

Update #2

Chappy Path Committee

October 18, 2008

Executive Summary

- The Chappy Path Committee at its meeting in October decided to seek funding for a feasibility design for a mixed use path from the ferry to the Dyke bridge.
- An application was filed with the Edgartown Community Preservation Committee October 17, 2008 for funding an engineering design study and construction of a demonstration section of the path in the Gardner property.
- The project is expected to catalyze and inform the discussion among Chappy residents by providing specific, feasible options and demonstrating the benefits of a path in the most congested area.
- There will be public hearings in the next few months in Edgartown to solicit comments and help set the priority of the various projects in the community.
- Excerpts from the grant proposal are enclosed.
- We seek to discuss the merits of this approach with our fellow Chappy residents to get their input, suggestions and support.

Report

The Chappy Path Committee met October 11, 2008 and reviewed diagrams and photographs of the entire potential route from the ferry to Dyke Bridge. This exercise confirmed our belief that this route is feasible and solutions were proposed for the problem areas. For example, by moving the road a few feet in certain key areas within the road right of way, the wetlands could be circumvented (e.g., Caleb Pond). In a few areas, the telephone poles need to be moved or the wires buried.

We also heard a report on the process and requirements for state funding. The conclusion was that state funding requires a very long lead-time with no assurance that it would be successful. In addition, the state is likely to require specific design features which may not be desirable on Chappy. Therefore alternative sources are to be sought.

Photographs were reviewed of an attractive and functional 5-8 foot wide bike path made of a non-paved surface at the Minute Man National Park in Concord MA. The surface looks like sand but is densely packed stone dust, so that even after a rain, no impression is left by walking or riding, not unlike a clay tennis court. This surface is keeping with the country feeling that many Chappaquiddick residents desire. The non-paved surface would obviate the objections to more blacktop and the issue of sand on the path, as well as discouraging fast bicycling. If this surface can tolerate Chappy weather and is not too expensive to maintain, it will be an attractive choice.

The group felt that the goals to be completed by spring of 2009 should be the following:

- 1) Commission a definitive design that could be circulated and presented at community meetings for discussion, input and vote.
- 2) Preparation of an update of progress including more specifics on design, for circulation among as wide an audience on Chappy as possible, using E-mail and posting on the Chappy Ferry bulletin board.
- 3) Contact and meet with community leaders to discuss the plans and progress of the CPC to get their input and support. We will also work to recruit as many members to the CPC as possible.

Since our meeting we learned of an unexpected opportunity to apply for funding for the design study through the Community Preservation Act. The deadline was 10/17/2008 and we are happy to say that we were able submit an application on time. In brief we asked for \$74,842 to fund a formal and detailed engineering study for a mixed use path from the ferry to Dyke bridge and for a demonstration path in the Gardner property. The latter is relatively non-controversial and would give residents a chance to see the merits of a path.

The purpose of the grant is to catalyze and inform the discussion among Chappy residents by providing specific, feasible options and to give us a chance to evaluate the benefits of a short section of the path in the most congested area. When Chappy residents vote on the merits of constructing a path, the results of this project will provide a framework for that decision as well as basis for seeking future funding. We have enclosed excerpts from the grant application for your review and welcome your comments.

We have no assurance that the grant will be funded but we will try our best to promote its importance. There will be public hearings in the next few months in Edgartown to solicit comments and help set the priority of the various projects in the community. We have support from Stuart Fuller (Transportation Dept head) who is sponsoring our application, Pam Dolby (Town administrator) who will seek the Selectmen's endorsement, and Edgartown Conservation Committee Agent (Jane Varkonda), who oversees the Gardner property.

Members of the CPC would be happy to discuss these plans and suggestions with the Chappy community. We would also welcome more members to our growing committee of 39.

