HOWARD STEIN HUDSON

Engineers + Planners

Complete Streets Prioritization Plan

TISBURY, MASSACHUSETTS

Prepared for
Town of Tisbury, Massachusetts

Prepared by
Howard Stein Hudson

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Table of Contents

List of Figures

List of Tables

Introduction

A Complete Street provides safe and accessible travel alternatives for all modes such walking, biking, transit, and motorized vehicles. These streets are designed such that they contribute towards safety, health, and economic viability to be enjoyed by people of all ages and abilities. Having multi-modal options to travel between home, work, schools, recreation, and retail destinations is essential in promoting more livable communities.

Complete Streets improvements may be large scale, such as a corridor-wide improvement, or focused on the needs of a single mode such as a bus shelter for a highly-used bus stop. Each improvement must meet current Americans with Disabilities Act (ADA) and the Massachusetts Architectural Access Board (AAB) guidelines.

The Massachusetts Department of Transportation (MassDOT) recognizes the importance of projects which provide context-sensitive design multi-modal transportation options. As a way to promote this, MassDOT issued the Healthy Transportation Policy Directive in 2013. This directive focuses on state and federally funded roadways needed to extend to local roads at the municipal level. It was through the creation of the Complete Streets Funding Program that the goals for the Healthy Transportation Policy Directive were expanded to local roads.

MassDOT Complete Streets Funding Program

The MassDOT Complete Streets Funding Program was created by legislative authorization through the 2014 Transportation Bond Bill. The intent of this program was to reward municipalities that demonstrated a commitment to Complete Streets both in policy and in practice. This was also a great opportunity to continue to build on the relationship between the Baker-Polito administration and municipalities which had started earlier through the Community Compact Cabinet.

The reward to municipalities that choose to participate includes funding for technical assistance in the development of a Prioritization Plan and funding for construction of Complete Streets projects selected from the prioritization plan.

The eligibility requirements are designed to demonstrate a municipality's commitment to embedding Complete Streets in policy (Complete Streets Policy) and plan (Complete Streets Prioritization Plan).

The Complete Streets Funding Program is structured with three Tiers:

- Tier 1 – Complete Streets training and Policy Development;
- Tier 2 – Complete Streets Prioritization Plan; and
- Tier 3 – Project Construction Funding.

The Town of Tisbury completed Tier 1 by attending Complete Streets training offered by MassDOT, submitting a Letter of Intent (LOI) on September 9, 2016, and then passing its Complete Streets Policy on March 27, 2017.

This document serves as Tier 2 – Complete Streets Prioritization Plan.

The Town of Tisbury

The Town of Tisbury is one of six towns located on the island of Martha's Vineyard. The name "Vineyard Haven" refers to the main village within Tisbury, which is a designated cultural district. Within Vineyard Haven, properties along William Street, Spring Street, Church Street, Franklin Street, and Main Street make up the William Street Historic District, which consists of buildings largely built during the 1830s and 1840s, In order to preserve the cultural and historic character of the downtown area, the Town will need to pursue creative solutions that meet ADA/AAB accessibility standards.

Access to the island of Martha's Vineyard is made available through ferry service provided by the Steamship Authority (SSA). The Vineyard Haven SSA Port is the island's primary point of entry and the only active year-round port providing automobile access to and from Woods Hole. The SSA terminal lacks clearly defined paths for pedestrians; instead, pedestrians must navigate a sea of pavement with little direction. Steps away from the Vineyard Haven SSA is Main Street, which visitors and residents alike frequent to shop, dine, and socialize. Although Main Street is close to the SSA, this short walk is visually obstructed and lacks wayfinding, often causing visitors to access these downtown amenities in roundabout ways.

Main Street is home to dozens of local shops and restaurants.

At the center of Vineyard Haven is the intersection known as "Five Corners." Its legs – Beach Road, Lagoon Pond Road, Water Street, Beach Street, and the Beach Street Extension – are notoriously known for creating unpredictable driving behavior; the intersection operations have not been studied following the Road Safety Audit for either a

roundabout or signal improvement. The intersection is controlled by stop signs at three legs and uncontrolled for Beach Street and Beach Road. Accessing the Vineyard Haven SSA requires a motorist to maneuver the Five Corners intersection and often results in severe congestion during peak-season ferry service.

The Martha's Vineyard Museum, which has been located in Edgartown for many years, is scheduled to relocate to the Vineyard Haven Marine Hospital, which is located on Lagoon Pond Road, less than half a mile south of the Five Corners Intersection. The new museum location, which can be accessed by Lagoon Pond Road or Causeway Street and Skiff Avenue, is expected to be an important attraction.

Whether it's a visit for the day or for the season, many trips to Martha's Vineyard extend much beyond the boundaries of Tisbury. When traveling in the direction of West Tisbury, or points "Up Island," Tisbury's character quickly becomes rural with narrower roads, often lacking shoulders and with limited right-of-way. State Road is the main corridor connecting Tisbury to its Up Island neighbors. There are no bicycle facilities present on State Road nor do sidewalks exist beyond West Spring Street. Bicyclists are forced to ride in the road hugging a minimal shoulder while the options for pedestrians are even scarcer.

"Down Island" is a term often used to describe Vineyard Haven, Edgartown, and Oak Bluffs. During the summer months, these three towns become extremely popular destinations for tourists seeking beach access and other island points of interest. Accessing Edgartown from Vineyard Haven is most quickly achieved by following the Edgartown-Vineyard Haven (EDG-VH) Road. For the majority of this seven-mile stretch, an off-road shared use path parallels the corridor providing a safe and comfortable walking or cycling experience for even the most novice users.

Beach Road between Five Corners and the Tisbury Market Place.

Oak Bluffs is Tisbury's neighbor to the east and home to the island's second SSA port, which is seasonally active. State-owned Beach Road is the connecting corridor between the two towns, and design of reconstruction by MassDOT is underway to bury existing utilities while upgrading sidewalk accommodations between Five Corners and the Tisbury Market Place. Additionally, MassDOT has proposed a shared use path from the Tisbury

Market Place to Winds Up, a rental service located at 199 Beach Road. The proposed shared use path will connect to the existing shared use path that extends from Winds Up east to Oak Bluffs that was constructed as part of the MassDOT Lagoon Pond Drawbridge Project.

The Vineyard Transit Authority (VTA) runs five bus lines through Tisbury: 1, 2, 3, 10A, and 13. These routes connect residents and visitors from the Vineyard Haven SSA to popular destinations around the island including the Edgartown, Oak Bluffs, and additional points Up Island towards West Tisbury, Chilmark, and Aquinnah. The VTA also operates the Tisbury Park & Ride service, which provides a convenient and frequent connection from the Town's transit parking area to the Vineyard Haven SSA Terminal. The Park & Ride lot is free for short-term parking up to four consecutive days without penalty. Long-term parking for more than four consecutive days requires a parking pass.

The Tisbury School is the only public school located in Vineyard Haven. Students in grades K-8 attend the Tisbury School, though the structure of the school is broken up between grades K to 4 and 5 to 8. The total student enrollment is around 320, and many students ride bicycles and walk to school. On average, 15% of students walk and 3% of students bike to school.

Methodology

At Howard Stein Hudson (HSH), we believe that the Complete Streets Prioritization process is an opportunity for a comprehensive and holistic look at the unique needs of each community. We utilize a number of innovate tools to better understand existing conditions and the effect proposed projects will have. Together, these tools allow us to answer three key planning questions: Where are existing conditions deficient? What are the community's priorities? And finally, where is there demand?

With a focus on pedestrians, bicyclists, and transit users, our data collection and analysis develop a complex understanding of where conditions are unsafe, uncomfortable, or inaccessible, as well as where safe and comfortable routes can be best utilized to expand the pedestrian and bicycle networks. Community and municipal input contributes local expertise to the project selection process and informs an understanding of the community's values. Equity assessments hone in on the neighborhoods most in need of transportation network and facility improvements. Finally, measures of network latent demand provide an understanding of project opportunities and are another important factor for consideration within the prioritization process.

Each set of analysis used to select and prioritize the project list is data driven, transparent, and easily communicated through visual tools. These tools are designed to be living documents that can

assist in the Complete Streets Prioritization process today and moving forward. In the next section, we describe each tool and the existing conditions found in Tisbury.

Tools to Determine Deficient Conditions

In order to determine the locations where Complete Streets improvements are desirable and necessary, HSH uses a series of data, including crash locations and Pedestrian and Bicyclist Level of Comfort. These tools show where there may be gaps in connectivity that deter people from walking and bicycling.

SAFETY

The safety of all modal users is a top concern for the Complete Street Prioritization process. Bicycle and pedestrian crashes are taken from MassDOT Crash Reports from 2012 – 2014, the last three available years. The past three available years are used for a larger set of data points and to get a better sense of patterns in crashes. Areas with pedestrian or bicycle crashes indicate that intersection or roadway projects can help improve safety conditions and hold a higher level of priority within our project rankings. Decreasing crossing distances with curb bump outs or installing traffic calming elements such as raised crosswalks are possible project options for reducing pedestrian crashes involving automobiles. Providing dedicated bicycle facilities, such as consistent shoulders or dedicated bicycle lanes, as well as clearly marked wayfinding signage to direct cyclists to safer, residential streets can help reduce crashes involving bicyclists.

EXISTING CONDITIONS – BICYCLE AND PEDESTRIAN CRASHES

The bicyclist crash map reflects locations of crashes involving bicyclists between 2012 and 2014. Within the span of three years, six (6) bicycle crashes were reported. Four of these crashes were concentrated on the high-volume, trucking corridors of State and Beach roads, with the other crashes occurring on Franklin Street and Lake Street.

The pedestrian crash map reflects locations of crashes involving pedestrians between 2012 and 2014. Within the range of three years, four (4) pedestrian crashes occurred in Tisbury. These crashes were located on State and Edgartown-Vineyard Haven Road, as well as Skiff Avenue and Franklin Street.

Figure 1. ***Bicycle and Pedestrian Crashes***

Data Source: Massachusetts Department of Transportation

LEVEL OF COMFORT

In an effort to improve and create excellent active transportation environments, we assess both bicycle and pedestrian level of comfort. Level of comfort addresses not only whether a sidewalk or bicycle accommodation is provided, but also other factors, such as the speed of traffic, proximity to green space, separation from the roadway, and the presence of an on-street parking lane. These factors contribute not only to the physical safety of vulnerable road users, but also to the overall comfort of the roadway, which is a major factor of whether pedestrians and bicyclists will use it.

The Lagoon Pond Road Bridge is a missing link between two high-comfort multimodal networks.

Areas with low comfort are targeted for project selection. During the prioritization process, projects with low bicycle or pedestrian comfort receive greater priority as well as projects that would increase the level of comfort most. Fixing a short, low-comfort segment can often bridge two neighborhoods with a network of high-comfort streets, substantially expanding the bicycling network in both neighborhoods.

For both bicycle and pedestrian analyses, we use the road edge as the basis for geographic information systems (GIS) analysis rather than the centerline. This allows us to have directionality for each segment and add subtleties such as one-sided on-street parking, one-way routes, or intersection crossings for each direction.

MassGIS roadway data is used to assign road speed, average daily traffic (ADT), number of adjacent lanes, the presence and width of a median, and roadway surface width values to each segment, as well as the roadway characteristics for intersection crossings. Manual data entry for each segment recorded the type and width of sidewalks or bicycle facilities, the presence of a centerline, right-turn lane characteristics at signalized intersections, and the presence of on-street parking, including whether the parking is long-term (generally residential) or short-term (commercial zones), to determine the frequency of bike lane blockage.

BICYCLE LEVEL OF COMFORT

The Bicycle Level of Comfort (BLOC) methodology is based on analysis originally carried out by Professor Peter Furth of Northeastern University. His team developed a set of criteria to determine

the level of traffic stress for every road segment, which correspond to the type or ability of bicyclist who would be willing to ride on that segment. The types of riders relate to categorizations first presented by Roger Geller, Bicycle Coordinator at the Portland Bureau of Transportation in Oregon, which classified cyclists into four categories: "No Way No How," encompassing around 30% of the population of Portland, OR, who are not interested in bicycling at all; the "Interested but Concerned" group, which makes up 60% of the population; "Enthused and Confident" riders who make up about 7% of the population; and "Strong and Fearless" riders who make up less than 1% of the population.

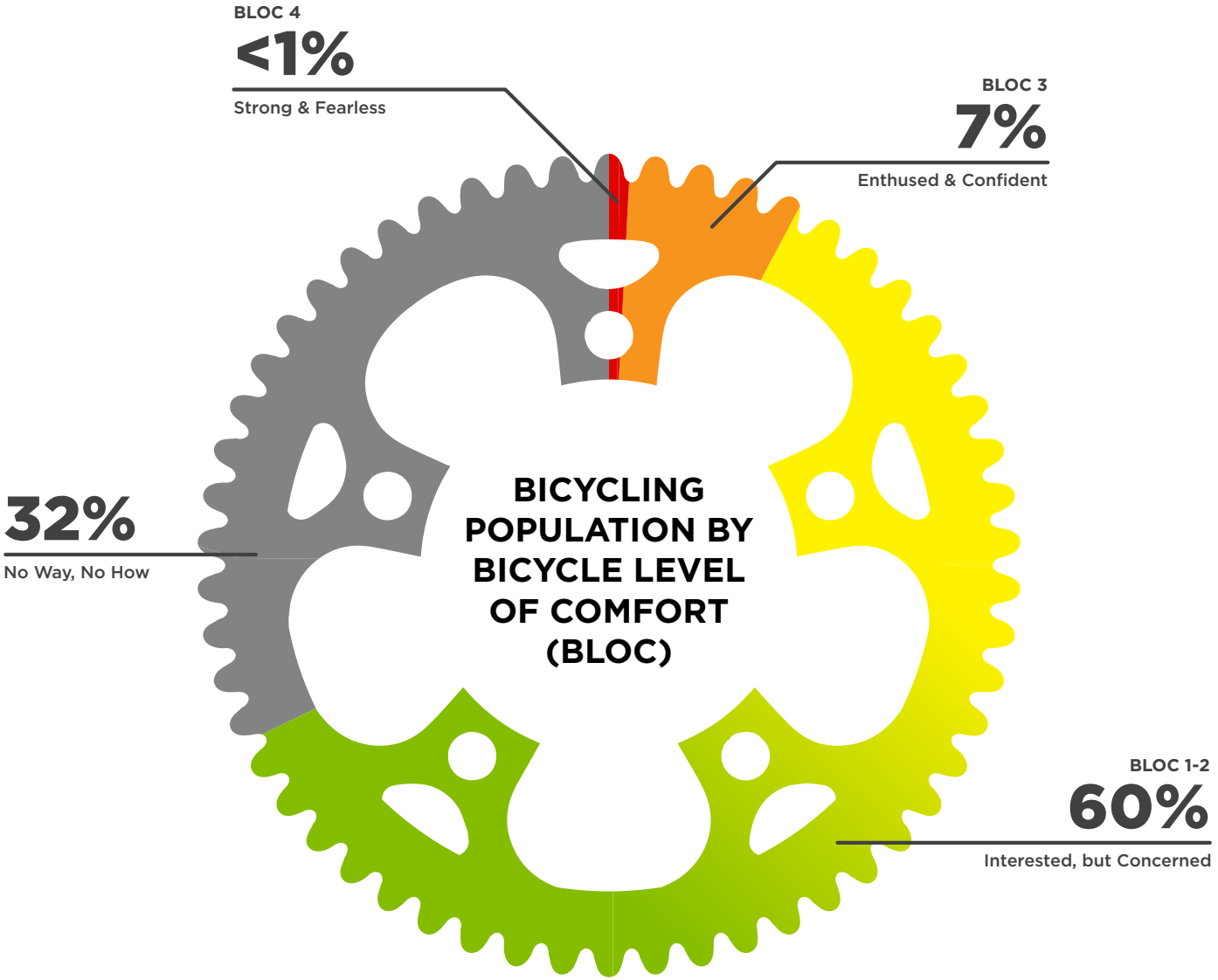
We have based our analysis for the Town of Tisbury on the same methodology with minor adjustments to produce a town-wide map of Bicycle Level of Comfort, ranging from high to low. In general, those in the 60% population range who are interested but concerned would likely be willing to ride on the most comfortable routes, thus falling into the "High" and "Medium-High Comfort" categories in our analysis. These routes typically include low-speed residential roads that are often without centerlines, physically separated bicycle facilities, and off-street trails. Confident and enthused riders would likely be willing to ride on road segments that fall into the "Medium-Low" Comfort category, and strong and fearless bicyclists would fall into the "Low" Comfort category. A low-stress cycling network is one where the majority of the population would feel comfortable riding; as such, we consider high and medium-high comfort routes to dictate the usable cycling network.

