

Martha's Vineyard Commission
33 New York Avenue
Oak Bluffs, MA 02557

Re: Public Comment on Meshacket Commons Proposal

Commissioners:

Our family is seasonal residents of 37 Plain Field Way in Edgartown. As such, we are among the closest properties to the proposed development. We certainly understand the need for housing solutions on the Island and appreciate the thoughtfulness of IHT's planning, but we would be remiss if we did not share our insights given our familiarity with the area.

We have numerous general questions about the development, but our primary concern focuses on road safety. These are respectfully submitted in the spirit of cooperation.

As noted, Meshacket features numerous blind, hairpin turns and has a narrow shoulder. We use the road daily as motorists, pedestrians and bicyclists and would offer the following observations:

- Bus traffic would be unfeasible on the road in its current state. It is unrealistic to count on VTA service barring significant improvements to pedestrian / cyclists safety.
- We have significant concerns with both the 8/16 Howard Stein Hudson and the 9/7 Fuss & O'Neill traffic reports:
 - o Neither reports address the impact on Clevelandtown Rd, which is what Meshacket becomes on the way into Edgartown.
 - The intersection of Meshacket / Clevelandtown / Road to the Plain (~0.5 miles from development) features a nearly blind corner that is already dangerous for vehicles and pedestrians.
 - Clevelandtown itself is very narrow with no shoulder. There is a narrow sidewalk but it is right on top of the road. The road is heavily used given the access to neighborhoods off of Road to the Plains in addition to further down Meshacket and Morning Glory Farm.
 - o The studies rely on the Meetinghouse road development work. The problem is that the IHT development is ~0.25 closer towards town, relative to Edgartown- West Tisbury Rd. This is important as it changes the route that you would take to frequent destinations. For example, Stop and Shop is closer if you go out Clevelandtown from Meshacket Commons, which exacerbates traffic on a road that is less equipped to handle it. The study only assumes 20% go that route, which is unrealistic.
 - o That study is also out of date as it relates to the Meshacket / Edgartown-WT intersection, where traffic has increased significantly in recent summers due to Morning Glory Farm's growth, addition of a food truck, bicycle crossing, etc.
 - o The basic math seems flawed. The analysis assumes 270 daily trips. If we assume 16 drive-able hours per day, then that is ~17 per hour. But this peak assumption is only 14 trips in the morning hour. This seems based on a generic national model, not reflecting the specific circumstances of this development. Does this include the benefit of public transportation? What about non-resident traffic from deliveries, visitors, etc?

In short, Meshacket and Clevelandtown Roads are already in need of safety improvements and would be significantly impacted by the proposed development. We would like to see improvements considered as part of this project, for the sake of current and future residents, alike. Pedestrian, bicycle and mass transportation for residents of Meshacket Commons is unrealistic without it.

Thanks you for your time and consideration of our concerns.

Best,

Chris and Meghan Charles

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