

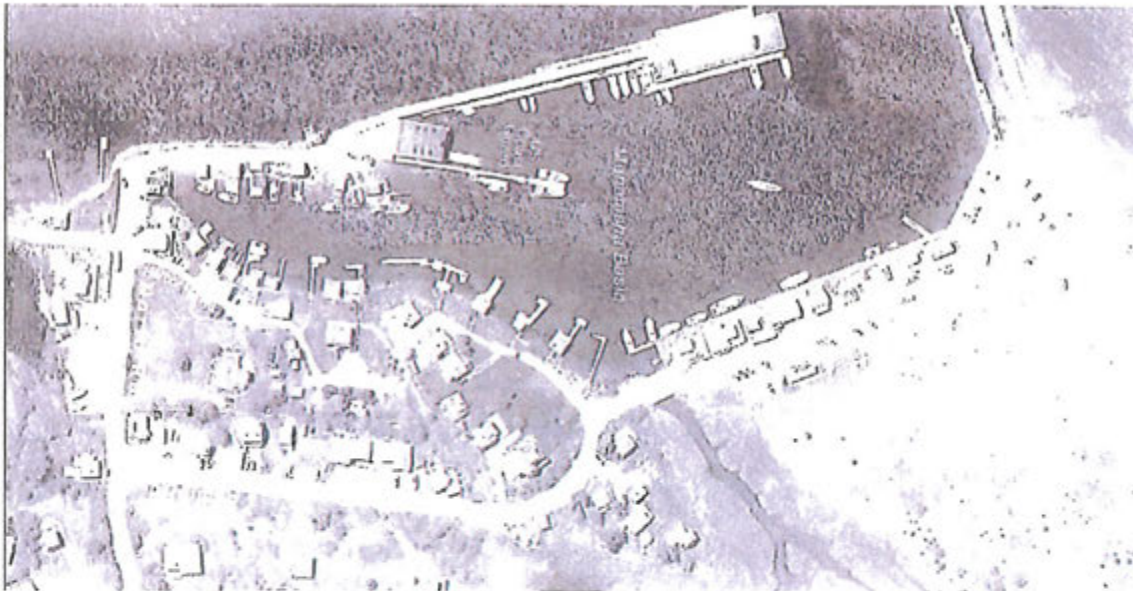
Chilmark Planning;  
Menemsha Corridor Plan for Improvement

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**[Analysis + Recommendations]**

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

October 30, 2017





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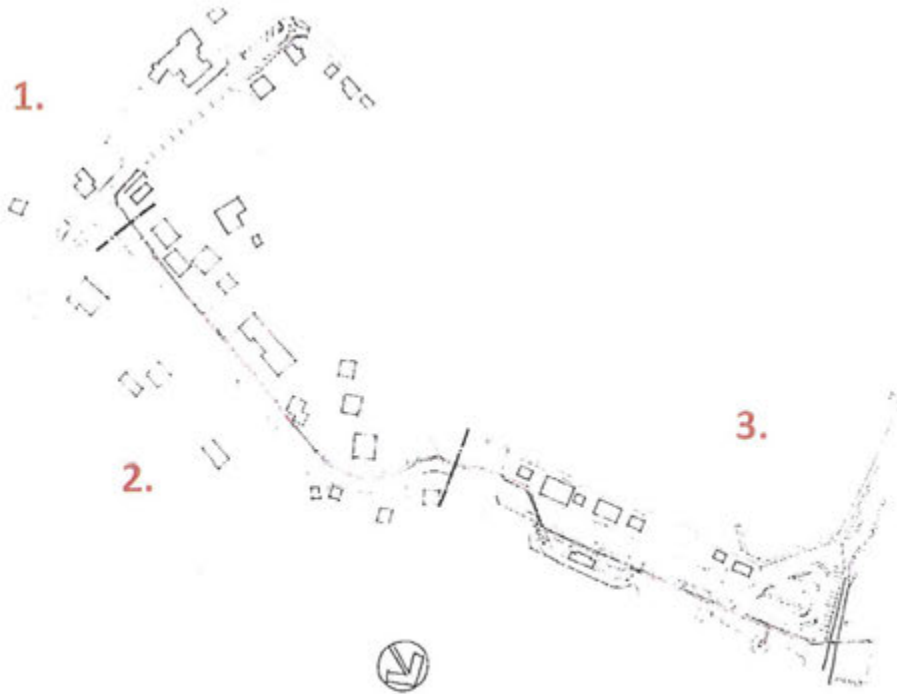
## Chilmark Planning; Menemsha Corridor Plan for Improvement

### Introduction

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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.



Above: Project extents.

## Summary

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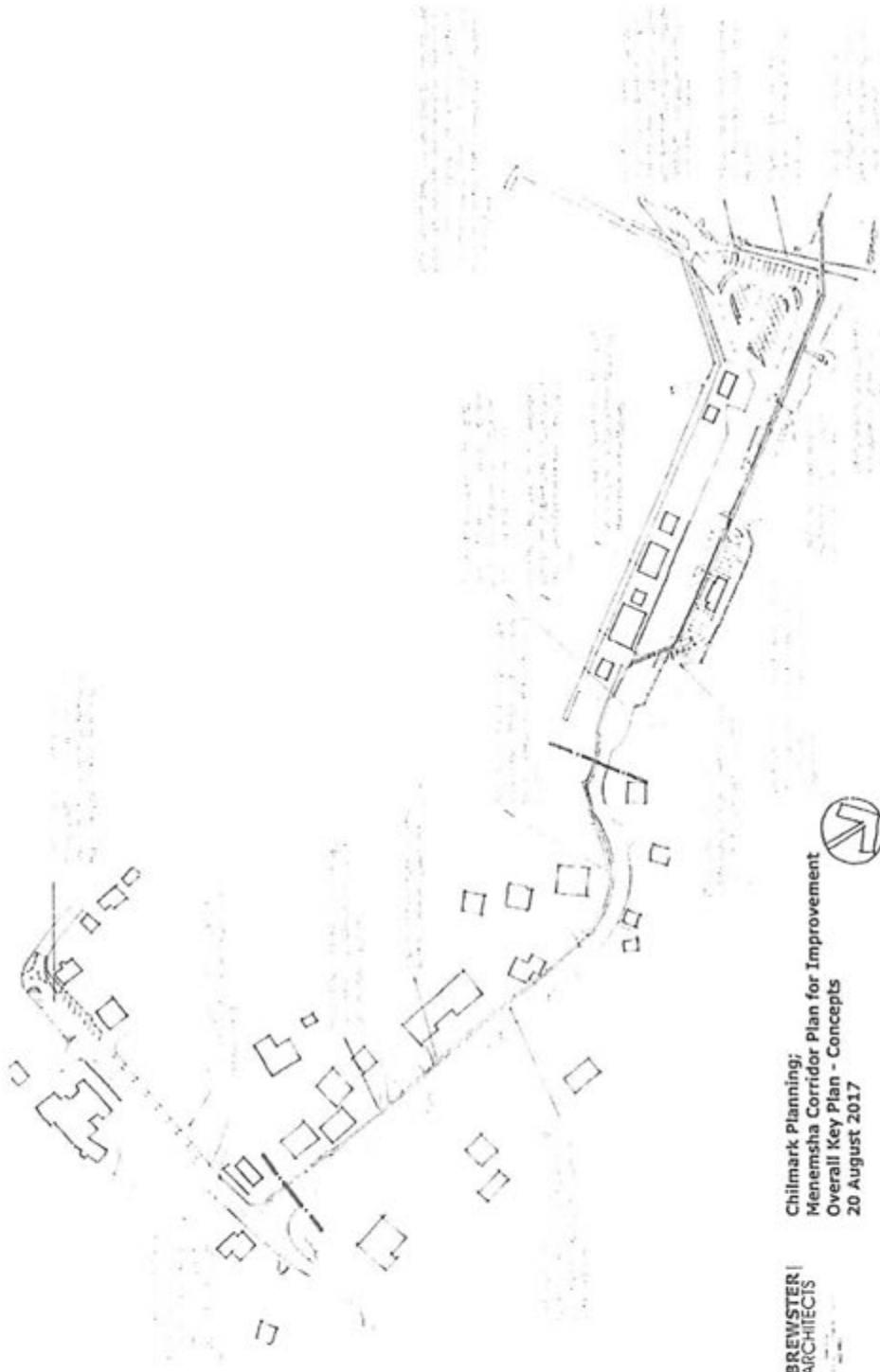
Brewster Architects has been commissioned by The Martha's Vineyard Commission and the Town of Chilmark to review the existing conditions with regard to issues of parking, traffic flow and pedestrian access along Basin Road to Menemsha Beach and the beach parking area. We have also been asked to propose conceptual solutions for further development.

We have been provided with several very thoughtful reports and letters from Residents and Commissions having an intimate understanding of these issues. Having sorted through these many items, it would be unrealistic to suggest that all can be accommodated in a single attempt. With that, we have identified 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. It is clear to the author that any intervention at Menemsha should be in keeping with the context of the existing architectural language.

It is essential that 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. Examples of such concepts include the VTA bus turn-around, the extension of the seasonal walk way to the Harpooner sculpture, correcting the existing bulkhead and possible addition of a secondary wind break, among others identified herein.

The following four pages represent the overall limits of the discussion, supported by enlarged versions for additional detail. The reader will also find sketches, photos and details inserted where useful to better understand the concepts.

Overall Key plan – Concepts

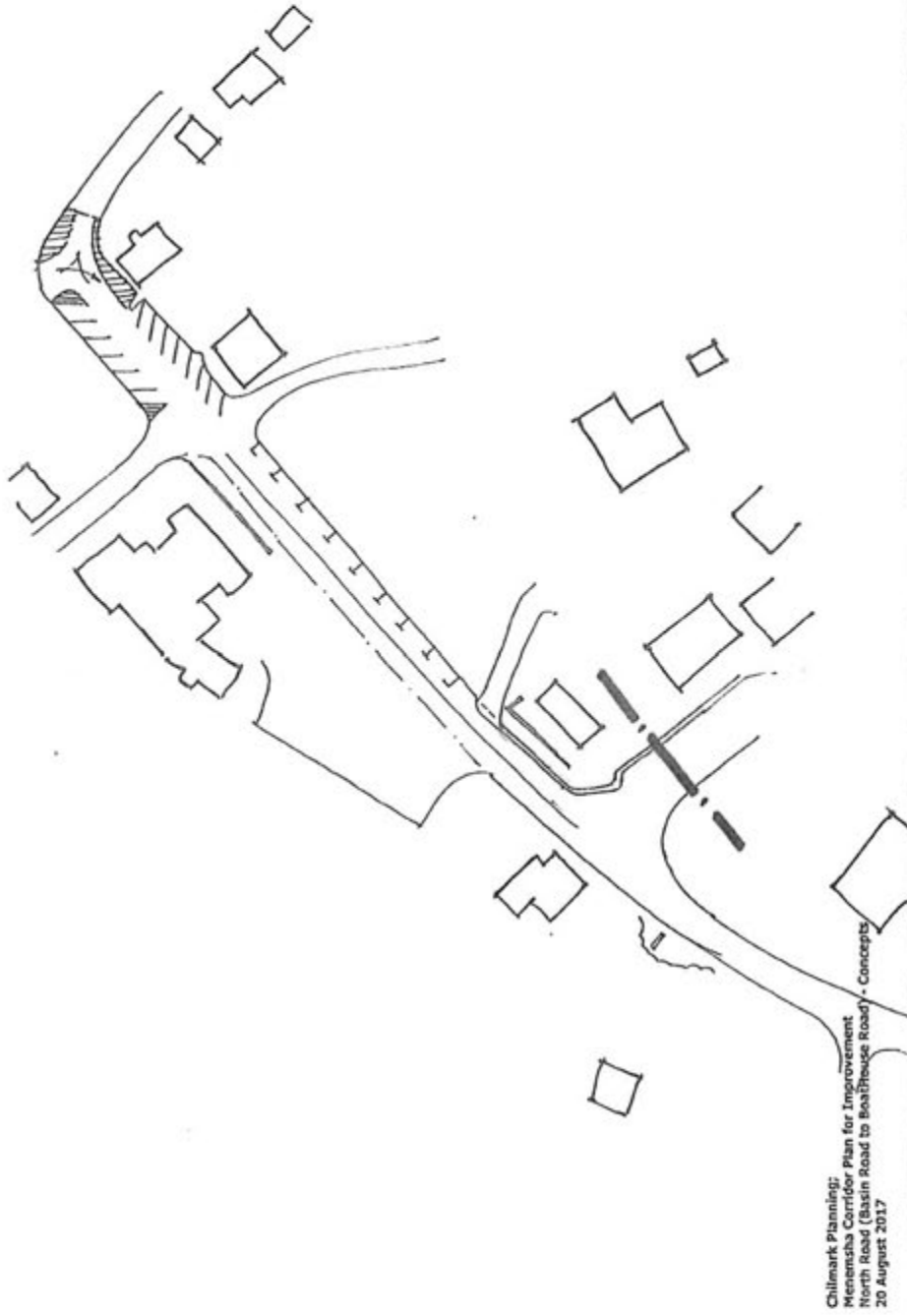


Chilmark Planning;  
Menemsha Corridor Plan for Improvement  
Overall Key Plan - Concepts  
20 August 2017