Wide travel lanes lacking bicycle facilities and shoulders will decrease bicycle level of comfort

Existing Conditions- Bicycle Level of Comfort

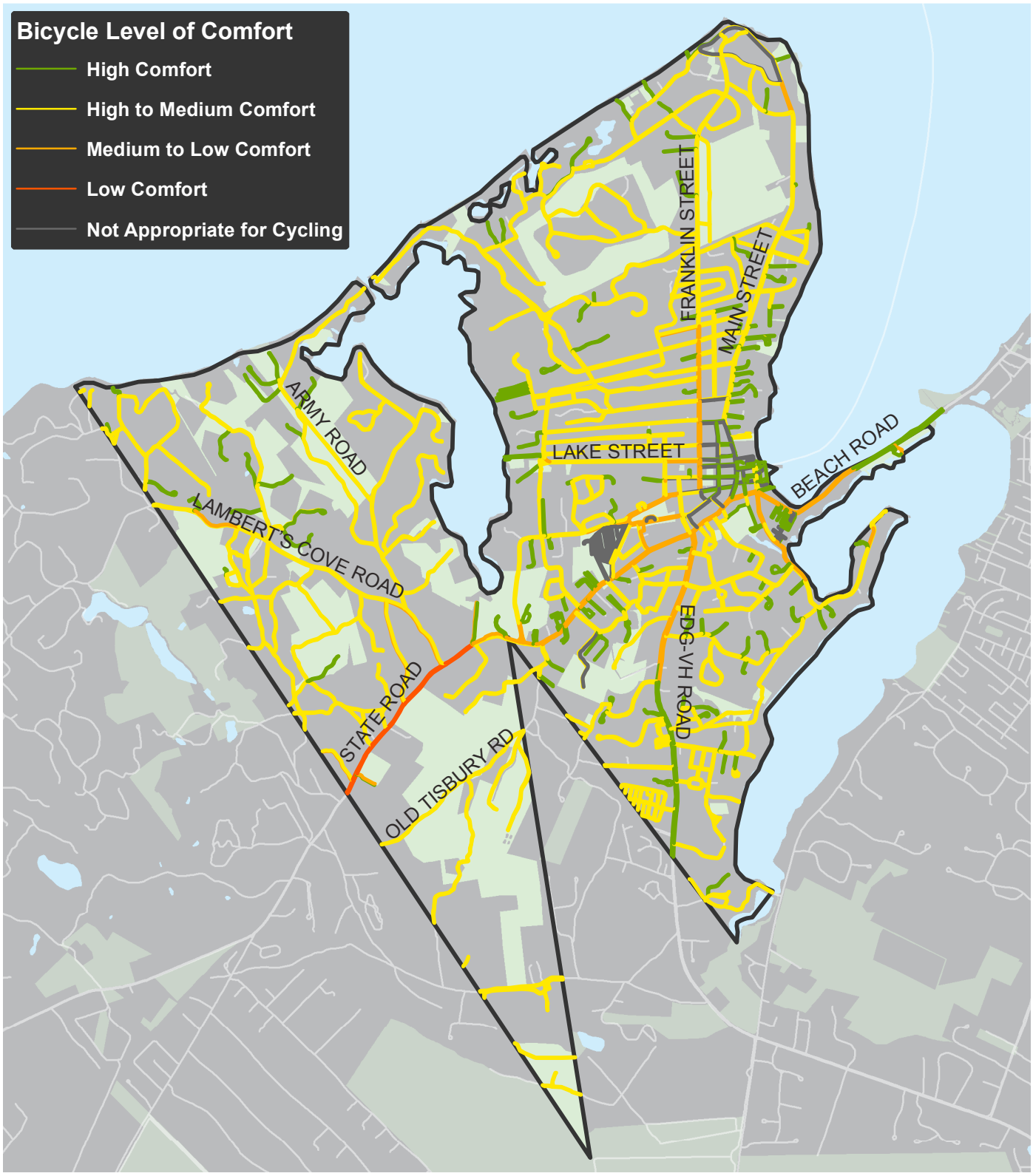
The Bicyclist Level of Comfort map (Figure 3) shows locations where people would and would not feel safe riding, as well as helps identify projects that would most benefit modal shift towards cycling. Major, high-traffic roadways have the lowest levels of bicycle comfort. The western portion of State Road, where the speed limit is 40 mph, has low Bicycle Level of Comfort. The eastern portion of State Road where the speed limit drops to 30 mph and then to 20 mph from Look Street to just past Five Corners Intersection, Beach Road prior to the shared use path, Spring Street, portions of Franklin Street, and the Edgartown-Vineyard Haven Road prior to the existing shared-use path have medium-low Level of Comfort. The remaining roadways in Tisbury form a medium- to high-comfort network that the majority of riders would be able to use.

Figure 2. *Four Types of Transportation Cyclists in Portland by Proportion of Population*



Data Source: Portland Office of Transportation

Figure 3. ***Bicycle Level of Comfort***



Data Source: HSH, MassGIS

PEDESTRIAN LEVEL OF COMFORT

Installing ADA compliant curb-ramps will increase accessibility as well as pedestrian level of comfort.

HSH developed a similar measure of Pedestrian Level of Comfort (PLOC) to complement the Bicycle Level of Comfort analysis. Variables included are intended to reflect the pedestrian experience in terms of safety and amenity. The analysis is divided into Facility Level of Comfort and Surroundings Level of Comfort. Facility Level of Comfort includes measures such as the width of each sidewalk, as well as the narrowest point, including blockage by utility poles or other obstacles that may inhibit the passage of persons with disabilities. Other criteria include the presence of vertical or lateral buffers between the sidewalk and traffic, the presence of vegetation, and whether the sidewalk provides a continuous connection to the rest of the network.

The criteria used to evaluate the Level of Comfort resulting from the surroundings include adjacent roadway conditions such as speed or average daily traffic, whether the sidewalk is in close proximity to a high volume corridor, the primary land use, and the diversity of commercial or downtown areas. As eligible projects must be under $400,000 or have additional alternate funding and must be completed within one year, changes to the surroundings are generally out of the scope of a Complete Streets project funded through this program. Changes to facilities are more feasible. Dividing the analysis into two parts allows us best to identify projects where appropriate facilities can bridge network gaps and target routes with amenable surroundings.

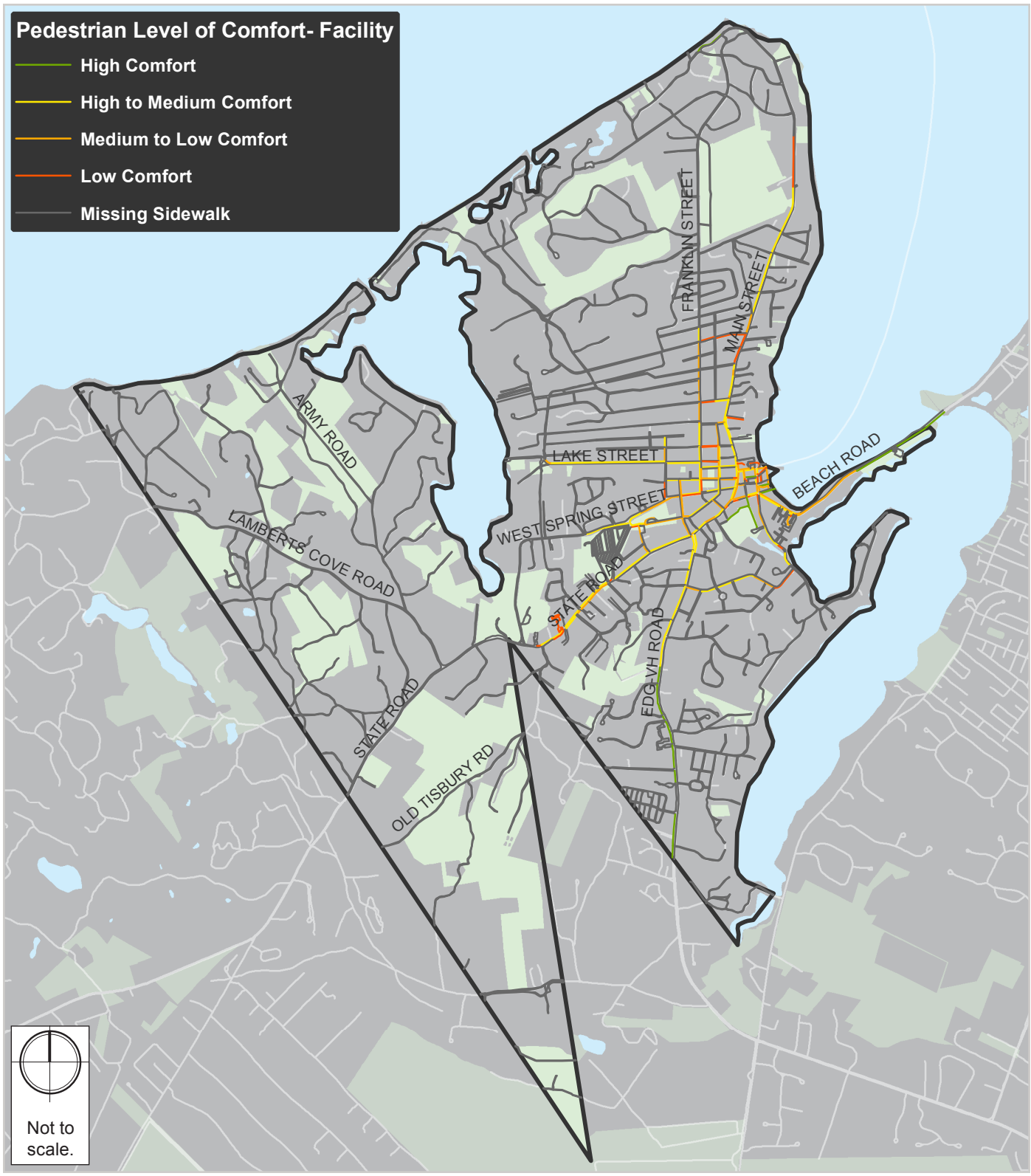
A pedestrian is forced to walk on the shoulder of Franklin Street where the sidewalk ends.

Existing Conditions- Pedestrian Level of Comfort

The Pedestrian Level of Comfort maps show locations where sidewalks are present or missing. Where sidewalks are provided, the maps show the extent to which the pedestrian environment is comfortable or uncomfortable, based on either the pedestrian facility condition (Figure 4) or the amenity of the surroundings (Figure 5). Roadways with facilities that have the lowest level of comfort are often residential streets and dead ends that may be discontinuous or have narrower widths and poor pavement quality compared to the other sidewalks throughout the Town. Even major streets, such as Main Street, Lagoon Pond Road, and Beach Street, have discontinuous sidewalk coverage and low levels of comfort due to poor sidewalk condition.