Chappy Path Committee

Prepared by the CPC Steering Committee

Bob Colvin, Chair
Melissa Kagan, Co-chair
Will Gerese
Dick Knight
Joe Sullivan
Tom Tilghman
Peter Wells



TOWN OF EDGARTOWN
Community Preservation Committee
P.O. Box 5158,
Edgartown MA 02539

CHAPPAQUIDDICK PATH DESIGN AND DEMONSTRATION PROJECT

<i>AMOUNT REQUESTED:</i>	\$74,842
<i>PURPOSE:</i>	Open Space/Recreation
<i>SPONSOR NAME:</i>	Chappaquiddick Path Committee*
<i>DATE SUBMITTED:</i>	October 17, 2008

SUMMARY OF PROPOSAL:

This is a conservation/pro-environmental project that enhances safety. Funding is sought for an engineering design study of a mixed use pedestrian/bicycle path on Chappaquiddick and for construction of a demonstration section of the path on the Gardner property.

* Chappaquiddick Path Committee members who contributed to this document, in alphabetical order: Robert Colvin, Will Geresy, Melissa Kagan, Richard Knight, Joseph Sullivan, Thomas Tilghman, Peter Wells.

1. Detailed project description and specific objectives

Project: This is a request for funding of an engineering study of the feasibility and best route for a mixed use path on Chappaquiddick for pedestrians and bicycles from the Chappy ferry to the Dyke Bridge and for implementing a demonstration section of the path from the Chappy ferry to Manaca Hill Road in the Edgartown-owned Gardner property.

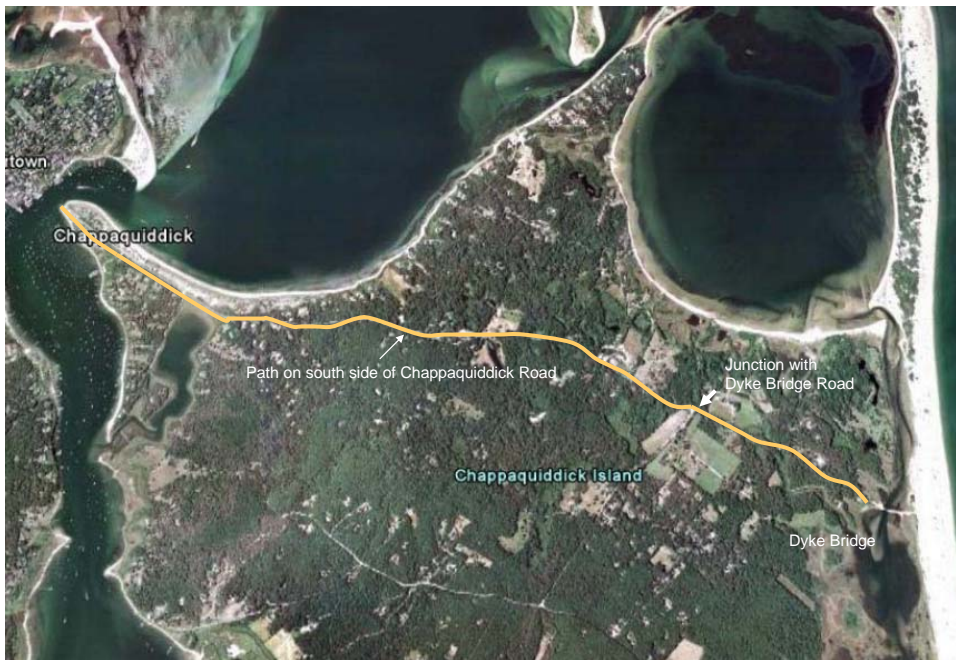
Background. For many years there has been debate on the merits of a bicycle or mixed use path on Chappaquiddick with strong feelings on both sides. For several reasons the sentiment has changed towards support. Recently an open committee of Chappy residents was formed to promote the implementation of a walking/bike path on Chappy (Chappy Path Committee). At a public meeting with the seasonal residents in the summer of 2008, the Edgartown Selectmen indicated that they were in favor of pursuing a bike path on Chappy if the Chappy residents were. The Chappy Path Committee then conducted a survey of Chappy residents with the help of the Chappaquiddick Island Association (CIA) in August 2008. Over 70% of the more than 200 respondents indicated that they favor the concept of a bicycling/walking path. Copies of these results and commentary from the Chappy Path Committee are available on request. An informal show of hands at the August CIA meeting confirmed that the majority present supported a path.

