



SEA VIEW REVITALIZATION CONCEPT MASTER PLAN OAK BLUFFS, MASSACHUSETTS



CREDITS

Prepared in conjunction with members of the Oak Bluffs Boardwalk to Beach Task Force (OB BBTF): Nancy Phillips and Richard Westcott, Co-chairmen

Richard Combra, Jr.	Joan Hughes	Liz Durkee
Dave Grunden	Nancy Billings	Priscilla Sylvia
Renee Balter	Judy Williamson	Glenna Barkan
Ardell Otten	Helen "Mikki" Webb	Robert Huss
Irene Gaines	Kathy Burton	Jim Westervelt
Mimi Davisson	Bill Veno	Terry Appenzellar
Derek Tipton	Bernadette Crossland	

Report prepared by:

Thomas Wirth Associates, Inc., Landscape Architecture, Sherborn, MA
Nancy Phillips, OB BBTF
Richard Westcott, OB BBTF
Bill Veno, MV Commission
W. Chuck Sullivan, Architect

With the cooperation of:

Oak Bluffs Board of Selectmen, Kerry Scott (Chairman) and Ron DiOrio
OB Chief of Police, Erik Blake
OB Emergency Management Director, Peter Martell
Martha's Vineyard Commission, Jim Miller (transportation) and Jo-Ann Taylor
(Coastal Planner)
MA Commission for Affairs concerning Handicapped Persons, Anson W. Krickl, Jr.
(Assoc. Commissioner)

Thanks for Railing Sample Mock-up:

Craftsmen:

Shaun Pimental and José Cordon, Cor-Metals, Inc., metal fabrication
Robert Gatchell, Splinters and Sawdust, acorn finial (fine woodwork)
Billy Sweeney, concrete sidewalk

Engineering Consultants:

Tim Twombly (Industrial)
Jim Oldham (Chemical)
Edward Allen (Structural)

This Concept Master Plan was funded by:

The Community Preservation Act
The Friends of Oak Bluffs

TABLE OF CONTENTS

	Page
Introduction.....	3
Railing and Walkway Concept	4
Concept Master Plan	
Summary.....	5
A. Oak Bluffs Harbor to Steamship Authority (North Bluff)	7
B. Steamship Authority Pier to Ocean Avenue.....	8
C. Ocean Avenue to Pennacook Avenue	10
D. Pennacook Avenue to Farm Pond Multi-User Path	12
Conclusion	15
Appendix A - Oak Bluffs Boardwalk to Beach Task Force	16
Appendix B - Graphic of Sea View Revitalization Project.....	17
Appendix C - The Railing and Walkway	
Current Railing, Fencing, and Walkway	18
Proposed Design of New Railing	19
Mock-up of Proposed Railing and Walkway	20
Appendix D - Public Hearing and Mock-up Comments	
Questions for Opinion Poll.....	21
Opinion Poll	24
Comments at Mock-up Railing Site	27
Appendix E - Image of Old Bath Arbor	33
Appendix F - Proposed Budget.....	34

INTRODUCTION

As in other towns in Massachusetts, maintenance of Oak Bluffs Parks and facilities had dropped in priority over the years due to budgetary constraints. Recently, the year round and seasonal taxpayers of Oak Bluffs (OB) expressed their desire in a series of well-attended public meetings to restore beaches and the overall in-town waterfront to a more attractive, functional condition. Not only did they voice the importance of this area for the enjoyment of the residents, but also acknowledged the economic impact of tourism in our Victorian Seaside resort. Renee Balter of the Community Development Council and the OB Business Association has calculated that there are 780,000 pedestrians who visit Oak Bluffs during the 120 day peak season. Tourism is the “main industry” of the town.

Oak Bluffs is an important gateway to the island of Martha’s Vineyard. The Oak Bluffs Board of Selectmen encouraged the formation of a task force, later identified as the Oak Bluffs Boardwalk to Beach Task Force (OB BBTF), and charged them with the job of assessing the condition of public beaches, facilities, and furnishings adjacent to Sea View Avenue (approximately $\frac{3}{4}$ mile in length). They requested recommendations for improvements to the in-town waterfront which is now detailed in the form of this Concept Master Plan.

The Landscape Architecture group, Thomas Wirth Associates, Inc. was engaged in December of 2006 by the Friends of Oak Bluffs, the non-profit organization which has partnered with the OB BBTF (member list in Appendix A) in an effort to revitalize the Sea View Avenue waterfront area. Several meetings with the OB BBTF to review needs and wishes, and site walks were scheduled during December 2006 through March 2007. Observations and comments were recorded on a large aerial photograph which has been formatted to fit into Appendix B.

RAILING AND WALKWAY CONCEPT

One of the structures viewed from the water and the land in most dire need of repair is the railing and asphalt base along the bank of the walkway on Sea View Avenue. This railing is of critical importance to the Master Plan because it reinforces the historic, Victorian era character of this area of Oak Bluffs. It also represents the majority of a continuous, one mile long pedestrian link along the Oak Bluffs scenic waterfront from the north end of the Harbor walkway to the Farm Pond multi-user path.

Historical research at the Martha's Vineyard Historical Society by the Task Force resulted in a number of photographs that chronicled structures, railings, and bollards in Cottage City (the name of the town was changed to Oak Bluffs in 1907). These photographs were used to inspire a sea rail design similar to the Bath Arbor railing which was located near Sea View and Samoset Avenues. The final design by Thomas Wirth was approved by the OB BBTF. During the April 2007 town meeting the citizens of Oak Bluffs voted to appropriate Community Preservation Act funds under the "Historical category" to develop details for a full-scale mock-up of the railing, document the Concept Master Plan, and prepare construction estimates. Funds were also approved for an engineering survey of the area to enable development of detail plans for future implementation.

A public hearing was held in July 2007 at the Town Beach (Inkwell Beach) to present a Concept Master Plan Sketch. A second public hearing was held at the Library in August 2007 including another presentation of the Concept Master Plan Sketch and detailed railing plans. A mock-up section of the rail was fabricated and installed near the Steamship Authority (SSA) Oak Bluffs pier and the Vineyard Transportation Authority (VTA) bus stop for public viewing prior to the hearing. The difference between the railing mock-up section and the final railing will be: a) a cast of the Oak Bluffs town seal will be placed in the center rosette; b) memorial or informational plaques will extend from the center upper rail sleeve; and c) the metal will be color galvanized (instead of painted steel). These railing details were not done for the mock-up for the sake of cost efficiency. Valuable input

was obtained from residents at all the public meetings. A series of questions were addressed to the August audience by the OB BBTF to determine feedback on critical issues of the plan. Responses were documented and are included in Appendix D.