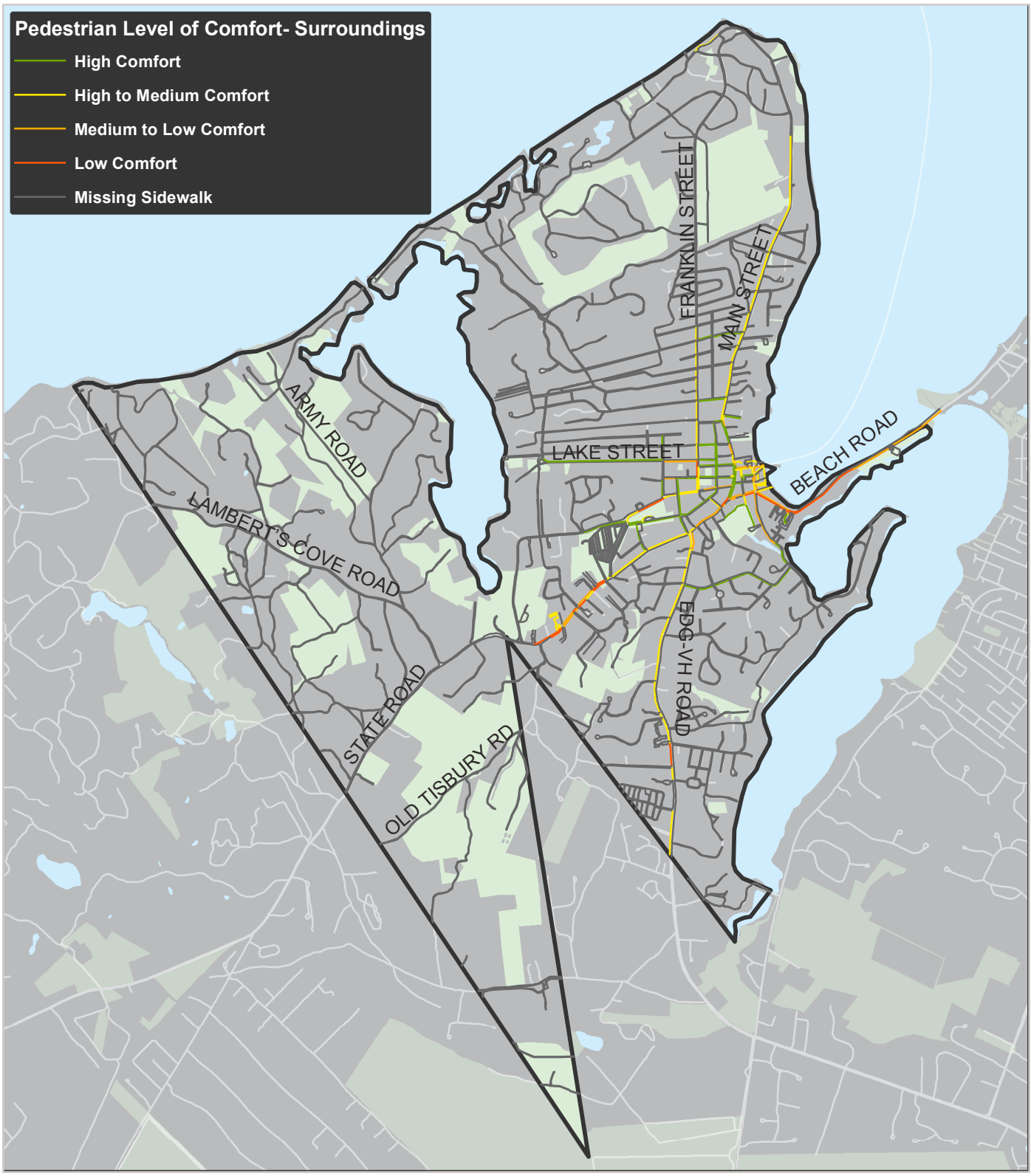
When considering the surroundings such as road speed, average daily traffic, sidewalk condition and land use, State Road, Beach Street, and Beach Road have low to medium-low levels of pedestrian comfort. Low-traffic residential streets, which may have lower quality or even no pedestrian facilities, often provide more comfortable pedestrian surroundings. The surroundings on downtown Main Street provide a high level of surrounding pedestrian comfort because vehicles are forced to drive slowly, on-street parking serves as a buffer between traffic and pedestrians, and the many shops and amenities create an interesting and vibrant environment.

Figure 4. ***Pedestrian Level of Comfort-Facilities***



Data Source: HSH, MassGIS

Figure 5. ***Pedestrian Level of Comfort- Surroundings***



Data Source: HSH, MassGIS, MassDOT

Tools to Assess Demand

POINTS OF INTEREST

HSH considers the proximity of points of interest such as health care services, schools, including public schools and pre-schools, as well as public services, such as a town hall, library, or police station. The Vineyard Haven downtown area, which is outlined on Figures 6 and 7, hosts many destinations, attracting pedestrians and cyclists. The proximity to points of interest analysis demonstrates which areas of the roadway network could best serve pedestrians and cyclists trying to reach these important destinations.

EXISTING CONDITIONS- BICYCLE PROXIMITY ANALYSIS

A reasonable cycling distance of two miles and a convenient distance of one mile are used as the distances for the proximity analysis. With most origins and destinations located in Vineyard Haven and along State Road towards the Woodlawn Market, it makes sense to extend the safe cycling network throughout the Town. The current plans to provide a safe and accessible Complete Streets facility from Five Corners to the Tisbury Market Place are an excellent example and a step in this direction. This project is under design by a consultant for MassDOT as Beach Road is a state roadway.

EXISTING CONDITIONS- PEDESTRIAN PROXIMITY ANALYSIS

In the pedestrian proximity analysis, buffers are used to illustrate the roadway network that is within a reasonable walking distance of one mile, or a more convenient walking distance of a half mile from these important destinations. For pedestrians, this area is concentrated around the downtown area of Vineyard Haven including Water Street, Lagoon Pond Road, Main Street, and Beach Road. Further west, the utility of the roadways lessens as pedestrians would have to walk further than a mile to reach the intended destinations.

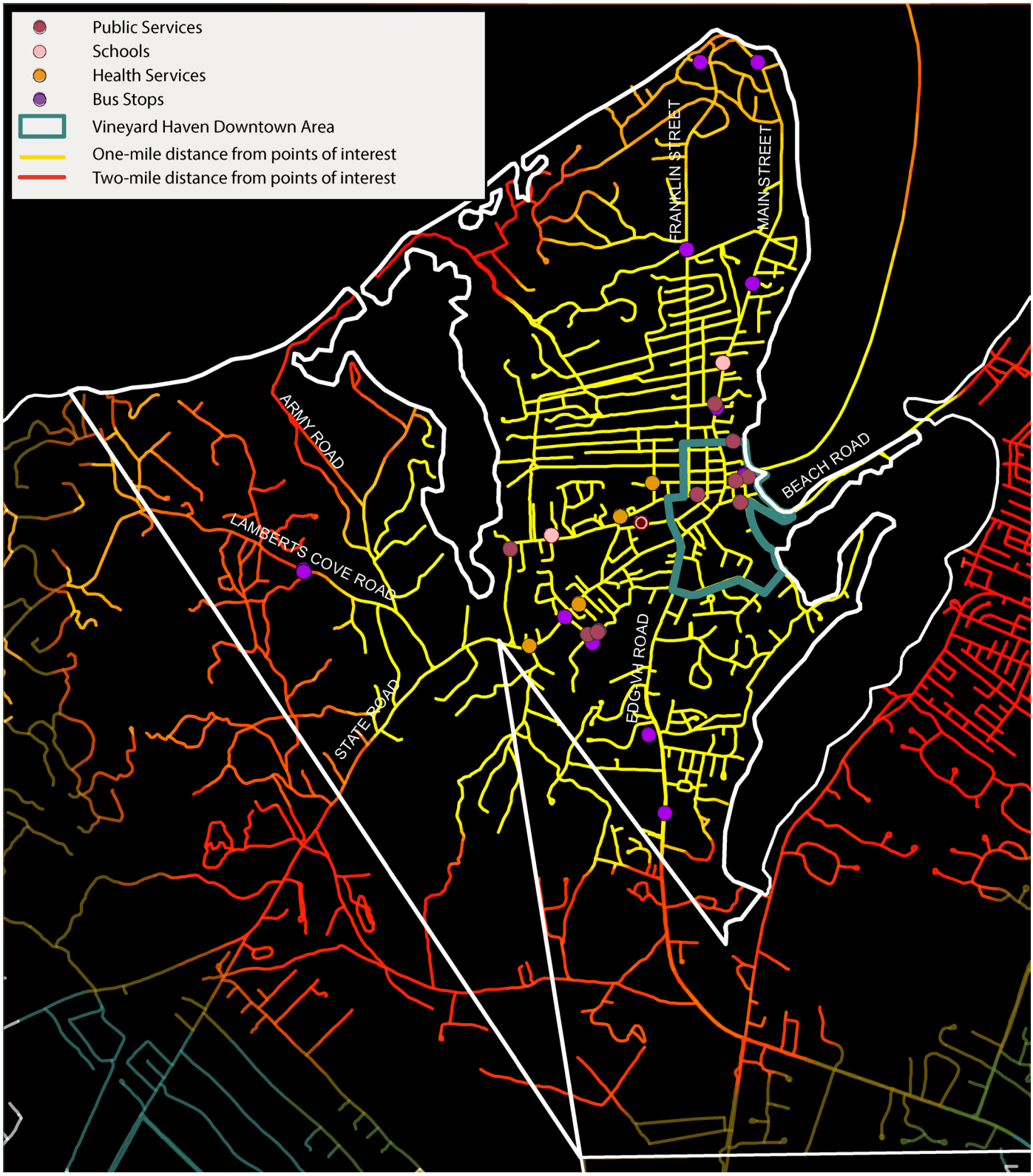
However, the VTA network throughout the Town extends north towards West Chop, west towards West Tisbury and provides access to Edgartown via the Edgartown-Vineyard Haven Road and Oak Bluffs via Beach Road. Beyond the specified stop locations, the VTA also currently allows passengers to flag down the bus and board at most locations in Tisbury, providing convenient transit service connections throughout town. It is fairly feasible to reach a bus stop from most residential and commercial areas. Supporting public transportation and connections to the bus lines could be a key long-term strategy for promoting walkability in Tisbury.

VINEYARD TRANSIT AUTHORITY ROUTES

The Vineyard Transit Authority (VTA) provides six bus routes throughout the Town of Tisbury including route 1, 2, 3, 10, 10A, and 13. Bus service is increased during the peak summer season in response to higher demand and more frequent trips created by visiting tourist. The main VTA Terminal is conveniently located at the SSA Port allowing debarking SSA passengers to easily access island wide bus service.

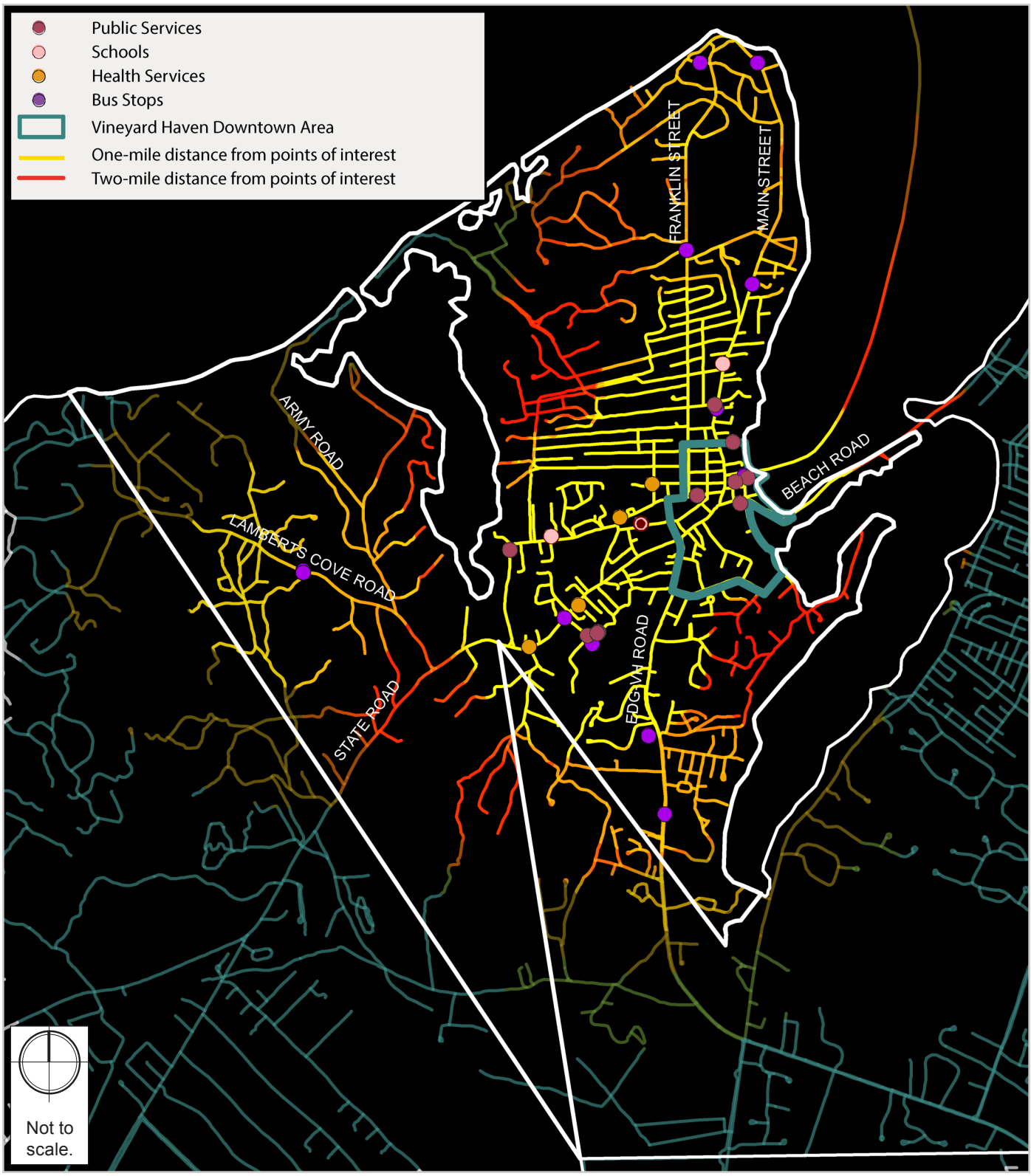
The VTA also operates the Tisbury Park-N-Ride shuttle providing free service to SSA Port from the Park-N-Ride lot located at 52 High Point Lane. This service allows SSA users to leave their car at the Park-N-Ride Lot in order to avoid parking near the SSA which can often be difficult.