BREWSTER  
ARCHITECTS

**North Road (Basin Road to Boat House Road)**

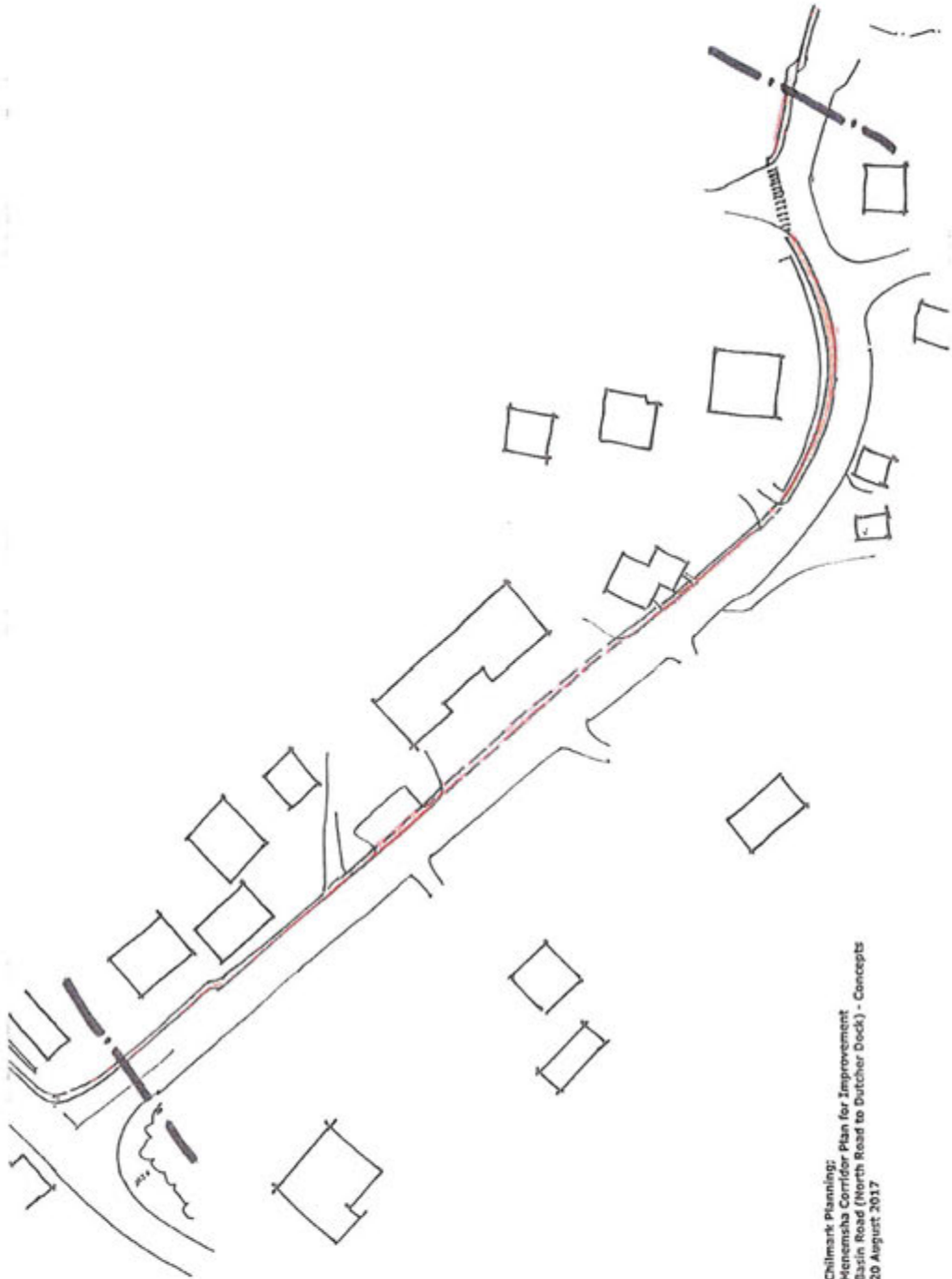
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Chilmark Planning:  
Menemsha Corridor Plan for Improvement  
North Road (Basin Road to Boat House Road) - Concepts  
20 August 2017



11x17 Basin Road to Dutcher Dock

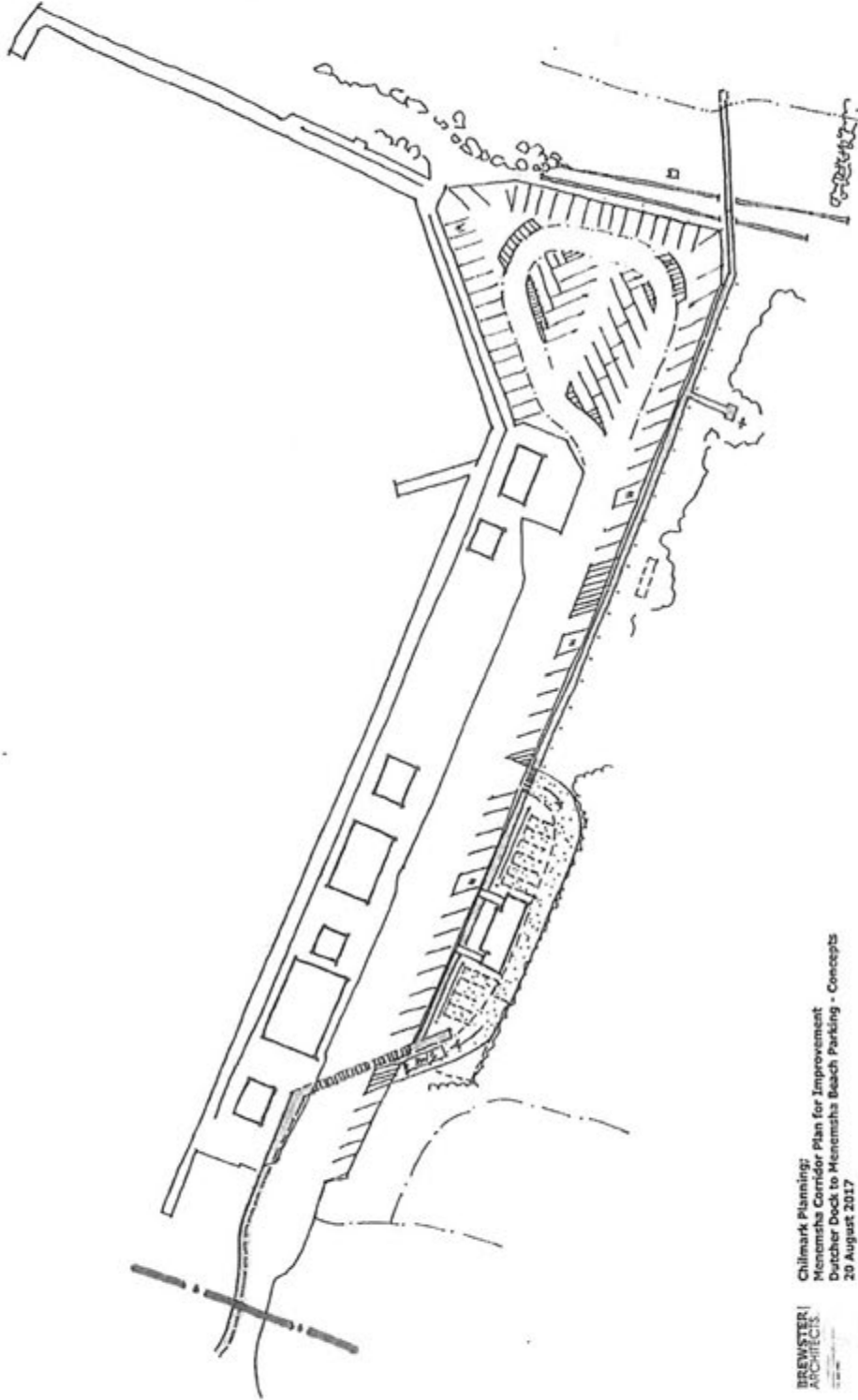


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Basin Road (North Road to Dutcher Dock) - Concepts  
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Dutcher Dock to Menemsha Beach Parking



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Menemsha Corridor Plan for Improvement  
Dutcher Dock to Menemsha Beach Parking - Concepts  
20 August 2017

## Pedestrian Paths

### 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 (DiMaura Property) prior to Dutcher Dock.
- No cross-walk to markets or businesses along Basin Road.
- Seasonal walkway requires upgrade.

### Narrative:

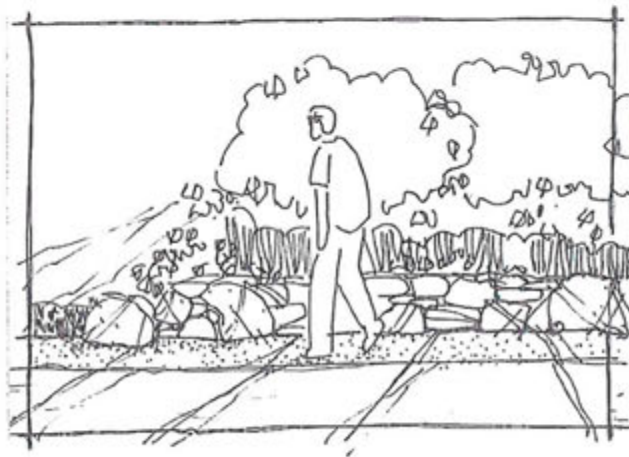
There is no marked pedestrian path from the Galley on North Road, or along Basin Road to Menemsha beach. The portion along North Road to Boat House Road offers few opportunities to separate traffic and pedestrians due to the narrowness of the street. The immediate proximity of the customers waiting in line at the Galley pose an elevated risk, with cars turning around in the street to return back toward Basin Road. This will require marked pavement, possibly additional bollards or other obstructions to protect pedestrians.



Above: Corner at Beetlebung Café looking south toward North Road.

Right: Retaining wall, plantings and shell/crushed stone path.

Basin Road from the intersection of North Road offers a simple path along the business fronts on the east side of the street. A crushed stone and shell path approx. 36-48 inches wide located at the immediate edge of the road pavement is simply installed in place of gravel and turf. Where the path crosses existing paved drives and parking, a marked path can be provided. A couple of areas require the relocation of business' landscaping out of the ROW to accommodate the new path.



Around the sharp bend after the Beetlebung Café, the stone and shell walk can continue to Crick Hill Road but requires additional slope mediation by grading and or retaining. Once across Crick Hill Road, the marked path can continue on the west side of Basin Road, over Dutcher Dock bridge and crossing Basin Road prior to the markets. This cross-walk to connect to the proposed VTA bus stop. Refer to other items in this report.