CONCEPT MASTER PLAN SUMMARY

A graphic and written summary follows of the Concept Master Plan divided into four sections:

- A. Oak Bluffs Harbor to Steamship Authority Pier (North Bluff)
- B. Steamship Authority (SSA) Pier to Ocean Avenue
- C. Ocean Avenue to Pennacook Avenue
- D. Pennacook Avenue to Farm Pond Multi-user Path

We have chosen to include related current ongoing, or future planned projects for the town of Oak Bluffs. Related projects affecting the whole Sea View waterfront will be itemized first, followed by those affecting each of the four sections detailed above (in the body of that section). This is important to show communication between town departments and how this Master Plan interfaces with the bigger long term Oak Bluffs picture. Various official and governmental entities have been contacted. Some of the suggested improvements will be subject to a permitting process (a proposed timeline will also be subject to these policies).

Interface with Other OB Projects and Ideas Affecting the Whole Sea View Waterfront

1) Shoreline/Bank Engineering Survey – The Conservation Commission is applying for CPA funds for this survey which will address the area from the North Bluff to Farm Pond. The survey will allow the Town to acquire permits establishing the entire stretch as a beach renourishment site. It will also include a structural assessment of the concrete retaining wall and a review of repair alternatives as well as an analysis of the existing groins with recommendations for possible removal or modification.

2) Vegetative Bank Stabilization Plan – The Conservation Commission has filed a Pre-Application with the MA Hazard Mitigation Grant Program. The Purpose of the project is to protect the coastal bank and road above the bank from erosion and run-off by stabilizing the bank with appropriate vegetation. A plan will be designed and implemented to vegetate the eroded and blown-out areas of the total .9 mile of vegetated bank. They will be working with the Martha's Vineyard Commission (MVC) on pre-storm mitigation government grants.

3) Universal (ADA) Access – Access consultant Deborah A. Ryan made a site visit in September 2007 and recommended using landscape to accomplish access wherever possible. All the stairs and paths to the beach are also being evaluated according to the Conservation Commission upgraded policies. There are currently 8 sets of stairs which are in varying states of repair and subject to the ever changing beach sand. Structures would have to comply with the Architectural Access Board standards. This concept is integrated into the plan for a broad spectrum of people with physical challenges from the wheelchair bound to elderly and families with toddlers.

4) Transportation – The Bicycle and Pedestrian subcommittee of the Martha's Vineyard Commission Joint Transportation Committee is pursuing details of providing safer and desirable routes for cyclists to approach and travel through downtown Oak Bluffs. People at the public hearings wanted the car speed limit decreased from 35mph to 25mph, mid-road pedestrian signage at the striped walkways, and better overall signage along all of Sea View Avenue. The MVC subcommittee also suggested a jut-out of the current walkway universal access ramps (where there is parking) into the street at the Crosswalks would also serve to increase pedestrian safety and slow down motor vehicles. The OB Board of Selectmen, Parks and Recreation, Highway and Police, Parking and Traffic Departments, and MASS Highway have all been consulted about the complex transportation problems in this area. An engineering road survey is pending.

A. OAK BLUFFS HARBOR TO STEAMSHIP AUTHORITY (NORTH BLUFF)

One of the first visual introductions to Oak Bluffs is presented to ferry boat passengers at the Harbor and the Steamship Authority (SSA) Pier. In the four peak season months, there are approximately 5,000 foot passengers per day coming into Oak Bluffs via ferries.

Connecting the Harbor and SSA Pier are a lower level sand walk above the seawall and a 5 foot wide sidewalk along Sea View Avenue extension, both about 1/10 mile long. Access via reconstructed and newly located steps are proposed for convenient strolling on the sand walk and for walking small loops, as well as widening the sidewalk which is now somewhat constricted by overhanging, diagonally parked cars.

A low railing is proposed, along with new replacement light fixtures, trash/recycling/returnable receptacles and bike racks. The sidewalk should be expanded to an 8 foot width and duplicate the mock-up at the bus stop. There is an opportunity to provide a waiting and viewing area at the public restroom near the SSA, and provide ADA (disabled) access to the sand walk and the restroom including restroom renovations. The area should be welcoming and attractive with a shade and weather shelter (in front of the east side of the restroom), information kiosks, flower plantings, bench seats, bike racks, and trash/recycling/returnable receptacles. The old in-ground planters on the upper bank should be planted with flowering natives as a demonstration display garden. The telephone pole at the SSA exit should be removed.

Interface with Other OB Projects and Ideas

OB Highway Department - The Highway Superintendent, Richard Combra Jr., is also a member of the OB BBTF. He is an integral part of all the major construction projects in Oak Bluffs.

1) Reconstruction of the seawall and harbor bulkhead at the North Bluff began in September and will continue through the spring of 2008 at a total cost of \$2 million by the town of Oak Bluffs with the help of a matching MA state grant. The Harbor Committee and the Parking and Traffic Committee have made recommendations to the Selectmen regarding the reconfiguration of the entire North Bluff parking and pedestrian areas

extending along the harbor, which will be a continuation of the “OB Waterfront Pedestrian mile”.

2) There is \$110,000 of MA Highway funds already allocated for the North Bluff sidewalk and necessary contouring of the surface for the Universal Access to the current clay and brick restroom in 2010.

3) A large MASS Highway project will be taking place the fall of 2007, starting with Sea View Avenue at the SSA and going along OB Ave. to Lake Avenue to Central Ave./Harbor. Current estimates for this project are \$1.2 million.

4) OB Board of Selectmen have identified the need to improve the streetscape and landscape from the harbor to the bath house. The Town and MVC are looking at circulation options for all modes of transportation in the northern end of the “OB waterfront pedestrian mile” in this Lake Avenue segment.

5) Department of Fish & Game Fishing and Boating Access of the Commonwealth of MA are coordinating efforts with the SSA and the town of Oak Bluffs to design a Universal Access pedestrian fishing pier approximately in the middle of North Bluff Section from the seawall out as far as the SSA first dolphins (approx. 300') which would be completely funded by the state department.