Figure 6. ***Bicycle Proximity Analysis***



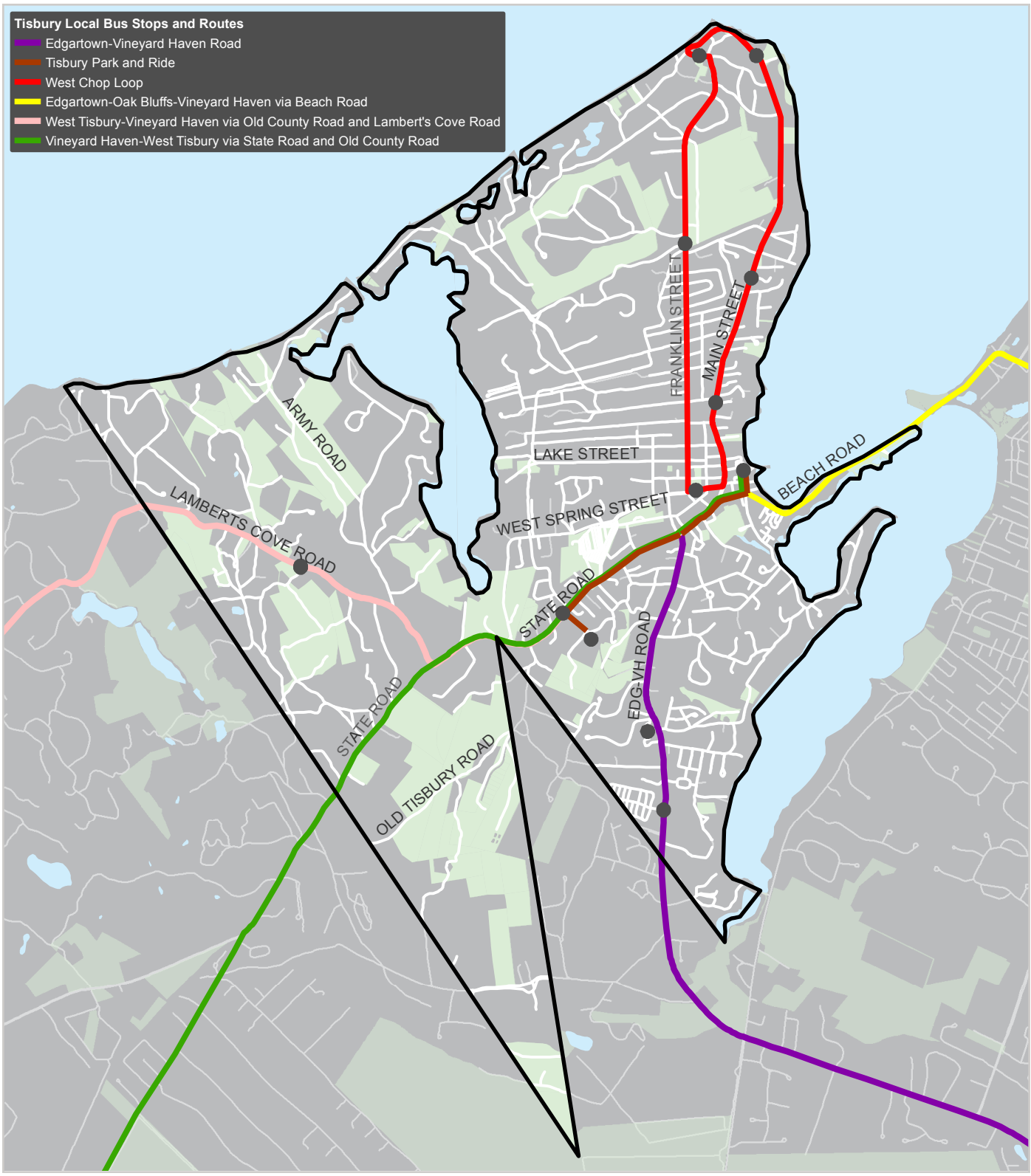
Data Source: HSH, MassGIS

Figure 7. ***Pedestrian Proximity Analysis***



Data Source: HSH, Peter Furth, MassGIS

Figure 8. ***Vineyard Transit Authority (VTA) Routes***



Data Source: HSH, MassGIS, MassDOT

STAKEHOLDER INPUT

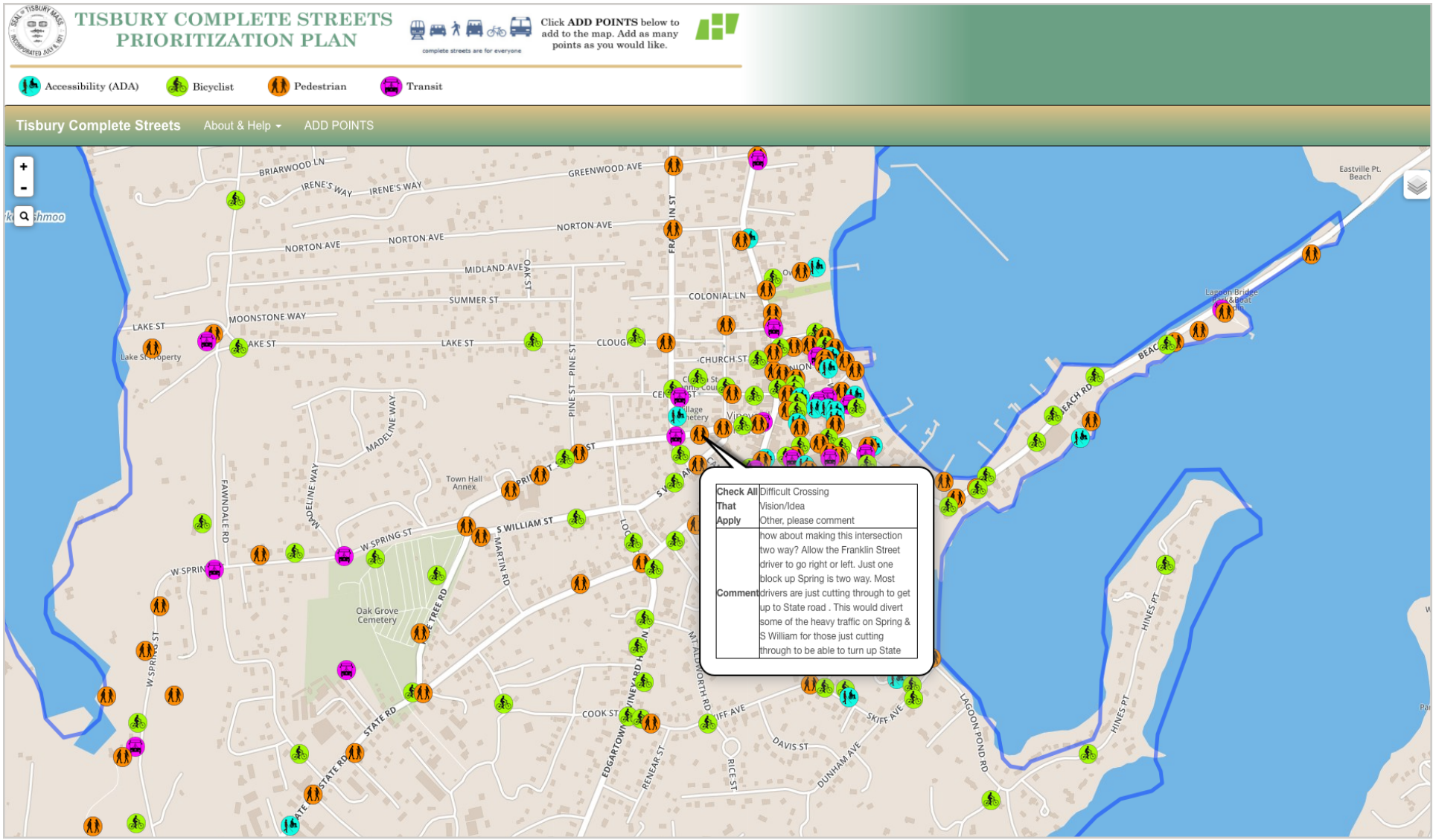
The prioritization plan seeks to incorporate the many ideas and visions of community members. In the beginning of the project process, HSH staff met with the Tisbury Planning Board for a site-walk around town to assess existing conditions and to discuss potential projects to be included in the Prioritization Project list. Subsequent to this site-walk, a kick-off public meeting was held to inform the community of the Complete Streets funding program and to solicit comments on problematic areas for pedestrians, cyclists, transit users, and those with disabilities, as well as ideas and project suggestions.

In addition to the public forum, a community site-walk was organized to allow stakeholders to further contribute their comments through their lived experience around the Town of Tisbury. For those community members unable to attend the kick-off meeting, public forum, or the site-walk, an online WikiMap was created to allow community members to contribute to the process online. The WikiMap was posted on the Martha's Vineyard Commission and Town of Tisbury websites with the purpose of gathering input from a broad range of stakeholders. Over 200 community members participated in the online WikiMap exercise by identifying issues and opportunities they have experienced.

EXISTING CONDITIONS- STAKEHOLDER INPUT

In the main village of Vineyard Haven, community comments focused on recommendations of new projects and enhancements to existing conditions to provide safe and accessible multimodal facilities. Many of these comments specifically focused on building facilities to link larger networks of low-stress residential streets and paths.

Figure 9. ***Stakeholder Input Collected via Online WikiMap***



Data Source: http://wikimapping.com/wikimap/Tisbury.html

Tools to Assess Equity Concerns

To ensure an equitable distribution of resources for those who may greatly benefit from improved street conditions, we consider environmental justice neighborhoods and the population reported as having a disability. 2010 Census data is used to determine census blocks that exceed environmental justice thresholds for elderly populations, limited English households, households with no vehicle ownership, minority populations, and low income households. Using the American Community Survey (ACS) 5-Year estimates, the percentage of persons with disabilities was calculated for each census block group. ACS is a continuous data collection effort led by the U.S. Census Bureau to measure the dynamic social and economic characteristics of the U.S. population. Since ACS replaced the decennial Census long-form, there is no disability data in the 2010 Census. Unlike the U.S. Census, ACS only provides self-reported information and so represents a sample of the total population. The locations of assisted living facilities are also considered, as residents may have limited mobility.

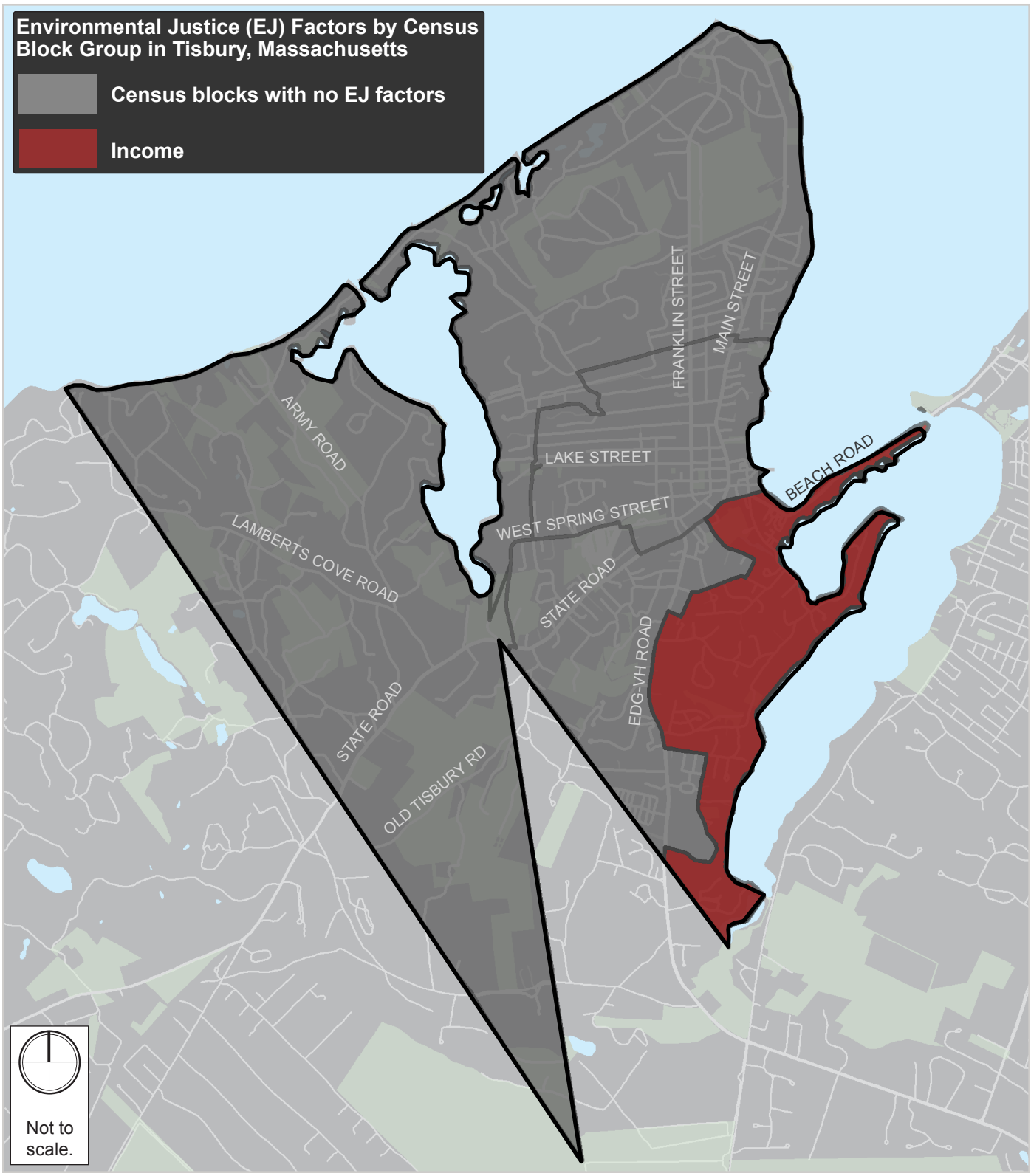
ENVIRONMENTAL JUSTICE COMMUNITIES

Tisbury's has a relatively mixed population, with immigrant and minority populations largely concentrated in the eastern portion of town, east of the Edgartown-Vineyard Haven road. This area exceeds the environmental justice threshold for low income and is represented in Figure 10.

