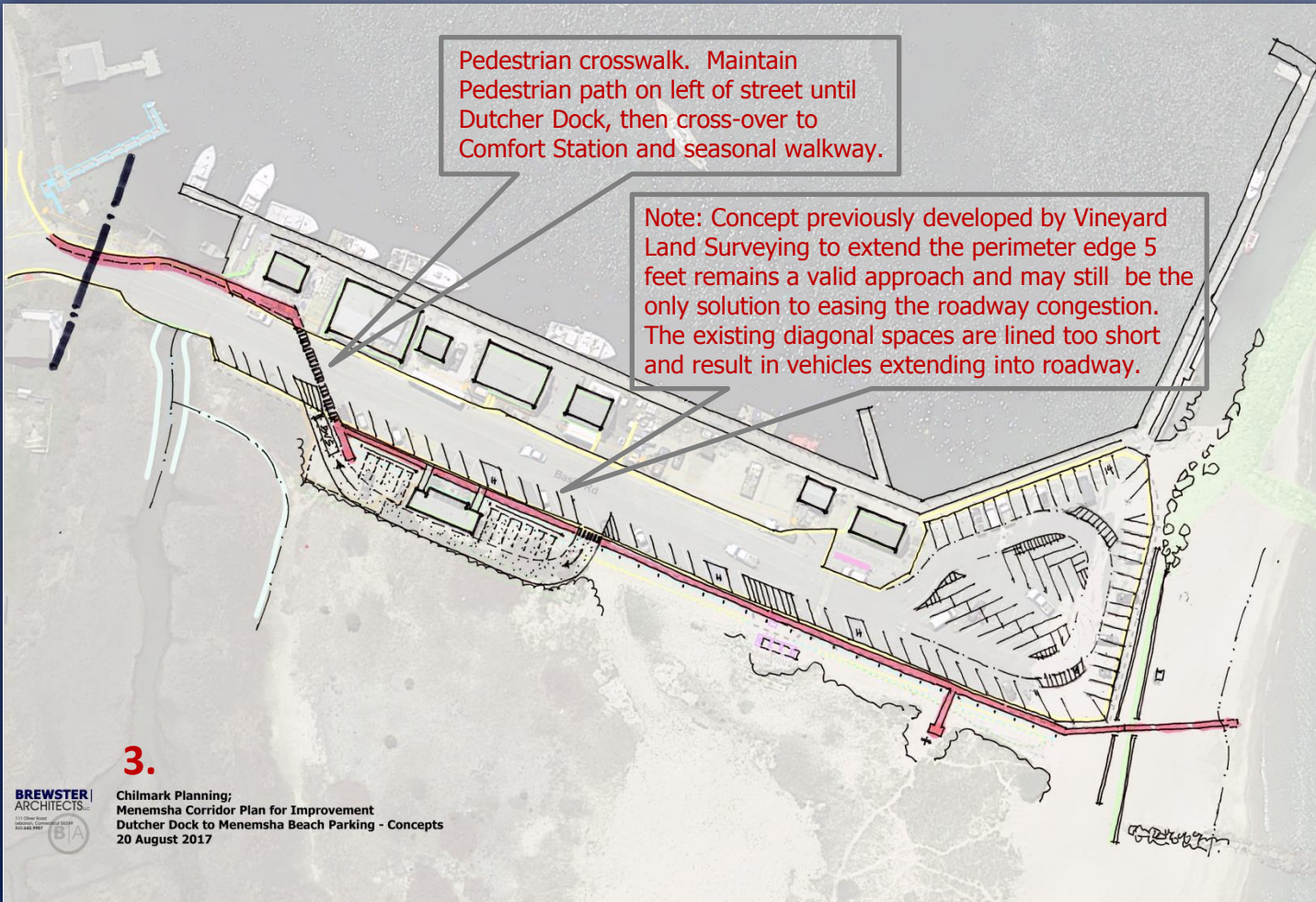
### Issues (Continued):

- Market pick-up during peak times complicates traffic flow when cars pull over to 'run-in'.
- Diagonal parking spaces are irregular in width and non-standard length for full-sized cars/pickups.
- Curb stops cannot be fastened into the sand at diagonal parking spaces, repeatedly pushed.
- Sand from the beach encroaches on the parking lot and reduces the parking space size and therefore travel lanes as well.