B. STEAMSHIP AUTHORITY PIER TO OCEAN AVENUE

This area is considered the “Gateway” to Oak Bluffs. Ocean Park with its historic Band Stand surrounded by green grass and glorious summer flowers is the crown jewel. A primary visual introduction to Oak Bluffs, the asphalt coated erosion bank is extremely unsightly and an immediate fix would be to vegetate it. One possible way to do this is to position planter boxes in back of the new railing base containing beach roses or other attractive beach vegetation which would cascade over and cover the asphalt. A 42" high railing is proposed along the asphalted bank at the SSA, though if planting can be introduced successfully on the water side of the rail, a standard 36" rail would be acceptable, more attractive, and less costly.

There is a sliver of beach toward the SSA terminal which tourists frequent while waiting for their mode of transportation. Many choose to hop the railing and take a trek down the unstable rock embankment. The southern shoreline of this area bounded by the Steamship Authority (SSA) to the north, and Ocean Avenue to the south, approximately 1/4 mile in length, is in front of Ocean Park. It is also a major VTA bus transportation hub. The bus stop needs identification and shelter, as well as increased waiting area beyond the sidewalk to separate those waiting for buses and pedestrians walking by. Improved signage throughout in-town Oak Bluffs with verbiage in English and including universal language pictorials for the foreign speaking tourists would be of benefit.

A sand walk above the seawall similar to the one north of the SSA gives walkers a place to stroll and view the beach below. Signage directing tourists to the stairway leading to this sand walk may be of help. Existing concrete steps should be resurfaced. The pressure treated wood handrails, which are very hard to grasp, should be replaced. It would be a good idea to introduce new steps to the beach at the end of Ocean Avenue. The standard improvements recommended for this zone similar to others include a 36" high railing along the remaining sidewalk zone, bike racks at all beach access points, new replacement light fixtures, trash/recycling/returnable receptacles, and new native bank plantings after removal of exotics. A new full width sidewalk is proposed to duplicate the mock-up paving pattern at the bus stop.

Interface with Other OB Projects and Ideas

1) Discussion with the Parks and Recreation, Highway, and Police Departments, the MVC Joint Transportation Committee is ongoing regarding a two-way bike path with part on the edge of the grass on Ocean Park

2) The OB Community Development Council, at the direction of the OB Board of Selectmen, is in very preliminary stages of evaluating the Old Town Hall site (temporarily housing the Police Department) which is in a primary Gateway location for the Town.

C. OCEAN AVENUE TO PENNACOOK AVENUE

This is an area containing significant beach zone and is also known as Town Beach or Pay Beach. It is approximately 1/4 mile in length. It is the only full service beach on the island of Martha's Vineyard with existing comfort facilities including changing rooms, restrooms, showers, foot washers, drinking fountain, and a food concession with picnic tables and umbrellas. Although the building that houses most of these facilities was in very poor condition, considerable community effort in the first half of 2007 has brightened up these facilities and made them more functional in an economically frugal way. A seasonal awning and an approximately 42" high picnic counter to the water side (east) of the building is in concept stage pending approval by the Conservation Commission.

Weather history has shown that there have only been two category-3 hurricanes in the last hundred years. IF "the big one" should occur, and this facility was destroyed, consideration for future structures that are compliant with federal and state regulations for "velocity and flood" zones would have to be made. All future structures below the standard of "14' above sea level" would have to be portable, i.e. craned or wheeled into and out of place as deemed necessary.

A new viewing pagoda would be introduced opposite Samoset Avenue as previously situated in the vicinity of the old concrete foundations constructed near street level, significantly above the flood zone in which new construction is problematic. The structure signifies a primary stairway access to the beach. A current photograph of this site with a superimposed historical photograph of the Victorian "Bath Arbor" has been done by the local architect W. Chuck Sullivan and appears in Appendix E. A similar structure is proposed except roofline modifications would be made to this sketch to minimize sight line interference of those people on the first and second floors of the houses bordering Sea View Avenue. In this location, the OB BBTF has identified that the 14' sea wall (painted blue) and the adjacent green wall to the south of the current stairs need evaluation by a structural engineer for integrity and need for protective sealing. The consultant engineer

would be an important part of the planning for this scenic overlook and stair access to the beach. The existing concrete platform at the beach level here could be used as a performance stage for family-friendly events. A simple “removable” pergola could be constructed to support seasonal “sun screening mesh” to offer a little shade to beach-goers when needed. The telephone pole next to the pagoda should be removed. Lighting and electricity to the Comfort station needs to be completely done over.

The newly placed (July '07) Beach Volleyball court was set up according to International Volleyball standards and done in the most environmentally friendly way. The cedar posts and marine grade stainless steel hardware have allowed the net to be totally adjustable for children, women and men. All ages and nationalities have used this beach court. The location of it was positioned to the north side of the beach so as not to interfere with sunbathers. However, there is a need to also replenish sand to this area and north to the SSA. The existing steps just north of Pennacook Avenue will need to be replaced.

Replanting the banks and dunes with native grass, herbaceous and shrub plantings will be accomplished. Standard improvements similar to other zones include a 36" high railing along the entire length, replacing light fixtures, bike racks at all stairways to the beach, and trash/recycling/returnable receptacles. A full width sidewalk will replace the existing to match the mock-up at the bus stop.

Interface with Other OB Projects and Ideas

1) A Beach subcommittee of the OB BBTF has been in close contact with the Parks and Recreation and Highway Departments concerning the Comfort Station and services offered at this popular citizen and tourist beach location. At a special town meeting in the Spring of 2007, \$12,000 was approved for emergency repairs to this area and the other part of the Town Beach also known as the Inkwell. It is recommended by this subcommittee that: a) at least two of the lifeguard stands need to be replaced (rotten wood); b) one or two handicap beach wheelchairs be purchased and stored in the Inkwell lifeguard stand for access to either side of the Town Beach; c) Lifeguard medical supplies be updated

including an automatic defibrillator on site at the main lifeguard stand; and d) postings of weather, sea conditions and specific warnings at each lifeguard stand, and clear rules and regulations near each entrance to the beach. There is an upswell of popular request for a floating raft at each section of the Town Beach.