PERSONS WITH DISABILITIES

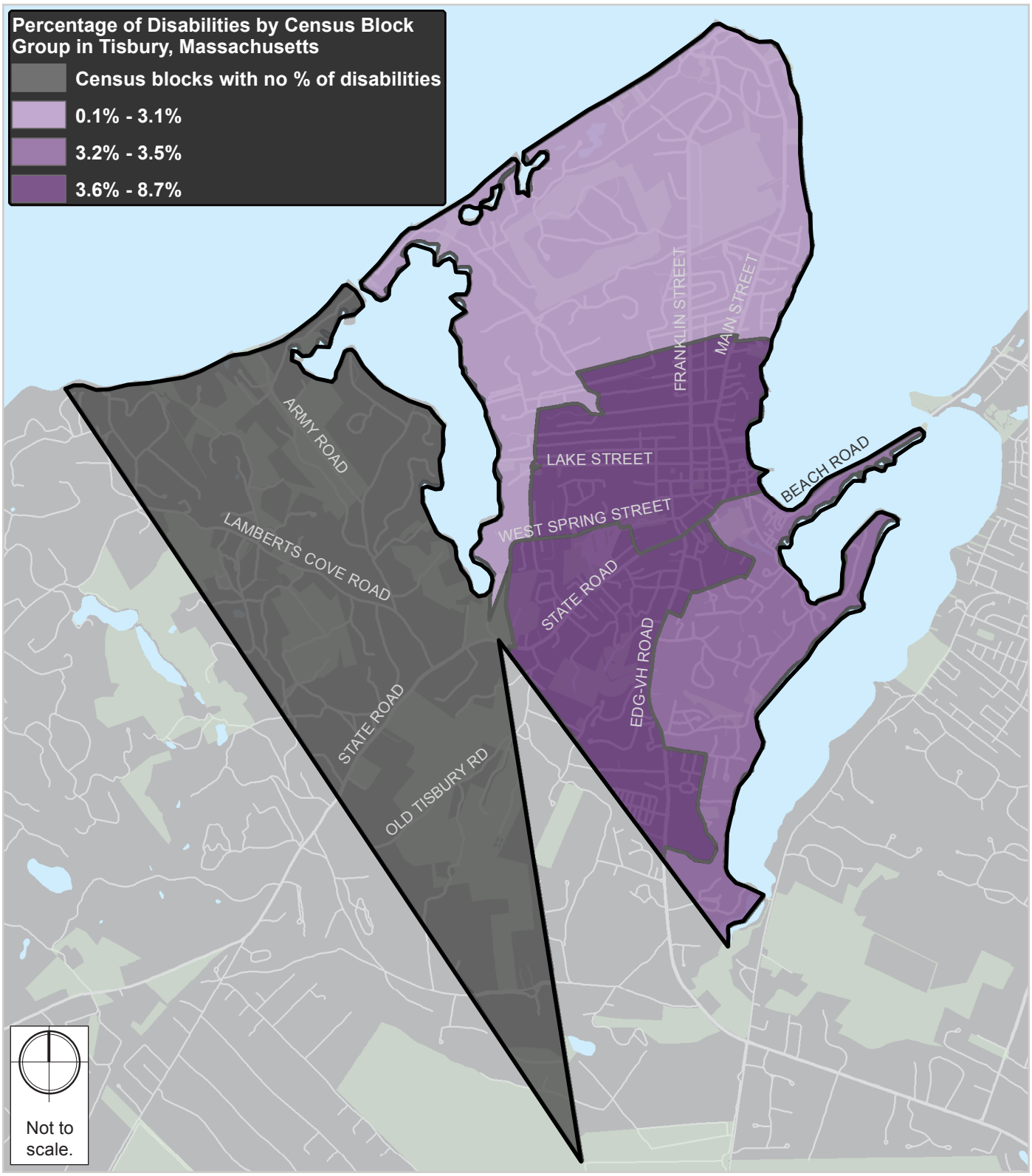
Figure 11 shows that the highest rates of residents who self-reported having a disability are located around the village of Vineyard Haven, south along the Edgartown-Vineyard Haven Road, and the neighborhoods west, towards West Spring Street and State Road.

Figure 10. ***Environmental Justice***



Data Source: 2010 U.S. Census

Figure 11. ***Persons with Disabilities***



Data Source: 2014 ACS Survey

Project Selection

Although trends and patterns show higher demand of improvement projects in particular sections of the Town than others, we looked at Tisbury comprehensively and proposed projects that reflect the needs and priorities of the Town, as well as the results of our tools. Each tool for measuring existing conditions and pedestrian and bicycle demand contributes to an understanding of the existing conditions in Tisbury. Using these tools to determine potential project locations, we use aerial imagery, field observations, and discussions with Town officials to create a list of potential projects for consideration. Projects range from low-cost, low-design projects like restriping crosswalks with high visibility paint and the installation of tactile strips on curb ramps, to projects which may require more design, such as construction of new sidewalks, road diets, and new or extensions of existing shared-use paths. These projects were discussed with the Town and refined.

Project Prioritization

The prioritization process was completed by assessing each project based on the extent to which it addresses a range of concerns to help with the selection of projects for the first year of Complete Streets funding. HSH's analysis mirrors MassDOT's prioritization requirements while adding an additional layer of nuance to the prioritization of projects. The remainder of the projects will remain as options for future Complete Streets funding cycles.

For each proposed project site, values reflecting existing and, where appropriate, proposed conditions are recorded to generate a ranked list of projects. To normalize the values, each variable is scaled between zero and ten such that a higher scaled score relates to higher priority. Weights are used to reflect the desired influence of each variable in the prioritization process. Notes explaining the methodology for assigning values to each category are listed below:

NETWORK CONNECTION

Each project is assessed on whether it creates a new connection within the existing pedestrian or bicycle networks, categorized as "Full," "Partial," or "None." A full connection either connects existing acceptable pedestrian or bicycle conditions or extends to usable network. A partial network connection is one that does not connect to existing acceptable pedestrian or bicycle conditions or only closes a network gap in conjunction with other proposed projects. Projects that require phasing over multiple years are considered to provide partial network connections. A categorization of "None" would be used for a project that does not create a new facility, such as sidewalk reconstruction, or one that creates a new link unconnected to the existing sidewalk or low-stress bicycle networks.

HIGHEST ADJACENT BICYCLING AND WALKING DEMAND LEVEL

Using MAPC's walking and cycling roadway latent demand data, the maximum demand score along a project corridor or intersection is selected.

POINTS OF INTEREST

Points of interest including healthcare services, schools, libraries and public services within a convenient walking distance (half mile) and bicycling distance (one mile) were considered and weighted for each project. For example, projects around the Tisbury School and Tisbury Library that proposed to increase safety through sidewalk construction or high visibility crosswalks were weighted higher than bicycle accommodations along Lambert's Cove Road.

NUMBER OF PEDESTRIAN AND BICYCLE CRASHES ADJACENT TO PROJECT

Pedestrian and bicycle crash locations were considered and analyzed with an upmost priority in influencing recommendations for projects to increase safety at key crash locations around Tisbury.

Due to right-of-way constraints at many of the locations where crashes occurred, an overarching recommendation was made to provide better wayfinding for non-motorized users to avoid these dangerous locations by using residential, low-speed and high comfort streets to reach desired destinations.

Providing sidewalk accommodations where either none exists, or in locations where sidewalk conditions were poor was also weighted as a priority in increasing pedestrian safety along with recommendations to increase visibility of crosswalks with reflective paint.

EXISTING BICYCLE LEVEL OF COMFORT AND EXISTING PEDESTRIAN LEVEL OF COMFORT

Using HSH's Bicycle and Pedestrian Level of Comfort maps, the different projects are assigned either an average bicycle and pedestrian level of comfort value for corridors to account for corridor length, or, in the case of projects at intersections, the worst condition present is chosen.

PROPOSED CHANGE IN BICYCLE LEVEL OF COMFORT AND PROPOSED CHANGE IN PEDESTRIAN LEVEL OF COMFORT

Projects are assigned a proposed level of change in level of comfort, ranging from no improvement to high. If the project improvements are minor or the existing level of comfort is already high, the project is considered to have a "low" impact. If project improvements for bicycle and pedestrian comfort are anticipated to be significant, they are considered to have "medium" or "high" impact.

NUMBER OF ENVIRONMENTAL JUSTICE CENSUS BLOCK GROUPS

The number of census blocks within a quarter mile of a project, equivalent to about a five minute walk, is recorded.

STAKEHOLDER INPUT

Input from the public meeting, Wikimap, and any email communications with community members were incorporated into the list of proposed projects. To prioritize projects with the most support, projects that were located within WikiMap pinpoint clusters were weighted higher compared to areas with less WikiMap activity.

The Prioritization Plan

The prioritization process resulted in a list of project proposals that aim to both improve the Town's existing infrastructure and further the Town's goal of achieving a comprehensive active transportation network that would fully support Complete Streets principles in the future.

Trends and Patterns

Our analysis of the Town's existing conditions is based on field observations, conversations with the Town and residents, and the visual analysis tools presented previously. Together, these resources help us consider where conditions are deficient, where there is demand for different active transportation modes, and where equity can be addressed. With these inputs, we looked carefully at areas with overlapping issues (for instance, high levels of latent demand, high numbers of pedestrian, and/or bicyclist crashes, and low levels of comfort), and explored potential interventions that would mitigate these negative effects. Some of the areas are described below.

Reconstructing the staircase on Manexit Road mall with an ADA-compliant ramp will provide better accessibility.

Throughout Tisbury's downtown core, sidewalks are largely available although often lacking curb-ramps and commonly obstructed. Many streets around the downtown area only have a sidewalk present on one side of the street due to right-of-way constraints.

An area of primary interest for the Town and residents is the Manexit Road/Cromwell Lane corridor. Manexit Road between Union Street and Cromwell Lane forms a designated pedestrian area with multiple shops often referred to as a "shopping mall." This limited access section of Manexit Road is paved in brick and changes grade with a

non-compliant ADA staircase limiting persons with disabilities access to sections of Manexit Road and Cromwell Lane further south. Reconstructing this staircase with an ADA-compliant ramp will not only provide access to those with disabilities but also increase accessibility for those on foot and bicycle. Continuing south from Manexit Road to Cromwell Lane, the road becomes dirt with a larger right-of-way and limited access for automobiles, primarily serving as access to and from the Tisbury Police Station for on-duty officers.

Formalizing this corridor from Union Street at Manexit Road to Cromwell Lane at Beach Street is a priority for the Town and a link that will connect two larger multimodal networks. Providing a safe and accessible crossing at Beach Street from Cromwell Lane to Veteran's Memorial Park is a significant link to address in connecting these larger networks and providing safe routing to and from Vineyard Haven to island wide points of interest.

Community comments indicate that the SSA Terminal is in need of better defined paths for pedestrians from the Ferry to Water Street and then wayfinding to access parallel Main Street. A wider path and additional trees to frame the path on the north side of the SSA Terminal building would provide a more formal and inviting space for those disembarking the ferry and could provide easy access to visitor information, such as public transportation options, maps, or points of interest, Encouraging pedestrians to use this sidewalk will help guide those unfamiliar with the Town to Union Street, where the short walk up to Main Street is easily visible.

Prioritization Plan

The final prioritization plan is outlined in the MassDOT Tier 2 document which will be used by the Town to schedule the construction of Complete Streets for the coming years (Table 1). Project types are defined in Table 2, the Eligible Project Worksheet, provided by MassDOT. HSH's analysis mirrors MassDOT's prioritization criteria of Environmental Justice, Safety, ADA Accessibility, Pedestrian Mobility, Bicycle Mobility, Transit Operations and Access, Vehicular Operations, and Freight Operations, while adding an additional layer of nuance to the prioritization of projects, as outlined in Table 3.

HSH was contracted to provide recommendations for the Tisbury's Complete Streets Policy and an outline for a Progress Report.

Table 1. ***MassDOT Prioritization Plan***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
1	Lagoon Pond Road Enhancements - Shared-Use Path	Lane diet between 5 corners and MV Musem to allow for construction shared-use path	Yes	Lagoon Pond Road from 5 Corners to the MV Museum Road	275,100 800,811	275,340 800,320	CS Needs Assessment	S10, B10			X	X		X		N/A	$184,400	$184,400	N/A	5	July-2019
2	Martha's Vineyard Museum Access and Improvements - Shared Use Path	Construction of multimodal shared-use path from Lagoon Pond Road through MV Museum property to Skiff Ave.	Yes	Shared-use path from Lagoon Pond road to Skiff Avenue via. MV Museum property	275,100 800,811	275,180 800,200	CS Needs Assessment	B10	X		X	X				N/A	$114,700	$114,700	N/A	4	July-2019
3	Lagoon Pond Road Enhancements - Bicycle Facility	Concept 1 - Installation of bicycle lanes along Lagoon Pond Road from Salt Lot to Skiff Avenue	Yes	Lagoon Pond Road from Salt Lot to Skiff Avenue	275,150 800,812	275,340 800,311	CS Needs Assessment	B2	X			X				N/A	$74,000	$74,000	N/A	2	July-2019
4	Lagoon Pond Road Enhancements - Bicycle Facility	Concept 2 - Installation of priority bicycle lanes from Salt Lot to Skiff Avenue	Yes	Lagoon Pond Road from Salt Lot to Skiff Avenue	275,150 800,812	275,340 800,311	CS Needs Assessment	B8	X			X				N/A	$88,300	$88,300	N/A	3	July-2020
5	Lagoon Pond Road Enhancements - Sidewalk Construction	Construction of missing sidewalk link at Lagoon Pond Bridge and associated ADA ramp upgrades (2).	Yes	Lagoon Pond Road Bridge	275,277 800,436	275,282 800,484	CS Needs Assessment	P2, P5	X	X	X					N/A	$39,900	$39,900	N/A	1	July-2020
6	Martha's Vineyard Museum Access and Improvements - Sidewalk Reconstruction	Reconstruction of existing staircase from Lagoon Pond Road to MV Museum	Yes	Existing staircase MV Museum access at Lagoon Pond Road	275,294 800,357	275,280 800,342	CS Needs Assessment	PO	X		X					N/A	$21,000	$21,000	N/A	4	July-2020
7	Martha's Vineyard Museum Access and Improvements - Sidewalk Construction	Construction of ramp associated with stair case from Lagoon Pond Road up to renovated MV Museum location	Yes	Existing staircase MV Museum access at Lagoon Pond Road	275,294 800,357	275,280 800,342	CS Needs Assessment	P2, PO	X	X	X					N/A	$18,000	$18,000	N/A	4	July-2020
8	Veterans Memorial Park Access Improvements - Shared Use Path	Widening of existing path connection from Beach Road to Veterans Memorial Park - will require demolistion of existing retaining wall.	Yes	Existing path west of Vineyard Haven Post Office from Beach Road to Veterans Memorial Park	275,020 800,790	275,037 800,727	CS Needs Assessment	B1, B10			X	X				N/A	$59,200	$59,200	N/A	3	July-2018
9	Tisbury Market Place Connector - Shared-Use Path	Construction of a designated bicycle and pedestrian connection from Parcel 9-A-23.1 (Salt Lot) to Tisbury market place.	Yes	Shared-use Path from Salt Lot to Tisbury Market Place	275,147 800,595	275,295 800,610	CS Needs Assessment	B10	X		X	X				N/A	$78,500	$78,500	N/A	9	July-2020
10	Lagoon Pond Road Enhancements - Sidewalk Reconstruction	Curb ramp retrofits (14) between 5 Corners and Parcel 9-A-23.1 (Salt Lot) on western side of corridor.	Yes	Lagoon Pond Road from 5 Corners intersection to Parcel 9-A-23.1 (Salt Lot)	275,100 800,811	275,150 800,812	CS Needs Assessment	P2		X	X					N/A	$29,400	$29,400	N/A	5	July-2020
11	Lagoon Pond Road Enhancements - Sidewalk Reconstruction	Curb ramp retrofits (16) between 5 Corners and Parcel 9-A-23.1 (Sale Lot) on eastern side of corridor.	Yes	Lagoon Pond Road from 5 Corners intersection to Parcel 9-A-23.1 (Salt Lot)	275,100 800,811	275,150 800,812	CS Needs Assessment	P2		X	X					N/A	$33,600	$33,600	N/A	5	July-2020
12	Skiff Avenue Multimodal Upgrade - Crosswalks	Upgrade existing sidewalk with high visibility paint and crosswalk signage at Skiff Ave/ EDG-VH Road	Yes	Skiff Ave at Edgartown-Vineyard Haven Road intersection	274,618 800,195	274,614 800,194	CS Needs Assessment	S7, P9	X		X					N/A	$3,100	$3,100	N/A	4	July-2020