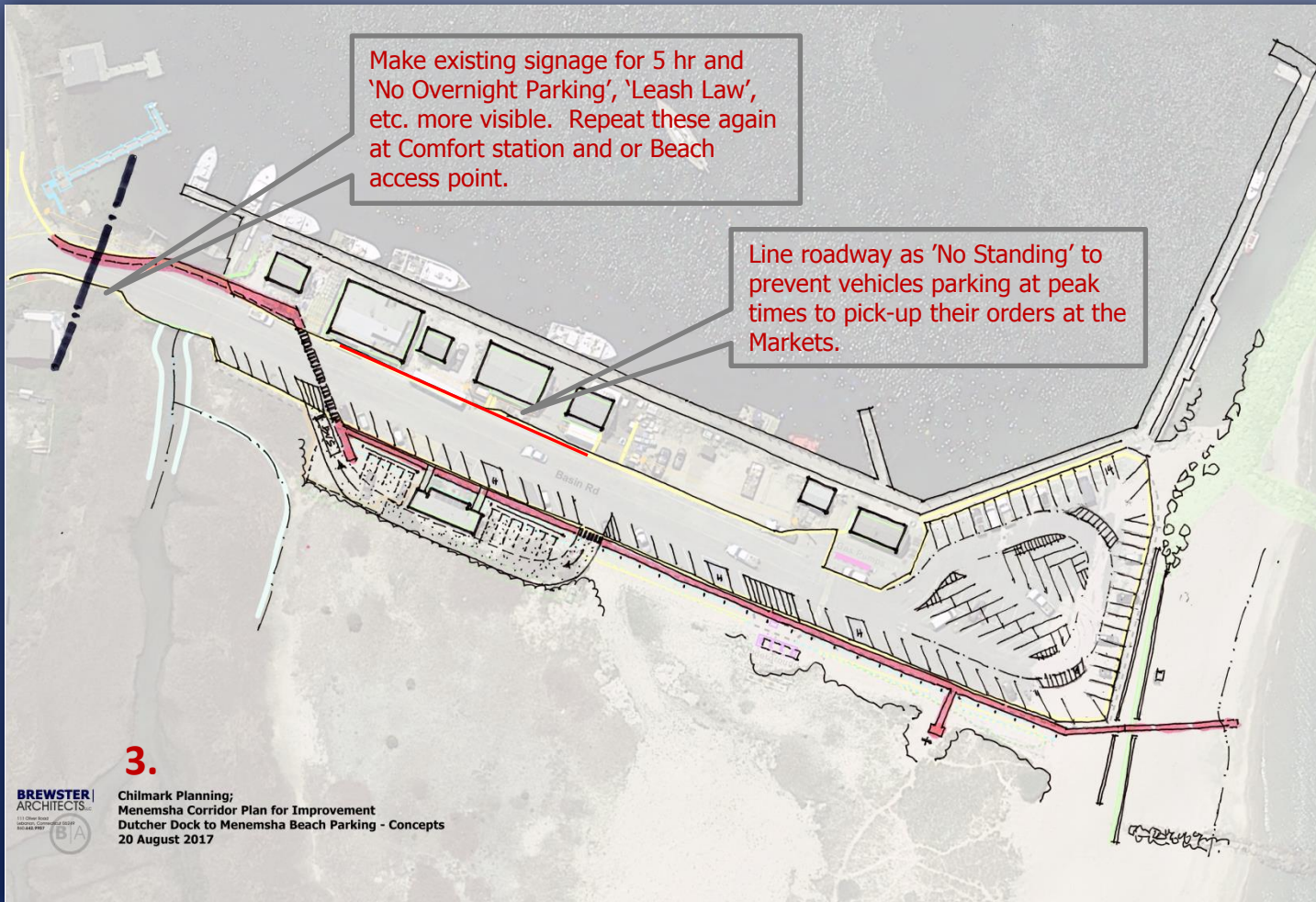




## Dutcher Dock to Menemsha Beach Parking - Concepts

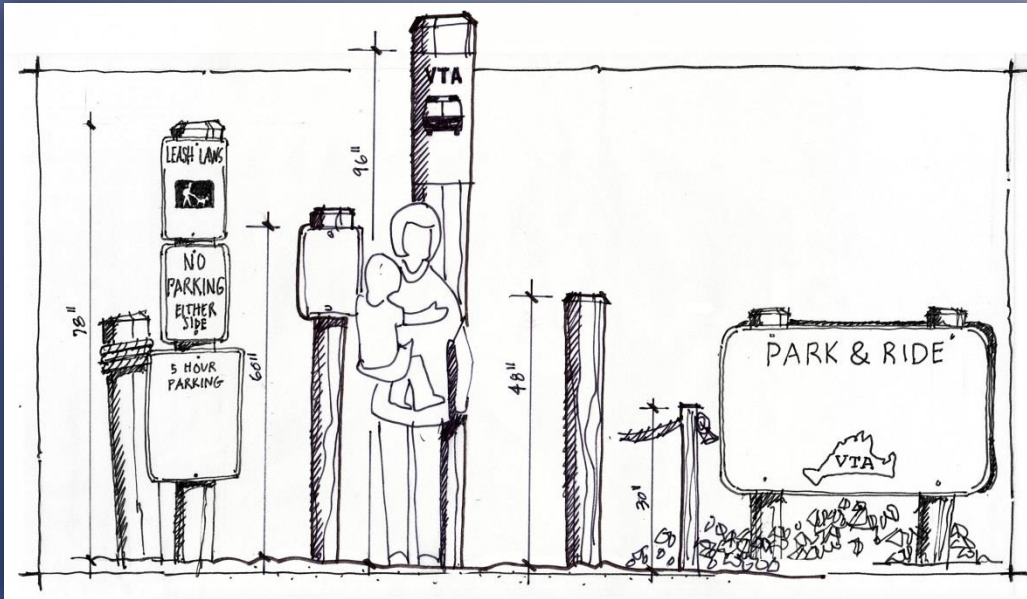


## Dutcher Dock to Menemsha Beach Parking - Concepts





# Signage and Way-finding



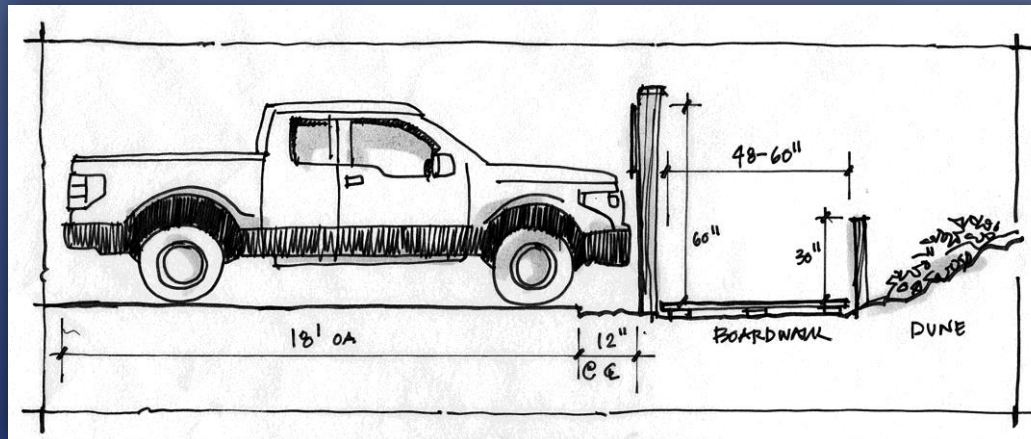
**COLOR PALETTE & TINTING CHART**

| Color             | HEX     | RGB           | CMYK             |
|-------------------|---------|---------------|------------------|
| White             | #FFFFFF | 255, 255, 255 | 0, 0, 0, 0       |
| Black             | #000000 | 0, 0, 0       | 100, 100, 100, 0 |
| Dark Blue         | #000080 | 0, 0, 128     | 100, 100, 0, 100 |
| Blue              | #0000FF | 0, 0, 255     | 100, 100, 0, 100 |
| Light Blue        | #ADD8E6 | 173, 220, 238 | 100, 100, 0, 100 |
| Yellow            | #FFFF00 | 255, 255, 0   | 100, 100, 0, 100 |
| Orange            | #FFA500 | 255, 165, 0   | 100, 100, 0, 100 |
| Red               | #FF0000 | 255, 0, 0     | 100, 100, 0, 100 |
| Green             | #008000 | 0, 128, 0     | 100, 100, 0, 100 |
| Light Green       | #90EE90 | 144, 238, 144 | 100, 100, 0, 100 |
| Dark Green        | #008000 | 0, 128, 0     | 100, 100, 0, 100 |
| Light Yellow      | #FFFFE0 | 255, 255, 224 | 100, 100, 0, 100 |
| Dark Yellow       | #FFD700 | 255, 215, 0   | 100, 100, 0, 100 |
| Light Orange      | #FFDAB9 | 255, 218, 185 | 100, 100, 0, 100 |
| Dark Orange       | #FF8C00 | 255, 140, 0   | 100, 100, 0, 100 |
| Light Red         | #FFB6C1 | 255, 182, 193 | 100, 100, 0, 100 |
| Dark Red          | #DC143C | 220, 20, 60   | 100, 100, 0, 100 |
| Light Purple      | #DDA0DD | 220, 160, 220 | 100, 100, 0, 100 |
| Dark Purple       | #800080 | 128, 0, 128   | 100, 100, 0, 100 |
| Light Grey        | #D3D3D3 | 211, 211, 211 | 100, 100, 0, 100 |
| Dark Grey         | #696969 | 105, 105, 105 | 100, 100, 0, 100 |
| Light Brown       | #D2B48C | 210, 180, 140 | 100, 100, 0, 100 |