2) Storm water runoff is particularly troublesome from the crest of the hill at Ocean Avenue down to a large drain pipe at the upper Town Beach. There is also beach washout at a smaller drainpipe at the other end of Town Beach (Inkwell). The OB Shellfish Constable and the Conservation Commission are looking at means of re-directing this runoff since, in addition to causing beach washout, runoff contains oil, chemical and metal contaminants from automobiles. They are trying to develop a funding means to carry out this project.

D. PENNACOOK AVENUE TO FARM POND MULTI-USER PATH

An area approximately 1/3 mile in length incorporates the beach known as “Town Beach” or “Inkwell Beach” and continues to the beginning of the Farm Pond Multi-user Path. Universal (ADA) and maintenance access will be located opposite Pennacook Avenue near the jetty. A universal access ramp will start south of this entrance, come off the current crumbling walkway, and head north then east in a gentle slope down as required by ADA standards. The people who attended the July public hearing at this beach site expressed need for additional bathrooms, a shower and foot rinse area. Two universal/family access mobile bathrooms could be tucked into this same area next to the start of the ramp. It would be the intention that the rooflines of these facilities would be no higher than the current railing (or 3' above the walkway). This would minimize line sight interference of the Sea View Condo first floor owners. These bathrooms would be hooked up to town sewer to help eliminate odor which has been known to emanate from other portable facilities when in the sun. A smaller universal access pedestal shower and foot wash, similar to the one installed at the beach known as Pay Beach would be located in this vicinity. The town had been making efforts to replenish the sand at this beach for quite a while. The Conservation and Shellfish Departments, under the direction of the Board of Selectmen,

obtained amendments to prior permits in order to replenish 1,100 cubic feet of sand at this portion of Town Beach in mid-September, 2007.

Elderly people at the public hearings have asked for a railing to stabilize their efforts to get into the water over the rocks at the shoreline. They lamented their inability to get into the water at “their beach”. A somewhat camouflaged simple marine-grade stainless steel railing could be located and integrated into the Inkwell side of the jetty from the highwater mark to waist height at low tide. There could be a sandy path created next to it by placing some of the “replenished sand” there as needed. Universal access for all is one of the goals of the OB BBTF. The town leaders have heard loud and clear at the two Public Hearings the OB BBTF held and at the two Seasonal Taxpayers forums that this beach in particular is a spiritual and cultural center for residents and visitors of all colors and “get –well” efforts.

Some of the existing railing just south of the Pennacook truck access does not need to be replaced. South of the Inkwell Beach, a 36" railing is proposed in a similar location as exists going southerly with a new retaining wall and excavation toward the seawall to level the severely sloped asphalt walk area. Benches could be located here in front of the wall below the railing. Or the railing could be located on top of the seawall to be more in alignment with the requests of the homeowners on the west side of Sea View Avenue.

In front of the Dennis Alley Park (formerly Waban Park), the five telephone poles, three of which carry light fixtures, should be removed and replaced with wires installed below grade. The seven telephone poles on the east (water) side of Sea View Avenue which hold a transformer and overhead electrical wires (from Canonicus Avenue to the last house in this stretch) should be removed and wires installed below grade as they interfere with the scenic by-way especially as one comes from Edgartown to Oak Bluffs. New light fixtures are proposed including new sidewalks consistent with the mock-up at the bus stop. Other standard improvements are included such as bike racks and trash/recycling/returnable receptacles.

The Multi-user Path (MUP) terminates at this location above Farm Pond. The extension of the MUP on the west side of Sea View Avenue is recommended up to Canonicus Avenue to allow bikes to make the connection to the Steamship Authority terminal and to the Harbor. Permitting bikes to cross to the east side of Sea View Avenue as now exists places visitors and parkers in jeopardy where doors can open into the bike lane at any time. Some bicyclists continue off the Multi-user path at the terminus and go against car traffic, occasionally meeting up with people on mopeds going the opposite direction (all in the same narrow stretch of shoulder in the road). Although this complex transportation interface was not part of the initial OB BBTF charges it has become necessary to “weigh in” on the issue because it affects pedestrian and cyclist circulation and, thus, the seaward plans of The Task Force.

A survey began at the end of September 2007 to determine the exact dimensions of public way available in order to assess the feasibility of shifting the traveled road lanes to the east. This would eliminate little-used parking spaces along this southernmost section, and provide enough space on the inland side of the Sea View Avenue right-of-way to extend the MUP around the bend in the roadway, north to Canonicus.

Interface with Other OB Projects and Ideas

1) The Bicycle and Pedestrian subcommittee of the Martha's Vineyard Commission Joint Transportation Committee is pursuing details of the MUP in this area as well as in the larger context.

2) The OB Conservation Commission and the Shellfish Departments are working on storm water runoff as mentioned previously.

3) The OB BBTF has been in contact with the Chair of the OB Emergency Management regarding burying electric wires. It was felt to be a compromise to bury just the 7 telephone poles on the east side of Sea View Avenue and leave those adjacent to Farm Pond.

4) Dave Grunden of the Shellfish Department is in close contact with the state of MA regarding the Farm Pond culvert.

CONCLUSION

The Sea View Revitalization Project is culturally and economically an important part of the future of the town of Oak Bluffs. This Concept Master Plan is one that the townspeople seem to be highly motivated to implement. The estimated budget for this project is in Appendix F. Through smart creative planning and judicious use of resources (from various sources) this will become a reality.