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
13	Skiff Avenue Multimodal Upgrade - Bicycle Facility	Installation of bi-directional advisory bike lanes from Skiff Ave at EDG-VH Road to connect with existing bike lane at Skiff Ave and Caseway Road. Approxmiately 1000'	Yes	41.448352, -70.607020 to Causeway Road/Skiff Ave. Approximately 1600'	274,618 800,195	275,081 800,260	CS Needs Assessment	B2	X			X				N/A	$130,700	$130,700	N/A	4	July-2020
14	5 Corners Crossing Upgrades - Crosswalks	Installation of high visibility crosswalks (5) and associated signage for traffic calming and motorist awareness	Yes	5 Corners Intersection	275,100 800,811	275,100 800,811	CS Needs Assessment	P9, S7, S27	X		X					N/A	$16,800	$16,800	N/A	1	July-2020
15	Martha's Vineyard Museum Access and Improvements - Wayfinding	Wayfinding signage (3) from 5 Corners to Martha's Vineyard Museum	Yes	Lagoon Pond Road from 5 Corners to MV Museum	275,100 800,811	275,280 800,342	CS Needs Assessment	P4			X					N/A	$1,200	$1,200	N/A	4	July-2020
16	Steamship Authority (SSA) Terminal Pedestrian Accomodations	Connect existing path adjacent to SSA parking lot/ beachwalk to Black Dog Shopping area.	No	Steamship Authority to The Black Dog Tavern	275,191 800,896	275,177 800,855	CS Needs Assessment	B10			X	X				N/A	$5,500	$5,500	N/A	1	July-2021
17	Owen Park Way - Shared-Use Path	Shared-use Path providing access from Main St. to Town Pier	No	Owen Park Way from Main St. to Town pier	274,916 801,180	275,056 801,195	CS Needs Assessment	B10		X	X	X				N/A	$32,200	$32,200	N/A	3	July-2021
18	Tisbury School - Traffic Calming	Implementation of traffic calming measures around Tisbury School on West William and Spring Street.	No	W. William St and Spring St. around Tisbury School	274,238 800,596	274,596 800,655	CS Needs Assessment	S17	X					X		N/A	$8,000	$8,000	N/A	2	July-2021
19	Causeway Bicycle Accomodations - Bicycle Facility	Installation of advisory bike lanes in each direction from Skiff Ave at Causeway Road to Cayseway Road at State Road. Approximately 1900'	Yes	Entire length of Causeway Road from State Road to Skiff Ave - Approximately 1850'	275,081 800,260	274,618 800,195	CS Needs Assessment	B2	X			X				N/A	$117,200	$117,200	N/A	3	July-2018
20	Tisbury Market Place Connector - Sidewalk Reconstruction	ADA ramp retrofits at existing sidewalk access points (2) and construction of new ramps (2).	Yes	Lagoon Pond Road to Tisbury Market Place	275,147 800,595	275,295 800,610	CS Needs Assessment	P2		X	X					N/A	$8,400	$8,400	N/A	3	July-2021
21	West Spring Street - Bicycle Enhancements - Phase 2	Installation of bi-directional 5' bicycle lanes	No	West Spring St. from Heathhen Ln. to State Rd.	273,575 800,503	273,499 799,802	CS Needs Assessment	B2	X			X				N/A	$154,140	$154,140	N/A	3	July-2021
22	Beach Road Multimodal Improvements - Phase 4 - Shared-Use Path	Concept 3 - Construction of shared-use path parallel (off-road) from Martha's Vineyard Shipyard to existing shared-use path at Winds Up	Yes	Martha's Vineyard Shipyard to Winds Up (existing shared-use path)	275,596 800,835	275,746 800,965	CS Needs Assessment	B10	X		X	X				N/A	$78,100	$78,100	N/A	3	July-2021
23	Tisbury Market Place Connector - Wayfinding	Signage highlighting shared-use path connection (2).	Yes	Lagoon Pond Road to Tisbury Market Place	275,147 800,595	275,295 800,610	CS Needs Assessment	B7, P4			X	X				N/A	$800	$800	N/A	3	July-2021

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
24	Vineyard Transit Authority (VTA) Terminal Upgrades - Sidewalk Construction	Construction of raised sidewalk to complete gap on easterly side of roundabout while maintaining exit-only access for taxis towards Union Street. Includes ADA ramp upgrades (2).	No	Water St. roundabout at Steamship Authority Terminal	275,106 800,989	275,103 801,017	CS Needs Assessment	P2, P5, T1	X	X	X		X			N/A	$25,300	$25,300	N/A	1	July-2018
25	Beach Road Multimodal Improvements - Phase 2 - Shared-Use Path	Concept 3 - Installation of Shared-Use Path from 5 Corners to Tisbury Market Place	Yes	5 Corners intersection to Tisbury Market Place	275,100 800,811	275,343 800,670	CS Needs Assessment	B10	X		X	X				N/A	$140,000	$140,000	N/A	2	July-2021
26	West Chop - Franklin Street Traffic Calming	Installation of traffic calming measures including speed humps (4) and signage (8) every 1/2 mile	No	Franklin St. from Iroquois Ave to Spring St.	274,861 803,706	274,715 800,818	CS Needs Assessment	S8, B9	X		X	X				N/A	$15,645	$15,645	N/A	3	July-2021
27	Main Street (Downtown) - Bicycle Facility	Contra-flow (bi-directional) bicycle lanes on Main St.	No	Main St. from State Road to Own Park Way	274,940 800,767	274,918 801,180	CS Needs Assessment	B2	X			X				N/A	$135,700	$135,700	N/A	4	July-2022
28	West Spring Street - Bicycle Enhancements - Phase 1	Installation of bi-direction 5' bicycle lanes	No	West Spring St. from Spring St. to Heathhen Ln.	274,230 800,632	273,575 800,503	CS Needs Assessment	B2	X			X				N/A	$286,800	$286,800	N/A	4	July-2022
29	Beach Road Multimodal Improvements - Phase 3 - Shared-Use Path	Concept 3 - Construction of shared-use path parallel (off-road) from Tisbury Market Place to Martha's Vineyard Shipyard	Yes	Tisbury Market Place to Martha's Vineyard Shipyard	275,343 800,670	275,596 800,835	CS Needs Assessment	B10	X		X	X				N/A	$87,400	$87,400	N/A	3	July-2023
30	Skiff Avenue Multimodal Upgrade - Sidewalk Reconstruction	ADA ramp retrofit to existing sidewalk ramps (4).	Yes	Skiff Ave from Lagoon Pond Road to Causeway Rd.	275,340 800,311	275,083 800,259	CS Needs Assessment	P2		X	X					N/A	$8,400	$8,400	N/A	4	July-2023
31	Cromwell Lane Improvements - Phase 2 - Shared-Use Path	Formalize pedestrian and bicycle zone on Cromwell Lane with lane narrowing, signage, and potential physical buffers	No	Cromwell Lane from Manexit Rd to Beach Road	275,010 800,879	275,021 800,793	CS Needs Assessment	S1, S7, S17, P6, B12	X		X	X				N/A	$60,400	$60,400	N/A	3	July-2023
32	Manexit Road Improvements - Sidewalk Reconstruction	Extend sidewalk from termination point in front of Tisbury Police Station to Cromwell Lane with ADA ramp retrofits (1)	No	Manexit Rd from Union St to Cromwell Lane.	275,007 800,971	275,010 800,879	CS Needs Assessment	P2, P5	X	X	X					N/A	$23,100	$23,100	N/A	2	July-2023
33	Tisbury School - Sidewalk Construction	Construction of sidewalk from Tisbury School pick-up/drop-off area to Look Street along northern side of W. Williams Street.	No	W. William St. at Tisbury School to Look St.	274,397 800,625	274,596 800,655	CS Needs Assessment	P5	X		X					N/A	$170,620	$170,620	N/A	2	July-2023
34	Beach Road Multimodal Improvements - Phase 1 - Bicycle Facility	Concept 1 - Installation of bicycle lanes between Causeway Road and 5 Corners.	Yes	State Rd. between Causeway Rd and 5 Corners intersection	274,890 800,652	275,100 800,811	CS Needs Assessment	B2	X			X				N/A	$74,100	$74,100	N/A	2	July-2024
35	Beach Road Multimodal Improvements - Phase 1 - Bicycle Facility	Concept 2 - Installation of priority bicycle lane from Causeway Road to 5 Corners.	Yes	State Rd. between Causeway Rd and 5 Corners intersection	274,890 800,652	275,100 800,811	CS Needs Assessment	B8	X			X				N/A	$44,200	$44,200	N/A	2	July-2024

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
36	Beach Road Multimodal Improvements - Phase 2 - Bicycle Facility	Concept 1 - Installation of bicycle lanes between 5 Corners to Tisbury Market Place	Yes	5 Corners intersection to Tisbury Market Place	275,100 800,811	275,343 800,670	CS Needs Assessment	B2	**X**			**X**				N/A	$58,600	$58,600	N/A	3	July-2024
37	Beach Road Multimodal Improvements - Phase 2 - Bicycle Facility	Concept 2 - Installation of priority bicycle lanes from 5 Corners to Tisbury Market Place	Yes	5 Corners intersection to Tisbury Market Place	275,100 800,811	275,343 800,670	CS Needs Assessment	B8	**X**			**X**				N/A	$82,900	$82,900	N/A	3	July-2024
38	Beach Road Multimodal Improvements - Phase 3 - Bike Facility	Concept 2 - Installation of priority bicycle lanes between Tisbury Market Place and Martha's Vineyard Shipyard	Yes	Tisbury Market Place to Martha's Vineyard Shipyard	275,343 800,670	275,596 800,835	CS Needs Assessment	B8	**X**			**X**				N/A	$69,900	$69,900	N/A	3	July-2024
39	Beach Road Multimodal Improvements - Phase 3 - Bike Facility	Concept 1 - Installation of bicycle lanes between Tisbury Market Place and Martha's Vineyard Shipyard.	Yes	Tisbury Market Place to Martha's Vineyard Shipyard	275,343 800,670	275,596 800,835	CS Needs Assessment	B2	X			X				N/A	$58,600	$58,600	N/A	3	July-2024
40	Beach Road Multimodal Improvements - Phase 4 - Bike Facility	Concept 1 - Installation of bicycle lanes between Martha's Vineyard Shipyard to existing shared-use path at Winds Up	Yes	Martha's Vineyard Shipyard to Winds Up (existing shared-use path)	275,596 800,835	275,746 800,965	CS Needs Assessment	B2	**X**			**X**				N/A	$49,400	$49,400	N/A	2	July-2025
41	Beach Road Multimodal Improvements - Phase 4 - Bike Facility	Concept 2 - Installation of priority bicycle lanes between Martha's Vineyard Shipyard to existing shared-use path at Winds Up	Yes	Martha's Vineyard Shipyard to Winds Up (existing shared-use path)	275,596 800,835	275,746 800,965	CS Needs Assessment	B8	**X**			**X**				N/A	$58,900	$58,900	N/A	3	July-2025
42	Edgartown-Vineyard Haven Road Corridor - Bicycle Facility	Provide bicycle lane/separated bicycle facility along EDG-VH Road from Look St. intersection to beginning of shared-use path network.	Yes	Edgartown-Vineyard Haven Road from State Road to Sanborn Way	274,657 800,535	274,449 799,646	CS Needs Assessment	B11	**X**			**X**				N/A	$201,600	$201,600	N/A	4	July-2025
43	Veterans Memorial Park Access Improvements - Wayfinding	Signage (2) pavement markings (4) directing pedestrian and bicycles to Salt Lot and points further along Lagoon Pond Road.	Yes	Cromwell Lane at Beach Road	275,036 800,729	275,036 800,729	CS Needs Assessment	B7, P4			**X**	**X**				N/A	$2,100	$2,100	N/A	3	July-2025
44	Veterans Memorial Park Access Improvements - Wayfinding	Signage (2) directing pedestrians and bicycles to Veterans Memorial Park and points south/west (Up Island).	Yes	Cromwell Lane at Beach Road	275,021 800,794	275,021 800,794	CS Needs Assessment	B7, P4			**X**	**X**				N/A	$850	$850	N/A	3	July-2025
45	Steamship Authority (SSA) Terminal Pedestrian Accomodations	Extend existing sidewalk 5-8' in northernly direction from SSA Terminal towards existing taxi stand. Including ADA ramp up grades (2) at either end of reconstructed sidewalk segment.	No	Steamship Authority Terminal	275,099 800,982	275,163 800,984	CS Needs Assessment	P2, P5, T1	**X**	**X**	**X**		**X**			N/A	$5,900	$5,900	N/A	1	July-2018
46	Edgartown-Vineyard Haven Road Corridor - Crosswalks	Traffic calming and safety enhancements at EDG-VH/State Road intersection. High visibility crosswalks, traffic calming elements	Yes	State Rd at Edgartown-Vineyard Haven Road intersection	274,657 800,535	274,657 800,535	CS Needs Assessment	S17, P9	**X**		**X**			**X**		N/A	$9,500	$9,500	N/A	4	July-2025