*As a result of discussions with the Committee regarding the draft presentation of this report, additional cross-walks were requested to direct pedestrians to and from The Bite. These would be placed just prior and after the sharp corner.<sup>1</sup>*

The remaining east side of Basin Road is essentially 45 degree vehicle parking with pedestrian access running along its edge to the beach. The path from the proposed bus stop across the front of the Comfort Station and extending to the beach can continue as the 'seasonal' walkway, removed and stored during the winter months. The existing wood and plastic decking of the handicapped accessible walks leading to the toilet rooms requires adjustment where they abut the pavement to reduce the obstruction to ½ inch max.

**Recommendations:**

1. 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.
2. Regrade the corner from Beetlebung Café (along the DiMaura property) with a crushed stone and shell walk to the edge of Crick Hill Road. Cut-back existing vegetation and mediate the existing slope using fieldstone, boulders, etc.
3. Cross Basin Road to The Bite with marked pavement prior and return the path with an additional marked pavement cross-walk back to the west side of after the corner.<sup>1</sup>
4. 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.
5. Upgrade the seasonal walkway for access to the beach. Extend the walkway across the front of the Comfort Station to the bus stop.
6. Provide new mat-type access from the beach entry to the high-tide water line for 'independent access.'

## Parking – North Road (Intersection Basin Rd.) to Boat House Road

### **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.

### **Narrative:**

The existing 'place' sign located on the corner of Basin and North Roads is presently not visible from the approach. This should be discussed with DOT to determine if locating across the street would be acceptable. Trimming of vegetation on both sides will help visibility if the intersection from a greater distance.

The existing parallel parking on the north side of the street is the best option available due to the narrowness of the street. New pavement markings should be placed to maximize the number of vehicles. Existing vegetation should be trimmed back to the pavement edge and the existing signage replaced indicating parking time limits.

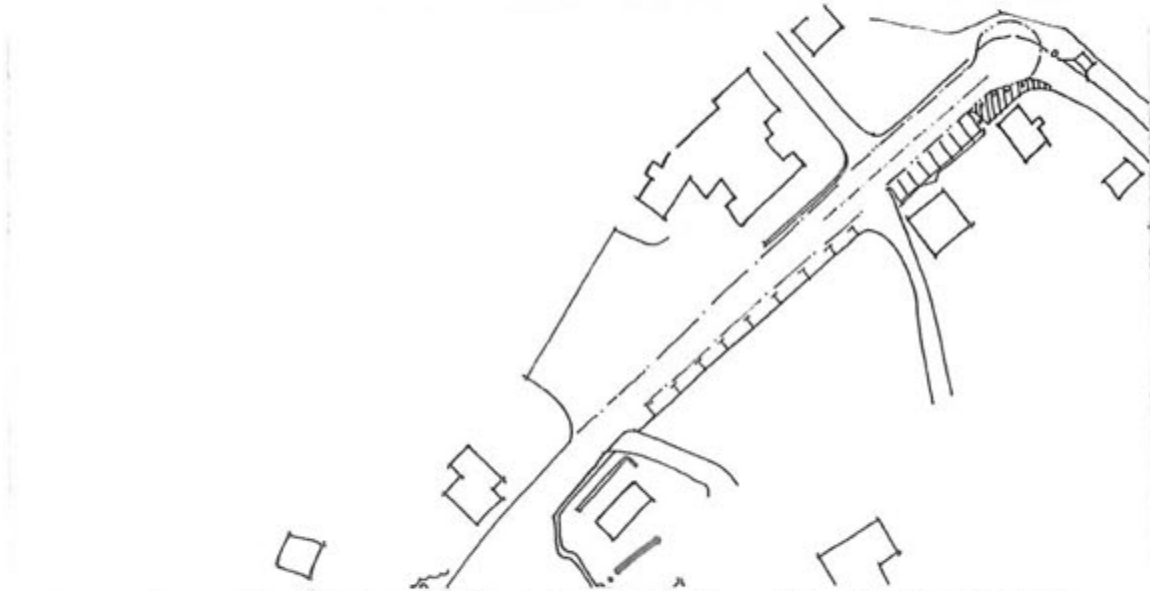


Above: Proposed parallel parking across from the Homeport and pavement markings at intersection of Boathouse Road.

Additional signage indicating 'No Outlet' should be placed near the intersection of the Coast Guard drive. Pavement markings near the intersection of Boat House Road can be used to indicate a 'T-type' turnaround, pedestrian areas in front of the Galley, possible bicycle parking, etc. Additional bollards or obstructions are recommended in front of the Galley to protect/separate customers from traffic.

*As a result of discussions with the Committee regarding the draft presentation of this report, a revised sketch showing the approximate turning radius for a passenger vehicle is provided. This would entail realignment of the road centerline beginning prior to Edy's Island Road. If maintaining the existing road edge along the south side (split-rail fence and roses) of the street and using two 10-12 foot wide travel lanes would eliminate the existing diagonal parking across from the Galley and would require the reconfiguration of the spaces in front of the Market as 90 degree spaces, resulting in approximately one-*

half the existing number at this location. Additionally, pending final layout and in order to provide a sufficient safety zone in front of the Galley, this cul-de-sac would project past the present edge of pavement and require extension of the stone retaining at the water's edge.<sup>2</sup>



Above: Alternate proposed parallel parking across from the Homeport and cul-de-sac at intersection of Boathouse Road.<sup>2</sup>

#### Recommendations:

1. Relocate the existing Menemsha sign on the corner of Basin Road to across street. Trim vegetation on both sides to make intersection more visible.
2. Add directional arrows on paving, with turning markings prior to entering Boat House Road.
3. Alternatively, re-align road centerline and provide a cul-de-sac at the intersection. This reduces existing parking, but creates a safer pedestrian zone. Determinations by Others as to possible extension town property lines to accommodate this and/or additional parking is required.<sup>2</sup>
4. Provide marked spaces for mopeds and motorcycles across from the Galley.
5. Provide additional bicycle parking (ladder-back type racks) and encourage bicycle use in locations across from Boat House Road.
6. Refine parking time limits for the varying locations dependent upon the specific use, such as Market pick-up, restaurant parking, etc.
7. Provide parallel parking pavement marking and limit signage in the area of the existing. Trim existing vegetation to pavement edge.
8. Provide parking limits or no parking signage along Edy's Island Road.

## VTA Bus Turn-around

### Issues:

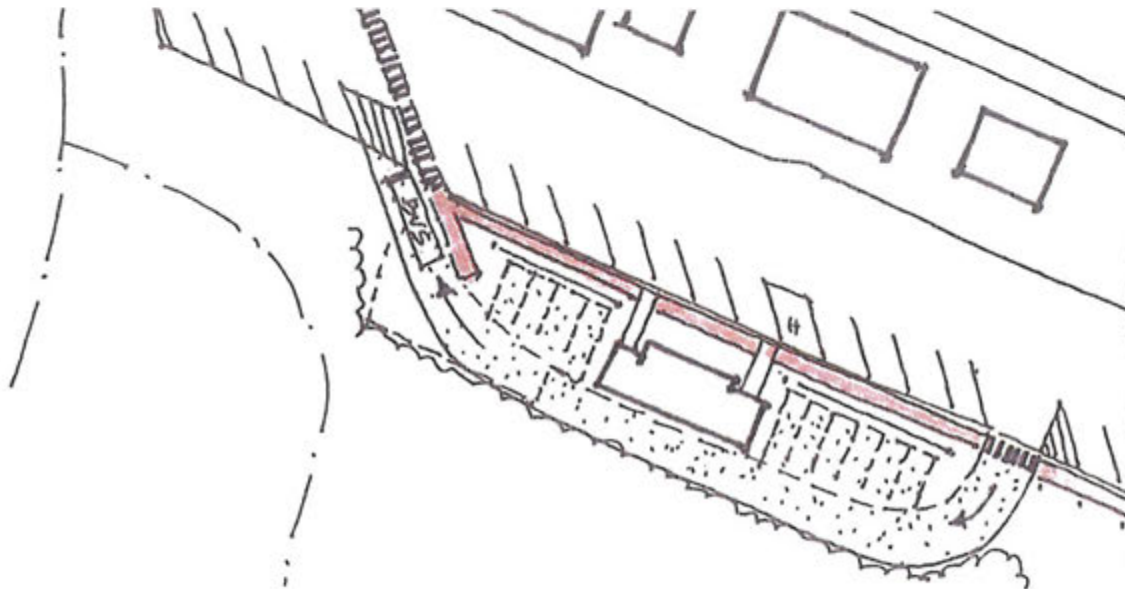
- Difficult to navigate during peak use beach times.
- No ability to circumvent the peak traffic without running the full loop.
- Poor visibility and recognition of VTA bus stop for distance.
- No clearly visible bus schedule signage to encourage 'Park-and-Ride.'

### Narrative:

While the reconfiguration of the center parking spaces at the beach parking lot discussed in other sections of this report will improve navigability, providing the opportunity to make the a scheduled run without traversing the same path as passenger cars through that parking area is desirable.

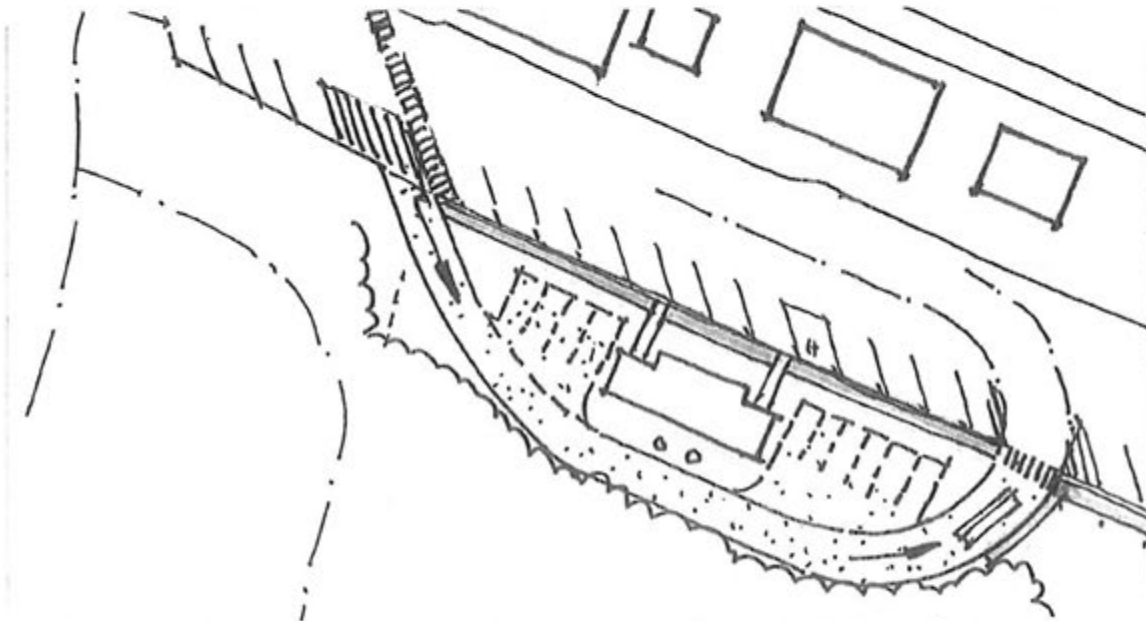
One proposed solution reconfigures the existing gravel lot to the south of the Comfort Station and reclaims the area to the north with a connector drive behind the building. This will certainly require permitting and may require a measure of remediation/dune replacement efforts to accomplish.

The scenario shown allows the bus to pass the Comfort Station and by coming around the back can stop against a passenger loading area at the street on the proper side of the bus. This solution reorganized the existing Market employee spaces toward the street and creates additional parking to the north as well. This concept takes advantage of the existing employee parking area, the previously disturbed/reclaimed area to the north to minimize impact on the adjacent marsh and dunes.