| Dark Brown        | #654321 | 101, 67, 33   | 100, 100, 0, 100 |
| Light Tan         | #F5DEB3 | 245, 220, 180 | 100, 100, 0, 100 |
| Dark Tan          | #8B4513 | 139, 69, 19   | 100, 100, 0, 100 |
| Light Pink        | #FFB6C1 | 255, 182, 193 | 100, 100, 0, 100 |
| Dark Pink         | #DC143C | 220, 20, 60   | 100, 100, 0, 100 |
| Light Blue-Grey   | #ADD8E6 | 173, 220, 238 | 100, 100, 0, 100 |
| Dark Blue-Grey    | #4682B4 | 70, 130, 180  | 100, 100, 0, 100 |
| Light Green-Grey  | #90EE90 | 144, 238, 144 | 100, 100, 0, 100 |
| Dark Green-Grey   | #2E8B57 | 46, 139, 87   | 100, 100, 0, 100 |
| Light Yellow-Grey | #F5F5DC | 245, 245, 220 | 100, 100, 0, 100 |
| Dark Yellow-Grey  | #D4AF37 | 212, 175, 55  | 100, 100, 0, 100 |
| Light Orange-Grey | #F5DEB3 | 245, 220, 180 | 100, 100, 0, 100 |
| Dark Orange-Grey  | #D2691E | 210, 105, 30  | 100, 100, 0, 100 |
| Light Red-Grey    | #F08080 | 240, 128, 128 | 100, 100, 0, 100 |
| Dark Red-Grey     | #8B0000 | 139, 0, 0     | 100, 100, 0, 100 |
| Light Purple-Grey | #DDA0DD | 220, 160, 220 | 100, 100, 0, 100 |
| Dark Purple-Grey  | #483D8B | 72, 61, 139   | 100, 100, 0, 100 |
| Light Grey-Grey   | #D3D3D3 | 211, 211, 211 | 100, 100, 0, 100 |
| Dark Grey-Grey    | #696969 | 105, 105, 105 | 100, 100, 0, 100 |
| Light Brown-Grey  | #D2B48C | 210, 180, 140 | 100, 100, 0, 100 |
| Dark Brown-Grey   | #654321 | 101, 67, 33   | 100, 100, 0, 100 |
| Light Tan-Grey    | #F5DEB3 | 245, 220, 180 | 100, 100, 0, 100 |
| Dark Tan-Grey     | #8B4513 | 139, 69, 19   | 100, 100, 0, 100 |

Notes: This chart is a guide to determine how colors will look when used together. It is not a guarantee of color accuracy. Colors may vary slightly due to monitor calibration and printing process. For best results, use a color calibration tool and a color calibration target. The chart is also available as a PDF file at: <http://www.brewsterarchitects.com/signage>

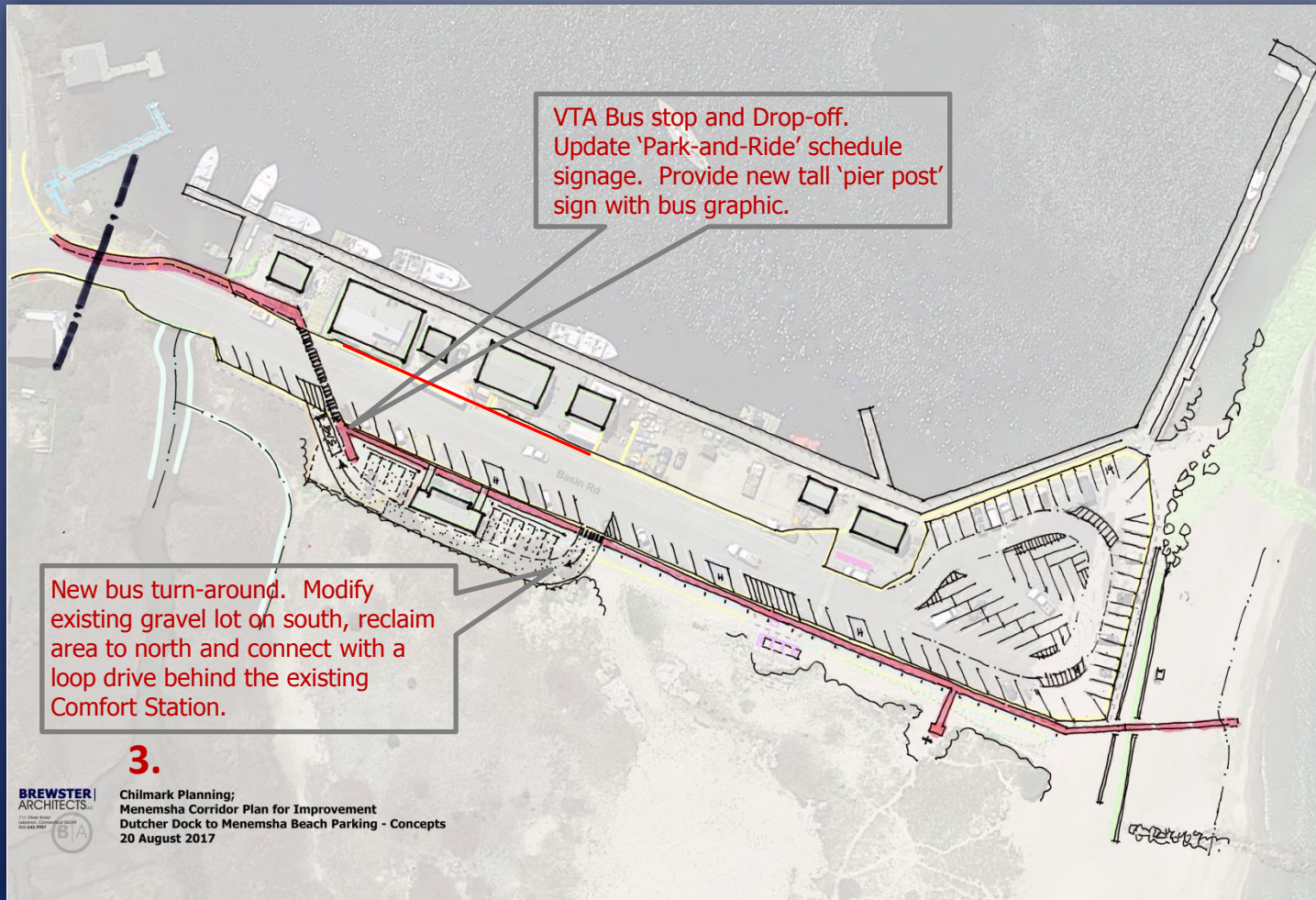
## Recommendations:

- Provide new signage consistent in size and style from the Galley to the beach. Make the new signage as inconspicuous as possible, using a common color scheme, graphics, etc.
- Repetition of pattern and placement is the key to the success of the signage package.
- Provide taller, larger diameter pier posts for hierarchically more significant items, such as the VTA pick-up points, emergency access, toilet facilities, etc.
- Suggest a painted graphic band at the top approx. 18 inches of these posts using a muted color scheme in keeping with the sun-bleached context of the existing area.
- The sun-bleached finish of any new wood surfaces can be accelerated using 'bleaching' stains, accomplished using 'Milk Paint.'
- Place informational signage in 2 locations.





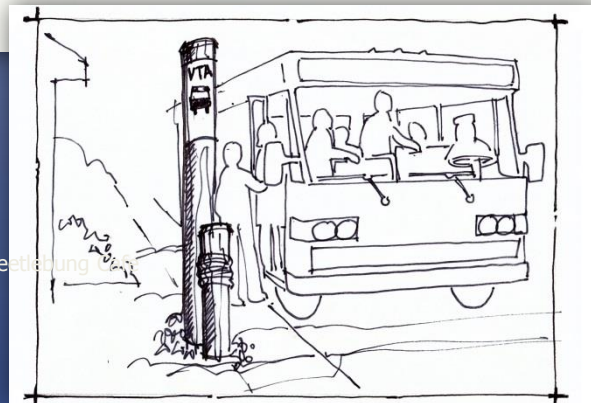
## Dutcher Dock to Menemsha Beach Parking - Concepts