Based on this strong support, we propose that the next step be a formal engineering study of the best route and design that can serve as a basis of community input, discussion, approval and funding. A prior survey (ca 1995) was done but needs to be updated and refined.

Draft Design. We have discussed several alternative routes and believe that the most needed, desirable and feasible route is from the Chappy ferry to the Dyke bridge (Figure 1). The south side of the black top road from the ferry was considered best because of the Chappaquiddick Beach Club parking and Mytoi Garden. There is a right of way of 50 feet owned by the town of Edgartown upon which the 20-22 foot wide

Chappaquiddick black top road currently lies, leaving ample room for a path. However, the road is not always in the center of the right of way and an accurate survey needs to be done.

Figure 1. Schematic of course of proposed path along Chappaquiddick Road from ferry landing to Dyke Bridge. Path is on south side of road, separated from the road by at least 2-4 feet and is 5-8 feet wide and 3.1 miles long. Map source Google Earth.



According to our preliminary observations and the prior survey, most of the path can be done along pre-existing rights of way owned by the Town, in some areas with slight shifting of the pavement within the right of way to avoid wetlands. In a few instances telephone poles may need to be moved and/or the wires buried. The path would be separated from the road by a few feet and itself be 5-8 feet wide. Appropriate signs and markers will be used to promote safety.

Based upon initial reaction from Chappy residents, the surface ideally would not be paved. A packed surface composed of stone dust looks like sand and provides a solid and well draining path for bikes and is used in other paths (e.g., Minute Man National Park, Concord) as illustrated in Figures 2 and 3. This surface is keeping with the

country feeling that many Chappaquiddick residents and visitors desire. The non-paved surface would obviate the objections to more blacktop and the issue of sand on the path, as well as discouraging fast bicycling and is expected to have low maintenance.

Figure 2. Non-paved mixed use path in Minute Man National Park (Concord). Path is 5-8 feet wide and crosses occasional roads and driveways. Right photo from www.nps.gov/mima

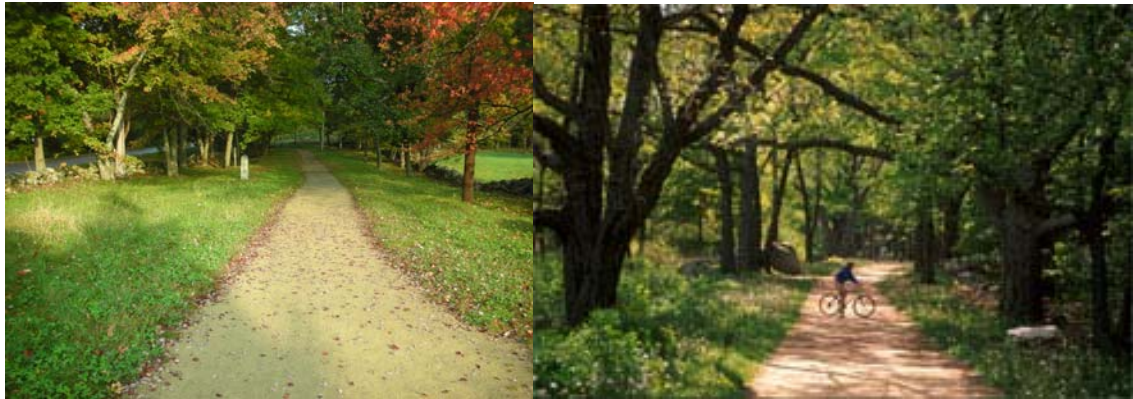


Figure 3. View of the sand like surface. The path is compacted stone dust and does not show bike tracks or foot prints. Minute Man National Park (Concord).



The optimal surface will be a subject of the engineering analysis and further discussion among the community to decide on the alternative based on esthetics, durability, cost and upkeep requirements.