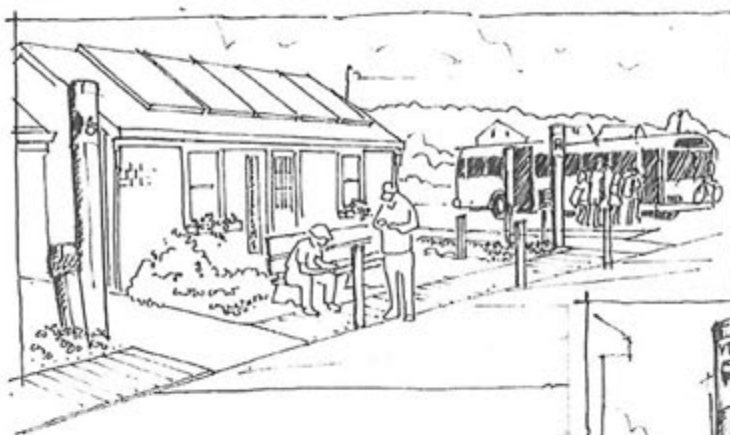
Above: Proposed Bus turn-around at Comfort Station, with additional Market Employee parking.

*As a result of discussions with the Committee regarding the draft presentation of this report, the loop was requested to be reversed such that a bus will enter before the Comfort Station and exit after. It was noted that an existing tank is buried behind the Comfort Station and will require a reinforced traffic covering, or slight relocation of the drive to avoid. Also Additional screening from the residential properties to the southeast is desirable.<sup>3</sup>*

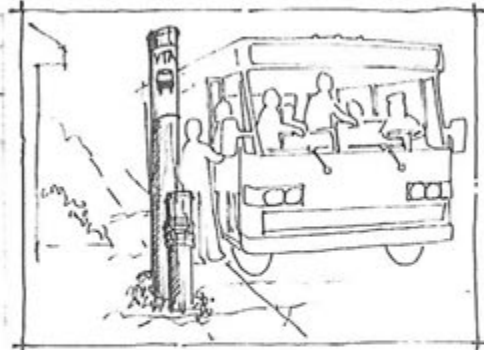


Above: Alternate proposed Bus turn-around at Comfort Station, with additional Market Employee parking.<sup>3</sup>

As noted in other sections of this report, it is crucial that the proposed VTA bus turn-around concept receive the support of the both the Planning and Conservation Commissions due to the proximity to and extension of existing boundaries. The proposed drive loop behind the existing Comfort Station will encroach onto the existing dune and/or marsh areas. These areas of disturbance will require protective measures, screening, etc., as determined by the Commission. It is our understanding that the proposed employee parking area / bus entry drive shown on the northern side of the existing Comfort Station is on an area previously disturbed, but will require the same level of review and care in design and construction.



Above: Comfort Station with proposed Bus turn-around and pier-post signage.



Right: Bus stop with pier-post signage.

**Recommendations:**

1. Modify the existing gravel parking on the south side of the Comfort Station.
2. Provide new gravel parking on the north side of the Comfort Station in reclaimed area.
3. Provide a minimal width connector drive behind the Comfort Station terminating at a passenger loading area (VTA Bus stop) the street. Coordinate final layout with Conservation Commission and existing buried infrastructure.<sup>3</sup>
4. Reorganize existing parking spaces in front of Comfort Station to make new curb-cuts and access for the employee parking/bus turn-around.
5. Refer to Pedestrian paths in other sections of this report for proposed cross-walk.
6. Provide new fencing to separate the employee parking from the street and pedestrian path.
7. Provide new tall signage at bus stop for easy identification form a distance. Refer to signage item in other sections of this report.
8. Provide additional native plantings and other screening methods to obscure from residential properties to the southeast.<sup>3</sup>



## Parking – Dutcher Dock to Beach

### Issues:

- 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.
- Market pick-up during peak times complicates traffic flow when cars pull over to 'run-in'.

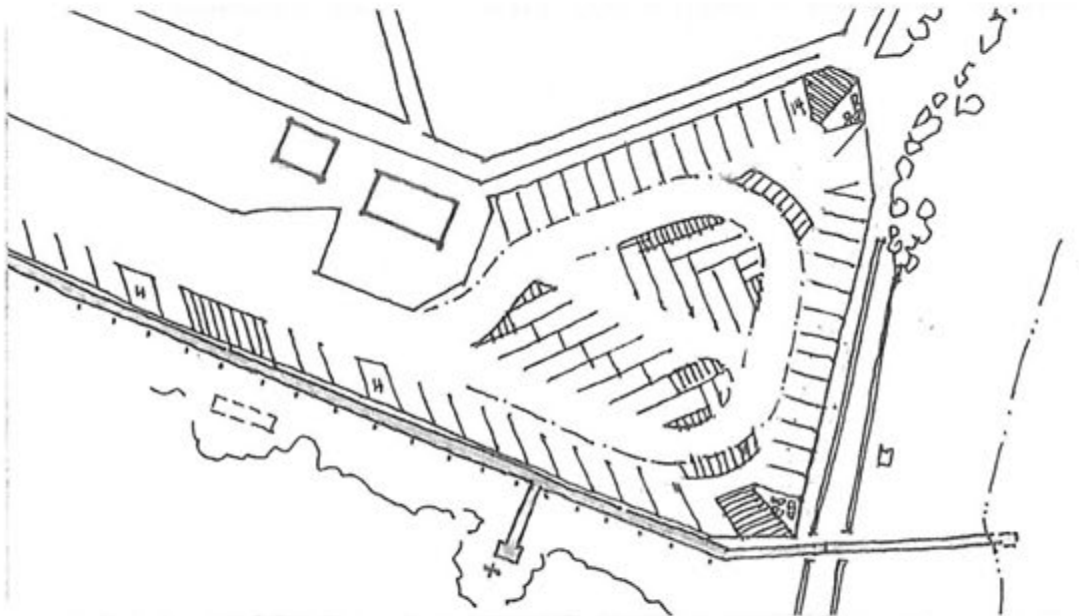
### Narrative:

The existing parking spaces are not standardized in the Menemsha project area. These include parallel parking, 45 degree and 90 degree parking spaces that do not meet engineering standards for width, length, backing spaces, etc.

Additionally, by providing marked spaces for mopeds, motorcycles and bicycles vehicle spaces would be available for cars.

Develop and refine existing parking time limits for the varying locations dependent upon the specific use, such as Market pick-up, passenger drop-off, short-term and full-term parking to accelerate parking space availability.

As noted in other sections of this report, it is crucial that the proposed parking concept receive the support of the both the Planning and Conservation Commissions due to the proximity to and in the case of Scenario B, the extension of existing boundaries.



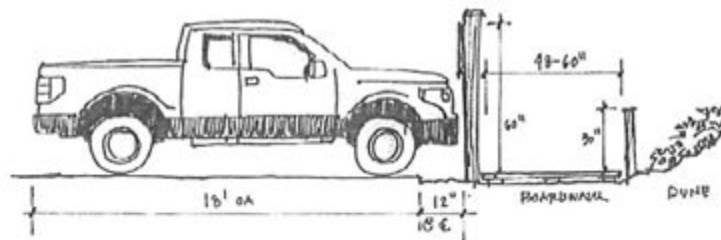
Above: Proposed beach parking with passenger drop-offs, trash and emergency access in the 'corners.'

### Recommendations:

#### 1. Scenario A:

- a. Retain the existing edge of pavement from Dutcher Dock to the beach parking.

- i. The existing diagonal (45 degree) and 90 degree spaces are random width and do not meet the standard for standard vehicles, minimum 9 feet wide by 18 feet long. This causes the longer vehicles, such as pickup trucks to extend out into and reducing the traffic lane. Diagonal spaces require a longer space to accomplish this same standard.
- ii. The existing spaces include the front bumper overhanging past the precast concrete wheel stops. These wheel stops are not easily fixed to the ground since they sit diagonally on the edge of pavement and sand.
- iii. Along the eastern and beach edge, provide new round treated pier posts 6 inches in diameter x 72 inches above grade with chamfered tops placed at the centerline of each typical parking space in lieu of existing precast wheel stops. This would maintain the front line of parking, over the entire length.



Above: Typical parking / path interface.

- b. Reconfigure the center spaces. Revise turning radii and backing spaces meeting current engineering standards for one-way traffic where 45 and 90 degree parking spaces are provided. These standards vary for each of the specific combinations of parking and travel lanes. Turning radii should be designed to accommodate a VTA bus.

## 2. Scenario B

- a. Relocate the existing edge of pavement from Dutcher Dock to the beach parking as previously developed by Vineyard Land Surveyors.
  - b. This scenario will make the reconfiguration of the existing parking much simpler by maintaining the rear line of parking. The standardization of space width and the reconfiguration of the center parking arrangement could result in additional parking spaces.
  - c. Refer to Scenario A for additional recommendations.
3. Add directional arrows on paving, with turning lane markings around the center parking spaces. Provide marked drop-off spaces in the 'corners' along beach.
  4. Provide marked spaces for mopeds and motorcycles.
  5. Maintain access for trash and recyclable collection in the 'corners' along beach.<sup>4</sup>
  6. Maintain access for emergency vehicle access to beach.<sup>4</sup>
  7. Provide additional bicycle parking (ladder-back type racks) and encourage bicycle use in locations adjacent to the Comfort Station and beach entrance.
  8. Provide parking time limits for the varying locations dependent upon the specific use, such as Market pick-up, passenger drop-off, short-term and full-term parking.

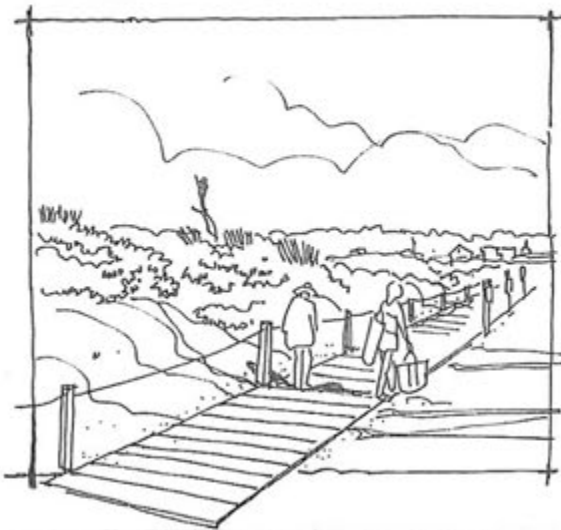
**Seasonal Pedestrian Walkway (Comfort Station to Beach)**

**Issues:**

- Uneven, tripping hazards, wide slat spacing.
- Narrow width with no wheelchair passing.
- Not complete path to both toilet rooms in the Comfort Station.
- No access to Harpooner sculpture.
- No waterline access.

**Narrative:**

The existing slatted walkway is a modular slatted panel system comprised of hardwood slats with a cord connector with wide spaces between each board. These panels have a wide spacing between slats and are not connected to each other which allow some leading edge slats to rise up and become tripping hazards. Surface preparation is essential to the success of this particular modular panel, and requires some grooming prior to installation. Blowing sand covers portions of the walk at times; refer to other section of this report.



Above: Seasonal walkway, looking toward Comfort Station.

Other issues of handicapped accessibility particular to this path include lack or poor transitions, with improper and excessive steps to the Comfort Station entrance walkways, width and a lack of wheelchair connection from the beach entry point to the high tide water level.

*It is noted that the 2010 ADA Standards (current version) does not include beach access under Recreational Facilities or Outdoor Developed Areas (Beach Access). However, the MA AAB (Architectural Access Board) includes beaches under the general section (521 CMR 19) shall comply. This pertains primarily to the Comfort Station as an 'accessible route', but also to several aspects of the path to the waterline of the public beach.*

**Recommendations:**

1. 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. The same manufacturer as the existing offers a 'roll-out' type using a flexible stainless steel rod in lieu of the cord, evening out some of the inconsistencies. These can be purchased in treated wood, Ipe (naturally resistant and strong hardwood) or plastic lumber.