## VTA Bus Turn-around and Bus Stop



Looking toward North Road from the Best Building

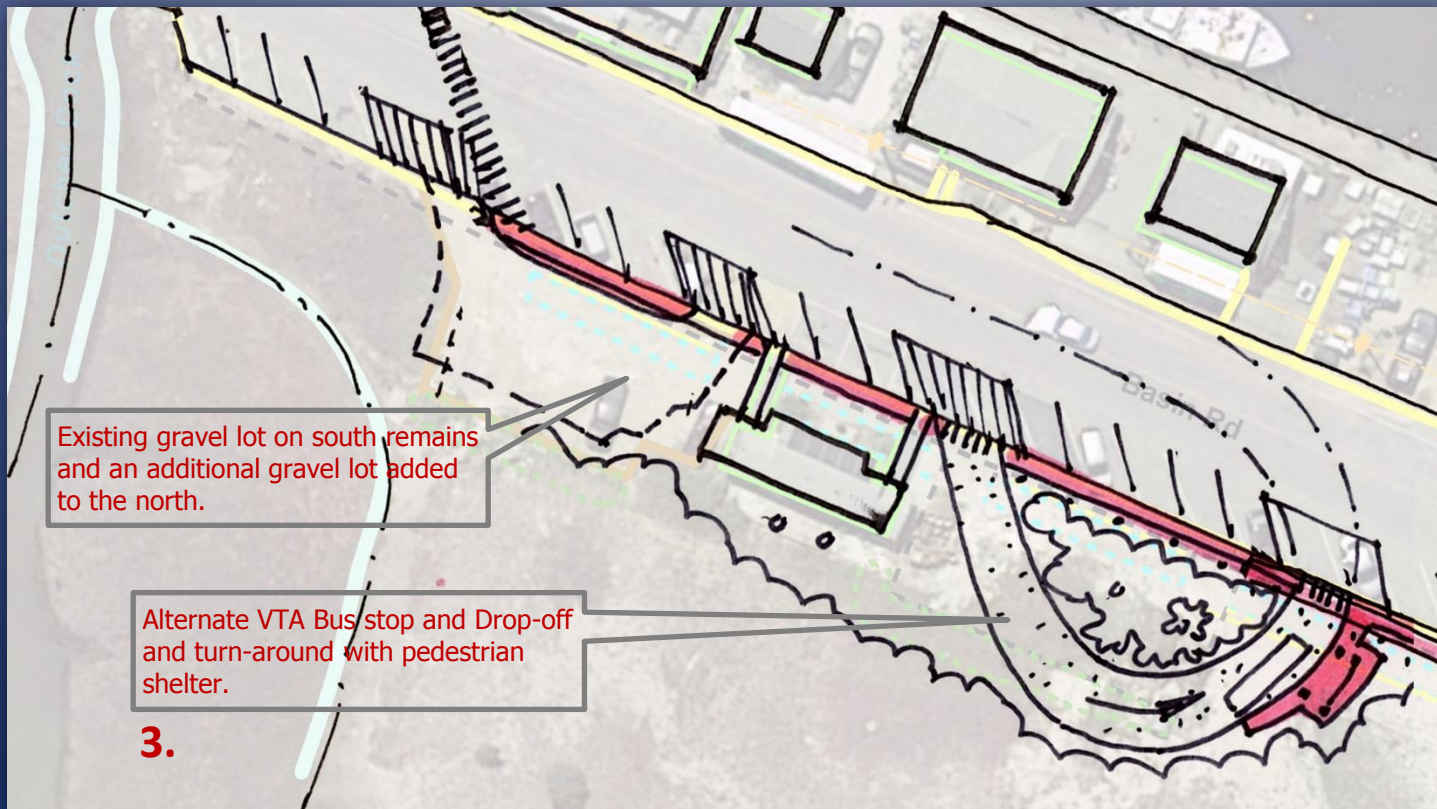


### Recommendations:

- Modify the existing gravel parking on the south side of the Comfort Station.
- Provide new gravel parking on the north side of the Comfort Station in reclaimed area.
- Provide a minimal width connector drive behind the Comfort Station terminating at a passenger loading area (bus stop) the street.
- Reorganize existing parking spaces in front of Comfort Station to make new curb-cuts and access for the employee parking/bus turn-around.