As part of the initial phase to be funded in this project, we propose that a demonstration path be constructed in the Gardner property from the Chappy ferry to the Manaca Hill Road, based on the project's engineering design (Figure 4).

Figure 4. Diagram of demonstration path through Gardner property (0.27 miles). Map source Google Earth



The benefits of this approach are substantial.

- This path will be a component of the definitive route
- The land is town property and a constructing a path is within the authority of the town.
- There are already walking paths in the property so that this is a relatively small change in use.
- This section of the road is heavily used by children, parents, and baby strollers in the summer to and from the beach club and as the entrance to the Chappy Ferry, it is a high congestion area.
- An esthetically appealing path will help convince skeptics of the merits of further path development.
- This will allow determination of how well the surface withstands the stress of Chappy weather and use.

2. How does this project accomplish the goals of the CPA? The project meets several stated goals of the Community Preservation Act:

- **Linkage with existing conservation lands.** The route will provide walking/biking access to Land Bank and Sheriff Meadow trails and conservation properties, the Trustees of Reservations properties at East Beach and Mytoi, and the Chappaquiddick Community Center.
- **Enhances or creates a scenic vista.** The route will be separated from the road and will provide views of water, fields and forests, undistracted by oncoming or passing traffic.
- **Protects or borders wetlands.** In some places the blacktop road goes quite close to wetlands. We believe that the 20-22' paved road can be shifted away from the wetlands and remain within the 50' right of way, thereby giving room for the unpaved path to border the wetlands.
- **Creates recreational facilities.** This will be a most welcome addition to our recreational facilities, promoting healthy exercise, efficient non-gasoline based transportation, and an enhanced experience of nature. This will increase access to existing recreational facilities owned by the Trustees of Reservations, Sheriffs Meadow, and the Martha's Vineyard Land Bank.
- **Has long-term multi-generational benefits.** It is expected that this path will be used young and old for many generations in the future and become a widely used and permanent enhancement to our community recreational facilities.
- **Available for public use.** This will be a public path.

3. How does this project impact Edgartown citizens and address current needs?

On Chappaquiddick ever increasing numbers of cars, trucks, bicycles, walkers and joggers share a narrow two lane paved road and many sand roads. Cars and trucks have to move into the oncoming lane to pass the pedestrians and bicyclists. When two cars/trucks approach from opposite directions, one has to slow or stop, or the bicyclist or walker has to go off the road. For many, young and old, bicycling or walking in the road is unfortunately not an option because of the safety hazard. Numerous sand roads running from paved roads to get to public beaches and to many houses. Sand roads that are intermittently soft are difficult for bicyclists, especially children. Cars overload the parking lots at the ferry and at the beaches, in part because biking or walking is not considered safe by many residents and visitors.

No one can argue about the importance of the natural beauty of Chappy and the need to preserve it. With the addition of a walking/bike path, we are seeking to minimize the interference of traffic with this experience. At present playing dodgem with passing cars and trucks is stressful to walkers, bikers, and joggers, not to mention the motorists. Many residents of Chappy would ride bikes or walk along the main road if they perceived it as safer. It will be especially appealing for parents with children who otherwise probably would not be able to ride their bikes on Chappy. Those who live on Chappy will have a better alternative to automobile use.

Bicycling, walking and jogging afford multiple health benefits in addition to the opportunity to enjoy our beautiful island. A separated path provides an efficient, enjoyable and safe means of transportation- a way to the beach and to town and in between without depending on cars. The path will further our efforts to make Chappy greener by reducing gas consumption and will decrease the demands on the parking lot and ferry. The linkage to the conservation land maintained by the Trustees of Reservation and the Land Bank will be greatly enhanced for those who chose not to drive a vehicle.

The path will benefit residents who bicycle or walk or who would be able to do so with a path. While it is possible that more bicyclists will come to Chappy (they already do come in great numbers but whether they actually do will depend in part on the ferry rate), some will substitute a bike for a car, reducing car traffic and ferry lines. Furthermore, the path will keep the bicyclists out of the way and able to get to their destination efficiently.

