

February 15, 2021

To: Honorable Selectman of the Town of Chilmark,

Respectfully Submitted By: Deborah Packer

With sincerity, I am requesting the Board of Selectman consider drafting and send a letter to the Martha's Vineyard Commission's Executive Director, Staff and Joint Transportation Committee, to amend and remove the project proposal: To Design Up-island SUP's and Bike Paths from West Tisbury to Aquinnah in the town of Chilmark from the 2024~ Transportation Improvement Program (TIP) grant cycle.

In accordance to the:

The Bylaws of the Martha's Vineyard Commissions Joint Transportation Committee:

- **Martha's Vineyard Transportation Improvement Program (TIP) For Federal Fiscal Years (FFY) 2021-2025~October 1, 2020 to September 30, 2025.**

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G. TIP Amendment or Adjustment Process

There are times when a TIP project in the first TIP year may not be able to move forward in the programmed year, or a project need advances a different project from within the TIP or the MVTP. These changes to the currently approved TIP are Amendments or Adjustments.

Amendment

1. **Adds or Removes** a project from the current TIP

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TIP Grant long range proposals for 2024~

1. Chilmark: Design Up-Island SUP
2. Chilmark: Bike Path from West Tisbury to Aquinnah

Background:

January 5, 2021 at the Chilmark Board of Selectman's meeting the motion was passed unanimously.

I Deborah Packer requested :

Please consider a motion: That the Board of Selectman of the Town of Chilmark request the removal of designing "Shared Use Paths" (SUP's) in Chilmark. From: Martha's Vineyard Commission's Transportation Improvement Program. Thank you

- "Mr. Doty said continuing **alternatives*** but no SUP, no changing nature of Road, no widening, no altering or making of path. SO VOTED: 3 Ayes"

** The TIP proposal is not directed towards feasibility studies of **alternatives** like a "Share the Road Campaign". The proposal is for the construction of SUP's and Bike Paths in Chilmark from West Tisbury to Aquinnah, as a continuation of the "Down Island SUP Network", if constructed will, widen, alter or make a path on any current roadway layout in the town of Chilmark.*

Currently:

Under “**Martha’s Vineyard Commission Planning: Transportation Activities**”:

The project is currently represented on the Martha’s Vineyard Commission Website:

“**Up Island bicycle-pedestrian safety improvements**”.

- “**Current Transportation Planning Efforts:** Shared Use Path Network: Up Island bicycle-pedestrian safety improvements: Field data collection with a high precision GPS device will continue along the length of North Road.”

Future Process:

If funding for feasibility studies continue to be directed to the proposed project. Once designed it will be subject to:

DRI Review: 7. TRANSPORTATION

7.1 New or Expanded Transportation Facilities or Infrastructure

Any Development that proposes the construction, expansion or alteration of:

a. facilities or infrastructure that provide for, or are ancillary to the provision of, transportation to or from the Island of Martha’s Vineyard

–Mandatory Referral and MVC Review

b. facilities or infrastructure that are or will be part of a transportation system or network between two or more Island towns or between two or more principal roads

c. any principal road.

–Mandatory Referral Requiring MVC Concurrence –Mandatory Referral Requiring MVC Concurrence

For the purposes of this section 7.1, the term “Development” also refers to facilities for transportation by air, land and water (**including** runways, terminals, staging areas, ticket offices, bus stations, docks, parking facilities, **bicycle paths**, electric charging stations, and bridges). For private piers and docks, see section 5.1.

In Conclusion:

The DRI and TIP grant process are lengthy, requiring funding from Chilmark tax payers dollars, more appropriately spent elsewhere.

Due to the Compete Streets: Shared Use Path Design Standards, The Chilmark’s Wetland Protection Bylaws, The General Law 131 section 40, and MassDEP 310 CMR:10.00 makes the construction of SUP’s and bike paths on Chilmark roadways infeasible.

If the SUP design Notice Of Intent (NOI) exceptions are permitted, the construction will disturb wetlands, stone walls, and trees. It will require the reengineering of the current roadways, the requirement of easements or takings from Chilmark property owners and the changing of existing conservation land protection restrictions at a state level.

Thank you for your continued patience in regard to your consideration of this request submittal,

Deborah Packer