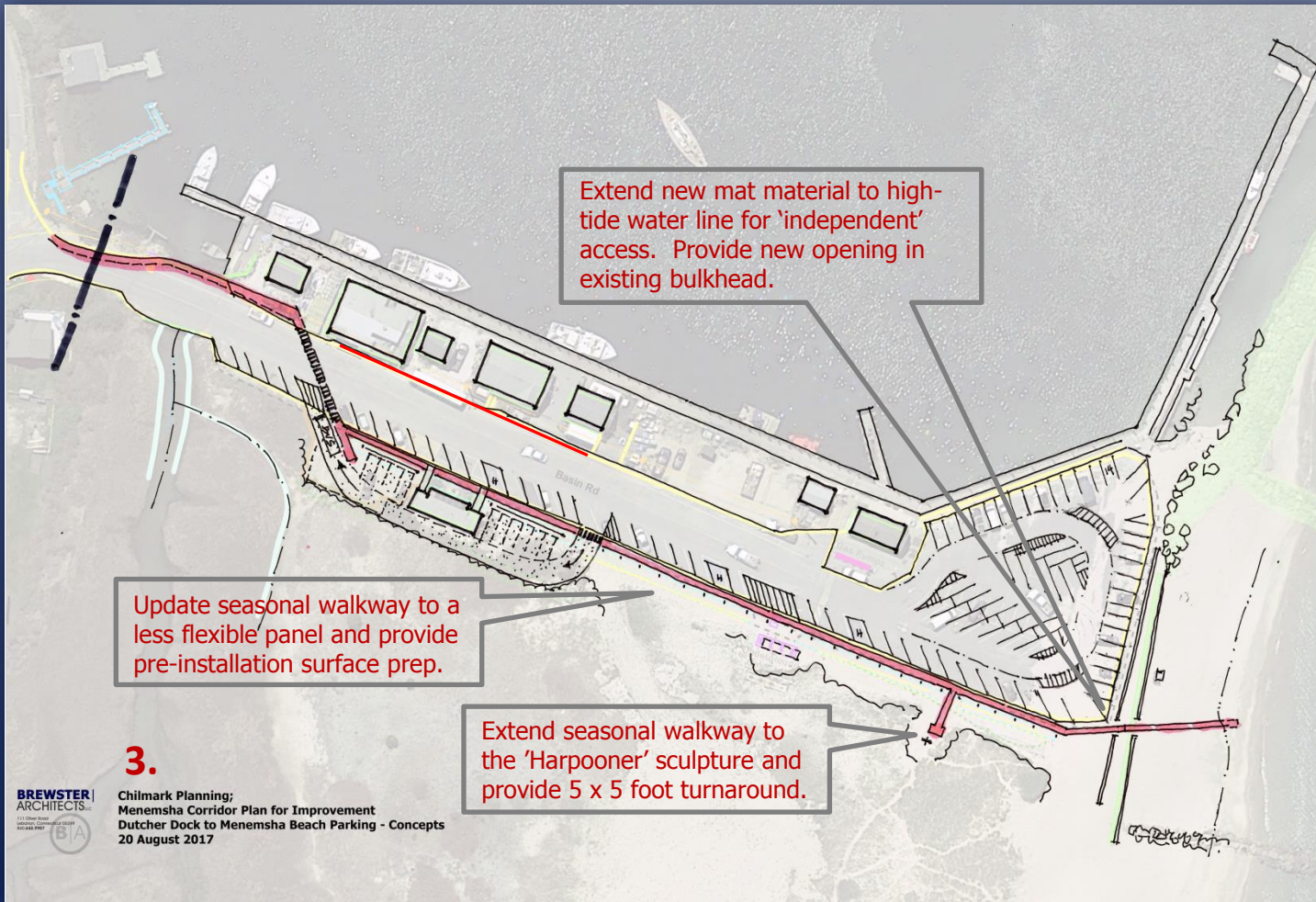


## Dutcher Dock to Menemsha Beach Parking - Concepts

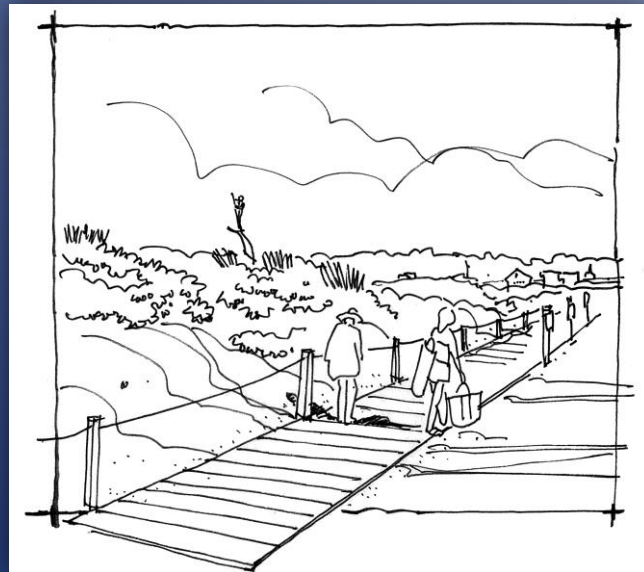
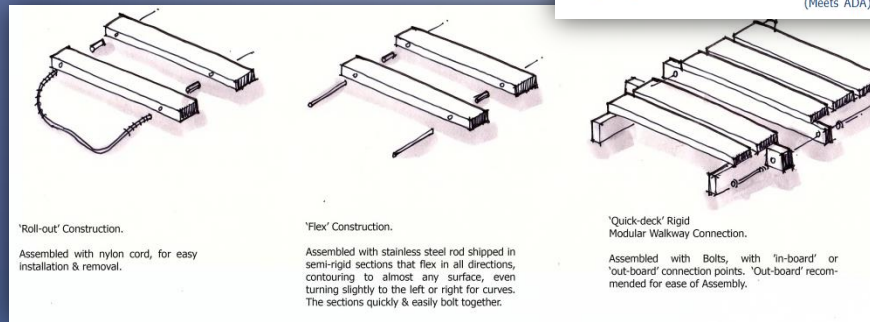




## Dutcher Dock to Menemsha Beach Parking - Concepts



# Seasonal Pedestrian Walkway (Comfort Station to Beach)

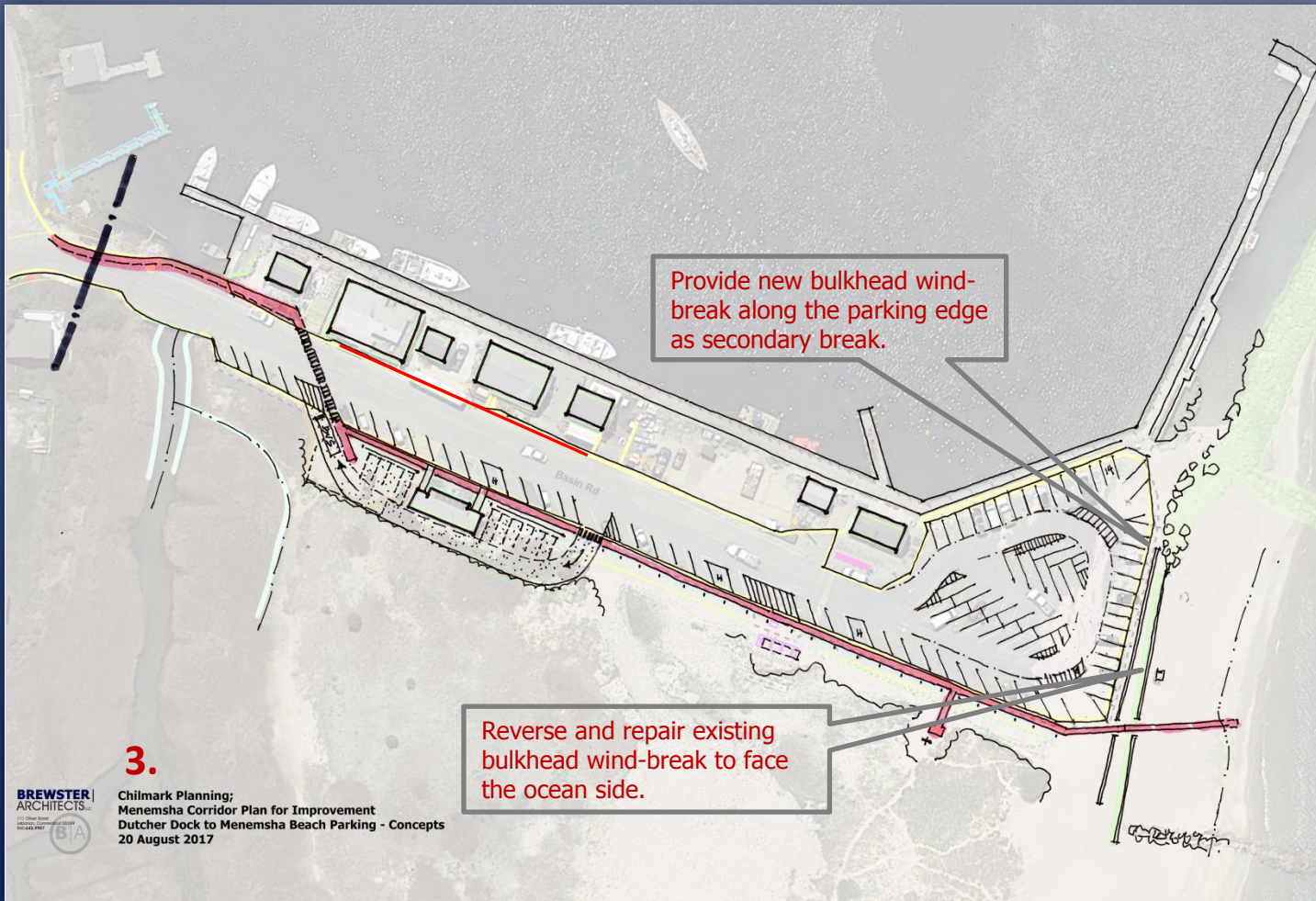


## Recommendations:

- Upgrade the seasonal walkway for access to the beach. Extend the walkway across the front of the Comfort Station to the bus stop.
- Provide new mat-type access from the beach entry to the high-tide water line for 'independent access.' Replace the existing seasonal walkway with another product with code-compliant spacing (1/2" max) or less at the required width of 36 inches which is stable and firm.
- Provide a system that can be bolted together, or is of the 'roll-out' type with longer lengths. Alternatively, there are modular panels comprised of boards fastened to 2x or 4x sleepers which with 'out-board' bolted connectors. The use of a woven polyester mat would be another suitable alternative, but slightly less firm.
- Surface preparation in the form of raking or leveling the sand base along the length so that any system placed on it is more consistently flat. Machine raking would require the least amount of time and produce a consistent grade over the length of the walkway.
- The path should be continuous from the public beach entry to the furthest toilet room entrance deck and should be minimum 36 inches or 48-60 inches as conditions allow. The wider width allows for passing in opposite directions, otherwise provide passing areas at intermediate points. Extending the boardwalk to the Harpooner Sculpture could provide one such passing area.