No spacing



Narrow Spacing (Meets ADA)

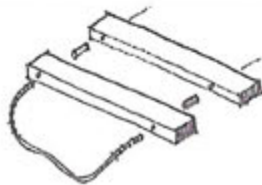


Wide spacing (Similar to existing)

Above: Available seasonal walkway board spacing.

Alternatively, there are modular panels comprised of boards fastened to 2x or 4x sleepers which with 'out-board' bolted connectors. The seasonal installation and removal time will be increased, but the rigidity would correct much of the undulations of the sand base, as well the transitions to the permanent walks at the restrooms. Discussions of precast concrete curbing / sleepers has been omitted from further consideration due to the range of acceptable alternatives.

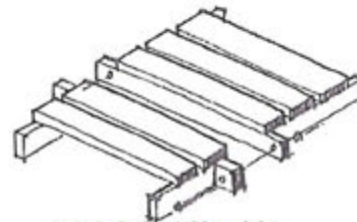
If the 60 inch width is determined possible along this path, a woven polyester mat such as the 'Mobi-mat' described below would be another suitable alternative, but slightly less firm.



'Roll-out' Construction. Assembled with nylon cord, for easy installation & removal.



'Flex' Construction. Assembled with stainless steel rod shipped in semi-rigid sections that flex in all directions, contouring to almost any surface, even turning slightly to the left or right for curves. The sections quickly & easily bolt together.



'Quick-deck' Rigid Modular Walkway Connection. Assembled with Bolts, with 'in-board' or 'out-board' connection points. 'Out-board' recommended for ease of Assembly.

Above: Available seasonal walkway construction.

2. Surface preparation mentioned previously requires 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.
3. 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.



**Additional Recommendations:**

1. 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.



Above: example of an 'out-board connector' type walkway.

Left: Example of a 'roll-out' beach access mat.

## Blowing Sand

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### Issues:

- Sand from the beach encroaches on the parking lot and reduces the parking space size and therefore travel lanes as well.
- Sand covers portions of the seasonal walkway.

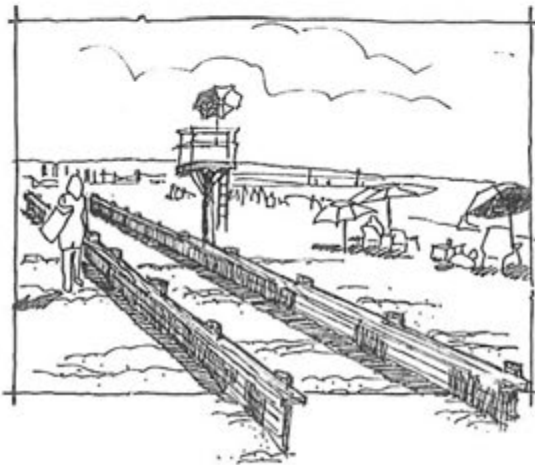
### Narrative:

Blowing sand covers portions of the parking lot and seasonal walkway at times. The existing bulkhead constructed along the beach parking lot is an ideal construction that accommodates both seating as well as a wind break. Based on wind energy diagrams, the bulkhead would be more efficient with the hollow space beneath the seat if it faced the water. This would trap the sand as opposed to creating the conditions which now redirect blow the sand over the top. The disadvantage of this mirrored construction would be the need to clean out the sand to maintain the pocket.

The existing bench and supporting pilings/posts and misc. framing members are quite weathered with cracked and splintered pieces that pose some risk to bare feet, hands and body.

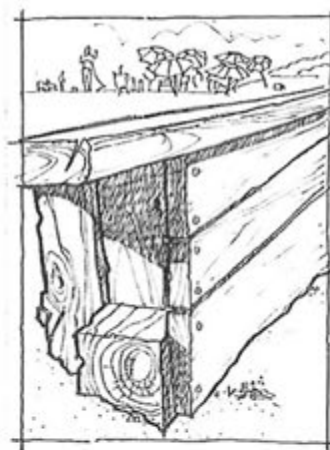
The sand that blows over the seasonal walkway appears to be primarily a maintenance issue that requires frequent cleaning. The elevation and immediate adjacency of the dunes along this path make it difficult to correct.

As noted in other sections of this report, it is crucial that the proposed wind-break concept receive the support of the both the Planning and Conservation Commissions due to the location along the protected beach.



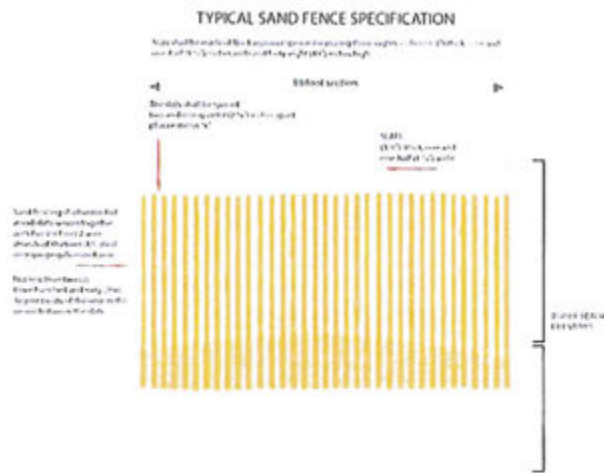
Above: Existing and proposed secondary 'bulkhead.'

Right: Bulk-head detail with sand capture toward beach.



**Recommendations:**

1. 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.
2. 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.
  - a. 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.



3. The sun-bleached finish of any new wood surfaces can be accelerated using 'bleaching' stains, similar to those produced by Cabot Stain Company.

## Signage

### Issues:

- Wayfinding.
- Informational / Directional signage (Leash Law, etc.)
- Bus Stop location and Route Signage.
- Parking time limits (TBD).
- Parking signage is inconsistent for time limits and HCA parking.
- Pedestrian crossings and traffic calming.

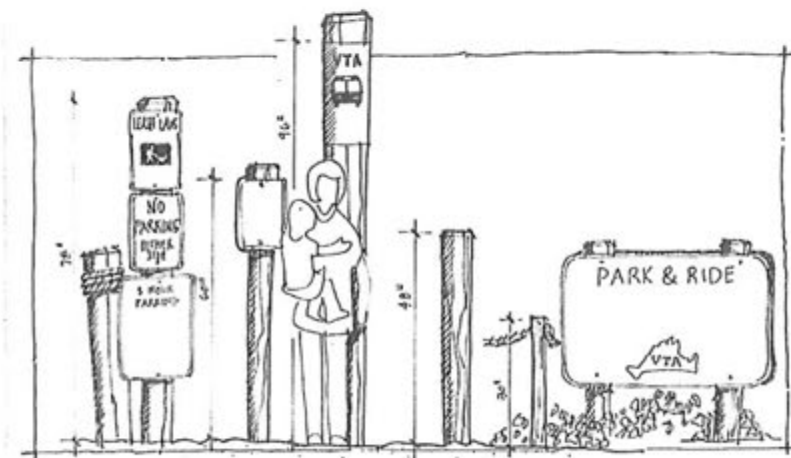
### Narrative:

The existing signage is varied, inconsistent and in some areas inadequate. The intent is not to overrun the Menemsha area with signage, but to select the appropriate amount to aid in visitor understanding of the issues relating to parking time limits, 'Park-and Ride' options, passenger drop-offs, bus stops, etc.

Fonts and color can be subtle and casual to reflect the context specific to Menemsha. Final selection of font, color, size and location will require a significant separate effort to both meet requirements and the expectation of residents. The use of temporary signage that can be stored over the winter months is advisable. This can be accomplished with 'sandwich boards' and similar signage that can be easily located to best serve the conditions and updated as necessary.

### Recommendations:

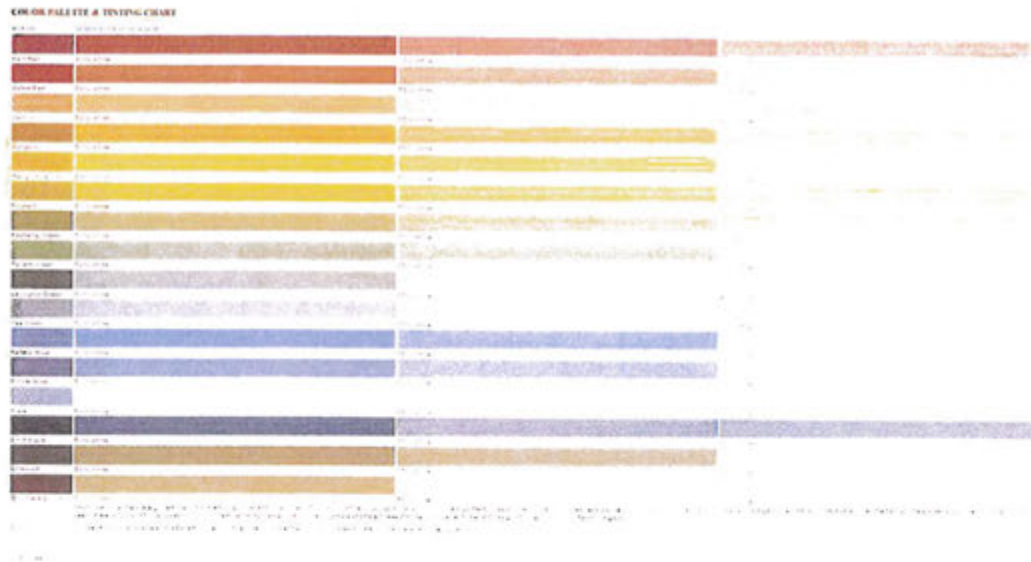
1. Provide new signage consistent in size and style from the Galley to the beach. Make the new signage as inconspicuous as possible, using a common color scheme, graphics, etc.



Above: Various signage types.

2. Repetition of pattern and placement is the key to the success of the signage package. Subconsciously training a Visitor to recognize that a sign or symbol will be in the same location on a post as the previous item allows them to quickly respond to the directions on the sign.
3. 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.

4. The sun-bleached finish of any new wood surfaces can be accelerated using 'bleaching' stains, similar to those produced by Cabot Stain Company.
5. The sun-bleached finish of any new paint can be accomplished using 'Milk Paint.' This paint is made in MA, and typically used in historic applications such as Williamsburg and Sturbridge. It is comprised of a base and pure minerals, offering the flexibility of thinning to stain or thickening to paint consistency. The color variations can be made to be subtle hints of color, recreating the faded appearance.



Above: Milk paint color range.

6. Place informational signage in 2 locations.
  - a. For example, the 'Leash Law' and '5 Hour Parking Limit' signage should be at Dutcher Dock and repeated at the beach entrance to reinforce the issue.
  - b. Provide 'Park-and-Ride' satellite parking-lot information at the intersection of North Road and Basin Road, but fare enough onto the Basin to navigate the corner and focus on the signage. Repeat signage at the Comfort Station for 'reinforcement.'



## Conclusion

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As noted in the opening summary, we have been afforded the insights of many local individuals who share a deep connection to their Town and the village of Menemsha. The many varied observations and opinions received, though not always in agreement with their neighbors, are an important gauge in which to test the concepts outlined in this report. The foremost understanding taken from these conversations is the desire to maintain the authenticity of this idyllic New England fishing village by working within the language already established by generations.

Any of the concepts outlined here can be refined further to be in keeping with the character of this unique place, while simultaneously increasing pedestrian and traffic safety and improving relationships with the local businesses and residences within the project extents.

The Committee has requested that the concepts identified here be prioritized into manageable portions. We offer that they have already been broken down as such and can be tackled in any order that seems appropriate. Except as noted in the summary, final layouts, dimensions, and boundaries will require additional engineering and approval from the Conservation Commission and Planning Agencies to move forward. Therefore, the initial step would be engineering and layout, ROW's, agreements with abutters where grading encroaches onto adjacent properties, Agency Approvals, etc.