APPENDIX A

OAK BLUFFS BOARDWALK TO BEACH TASK FORCE

Meetings: 4th Wed of the Month, **Time:** 8: 30-10am, **Location:** OB Library 1st floor

Co-Chairmen: Rich Westcott and Nancy Phillips, both also members of the Community Development Council (CDC)

Members:

<u>Name</u>	<u>Representing</u>
Richard Combra Jr.	Highway Superintendent and Chairman of the Parks & Rec. Commission
Joan Hughes	OB Conservation Commission (ConCom) Chairman
Liz Durkee	OB Conservation Commission Administrator
Dave Grunden	OB Asst. Harbormaster, Shellfish Constable for Farm & Lagoon Ponds
Nancy Billings	President of Friends of Oak Bluffs
Priscilla Sylvia	OB CDC, OB Historic Commission, Treasurer of Friends of OB
Renee Balter	OB CDC, Chairman of OB Historic Commission, Friends of OB
Judy Williamson	Friends of OB
Helen "Mikki" Webb	Cottagers
Ardell Otten	Cottagers
Glenna Barkan	Polar Bears
Robert Huss	OB representative to the Steamship Authority (SSA) Port Council
Irene Gaines	Friends of OB Council on Aging
Kathy Burton	Cottage City Historic District Commission
Jim Westervelt	OB CDC, OB Planning Board
Mimi Davisson	OB Representative Martha's Vineyard Commission (MVC)
Bill Veno	MVC representative of Bicycle and Pedestrian Committee (subcommittee of Joint Transportation Committee)
Terry Appenzellar	CDC
Derek Tipton	OB Business Association
Bernadette Crossland	Manager of Beach Food Concession

Also available for consultation but unable to regularly attend meetings:

Kerry Scott	Chairman OB Board of Selectmen
or Ron DiOrio	OB Board of Selectmen
Erik Blake	Chief of OB Police
Anson W. Krickl, Jr.	MA Associate Commissioner for Affairs concerning Handicapped Persons
Jim Miller	MVC Transportation Expert

GRAPHIC OF SEA VIEW REVITALIZATION PROJECT



APPENDIX C

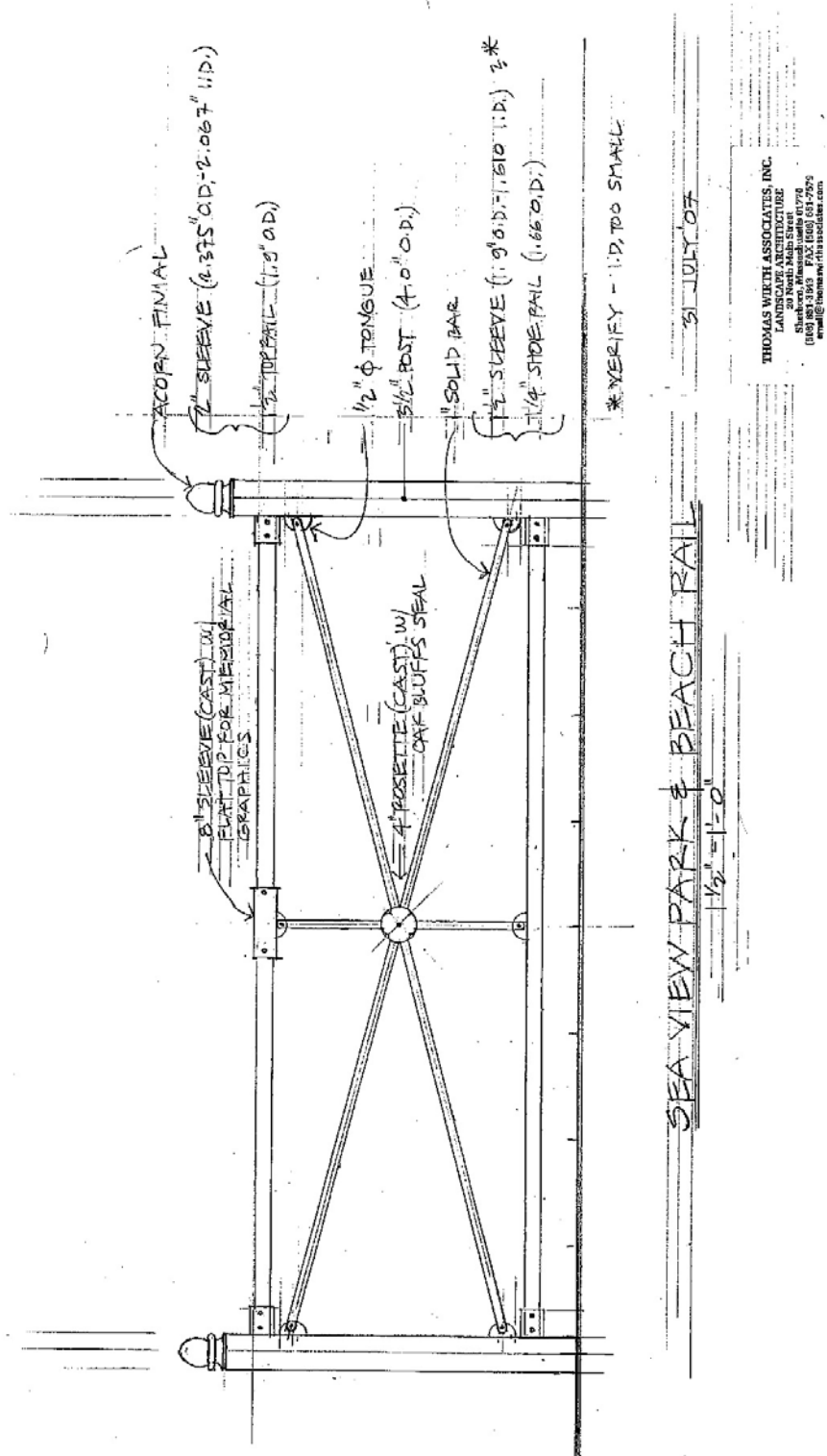
THE RAILING AND WALKWAY

Current Railing, Fencing, and Walkway



THE RAILING AND WALKWAY

Proposed Design of New Railing



THE RAILING AND WALKWAY

Mock-up of Proposed Railing and Walkway



APPENDIX D

OAK BLUFFS BOARDWALK TO BEACH TASK FORCE PUBLIC HEARING AUGUST 22, 2007

QUESTIONS FOR OPINION POLL

CARD INDICATORS

Green = yes, agree

Orange = not sure

Red = no, disagree

Section I (Farm Pond to Dennis P. Alley (Waban Park))

1) Do you think its important to offer a safe bike and pedestrian passageway from the end of the Farm Pond Bike path to the OB steamship ferry?

2) Would you be amenable to a) having Canonicus made a one way street going east away from the water to b) accommodate a small bike path lane in the road?

West bound cars going toward the water could come down the street north of that Nantucket which borders the Dennis Alley (Waban) Park.

3) Do you think it's important to bury the overhead light wires from Canonicus Ave. to Tuckernuck in front of the Dennis Alley (Waban) Park?

4) How about the electrical wires from Canonicus to Farm Pond? Is it important to you that these wires not obstruct the scenic by-way?