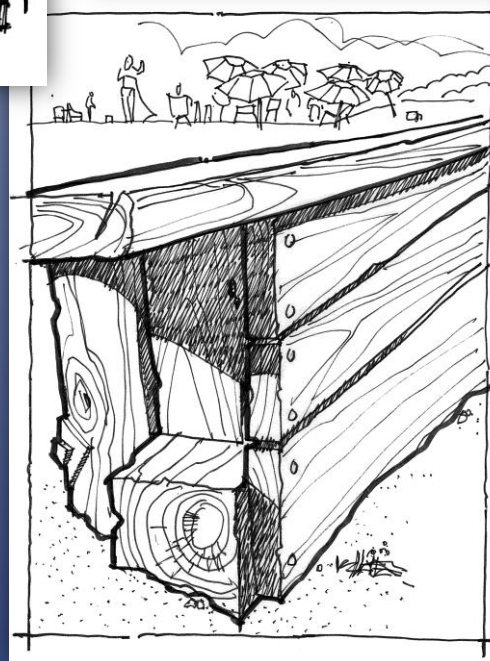
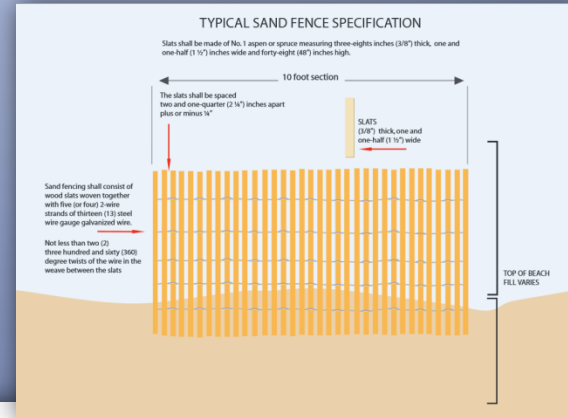
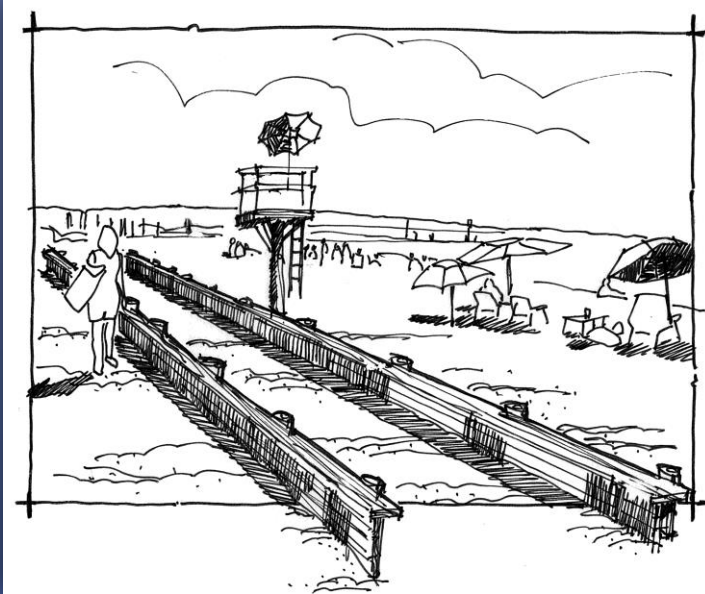


