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## DRI 633 – Oak Bluffs Roundabout Shared Use Path Crossing

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February 3, 2012

The MVC approval of the Oak Bluffs Roundabout included the following Conditions with respect to the Shared-Use Path (SUP) crossing of Barnes Road south of the intersection.

Condition 3.1: A revised SUP crossing plan shall be submitted to and is subject to the approval of the MVC Land Use Planning Committee, before construction begins.

Condition 3.2: The crossing for the SUP shall be designed to caution drivers, bicyclists, and pedestrians that this is a major crossing. This could be done through a contrasting color and texture, push-button-activated flashing lights, and/or a raised table that is higher than both the road and the entering SUP.

Condition 3.3: The location of the SUP crossing of Barnes Road shall be located to maximize visibility of the crosswalk for approaching vehicles while minimizing the times that traffic will back up into the roundabout waiting for bicycle and pedestrian crossings. It may be located up to three car lengths farther south.

The following are the recommendations of MassDOT/GPI for the SUP crossing. John Diaz, the project designer, notes that the volumes of crossings to be dealt with here are not unusual for a roundabout crosswalk. The proposal is based on his professional engineering expertise and on guidance based on the experience with large numbers of roundabouts throughout the country.

### Location of Crossing

MassDOT/GPI proposes to keep the crossing as it was shown in the 25% design reviewed by the Commission. They are convinced that the proposed location is the safest for cyclists and pedestrians.

- The volume of cyclists and vehicles do not suggest that stacking will adversely affect the operation of the roundabout, with the crosswalk in this location.
- Moving it farther south would raise a number of problems.
  - The present location provides for maximum visibility of the crosswalk for vehicles in the roundabout. Moving it to the south would reduce this visibility and be more dangerous.
  - Moving the crossing away from the roundabout would put it a location where motorists would likely have started to accelerate, before seeing the crosswalk.
  - It could require the re-grading and elimination of trees of a large area.
  - It could necessitate widening the roadway to extend the splitter island down to the relocated crosswalk. This would require re-engineering the southern leg of the project might necessitate a wider right-of-way.

- If located much farther away, it might lead some bicyclists and pedestrians to cross illegally closer to the roundabout rather than go all the way down to the crosswalk.

### Design of Crossing

- MassDOT is realigning the crossing so that each leg is perpendicular to the entry and exit lanes at the splitter island. This jog in the alignment will help slow down cyclists and pedestrians as they cross the roadway and visually reinforce that the crossing is actually two crossings – one for each lane – rather than a single crossing. Bollards will be installed in the center of the SUP close to the road to signal to bicyclists that they are approaching a road and to incite them to slow down and pay attention.
- Warning signs will be installed along the bike path in advance of the road crossings.
- MassDOT/GPI proposes zebra striping of crosswalks (similar to the new crosswalks in downtown Oak Bluffs) as having the highest visibility for crossings. This can also require the lowest maintenance.
- MassDOT/GPI does not favor using a raised speed table in that it could reduce caution by cyclists crossing the road. MassDOT won't fund speed tables at this location because they are not necessary from a safety perspective and create drainage issues. Tom Currier said that at this location, they might even create a safety problem rather than reduce one. (The planned realignment of the crosswalk would allow installation of a speed table in the future).
- MassDOT/GPI does not believe that push-button-activated flashing lights are warranted given the design of the crossing and the volumes of cyclists and pedestrians.
- MassDOT/GPI also does not believe that installing rumble strips before the crosswalks is warranted at this time, although the revised layout would allow them to be added later.