3a) Emergency Management and Electric co. do not really want the wires buried in a flood zone (esp. salt water). Do you think an alternate route for e.g. wires underground from the OB school to Hart Haven might be an option?

5) RAILING AND WALKWAY along the whole Sea View Ave. (Sample mock-up at OB SSA ferry and VTA bus stop)

a) Do you like the design of the railing?

b) Do you like the color?

c) Would you like the opportunity to have a memorial notation placed around the town seal in the center rosette or on the center top sleeve?

d) Do you like the beach stone aggregate border and tan concrete with fine sea shell walkway?

(Appendix D Questions - page 1 of 3)

Section II (Sea View Town Beach (also known as Inkwell) to Samoset Ave)

6) Do you want two “family/universal access” Bathrooms plus outdoor shower and water fountain at the north corner of the Inkwell near the Universal/ADA and Park Dept truck access to the beach?

Pre-fab movable more attractive concrete type bathrooms are available. The roof height could be that of the current upper rail on railing and have little impact on view.

7) Is a hand railing in the water on each side of this large jetty - to help elderly and handicap access into the water important?

8) Is road run-off or storm water drainage mitigation (or fixing) a priority for you at the beaches known as the Inkwell and Pay Beach?

9) Is replenishing sand to the Inkwell for protection of the road, sea wall and preservation of a historic and cultural site important to you?

Section III (Samoset and concrete platform on beach to Steamship)

10) Would you like to see the historic Bath arbor overlook, which would identify the beach entrance and offer shade to walkers and beachgoers, brought back at the site of the chain link fence?

11) Do you think the town should make the blue wall and the green sea wall a priority for repair (as identified by structural engineer evaluation)?

12) Do you think the full service beach with bathrooms, shower, concession stand and lifeguards is an important service to maintain for our citizens and visitors?

13) Would you like to see the concrete platform at beach level also used for performances of soft music, dance, etc. which are family friendly?

14) Do you think there should be a floating raft at the beach?

15) Should we also try to replenish some of the sand from the Volleyball net to the SSA where a lot of people seem to be going swimming after they get off the ferry?

16) Do you think there should be stairs to the beach at the end of Ocean Ave?

17) Do you think there should be an indent onto the grassy area for a “transparent” covered bus stop structure, where the VTA bus stop currently is, to accommodate the many people who congregate there onto the walkway and offer shelter from the sun & rain?

(Appendix D Questions - page 2 of 3)

18) Would you like to see something done with the asphalt that covers the rocks on the south side of the SSA wharf?

Section IV (SSA wharf to Harbor entrance (North Bluff)

19) If we can reconfigure the concrete near the clay and brick bathroom to accommodate handicap access to the Bathroom and the lower walkway should we do it?

20) Would you like to see the clay and brick bathroom interior remodeled and made more functional?

21) The prior 3 large holding tanks north of the clay and brick bathroom need to be removed and a highway project for new walkway is scheduled for 2010. Would you like to see this walkway a bit wider on the north bluff and to include a sitting/viewing area on the old “pizza hill”?

22) If the MA Division of Fisheries can design and pay for a “fishing pier” between the SSA wharf and the Harbor entrance with handicap access via gradual ramps from either end of the north bluff would you like that?

23) Would you like the Sea View walkway to connect to the Harbor walkway on the east side of the parking lot?

(Appendix D Questions - page 3 of 3)

OAK BLUFFS BOARDWALK TO BEACH PUBLIC HEARING AUGUST 22, 2007

OPINION POLL

Match Question numbers with below answers.

Number of people in attendance – 45

Results expressed in percentages and actual votes when possible.

Key: Green card – Agree

Orange card – Not sure

Red card – Disagree

Section I

	Agree	Not sure	Disagree	Didn't Vote
1)	100% 45			
2a)	87% 39	11% 5	2% 1	
2b)	71% 32	24.4% 11	4.4% 2	
3)	93.3% 42	4.4% 2	2% 1	
4)	20% 9	26.7% 12	17.8% 8	35.5% 16
5a)	100% 45			
5b) Railing Color Choices – samples on two pipes at this hearing				
# 1 & 6 – Raging Sea (on current mock up also)	33 agree (73%), 3 disagree			
# 2 – Yarmouth Blue	2 agree			
#3 – Homestead Green	4 agree			
#4 – Covington Blue	no votes			
#5 – Tropical Turquoise	6 agree			
* N.B. – Raging Sea (Sherwin-Williams color)				
All rest Benjamin Moore colors				
5c)	100% 45	(memorial plaque would have to be on top sleeve because of visibility)		
5d)	91% 21	9% 2	50% (hadn't seen mock up yet) 22	

(Appendix D Opinion Poll - page 1 of 3)

Section II

	Agree	Not sure	Disagree	Didn't Vote
6)	84% 38	9% 4	7% 3	
7)	84% 38	7% 3	9% 4	
8)	100% 45			
9)	96% 43	2% 1	2% 1	

Section III

10)	91% 41	9% 4		
11)	99% 44	2% 1		
12)	100% 45			
13)	78% 35	20% 9	2% 1	
14)	89% 39	2% 2	9% 4	
15)	100% 45			
16)	98% 44	2% 1		
17)	100% 45			
18)	100% 35			

(Appendix D Opinion Poll - page 2 of 3)

Section IV

19)	100% 30		
20)	100% 28		
21)	100% 26		
22)	100% 25		
23)	100% 25		
24)	86.5% 22	9% 2	4.5% 1
25)	24% 4	29% 5	47% 8

(Appendix D Opinion Poll - page 3 of 3)

COMMENTS AT MOCK-UP RAILING SITE

Mock-up sample of Railing and Walkway in place 8/16/07 near Oak Bluffs Steamship Authority Ferry Dock and the Vineyard Transportation Authority Bus Stop.

The following 48 suggestion cards were collected from the Suggestion Box placed next to the sample Railing during the timeframe of 8/18/07 – 9/13/07. Some people responded to the questions more completely than others.

Note: Mock-up Railing is a TEMPORARY sample and meant to give people a vision of what the proposed railing could look like. To save money, it was made from plain steel which was merely painted with regular paint - yes this “short term sample” will rust. THE PERMANENT RAILING WILL BE COLOR GALVANIZED AND WILL LAST UP TO 50 YEARS BY NEW PROCESSING PROCEDURES.