## Dutcher Dock to Menemsha Beach Parking - Concepts





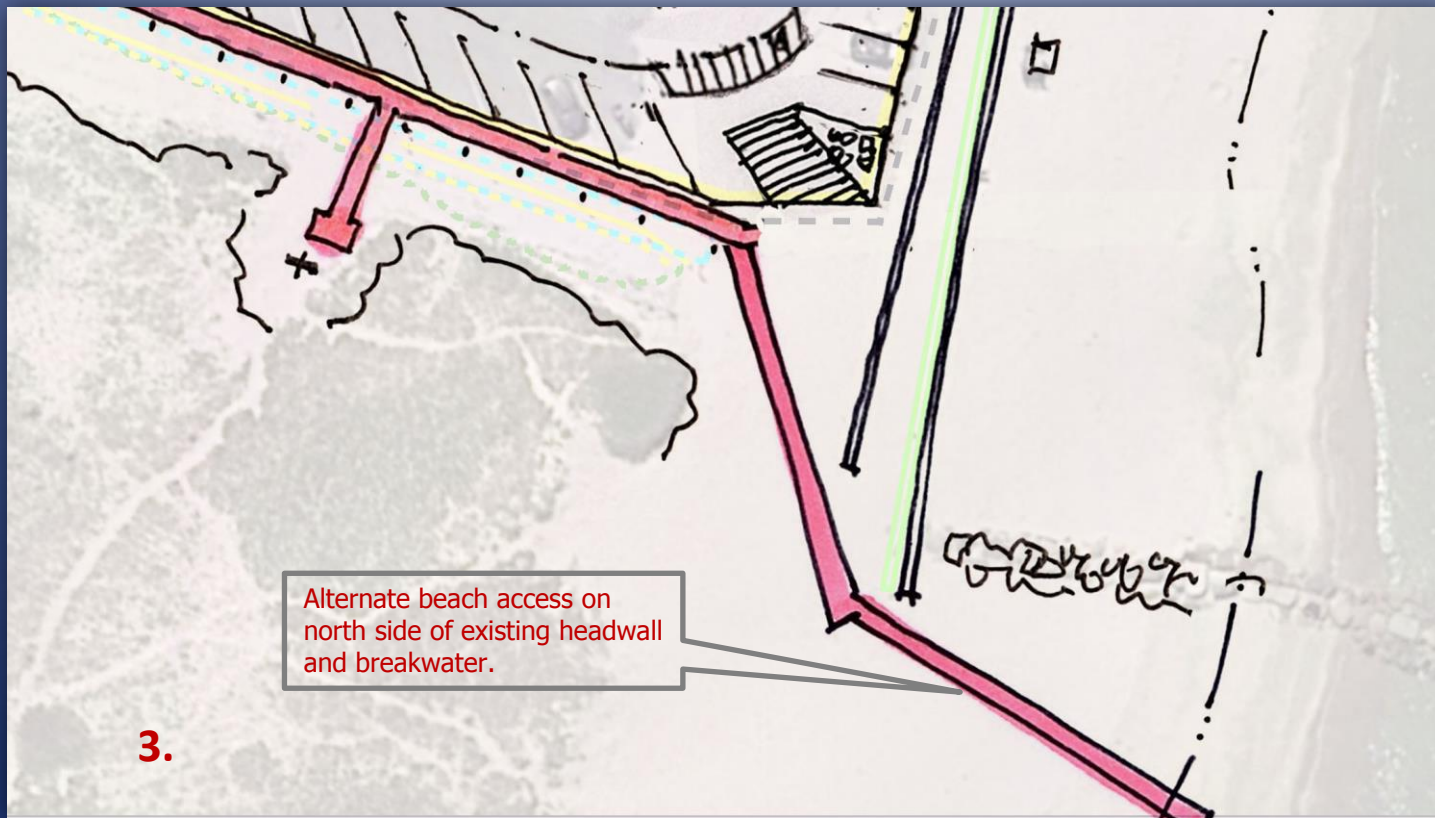
# Blowing Sand Prevention



## Recommendations:

- Reconstruct the existing bulkhead wind-break at the same bench height in its mirror image, with the pocket facing the water.
- Replace damaged components, and provide a new opening for access for mobility impaired visitors to gain access without having to go around.
- Construct a secondary bulkhead, approx. 4 feet toward the parking lot to disrupt the wind-borne sand a second time before the parking lot edge. Use the similar materials, such as treated pier pilings (dock posts), 2x and 3x material.
- Alternatively, a row of slatted 'sand-fence' can be an effective barrier to disrupt the wind energy. This is typically 48 inches high, comprised of wood slats, connector wires and wood posts.

## Dutcher Dock to Menemsha Beach Parking - Concepts



## Beach Access to Water Line

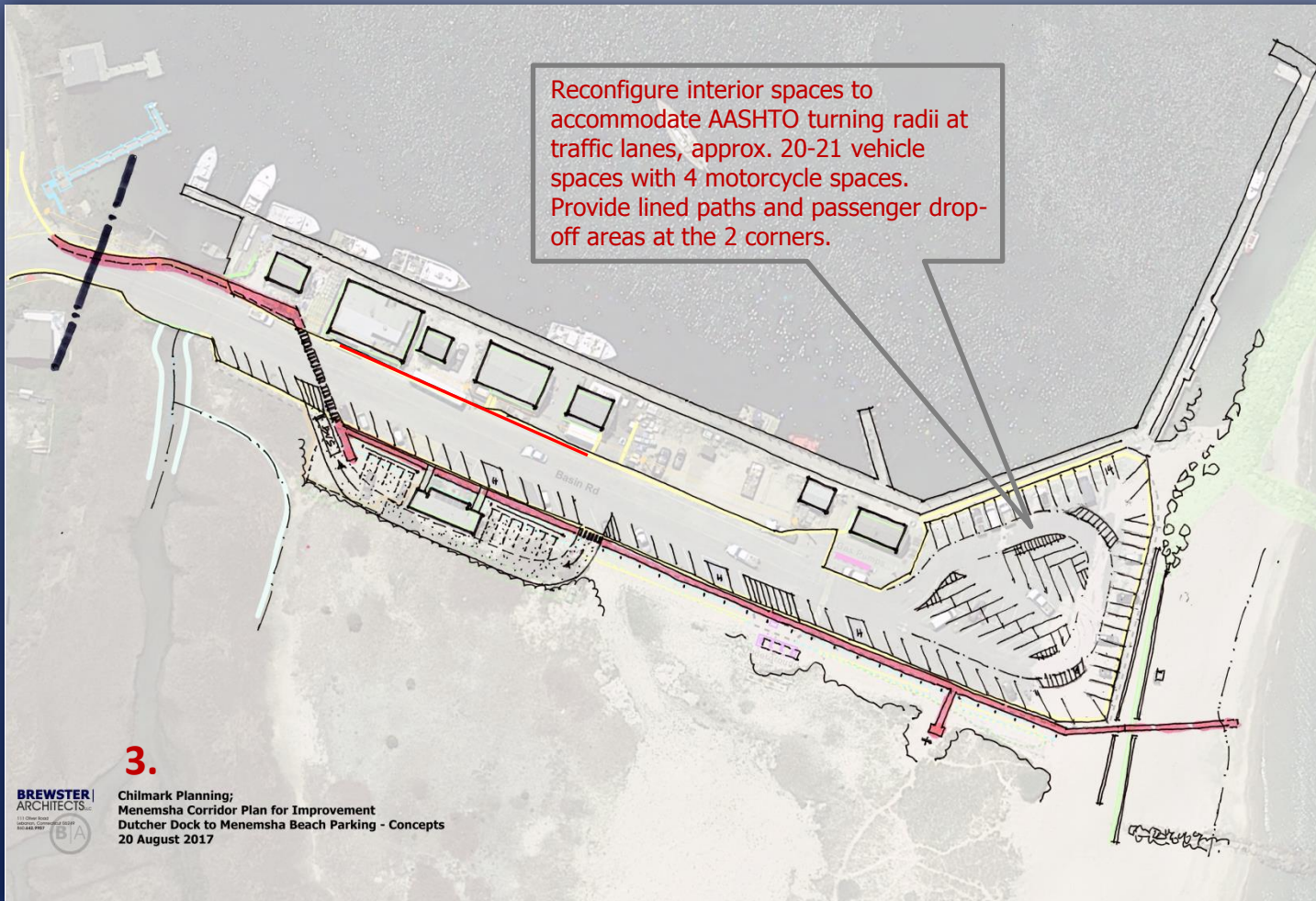


### Recommendations:

- Provide a 60 inch wide temporary path to the high tide water level from the public beach entrance.
- Beach wheelchairs are not a substitute for providing beach access routes, as they do not provide independent access.
- This can be accomplished with a 'roll-up' type mat in lengths as required, similar to 'Mobi-mat' which is a non-slip woven polyester mat, in choice of blue or brown color, with or without striping for the Visually Impaired.



## Dutcher Dock to Menemsha Beach Parking - Concepts



### **Next Steps:**

- Prioritize issue resolutions.
- Engineering and Design.
- Implementation.

