

To : Honorable Chilmark Board of Selectman

From: Deborah Packer

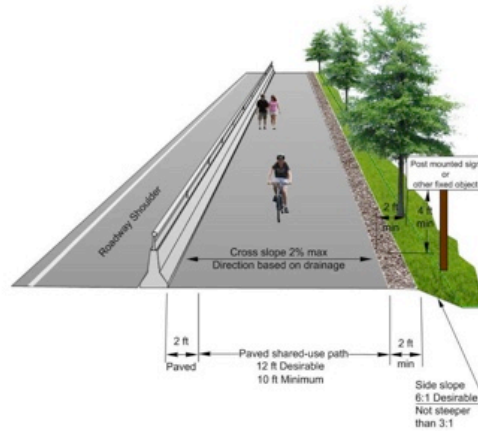
Submitted December 21, 2020

Agenda Item Request for Discussion:  
BOS meeting on January 5, 2021

The Construction of a Shared Use Path (SUP) along North Road  
versus Implementing a “Share The Road Campaign”.

**Notes:**

- A separation greater than 5 feet is required for path user comfort. If separation greater than 5 feet cannot be obtained, provide barrier separation in accordance with [Exhibit 1515-4c](#).
- See [Chapter 1600](#) for roadway clear zone design guidance for fixed objects.

**Two-Way Shared-Use Path: Adjacent to Roadway (> 35mph)****Exhibit 1515-4b****Notes:**

- It is desirable for the cross slope to slope toward grass areas for drainage.
- See [Chapter 1610](#) for barrier design. Pedestrian rail height minimum is 42 inches.

**Two-Way Shared-Use Path: Attached to Roadway (>35mph)****Exhibit 1515-4c****COMPLETE STREETS: Shared Use Path**

The Complete Streets and TIP grant projects proposed by the MVC, use criteria from standardized urban models. The urban model criteria standards will be required to be used in the design and construction of the North Road SUP.

*“The 199 Guide for the Development of Bicycle Facilities has established that such paths should have a minimum desirable width of 10 feet with 2 foot clear zones adjacent to the path. A minimum path width of 8 feet may be considered where the following conditions prevail: (1) bicycle traffic is expected to be low, even on peak days or during peak hours, (2) pedestrian use of the facility is not expected to be more than occasional, (3) there will be good horizontal and vertical alignment providing safe and frequent passing opportunities, and (4) during normal maintenance vehicle loading conditions that would not cause pavement edge damage.”*

## Martha's Vineyard Commission Proposal

*The Planning, Grant Acquisition and Construction of a Shared Use Path (SUP) along North Road to Menemsha*

### **SUP on North Road:**

The MVC is planning the construction of the Complete Streets: Transportation Improvement Program ( TIP ), SUP along side North Road to Menemsha.

A construction of a SUP, will require the removal of large shade trees, vegetative cover, the disturbance of stone walls, widening of the road, relocation of utility poles and the infringement of wetland and conservation buffer zones.

The requirement of easements to complete the SUP has often led to eminent domain taking of private land on the Island of Martha's Vineyard.

## **VS**

### **Share the Road Campaign on North Road**

Continuing to preserve and protect the character of Chilmark's scenic roads \*, shade trees, stone walls, wetlands, conservation areas and wildlife habitat, while encouraging safe travel for all users.

\* Town of Chilmark and The Town of West Tisbury have adopted the "Scenic Roads Act". Under the *Massachusetts General Laws*. Section 15Cc and the Martha's Vineyard Commission Designation of the Island Road District as a District of Critical Planning Concern.

## REFERENCES:

Town of Chilmark Planning Board, Chilmark Conservation Commission and The Martha's Vineyard Commission. 1985. "*Roads and Roadsides: Existing Protection*". In *The Chilmark Master Plan*. 33. Chilmark: Town of Chilmark  
 chilmark.gov>home>boards & committees >master plan documents.

- "Public Roadsides are a District of Critical Concern under the zoning bylaws"
- "Chilmark has also adopted the Scenic Roads Act for most of its public roads this act requires a hearing for the removal of trees and stone walls in the public right of way"

Town of Chilmark Planning Board, Chilmark Conservation Commission and The Martha's Vineyard Commission 2000. "*Roads and Roadsides*". In *The Chilmark Master Plan Supplement*. 17. Chilmark : Town of Chilmark  
 chilmark.gov>home>boards & committees >master plan documents.

- "In 1998 consideration was given to widening of the state road to provide a cycle lane in both directions. Because of existing stone walls and other features only 70 % of roadway could be expanded and the balance would have been left in original narrow configuration. It was thought that the varying width would be dangerous because vehicles would increase their speed at the wide places, followed by abrupt slowing down when road narrowed. As a result the widening never was undertaken"

Town of Chilmark 1986, 1990, 1993. "*Part III Regulations for Inland Wetlands: 3.03 Land Under Water Bodies*", In *The Chilmark Wetlands Protection Bylaw and Regulations*. Chilmark: Town of Chilmark: Annual Town Meeting adopted, April 28, 1986

Massachusetts Department of Environmental Protection 2014. "*310 CMR 10.00: Wetlands Protection Act Regulations*." In *The Wetlands Protection Act*. Section 40. Massachusetts: Massachusetts Register

The Martha's Vineyard Commission 1974. "*The Designation of the Island Road District as a District of Critical Planning Concern*". Section 4.00. Martha's Vineyard: Island Martha's Vineyard Commission

Martha's Vineyard Commission 2009. "*The Island Plan*". (Sections \*). Island of Martha's Vineyard: The Martha's Vineyard Commission.

### \* **North Road designations;**

- Resource Protection Area. 2-15. **critical**
- Land use. 2-15. **critical resource protection area**
- Conservation suitability. 3-5. **critical**
- Biodiversity. 3-9. **critical habitat, source intact habitat, source minimally disturbed habitat**
- Scenic. 3-17. **primary**
- Natural Character and Scenic Views.. 3-17. **primary**
- Water Resource Protection. 10-2. **critical**

Town of West Tisbury 2018. "*Section 6.2 Designated area of Critical Planning under the chapter 637 of the act of 1974: Scenic Roads # 20 North Road*". In *the West Tisbury Zoning Bylaws: Scenic Roads*". West Tisbury: Town of West Tisbury.