A seemingly simple concept such as signage will require planning so that its placement is final to avoid later relocation. In the likely event that the timeline for engineering and approvals is projected to be lengthy, some of the signage concepts should be undertaken as the initial task and weighed against relocation later.

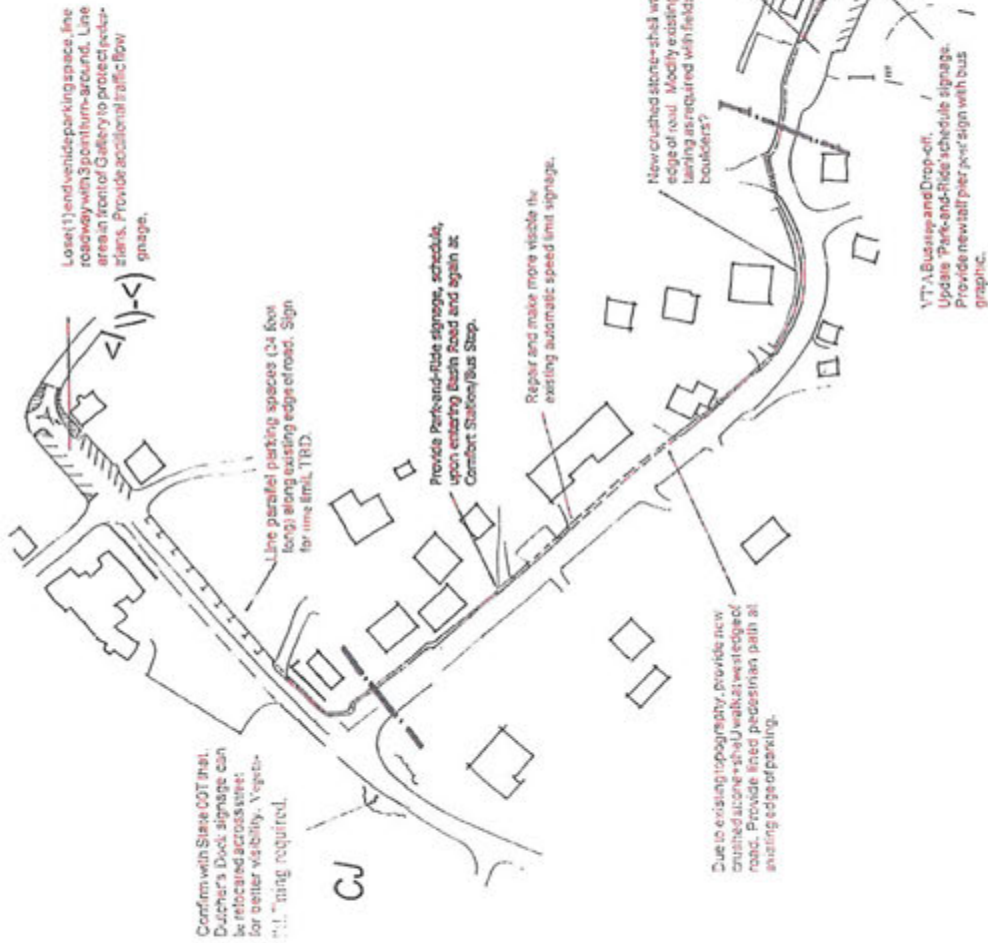
The next priorities could reasonably be ordered as; signage, blowing sand and seasonal walkway improvements. Pedestrian paths, parking revisions, and roadway re-alignments will require the initial engineering and approvals are in place prior to implementation.

## Appendix A

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### 11x17 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



Note: Concept previously developed by Vinyard LA and Surveying to extend the perimeter edge 5 feet remains a valid approach and may still be the option to ease the roadway congestion. The existing diagonal spaces are lined too short and result in vehicles ending into roadway.

Reconfigure interior spaces in accordance with ASHTO truck and streetcar lanes, 20-21 vehicle spaces with 4 motorcycle spaces. Provide lined plans and passenger drop-off areas at the 2 corners.

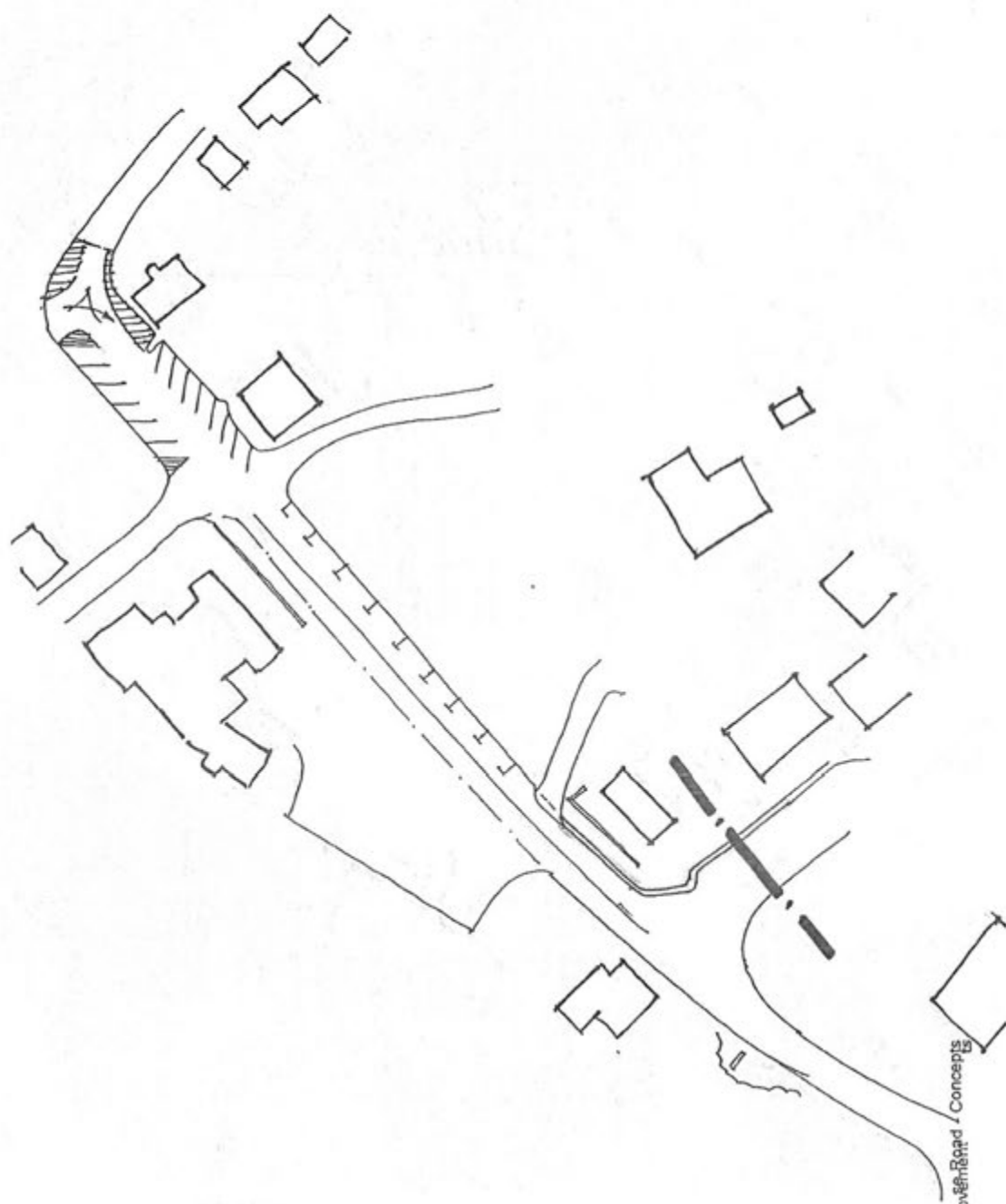
Provide new bulkhead wind-break along the parking edge as secondary break.

Reverse and repair existing bulkhead wind-break to face the ocean side.

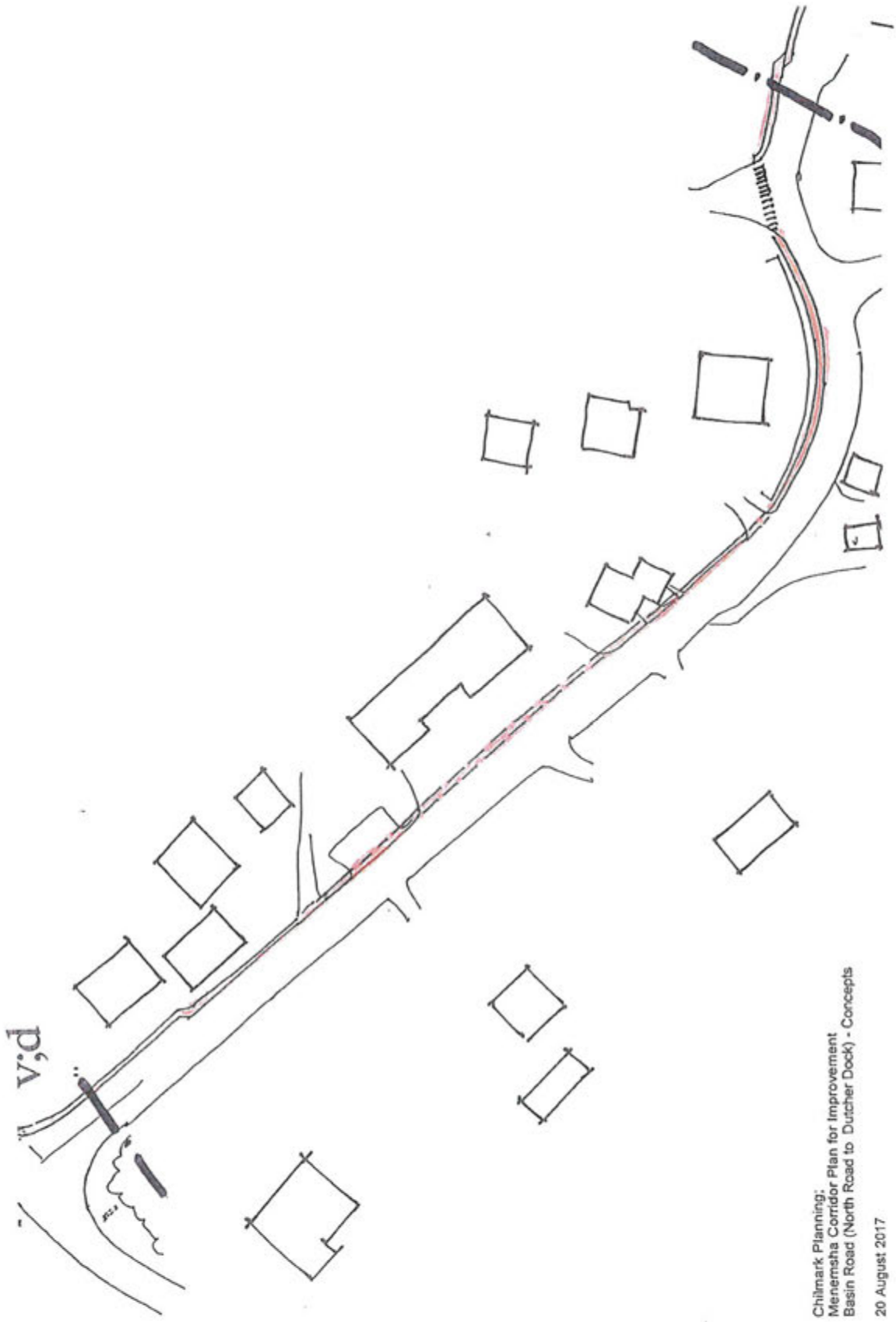
Extend new mat material to high-bide water line for "indepen-derface". Provide new opening in existing bulkhead.