Estimated number of people this project will benefit/affect.

We estimate that hundreds of Edgartown and Chappy residents who walk or bicycle will use the path every day in the summer season and dozens in the off season. We expect to see an increase in Chappy residents using bicycles especially among those who have indicated that for safety reasons, they are reluctant to bicycle on the road and discourage their children and grandchildren from doing so. In addition hundreds of car and truck drivers on the road will be beneficially affected because they will have to dodge fewer bicyclists and walkers in the road.

How will success be measured? For the initial phase (engineering and demonstration path) success will be measured by reducing congestion of bicyclists and walkers at the Chappy Point and achieving widespread support among the Chappy residents for the overall path design. Subsequent success, assuming this support, will be judged by achieving funding and implementation of the path to Dyke bridge and then by frequent and enthusiastic use of the path by residents and visitors.

Projected action plan and timeline, including major steps needed to complete the project.

7/1/2009	Solicitation of bids for engineering study
8/1/2009	Awarding of bid and start of engineering survey
10/1/2009	Engineering survey completed
11/1/2009-	Presentation of plan to public for discussion and input to continue into the summer
4/5-10/2010	Path staked in Gardner property
4/13/2010	Begin construction of demonstration path
5/15/2010	Completion of demonstration path

4. Detailed Financial Information

Capital budget:

Engineering survey	\$27,842
Demonstration path	\$47,000
Total	\$74,842

Key assumptions in the budget: Surveying costs are based on an estimate obtained from Schofield, Barbini and Hoehn. The items included are:

- Input survey information from previous survey work into their current computer system.
- Update survey plan research and in-house research to identify concrete bounds and property corner monuments to be flagged along the route of the layout.
- Recover old survey control where possible and run new survey control along the entire route of the path, confirming relevant physical features from previous work and updating the is with new locations where necessary, with features such as pavement, utility poles and structures, driveway entrances and buildings, etc. and find and flag existing concrete bounds and property corner monuments along the layout.
- Process this base information and prepare a survey working plan of the entire route.
- Complete detailed topographic survey work and plans of specific, identified areas, such as wetland areas, dune areas, culvert areas, etc. and process and plot this information.
- Complete plans showing items listed above and proposed path location.
- Supervision and client contact by Professional Land Surveyor.

The cost of the Gardner demonstration path was estimated by Stuart Fuller, Head of the Edgartown Transportation Department, to be \$40,000 in addition to \$7000 for staking the path by Schofield.

Risks: No anticipated financial risk. There is a possibility that funding will not be forthcoming for the creation of the definitive path.

Financial sustainability. The annual costs of upkeep of the demonstration path are expected to be minimal and not require funding beyond the upkeep of the Gardner property. For the definitive path to Dyke bridge, a modest budget may be needed for

upkeep, depending on the nature of the surface. This is a very small annual investment given the property tax contribution of Chappaquiddick residents. Alternative potential sources may be considered, such as a portion of the revenue from bicycle tickets on the ferry.

5. **Legal ramifications.** None anticipated for the survey and demonstration path. For the definitive path, it is possible that voluntary easements may be recommended and requested.

6. **Authorization of property owner?** None needed for survey. Edgartown owns Gardner property. The Edgartown Conservation Committee Agent (Jane Varkonda) has given her verbal approval for this project proposal to go forward. The proposed use of the Gardner property would probably need to be introduced and formally approved as an Article at an Edgartown Town Meeting.

Permits/Orders/Licenses required? None for this phase, aside from Town approval of the use of the Gardner property. Not expected for the definitive path, although that will depend on the final approved design and source of funding.

SPONSORS: Chappaquiddick Path Committee, an open, voluntary and growing committee, currently with of 39 Chappy resident members. Steering Committee members: Robert Colvin, Chair, Will Geresy, Melissa Kagan, Co-Chair, Richard Knight, Joseph Sullivan, Thomas Tilghman, Peter Wells; Gay Colvin, Secretary.

SUPPORTING TOWN COMMITTEE: Edgartown Transportation Department (Stuart Fuller).