The walkway is a beach tan colored concrete with native crushed shells. The approximately 16” decorative border under the railing represents beach stones. It has been sealed and it was the intention that it would be a satin finish (not too shiny).

Nature of Comments			
	<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
RAILING			
Design	<ul style="list-style-type: none"> -like acorn design -looks great -excellent -looks nice -A+ -excellent -good -nice -great -looks terrific -I like it because its pretty (childs printing) -love the acorn posts & “X” design -I like the suggested design, think it is in keeping with Victorian landscape -ok 	<ul style="list-style-type: none"> - don’t use (?) steel, it will rust, use aluminum - (picture drawn) of same design except full central horizontal line instead of vertical line connecting at central rosette - ok, maybe too tall 	<ul style="list-style-type: none"> -too tall -I prefer straight lines to “X” ‘s -Centerpiece, Needs to be more decorative -I don’t like it -straight -can we make it more petite? Too tall

(Appendix D Comments - page 1 of 6)

		Nature of Comments		
		<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
RAILING				
(cont.)				
	-beautiful design			
	-great			
	-excellent			
	-I like it			
	-good			
	-great			
	-love it			
	-Yes!			
	-+			
	-excellent			
Totals-	24		3	6
Color				
	-green like large railing			
	(raging sea color)	-natural aluminum would		-(prefer) Covington blue
	-ok, blends well	be better		-prefer Covington blue
	-great	- ok, but not so bright		-prefer Tropical turquoise
	-looks nice	might be better		-prefer Tropical turquoise
	-A+			-black
	-green			-prefer Tropical turquoise
	-raging sea color			-prefer Tropical turquoise
	-nice			-purple and blue dots
	-great			with white background
	-love the color			-green and pink
	-raging sea color,			-no green is too striking
	blends with Park			and bright
	the best			-too obtrusive, needs
	-green is good			to be less bold
	- raging sea			-grey
	-raging sea			-prefer Tropical turquoise
	-great			
	-raging sea			
	-looks good			
	-raging sea is my			
	Favorite			
	-raging sea			
	-raging sea			
	-beautiful!!			
	-love it			

(Appendix D Comments - page 2 of 6)

		Nature of Comments		
		<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
RAILING				
(cont.)				
	-Yes!			
	--+			
	-excellent			
Totals -	25	2		13
Craftsmanship				
	-very nice			
	-well done, quality			
	looks good			
	-skilled			
	-nice	-leave the color & design		-some concern over
	-A+	However, rust has set in		rust that is starting
	-good	already (<u>N.B. mock-up</u>		to appear so quickly
	-good	<u>was not made in galvanized</u>		at the joints & bolts
	-great	<u>steel as the final railing will</u>		
	-cement with shells	<u>be in order to save on cost)</u>		
	is ok -> suggested	-be careful of rusting at welds		
	border is beautiful:	and fasteners		
	would like to see			
	entire walkway			
	made of border			
	material			
	-fine			
	-nice, open, does not			
	appear restrictive			
	-wonderful			
	-very nice			
	-ok			
	-wonderful			
	-thumbs up			
	-perfect			
	-good			
	-love it			
	-Yes!			
	--+			
	-good			
	-excellent			
Totals	24	2		1

(Appendix D Comments - page 3 of 6)

Nature of Comments			
	<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
RAILING			
(cont.)			
Other			
	-restoration attempt = A+	- ? rust, fading of paint	-people go on the railing anyway, so make it easier to get up and down the beach
	-Do it!		-stop spending money on useless projects
	-looking forward to seeing the completed boardwalk		-we need a spiked Fence to keep the A_____ from sitting on it.
	-overall great!	- how does it hold up after 5 or 10 years?	-would like to see it the same height as the old railing
	-What a difference this will make- good work! I hope the height of the sample remains & not the old!	What maintenance is required? When was sample installed?	
		-how “chip-proof” is the finish?	
		-a rainbow colored railing would be fabulous!	
Totals-	5	4	4
WALKWAY			
Design			
	- like	-stone walkway	-brick
	-looks great	-rock	
	-wonderful	-rock	
	-fine	-nice, prefer the one with more stone	
	-looks nice		
	-A+, well placed!		
	-excellent beneath the new rail design		
	-perfect		
	-I like it!		
	-stone design gives a nice touch		

(Appendix D Comments - page 4 of 6)

		Nature of Comments		
		<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
WALKWAY				
(cont.)				
	-fine			
	-love it			
	-love it			
	-great			
	-I like it			
	-great			
	-good			
	-love it			
	-Yes!			
	-+			
	-good			
Totals-		21	4	1
Color				
	-like		-so-so	-border looks a little
	-appropriate			shiny
	-perfect			-grey
	-fine			
	-looks nice			
	-A+			
	-perfect			
	-nice			
	-perfect			
	-great			
	-love it			
	-Yes!			
	-+			
	-good			
	-great			
Totals-		15	1	2
Craftsmanship				
	-like			
	-excellent		-need a border or bring up	
	-looks nice		sand (at edge)	

(Appendix D Comments - page 5 of 6)

		Nature of Comments		
		<u>Positive</u>	<u>Neutral</u>	<u>Negative</u>
WALKWAY				
(cont.)				
	-A+			
	-good			
	-fine			
	-perfect			
	-good for border			
	-Yes!			
	-+			
Totals-		10	1	
Other				
	-hands down a good choice		-can there be more shells in the sidewalk?	-when the shells in the walk age, we will
	-keep going!		-no opinion	have a sidewalk full
	-Do it!		-bring the trolley back	of holes
	-Can't wait!		-does it get slippery when	
	-overall great		wet for bicycles or	
	-year-round resident,		rollerblades?	
	I'm very excited			
	about the re-design!			
	-thanks for doing this!			
	-nice walk			
Totals-		8	4	1

(Appendix D Comments - page 6 of 6)

APPENDIX D



Image of Old Bath Arbor
at Samoset and Sea View Avenues
superimposed on current site