**Chilmark Planning:  
Menemsha Corridor Plan for Improvement  
Overall Key Plan - Concepts**

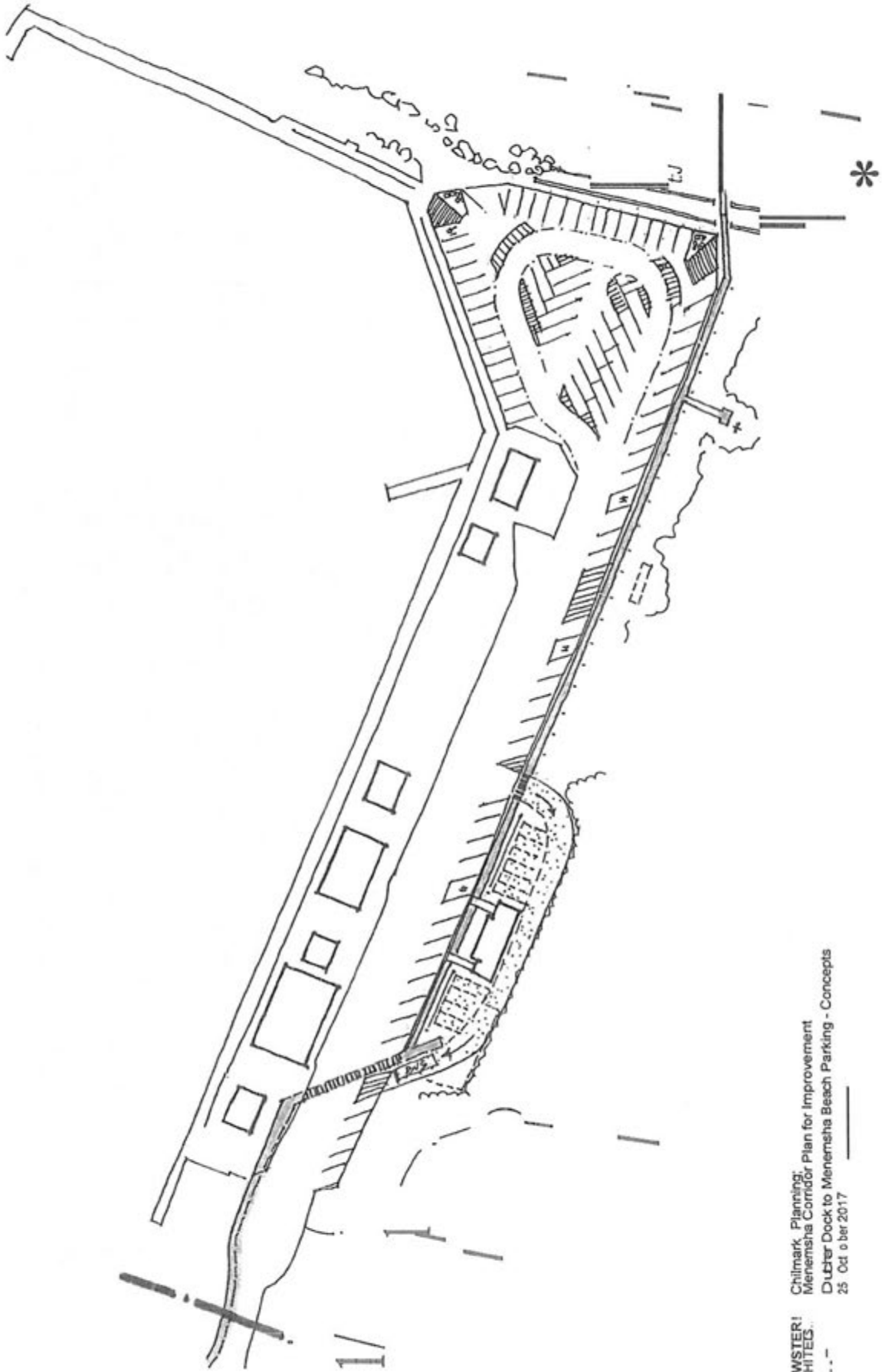
20 August 2017



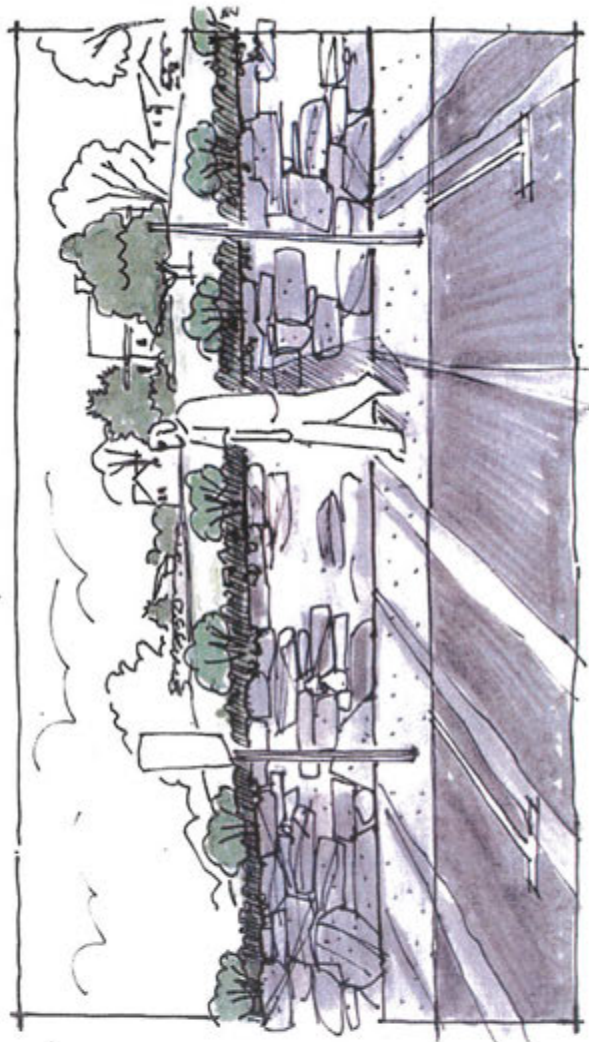
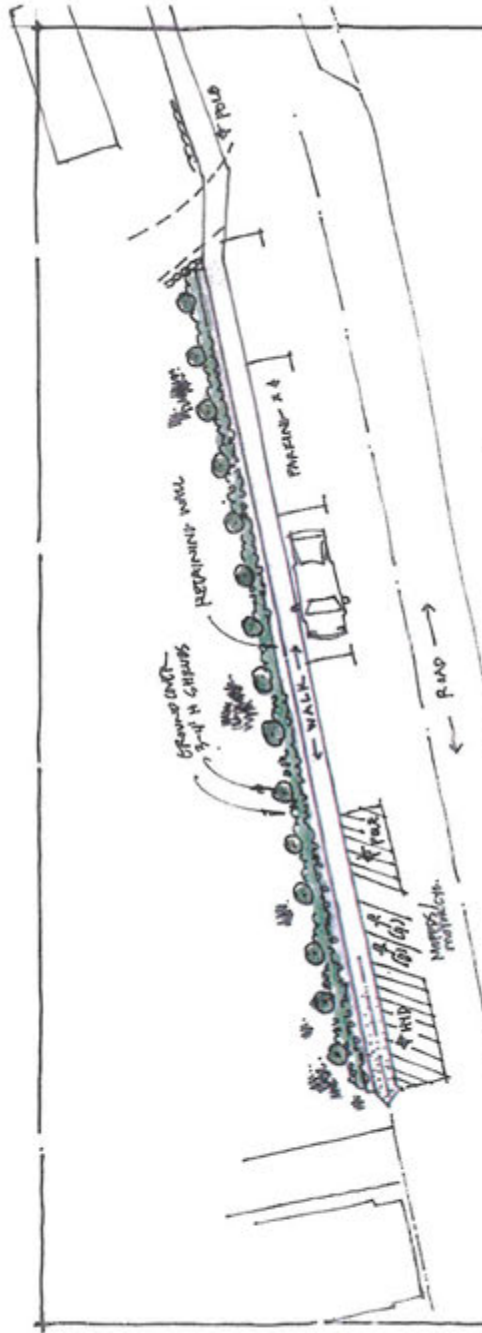
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**BREWSTER |**  
**ARCHITECTS**  
 Chilmark Planning:  
 Menemsha Corridor Plan for Improvement  
 Basin Road (North Road to Dutcher Dock) - Concepts  
 20 August 2017



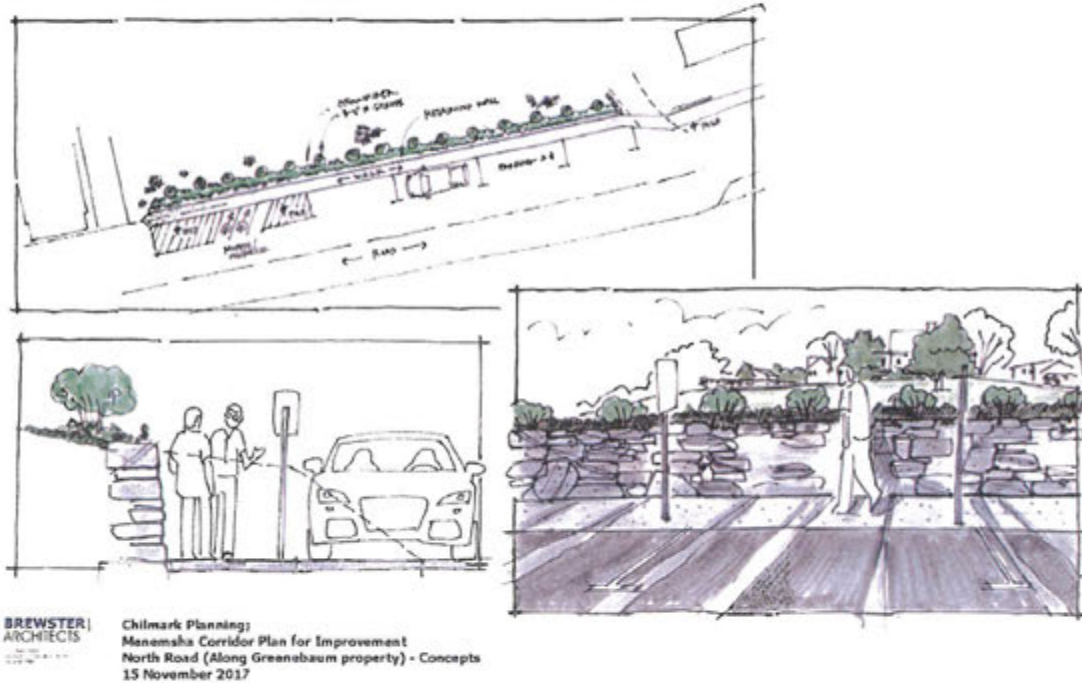
**BREWSTER!**  
**ARCHITECTS**  
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Chilmark Planning  
Menemsha Corridor Plan for Improvement  
Duffer Dock to Menemsha Beach Parking - Concepts  
25 Oct o ber 2017



Chilmark Planning;  
 Menemsha Corridor Plan for Improvement  
 North Road (Along Greenebaum property) - Concepts  
 15 November 2017

Additional comments received at conclusion of the final report are addressed below.

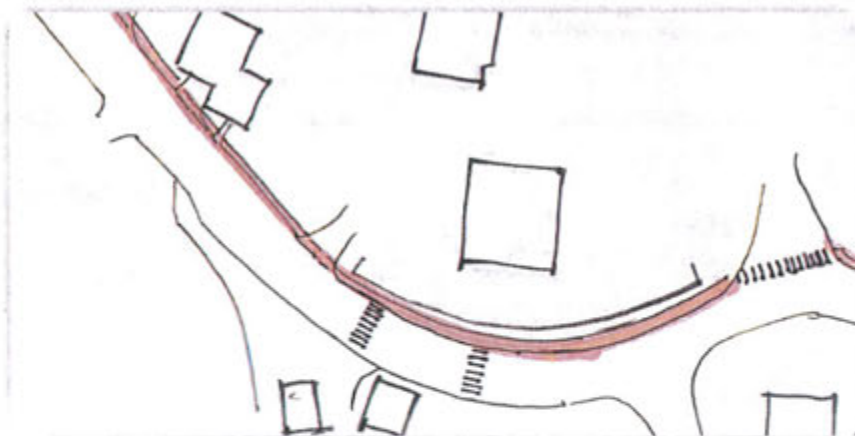
- B.0 Develop drawings showing an overview, an elevation and a section of the North Road/Greenebaum lot area developed for an additional walkway.  
*Response: Additional views of the Greenebaum property have been provided.*



Above: Updated North Road parking along Greenebaum property.