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
47	Edgartown-Vineyard Haven Road Corridor - Bicycle Facility	Driveway pavement markings/paint at conflict points	Yes	Look St/Edgartown-Vineyard Haven Road to Sanborn Way. Length approximately 3100'.	274,657 800,535	274,449 799,646	CS Needs Assessment	B2								N/A	$30,300	$30,300	N/A	4	July-2025
48	Skiff Avenue Multimodal Upgrade - Bus Shelters	Construction of bus-shelters (2) and designated bus pull off area (2)	Yes	Skiff Ave at Edgartown-Vineyard Haven Road intersection	274,617 800,193	274,617 800,193	CS Needs Assessment	T3, T5	X				X			N/A	$65,300	$65,300	N/A	4	July-2026
49	Manexit Road Improvements - Sidewalk Reconstruction	Widening of existing sidewalk on western side of Tisbury Police Station	No	Manexit Rd. from Union St. to Cromwell Lane.	275,007 800,971	275,021 800,794	CS Needs Assessment	P10	X		X					N/A	$4,200	$4,200	N/A	2	July-2026
50	Cromwell Lane Improvements - Phase 2 - Traffic Calming	Traffic calming measures to discourage motorist usage and maintain low speeds, using lane narrowing, signage and potential phsyical buffers	No	Cromwell Lane from Manexit Rd to Beach Road	275,021 800,794	275,007 800,971	CS Needs Assessment	S1, S7, S17	X					X		N/A	$118,900	$118,900	N/A	3	July-2026
51	Union Street Improvements - Bicycle Facility	Concept 1 - Single direction (west) bicycle sharrows	No	Union St - full length	274,964 800,967	275,085 800,984	CS Needs Assessment	B8	X			X				N/A	$950	$950	N/A	1	July-2026
52	Union Street Improvements - Bicycle Facility	Concept 2 - Bi-directional bicycle sharrows	No	Union St - full length	274,964 800,967	275,085 800,984	CS Needs Assessment	B8	X			X				N/A	$1,900	$1,900	N/A	1	July-2026
53	Union Street Improvements - Bicycle Facility	Concept 3 - Single direction (west) bicycle lane on northern side of Union Street	No	Union St - full length	274,964 800,967	275,085 800,984	CS Needs Assessment	B2	X			X				N/A	$11,400	$11,400	N/A	2	July-2026
54	Main Street (Downtown) - Sidewalk Construction	Construction of sidewalk on eastern side of Main St. between existing sidewalk terminus point (Crocker Ave) to Tisbury Public Library. Approximately 400' including ADA curb ramps (5).	No	Main St. between Tisbury Public Library and Crocker Ave	274,885 801,329	274,907 801,449	CS Needs Assessment	P2, P5	X	X	X					N/A	$94,500	$94,500	N/A	4	July-2026
55	West Spring Street - Sidewalk Construction - Phase 1	Construction of new sidewalk and curb-ramps (14)	No	West Springhill St. from Spring St. to Heathhen Ln. (southern side only)	274,232 800,634	273,575 800,503	CS Needs Assessment	P2, P5		X	X					N/A	$501,100	$400,000	$101,100	6	July-2027
56	West Spring Street - Sidewalk Construction - Phase 2	Construction of new sidewalk and curb-ramps (9)	No	West Spring St. from Heathhen Ln. to State Road	273,575 800,503	273,499 799,802	CS Needs Assessment	P2, P5		X	X					N/A	$553,400	$400,000	$153,400	6	July-2028
57	Pine Tree Road - Sidewalk Construction	Construction of new sidewalk on western side of Pine Tree Road including curb-ramps (4)	No	Western side of Pine Tree Road from W. William St. to State Road	274,238 800,594	274,122 800,232	CS Needs Assessment	P2, P5		X	X					N/A	$272,200	$272,200	N/A	3	July-2029
58	Lagoon Pond Road - Weaver Lane - Sidewalk Construction	Construction of new sidewalk on southern side of Lagoon Pond Rd. including curb-ramps (4)	No	Lagoon Pond Rd. (southern side) from Skiff Ave to Weaver Lane.	275,339 800,310	275,498 800,044	CS Needs Assessment	P2, P5		X	X					N/A	$237,100	$237,100	N/A	3	July-2030

Table 1. *MassDOT Prioritization Plan Continued...*

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
59	Beach Road Multimodal Improvements - Phase 1 - Sidewalk Reconstruction	Reconstruction of sidewalk and associated curb-ramps (9)	Yes	Beach Road/State Road from Edu-Comp to 5 Corners	274,915 800,760	275,100 800,811	CS Needs Assessment	P2, P5	X	X	X					N/A	$111,700	$111,700	N/A	3	July-2029
60	Beach Road Multimodal Improvements - Phase 3 - Sidewalk Construction	Construction of sidewalk from Tisbury Market Place to Martha's Vineyard Shipyard. Includes curb ramp construction (21).	Yes	Tisbury Market Place to Martha's Vineyard Shipyard	275,295 800,610	275,596 800,835	CS Needs Assessment	P2, P5	X	X	X					N/A	$252,400	$252,400	N/A	3	July-2031
61	Beach Road Multimodal Improvements - Phase 4 - Sidewalk Construction	Construction of sidewalk from Martha's Vineyard Shipyard to existing Shared-Use Path at Winds Up	Yes	Martha's Vineyard Shipyard to Winds Up (existing shared-use path)	275,596 800,835	275,746 800,965	CS Needs Assessment	P5	X		X					N/A	$170,100	$170,100	N/A	4	July-2018
62	Beach Road Multimodal Improvements - Phase 1 - Sidewalk Construction	Construction of existing sidewalk on southern side of Beach Road from Edu-Comp to 5 Corners	No	State/Beach Road from Edu-Comp to 5 Corners	274,921 800,766	275,100 800,811	CS Needs Assessment	P2, P5	X	X	X					N/A	$159,600	$159,600	N/A	3	July-2031
63	Steamship Authority (SSA) Terminal Wayfinding	Relocate existing kiosk to SSA Terminal side of Water Street	No	Union St at Water St.	275,075 800,990	275,094 800,982	CS Needs Assessment	TO					X			N/A	$10,500	$10,500	N/A	1	July-2018
64	Steamship Authority (SSA) Terminal Wayfinding	Installation of wayfinding signage (3) directing passengers to downtown area via. northern side of SSA terminal	No	Steamship Authority to Union St.	275,094 800,982	274,964 800,967	CS Needs Assessment	B7, P4			X	X				N/A	$1,200	$1,200	N/A	1	July-2031
65	Causeway Bicycle Accomodations - Wayfinding	Wayfinding (2) and bicycle route signage (2)	Yes	Causeway Rd from Skiff Ave to Edgartown-Vineyard Haven Road	275,084 800,260	274,810 800,654	CS Needs Assessment	B7, P4			X	X				N/A	$1,600	$1,600	N/A	3	July-2031
66	Camp Street - Sidewalk Construction	Construction of new sidewalk on eastern side of Camp Street including curb-ramps (2) and crosswalk (1)	No	Eastern side of Camp St. from William St. to State Road.	274,800 800,775	274,873 800,712	CS Needs Assessment	P2, P5, P9	X	X	X					N/A	$70,800	$70,800	N/A	1	July-2032
67	Tisbury School - Sidewalk Construction	ADA (15) curb ramp retrofits around Tisbury School	No	W. William St and Spring St. around Tisbury School	274,238 800,596	274,596 800,655	CS Needs Assessment	P2		X						N/A	$31,500	$31,500	N/A	2	July-2032
68	Water Street Improvements - Lane Diet	Remove western most travel lane in southbound direction between Union Street and SSA Terminal exit. Replace with curb extension/ bumpout from western side of Water Street curb towards SSA terminal.	No	Water St. between Union St. and Stop & Shop parking lot	275,083 800,980	275,087 800,932	CS Needs Assessment	S10, P8, T1	X		X		X	X		N/A	$76,400	$76,400	N/A	3	July-2032
69	Beach Road Multimodal Improvements - Phase 1 - Sidewalk Reconstruction	Reconstruction of existing sidewalk on northern side of Beach Road including curb ramp retrofits (8).	Yes	Beach Road from Main St. to 5 Corners Intersection	274,928 800,769	275,100 800,811	CS Needs Assessment	P1, P2		X	X					N/A	$100,200	$100,200	N/A	3	July-2018

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
70	Beach Road Multimodal Improvements - Phase 1 - Sidewalk Reconstruction	Widening of existing sidewalk to accommodate ADA accessibility	Yes	Beach Road from Main St. to 5 Corners Intersection	274,928 800,769	275,100 800,811	CS Needs Assessment	P10		X	X					N/A	$14,300	$14,300	N/A	3	July-2018
71	Beach Road Multimodal Improvements - Phase 2 - Sidewalk Reconstruction	Reconstruction of existing sidewalk from 5 Corners to Tisbury Market Place on northern side of Beach Road. Includes curb ramp retrofits (11).	Yes	Beach Road from 5 Corners to Tisbury Market Place	275,100 800,811	275,343 800,670	CS Needs Assessment	P1, P2		X	X					N/A	$237,700	$237,700	N/A	5	July-2032
72	Beach Road Multimodal Improvements - Phase 2 - Sidewalk Reconstruction	Reconstruction of existing sidewalk from 5 Corners to Tisbury Market Place on southern side of Beach Road. Includes curb ramp retrofits (20).	Yes	Beach Road from 5 Corners to Tisbury Market Place	275,100 800,811	275,343 800,670	CS Needs Assessment	P1, P2		X	X					N/A	$255,300	$255,300	N/A	5	July-2033
73	Vineyard Transit Authority (VTA) Terminal Upgrades - Bus Shelters	Installation of real time boards and alights technology at VTA Bus Terminal (1)	No	VTA Bus Terminal (Steamship Authority)	275,082 801,009	275,082 801,009	CS Needs Assessment	TO					X			N/A	$4,200	$4,200	N/A	1	July-2033
74	Vineyard Transit Authority (VTA) Terminal Upgrades - Bus Shelters	UV protected bus shelters to prevent "greenhouse" heat effect during summer months for VTA users.	No	VTA Bus Terminal (Steamship Authority)	275,082 801,009	275,082 801,009	CS Needs Assessment	T3					X			N/A	$30,100	$30,100	N/A	1	July-2033
75	Manexit Road Improvements - Wayfinding	Installation of signage (3) directing pedestrians/cyclist towards Veterans Memorial Park and points south	No	Manexit Road from Union St. to Cromwell Lane	275,007 800,971	275,021 800,794	CS Needs Assessment	B7, P4			X	X				N/A	$1,200	$1,200	N/A	2	July-2033
76	Beach Road Multimodal Improvements - Phase 4 - Crosswalks	Installation of high visibility crosswalks (2)	Yes	Granite City Eletric at Beach Road	275,495 800,745	275,495 800,745	CS Needs Assessment	P9, S7, S27	X		X					N/A	$14,700	$14,700	N/A	1	July-2033
77	Beach Road Multimodal Improvements - Phase 3 - Crosswalks	Installation of high visibility crosswalk (1) and associated curb ramps (2) at Martha's Vineyard Ship Yard	Yes	Martha's Vineyard Shipyard at Beach Road	275,596 800,835	275,596 800,835	CS Needs Assessment	P2, P9	X	X	X					N/A	$7,400	$7,400	N/A	1	July-2033
78	Beach Road Multimodal Improvements - Phase 4 - Crosswalks	Installation of high visibility crosswalks (2)	Yes	Martha's Vineyard Shipyard at Beach Road	275,495 800,745	275,495 800,745	CS Needs Assessment	P9, S7, S27	X		X					N/A	$14,700	$14,700	N/A	1	July-2033
79	Edgartown-Vineyard Haven Road Corridor - Bus Shelters	Bus stop enhancements including enclosed shelters (2).	Yes	Martha's Vineyard Family Campgrounds at Edgartown-Vineyard Haven Road	274,543 798,647	274,543 798,647	CS Needs Assessment	T3	X				X			N/A	$30,100	$30,100	N/A	2	July-2033
80	Edgartown-Vineyard Haven Road Corridor - Bus Shelters	Construction of designated bus stop pull offs (2).	Yes	Martha's Vineyard Family Campgrounds at Edgartown-Vineyard Haven Road	274,543 798,647	274,543 798,647	CS Needs Assessment	T5	X				X			N/A	$24,800	$24,800	N/A	2	July-2033

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
81	Cromwell Lane Improvements - Phase 1 - Sidewalk Construction	Construction of missing sidewalk gap from Main Street to existing sidewalk on Cromwell Lane near public restrooms including ADA ramp upgrades (2).	No	Cromwell Lane from Main St. to Manexit Road.	274,960 800,879	275,007 800,971	CS Needs Assessment	P2, P5	X	X	X					N/A	$38,850	$38,850	N/A	2	July-2018
82	Pine Street- Pedestrian Improvements -	Reconstruction of existing sidewalk including curb-ramps (4)	No	Pine Street from Midland Ave to Lake Street (western side).	274,480 801,197	274,478 801,025	CS Needs Assessment	P2, P5		X	X					N/A	$133,600	$133,600	N/A	2	July-2034
83	Main Street - Northern Segment - Sidewalk Construction	Construction of new sidewalk along eastern side of Main St. including curb-ramps (6)	No	Eastern side of Main St. from Green Room to Owen Park Way	274,956 801,035	274,917 801,180	CS Needs Assessment	P2, P5	X	X	X					N/A	$135,700	$135,700	N/A	2	July-2034
84	Wakemen Center - Ancient Way - Wayfinding	Installation of wayfinding signage every 1/4 mile	No	Ancient Way via. Shubal Weeks, Red Coat Hill, Ripleys Path	271,813 800,470	272,286 798,722	CS Needs Assessment	B7, P7		X	X					Yes	$4,700	$4,700	N/A	1	July-2034
85	Manexit Road Improvements - Sidewalk Reconstruction	Installation of ramp at existing staircase in front of "mall" shopping area for ADA and bicycle access.	No	Manexit Road	275,007 800,971	275,007 800,971	CS Needs Assessment	P2		X		X				N/A	$2,700	$2,700	N/A	2	July-2034
86	Cromwell Lane Improvements - Phase 2 - Crosswalks	Signage (2), high visibility paint, curb ramp retrofits (2), and RRFB installation for crossing at Cromwell Lane towards Veteran's Memorial Park.	No	Cromwell Lane at Beach Road	274,021 800,793	274,021 800,793	CS Needs Assessment	S7, P2, P12	X	X	X					N/A	$34,800	$34,800	N/A	2	July-2034
87	Park n Ride - Holmes Hole Road - Wayfinding	Wayfinding signage (3) directing Park N' Ride users to shared-use path and points Up-Island via. Holmes Hole Rd. and 'Ancient Ways'	No	Park N' Ride Shelter to Holmes Hole Rd.	274,034 799,844	273,796 799,607	CS Needs Assessment	B7, P7			X	X				Yes	$1,200	$1,200	N/A	1	July-2034
88	Water Street Improvements - Sidewalk Reconstruction	Curb ramp retrofits (4) at crosswalks.	No	Water St. between Union St. and Stop & Shop parking lot	275,083 800,980	275,087 800,932	CS Needs Assessment	P2		X						N/A	$8,400	$8,400	N/A	3	July-2018
89	Franklin Street Sidewalks - Sidewalk Construction	Construction of sidewalks between Woodlawn and Greenwood Ave on easterly side of Franklin Street. Includes ADA curb ramp installation (2).	No	Franklin St. between Woodlawn and Greenwood Ave	274,718 801,282	274,712 801,428	CS Needs Assessment	P2, P5	X	X	X					N/A	$110,500	$110,500	N/A	2	July-2035
90	Franklin Street Sidewalks - Sidewalk Construction	Construction of sidewalks between Greenwood Ave and Tashmoo Ave on easterly side of Franklin Street. Includes ADA curb ramp installation (2).	No	Franklin Street between Greenwood Ave and Tashmoo Ave	274,712 801,428	274,714 801,650	CS Needs Assessment	P2, P5	X	X	X					N/A	$160,500	$160,500	N/A	2	July-2036
91	Tashmoo Overlook - Sidewalk Construction	Extension of sidewalk from terminus point at Tashmoo Insurance Agency to Tashmoo Overlook pull-off. Approximately 780' in length with ADA curb ramp construction (11).	No	State Road from Village Ct. to Tashmoo Overlook	273,605 799,785	273,433 799,830	CS Needs Assessment	P2, P5	X	X	X					N/A	$190,400	$190,400	N/A	2	July-2035

