

**LAGOON POND DRAWBRIDGE COMMITTEE  
PUBLIC PLANNING SESSION - AUGUST 25, 2005  
PERMANENT REPLACEMENT DRAWBRIDGE**

Planning is underway for the permanent replacement for the Lagoon Pond Drawbridge. This bridge is a vital link in the main waterfront roadway connection between the Vineyard's three largest towns and is in a visually prominent location. The drawbridge project involves a number of concerns that are essential to the well-being of Islanders and visitors, related to the design of the permanent bridge. The Drawbridge Committee invited the public to provide input on these basic issues, feeling that it is important for the community to provide local insight on such important parameters, prior to the beginning of the actual design phase. This discussion will help the Committee provide the design team with guidance so that the plans, when drawn, will reflect the local needs and desires for the bridge. Topics covered included:

- Bridge Type and Operation (fixed, single or double bascule, tower?, etc.)
- Bridge Height (including navigable clearance)
- Bridge Width (including placement of pedestrian/bicycle ways)
- Navigational Channel (width, location)
- Design Elements (lighting, barriers, etc.)

The planning session was held on Thursday, August 25, 2005, 6 P.M., Tisbury Senior Center. The session was co-hosted by TWI, Inc., who provided light refreshments. After a brief introduction by Drawbridge Committee Chairman Melinda Loberg and a power point presentation by member Mark London, the public contributed comments on their needs and desires for the permanent replacement bridge. This documents summarizes the key suggestions.

As requested by the Oak Bluffs and Tisbury Boards of Selectmen, the Lagoon Pond Drawbridge Committee is coordinated by the Martha's Vineyard Commission and is made up of representatives of various town boards and of the community. The Committee has prepared preliminary recommendations for the permanent bridge, for discussion purposes, which may be reviewed on the MVC website ([mvcommission.org](http://mvcommission.org)), along with numerous documents relating to the project. Call the Martha's Vineyard Commission with questions 508-693-3453.

**GENERAL**

- Could the design limit the weight capacity to restrict trucks? (It was pointed out that a new bridge must be designed for and permit all traffic.)

**WIDTH**

- There was general agreement for a separate multi-user (bike) path.
- The overall bridge could be narrower by combining pedestrians into the multi-use path; although this might lead to conflicts and safety issues.

**HEIGHT**

- Keep as low as possible to preserve views.
- If the bridge was higher, the approaches would have to be longer which would add to the cost.
- Would a taller bridge make Eastville Beach inaccessible?

## **NAVIGATION**

- Kayakers used to be able to navigate between pilings, outside the channel. Could the new bridge allow for such navigation by kayaks outside the channel? (It was noted that the permanent bridge would only have a few piles in the water and it would be possible to pass under any part of the bridge.)
- Grab rails on the structure on either side of the channel would make it easier for small craft to navigate the channel.
- Make sure machinery doesn't create blind spot near channel.
- The dogleg is there because of shoaling. We could deal with dogleg with dredging, rather than by moving navigational channel. The channel was dredged in 1961.
- Would there be adequate depth if the channel is moved? (Response - it should be OK)

## **TYPE**

- The speed of opening and closing is important for waiting vehicular traffic. Is a double bascule faster?
- Would a rotating deck work? (It was pointed out that this would need an island in the middle that could be an obstacle for boating.)
- Need to determine how many actually boats enter the Lagoon with a nor'easter.
- Need to accommodate tourists, safe refuge, particularly for boats moored and anchored in outer harbor.
- Double bascule – less visual impact, faster?
- Would a cantilever work and keep everything low, with fewer piles?
- Someone mentioned the 17<sup>th</sup> St. Causeway, Ft. Lauderdale, FL as an example of using a carina pier to hold the draw mechanism, making for less structure in the water, while keeping a low profile.  
(see [www.dot.state.fl.us/structures/botm/17thStreet/17thStreet.htm](http://www.dot.state.fl.us/structures/botm/17thStreet/17thStreet.htm))

## **DESIGN**

- It is very important that the bridge look good; it is at the entrance to the Vineyard for many visitors.
- It should be unobtrusive. Keep it low rise and put the structure under the bridge (i.e. no towers).
- It should "look like Martha's Vineyard"; fit in rather than be flashy.
- Don't ruin views from pond and across pond.
- Could we use the existing design with fewer supports?
- Should an architect be part of the design team? (Having a design professional might be useful though one person questioned whether having an architect would lead to an elaborate rather than simple design).
- It should have the minimal lighting required for safety. There is no reason to light the structure itself.