- B1.0 Provide on page 10, more clarification on exactly what is recommended for the Basin Road walkway/path.

*Response: This is shown as much as possible on the 'Overall Key plan - Concepts' as well as the enlarged plan views. Further definition of exactly where there is shell/gravel vs. existing pavement will require a much larger scale engineering drawing/survey to identify and finalize.*



Above: Updated Basin Road (North Road to Dutcher Dock) Concepts drawing showing additional cross-walks at 'The Bite.'

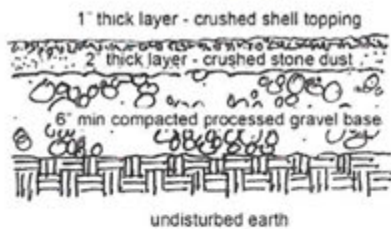


Chilmark Planning; Menemsha Corridor Plan for Improvement  
Appendix B

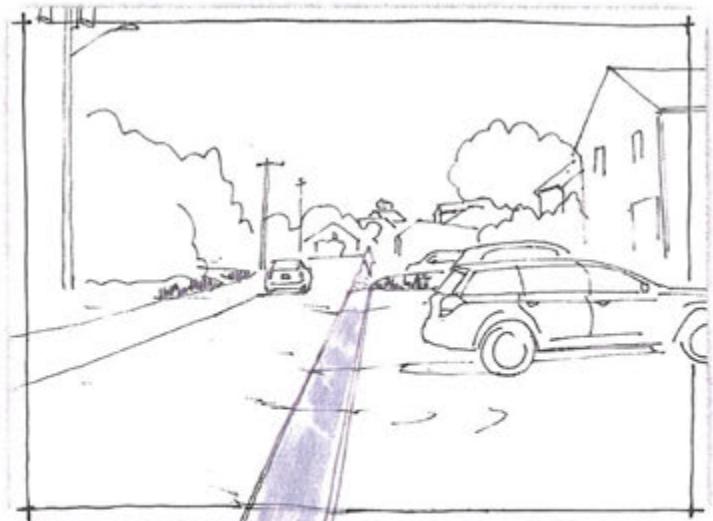
- B1.1 Illustrate exactly where the shell/rock path is and where the painted areas and crosswalks are located and can you provide a very clear recommendation for the entire walkway/path in this area so that the person implementing the plan is clear on what is to be done.
- B1.2 Add an additional sketch that fleshes out the Basin Road walkway so that more details could be seen.

*Response: Further definition of exactly where there is shell/gravel vs. existing pavement will require a much larger scale engineering drawing/survey to identify in the next phase.*

*Generically, wherever there is existing bituminous pavement adjacent to the roadway (i.e., parking for retail and restaurants, etc.), a simple painted path matching the shell/gravel path is proposed over the existing pavement. Discussions indicate that the painted path should be demarcated in solid gray pavement paint with a white painted edge line.*

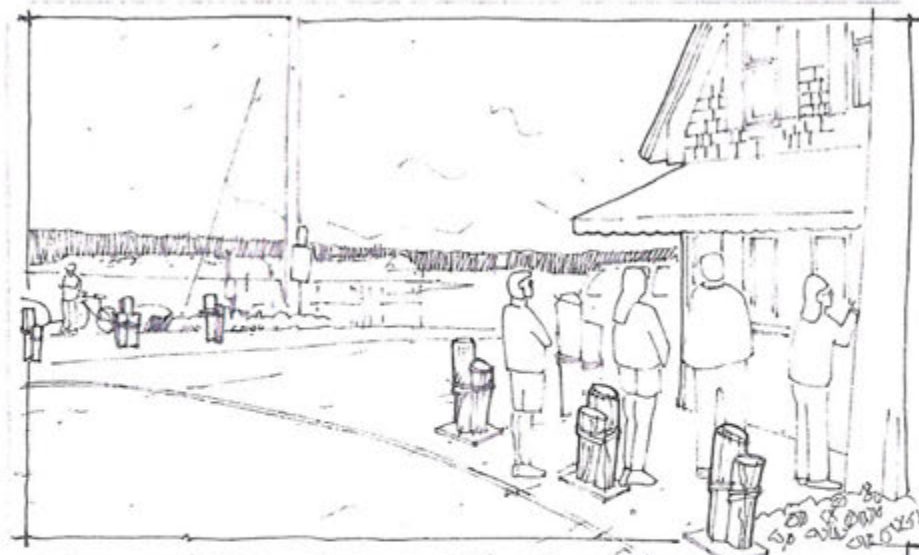


Above: Cross-section through typical shell/gravel walkway



Above: Typical walkway with pavement marking.

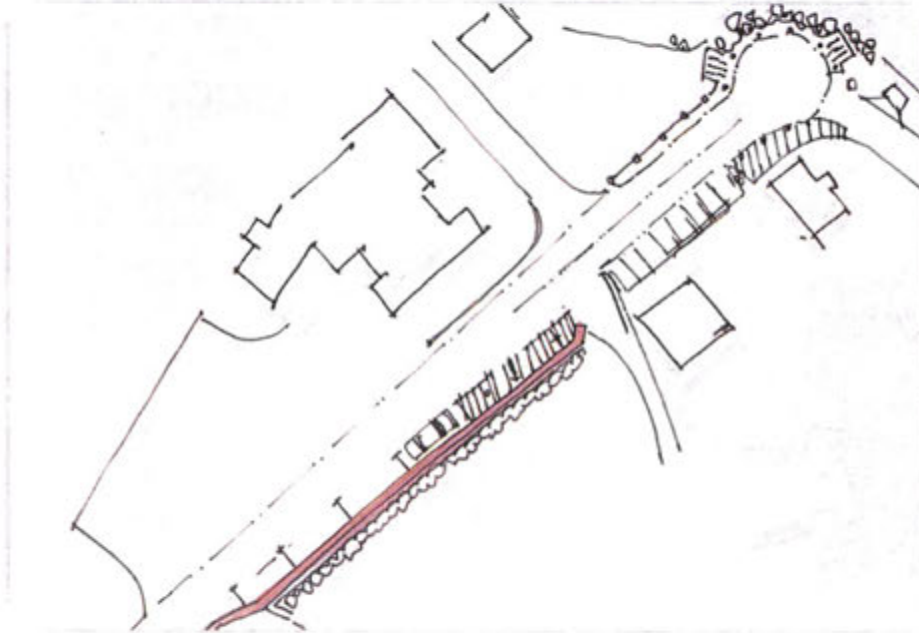
- B2.0 Provide on page 12:
  - a. Provide an additional sketch description and of the waiting area in front of the Galley.



Above: Looking west toward The Galley.

- b. Recommendations #4 & #5 do not appear to be shown on the accompanying sketch.

*Response: Refer to Greenebaum parcel update, above.*

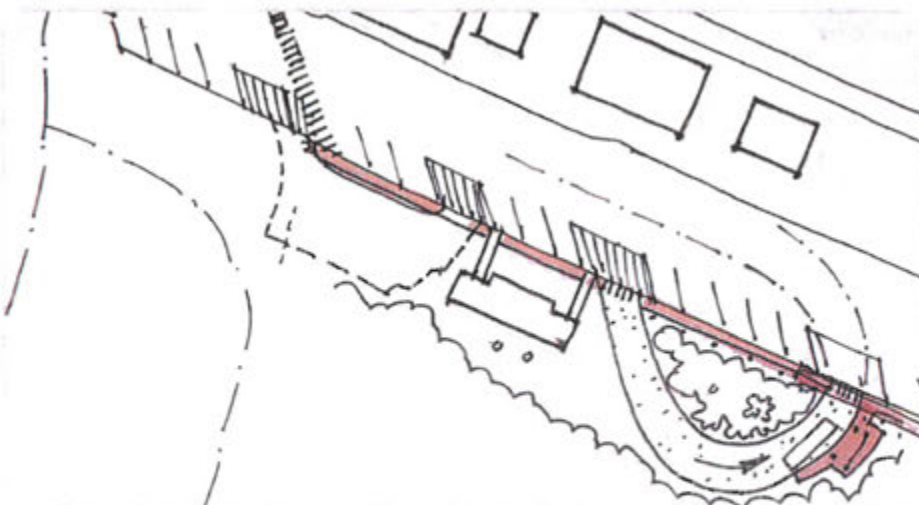


Above: Updated vehicle and moped parking near Greenebaum parcel and bicycle racks at the Galley cul-de-sac.

- B3.0 The subcommittee discussed their recent discussion with Kent Healy, engineer, regarding the unlikely feasibility of the VTA buses traveling behind the Comfort Station and the bus turnaround in the rear of the comfort station is not feasible due to the leaching fields being there. Can these be hardened?

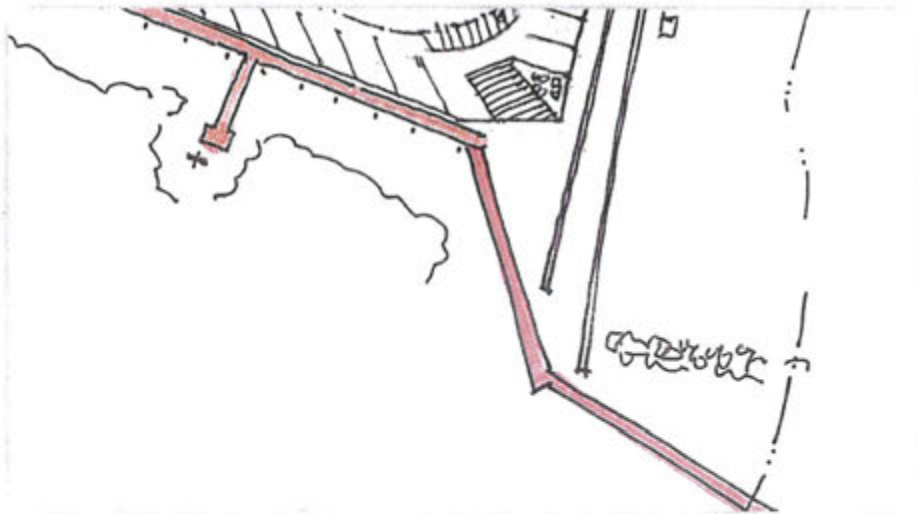
*Response: It is our experience that leaching fields can be covered over with paving materials, depending on depth of coverage, and base material. I will defer to Mr. Healy on the existing conditions.*

- B3.1 Provide sketch at turnaround after the comfort station, on pages 13-15, that the first south side "shell lot" remains and an additional "shell lot" is to be added on the north side of the Comfort Station with a passenger drop-off and embarkation site on that north side.



Above: Alternative Bus Turn-around beyond the Comfort Station, with Bus Shelter on north side.

- B4.0 How will replacing concrete stops with the pier posts impact snow removal in the area?  
*Response: Existing pre-cast wheel stops are presently removed during the winter months to facilitate plowing. The proposed posts will not be removable, but will be visible above grade such that plowing parallel to the posts will be obvious, and spaced such that plowing between them is possible as well to push back as required.*
- B4.1 Provide an illustration of how a person using a wheelchair or walker or other type of access vehicles would access the beach from the parking lot.  
*Response: Drawing (p. 8) Dutcher Dock to Menemsha Beach Parking shows the proposed beach access through the new and existing headwall for a fairly direct route to the waterline. Alternatively, the path can be flipped such that the bulkhead can remain as it presently is, and the path configured to the north of the breakwater to the highwater line.*



Above: Alternative beach access on north side of headwall and break-water.