APPENDIX E						
SEA VIEW REVITALIZATION						
PROPOSED BUDGET 10/5/07						
SECTION	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
A.	OAK BLUFFS HARBOR TO STEAMSHIP AUTHORITY PIER (NORTH BLUFF)					
	New Sidewalk 730 LF x 8F wide	5840	SF	10		\$58,400
	36" Rail	750	LF	195		146,300
	North Steps to Beach (rebuild)		LS			2,500
	New Steps at Center Point		LS			3,500
	Steps at SSA	1	EA	5,000		5,000
	ADA Ramp to Sand Walk	1	EA	5,000		5,000
	Street Lights	6	EA	5,100		30,600
	Shelter/Waiting Area					
	Paving	3000	SF	8	24,000	
	Shelter 15x80	1200	SF	50	60,000	
	Kiosks	5	EA	1,000	5,000	
	Planters	12	EA	500	6,000	
	Lighting	6	EA	1,000	6,000	
	Benches	20	EA	1,200	24,000	
				Shelter/Waiting Area Total		125,000
	Bike Racks	3	EA	1,200		3,600
	Trash/Recycling/Returnable Receptacles	3	EA	1,500		4,500
	Signage		LS			5,000
	Planting					
	Gardens 100x15	1500	SF	10	15,000	
	Bank Planting	<i>assumed to be part of bank improvements*</i>				
				Planting Total		15,000
	Sand Walk Repair		LS			8,000
	Restroom Renovations		LS			50,000
	Demolition and Site Preparation	800	LF	30		24,000
				SUBTOTAL		486,000
				15% Contingency		73,000
				TOTAL SECTION A		\$559,000
B.	STEAMSHIP AUTHORITY PIER TO OCEAN AVENUE					
	New Sidewalk 250LF x 12F wide	3000	SF	10		\$30,000
	New Sidewalk 1150LF x 8F wide	9200	SF	10		92,000
	42" Rail	350	LF	250		87,500
	36" Rail	860	LF	195		167,700
	Bus Stops (Drop & Pick-up)					
	Shelter 40 x 10	<i>assumed to be funded from other sources</i>				
	Pavement 100 x 10	1000	SF	8	8,000	
	Lighting		LS		5,000	
	Benches	10	EA	1,200	12,000	
	Planters	6	EA	500	3,000	
				Bus Stop #1 Subtotal		28,000
				Bus Stop #2 Subtotal		28,000
	Steps to Beach (rebuild)	1	EA	2,500		2,500
	Steps opposite ocean park (rebuild)	1	EA	8,000		8,000
	New Steps at Ocean Avenue	1	EA	8,000		8,000
	Street Lights	12	EA	5,100		61,200
	Bike Racks	3	EA	1,200		3,600
	Trash/Recycling/Returnable Receptacles	4	EA	1,500		6,000
	Signage		LS			8,000
	Sand Walk Repair		LS			4,000
	Planting					
	Restore Asphalt Bank	<i>assumed to be part of bank improvements*</i>				
	Bank Plantings	<i>assumed to be part of bank improvements*</i>				
				Subtotal Planting		0
	Demolition and Site Preparation	1400	LF	30		42,000
				SUBTOTAL		577,000
				15% Contingency		87,000
				TOTAL SECTION B		\$664,000

SECTION	ITEM	QUANTITY	UNIT	UNIT COST	SUBTOTAL	TOTAL
C.	OCEAN AVENUE TO PENNACOOK AVENUE					
	New Sidewalk 720LF x 8F wide	5760	SF	10		\$57,600
	36" Rail	720	LF	195		140,400
	Comfort Facilities					
	Electrical System Replacement		LS		20,000	
	Outdoor Shower / Footwash (recycle)				0	
	Concession			Comfort Facilities Subtotal		20,000
	Concession Stand		LS		50,000	
	Shade Awning / Picnic Table Structure / Pedestal Seats				21,400	
				Concession Subtotal		71,400
	Lighting		LS			5,000
	Benches	5	EA	1,200		6,000
	Restore Walls	<i>assumed to be part of bank improvments*</i>				
	Viewing Pagoda		LS			75,000
	New Steps at Viewing Pagoda		LS			12,000
	Swim Float with Mooring Anchor	1	EA	1,900		1,900
	Steps @ South End (rebuild)		LS			3,500
	Gate at Emergency Access		LS			3,500
	ADA Access		LS			2,000
	Street Lights	5	EA	5,100		25,500
	Bike Racks	3	EA	1,200		3,600
	Trash/Recycling/Returnable Receptacles	2	EA	1,500		3,000
	Signage		LS			8,000
	Lifeguard Stands	2	EA	5,000		10,000
	Medical Equipment		LS			3,000
	Beach Wheelchairs	2	EA	3,000		6,000
	Planting at Bank	<i>assumed to be part of bank improvments*</i>				
	Demolition and Site Preparation	720	LF	30		21,600
					SUBTOTAL	479,000
					15% Contingency	72,000
					TOTAL SECTION C	\$551,000
D.	PENNACOOK AVENUE TO FARM POND MULTI-USER PATH					
	New Sidewalk 650LF x 8F wide	5200	SF	10		\$52,000
	36" Rail	560	LF	195		109,200
	Steps (rebuild)	2	EA	2,500		5,000
	Swim Float with Mooring Anchor	1	EA	1,900		1,900
	ADA Access Ramps		LS			4,500
	ADA Male/Female Restroom		LS			40,100
	Street Lights	6	EA	5,100		30,600
	Signage		LS			5,000
	Remove Electric Poles & Bury Wires	5	EA	30,000		150,000
	Remove Telepoles w/ Lights	7	EA	1,500		10,500
	Retaining Wall 350LF x 3F high	1050	SFF	60		63,000
	New Bike Trail 500LF x 8F wide	4000	SF	8		32,000
	Reconstruct Road 500LF x 25F wide	12500	SF	10		125,000
	Bike Racks	3	EA	1,200		3,600
	Trash/Recycling/Returnable Receptacles	3	EA	1,500		4,500
	Demolition and Site Preparation	650	LF	30		19,500
					SUBTOTAL	656,000
					15% Contingency	98,000
					TOTAL SECTION D	\$754,000
	Project Section A			\$559,000		
	Project Section B			664,000		
	Project Section C			551,000		
	Project Section D			754,000		
	Estimated Construction Cost			\$2,528,000		
	Estimated fee A/E services -- 8% of construction cost			\$202,000		
	TOTAL PROJECT COST			\$2,730,000		
* The Oak Bluffs Conservation Commission is in the process of securing design and funding for these improvements.						