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
92	Main Street (Downtown) - Wayfinding	Wayfinding signage directing visitors to points of interest outside of Downtown (Up Island, beaches, etc.)	No	Main St. from State Road to Owen Park Way	274,925 800,768	274,915 801,181	CS Needs Assessment	P4			X					N/A	$1,200	$1,200	N/A	4	July-2034
93	West Chop Bicycle Accomodations - Bicycle Facility	Phase 1 - Installation of bicycle lane (or sharrows) from Dagget Ave to Holly Tree Lane - 2300'	No	Main St. from Dagget Ave to Holly Tree Lane	274,712 801,836	274,704 802,430	CS Needs Assessment	B2	X			X				N/A	$148,000	$148,000	N/A	4	July-2036
94	West Chop Bicycle Accomodations - Bicycle Facility	Phase 2 - Installation of bicycle lane (or sharrows) from Holly Tree Lane to West Chop overlook (Iroquis Ave) - 5900'.	No	Main St. from Holly Tree Lane to Iroquois Ave	274,704 802,430	274,858 803,763	CS Needs Assessment	B2	X			X				N/A	$370,000	$370,000	N/A	7	July-2037
95	West Chop Bicycle Accomodations - Bicycle Facility	Phase 3 - Installation of bicycle lane (or sharrows) from West Chop overlook (Iroquis Ave) to Dagget Ave - 7000'.	No	Iroquois Ave from Main Street to Dagget Ave	274,858 803,763	274,712 801,836	CS Needs Assessment	B2	X			X				N/A	$431,500	$400,000	$31,500	9	July-2038
96	West Chop Bicycle Accomodations - Bicycle Facility	Phase 4 - Installation of bicycle lane (or sharrows) from Dagget Ave to Spring Street - 3200'.	No	Franklin St. from Dagget Ave to Spring St.	274,712 801,836	274,716 800,818	CS Needs Assessment	B2	X			X				N/A	$197,300	$197,300	N/A	5	July-2039
97	Holmes Hole Road - Old Tisbury Road - Wayfinding	Wayfinding signage (5) approximately every 1/4 mile and/or at any turning points to access Stoney Hill Rd.	No	1.25 miles from Holmes Hole Rd. to Old Tisbury Rd.	273,796 799,607	272,980 797,478	CS Needs Assessment	B7, P7			X	X				Yes	$1,900	$1,900	N/A	1	July-2036
98	Union Street Improvements - Sidewalk Construction	Phase 2 - Reconstruction of curb ramps (3) on southerly side of Union Street for ADA compliance	No	Full length of Union St.	274,964 800,967	275,085 800,984	CS Needs Assessment	P2		X						N/A	$6,300	$6,300	N/A	1	July-2036
99	Union Street Improvements - Sidewalk Construction	Phase 1 - Reconstruction of curb ramps (6) on northerly side of Union Street for ADA compliance	No	Full length of Union St.	274,964 800,967	275,085 800,984	CS Needs Assessment	P2		X						N/A	$12,600	$12,600	N/A	1	July-2035
100	Lambert's Cove Road - Bicycle Facility	Striping of bicycle sharrows from State/ Lambert's Cove intersection to town boundary line at Gay Head Ave.	No	Lambert's Cove Road from State Road to Gay Head Ave	272,986 799,646	271,069 800,722	CS Needs Assessment	B8	X			X				Yes	$17,100	$17,100	N/A	1	July-2035
101	Main Street (Downtown) - Sidewalk Reconstruction	ADA retrofitting of all existing curb ramps (20)	No	Main St. from State Road to Owen Park Way	274,940 800,767	274,918 801,180	CS Needs Assessment	P2		X						N/A	$42,000	$42,000	N/A	4	July-2035
102	Center Street - Pedestrian Improvements - Phase 1	Reconstruction of existing sidewalk (northern side) along Center Street including curb-ramps (8)	No	Center St. from Pine St. to Franklin St.	274,480 800,912	274,715 800,911	CS Needs Assessment	P2, P5		X	X					N/A	$361,200	$361,200	N/A	4	July-2039
103	Center Street - Pedestrian Improvements - Phase 2	Reconstruction of existing sidewalk (southern side) along Center Street including curb-ramps (8)	No	Center St. from Pine St. to Franklin St.	274,480 800,912	274,715 800,911	CS Needs Assessment	P2, P5		X	X					N/A	$361,800	$361,800	N/A	4	July-2040
104	Center Street - Pedestrian Improvements - Crosswalks	Installation of new, high visibility crosswalks (9)	No	Center St. from Pine St. to Franklin St.	274,480 800,912	274,715 800,911	CS Needs Assessment	P2, P5, P9	X		X					N/A	$29,900	$29,900	N/A	1	July-2039

Table 1. ***MassDOT Prioritization Plan Continued...***

MassDOT Complete Streets Funding Program Project Prioritization Plan (Revised 3/31/16)

Municipality Tisbury **Date** 3/31/2017
MassDOT District 5 **Name/Title**

Project Details			EJ	Complete Streets Location					Complete Streets Needs								Complete Streets Funding Request			Construction Schedule	
Rank	**Project Name**	**Project Description**	**Environmental Justice Population**	**Project Limits**	**Project Start Location: X,Y Coordinates** (MA State Plane meter)	**Project End Location: X,Y Coordinates** (MA State Plane meter)	**Complete Streets Project Origin** (planning documentation or supporting analysis)	Complete Streets Project Type (refer to the Eligible Projects Worksheet)	Safety	ADA Accessibility	Pedestrian Mobility	Bicycle Mobility	Transit Operations and Access	Vehicular Operations	Freight Operations	**Will this project be in Coordination with other Communities?** (list, if applicable)	**Total Estimated Project Cost**	**Complete Streets Funding Requested**	**Other Funding Source(s) and Amount** (if applicable)	**Anticipated Construction Duration** (number of months)	**Desired Construction Start Date** (month/year)
105	Spring Street - Sidewalk Reconstruction	Reconstruciton of existing sidewalk including installation of curb-ramps (2) and crosswalk (1)	No	Spring St. from Pine St. to Look St.	274,479 800,777	274,581 800,804	CS Needs Assessment	P2, P5, P9	X	X	X					N/A	$79,000	$79,000	N/A	1	July-2039
106	Cromwell Lane Improvements - Phase 2 - Wayfinding	Provide wayfinding signage (2) for pedestrians and bicycles to highlight connection towards Veteran's Memorial Park and points south.	No	Cromwell Lane from Manexit Road to Beach Road.	275,010 800,879	275,021 800,793	CS Needs Assessment	B7, P4			X	X				N/A	$900	$900	N/A	2	July-2036
107	Cromwell Lane Improvements - Phase 1 - Crosswalks	Installation of high visibility crosswalk from Cromwell Lane to Manexit Road	No	Manexit Road at Cromwell Lane	275,014 800,879	275,014 800,879	CS Needs Assessment	P9	X		X					N/A	$3,200	$3,200	N/A	1	July-2036
108	West Chop Sidewalk Upgrades - Sidewalk Construction	Phase 1 - Construction of sidewalk beginning at existing sidewalk terminus (Quinsigamond Ave) to West Chop overlook (Iroquois Ave)	No	Quinsigamond Ave to Iroquois Ave on Main St. Approximately 3400'	275,339 803,372	274,858 803,763	CS Needs Assessment	P5	X		X					N/A	$738,800	$400,000	$338,800	4	July-2041
109	West Chop Sidewalk Upgrades - Sidewalk Construction	Phase 2 - Construction of sidewalk from West Chop overlook (Iroquis Ave) to Bernard Cricle (Frankilin Street).	No	Franklin St. from Iroquis Ave to Bernard Circle	274,858 803,763	274,704 802,224	CS Needs Assessment	P5	X		X					N/A	$1,141,600	$400,000	$741,600	5	July-2042
110	West Chop Sidewalk Upgrades - Sidewalk Construction	Phase 3 - Construction of sidewalk from Bernard Circle (Franklin Street) to existing sidewalk terminus at Fairfield Ave.	No	Franklin St. from Bernard Circle to Fairfield Ave.	274,704 802,224	274,709 801,934	CS Needs Assessment	P5	X		X					N/A	$281,200	$281,200	N/A	3	July-2043
111	West Spring Street - Sidewalk Reconstruction	Reconstruction of existing sidewalk including curb-ramps (5)	No	W.Spring St. from Pine Tree Rd. to Heathhen Ln.	274,232 800,630	273,575 800,503	CS Needs Assessment	P2, P5		X	X					N/A	$234,800	$234,800	N/A	3	July-2044
112	West Spring Street - High Visibility Crossings	Installation of high visibility crosswalks (2) at existing crosswalk locations	No	W. Spring St. at Springhill Road and Pine Tree Rd. towards Tisbury School	273,930 800,544	274,232 800,630	CS Needs Assessment	P9	X		X					N/A	$6,300	$6,300	N/A	1	July-2037
113	Lake Street - Landscape Maintenance for Pedestrian Access	Maintain exisiting sidewalk width by clearing overgrowth of landscape	No	Lake St. from Pine St. to Power Ln.	274,478 801,026	273,693 801,016	CS Needs Assessment	P1			X					N/A	$10,800	$10,800	N/A	1	July-2037
114	Tashmoo Overlook - Wayfinding	Signage (2) directing pedestrians to Tashmoo Overlook attraction	No	State Rd. from Village Ct. to Tashmoo Overlook	273,605 799,785	273,433 799,830	CS Needs Assessment	P4			X					N/A	$900	$900	N/A	2	July-2037
115	Union Street Improvements - Wayfinding	Wayfinding signage (1) directing pedestrians and cyclist to Manexit/Cromwell Lane	No	Union St at Manexit Road	275,009 800,974	275,009 800,974	CS Needs Assessment	B7, P4			X	X				N/A	$650	$650	N/A	1	July-2037
116	Water Street Improvements - Crosswalks	Restriping of crosswalks (2) with high visibility paint and crosswalk signage	No	Water St. between Union St. and Stop & Shop parking lot	275,083 800,980	275,087 800,932	CS Needs Assessment	S7, P9	X		X					N/A	$7,600	$7,600	N/A	3	July-2037
117	West Chop Transit Enhancements - Bus Shelters	Upgrade existing bus stops (6) to accommodate designated bus pull-off area and construction of bus shelters.	No	Main St. from Holly Tree Lane to Iroquois Ave and points south along Franklin St.	274,704 802,430	274,858 803,763	CS Needs Assessment	T3, T5	X				X			N/A	$132,700	$132,700	N/A	3	July-2044

Table 2. ***Complete Streets Eligible Project Worksheet***

If a project or element does not appear in this list it may still be eligible for funding. The applicant should provide justification for the decision based upon the classification of comparable projects.

S - Traffic & Safety	**B - Bicycle Facilities**	**P - Pedestrian Facilities**	**T - Transit Facilities**
S1. Pavement markings or signage that provides a new separate accommodation for bicycle, pedestrian or transit modes	**B1**. Improvement of shared use paths (non-safety related)	**P1**. Sidewalk repairs (tree roots, uplifted panels, etc.)	**T1**. Improving transit connections for pedestrians, including: ramps, providing and/or moving crosswalks, signing
S2. Removal of protruding objects (pedestrian path of travel, bicycle, vehicular or transit facility)	**B2**. Designated bicycle lanes	**P2**. Providing ADA/AAB compliant curb ramps	**T2**. Improving transit connections for bicyclists, including: providing secure bicycle parking, signing
S3. Pedestrian signal & timing (minor updates)	**B3**. Bicycle parking fixtures and/or shelters at transit and other locations	**P3**. Detectable warning surfaces	**T3**. Transit shelter
S4. Changing pedestrian signal timing (i.e., lead pedestrian interval)	**B4**. On-street bicycle parking	**P4**. Pedestrian wayfinding signs	**T4**. Transit signal prioritization
S5. Radar speed feedback ("Your Speed") signs	**B5**. Provide bicycle-safe drain grates and other hardware	**P5**. Providing new sidewalks	**T5**. Bus pull-out areas
S6. Reducing corner radii to lower vehicle speeds and/or decrease pedestrian crossing distances	**B6**. Bicycle boulevards	**P6**. Providing pedestrian buffer zones	**T6**. Railroad grade crossings improvements (signs, flange way fill, etc.)
S7. Additional regulatory signing (for existing regulations)	**B7**. Bicycle wayfinding signs	**P7**. Pedestrian Refuge Islands	**T7**. Transit contra-flow lanes
S8. Speed humps/speed tables	**B8**. Shared lane markings (sharrows)	**P8**. Curb extensions at pedestrian crossings	**T8**. Park-n-ride facilities
S9. Street lighting	**B9**. Bike route signs	**P9**. Crosswalks	**T9**. Transit-only lanes
S10. Road diets	**B10**. New shared use paths	**P10**. Widening existing sidewalks	**TO**. Tansit Facilities - Other
S11. Speed attenuation devices	**B11**. Designated Separated Bicycle Lane	**P11**. Accessible pedestrian signals	
S12. Roadway resurfacing or micro surfacing if restriping for new bicycle lanes	**B12**. Elimination of hazardous conditions on shared use paths	**P12**. New or improved crossing treatments at intersections, midblock, etc. including RRFB's and HAWK signals	
S13. Intersection reconstruction – reducing complexity and crossing distance	**B13**. Intersection treatments (bicycle signals, bicycle detection, bike lane extensions, turn boxes)	**P13**. New pedestrian accommodations at existing traffic signals	
S14. New curbing or edging on uncurbed streets.	**BO**. Bicycle Facilities - Other	**P14**. Interim public plazas	
S15. Addition of or widening of shoulders		**P15**. Traffic re-routing to create pedestrian zones	
S16. Intersection signalization (major updates/upgrades & new Installation)		**P16**. Providing medians with ADA/AAB-compliant design	
S17. Traffic calming measures		**PO**. Pedestrian Facilities - Other	
S18. Roundabouts			
SO. Traffic & Safety - Other			

Source: Accommodating Bicycle and Pedestrian Travel: A Recommended Approach; United States Department of Transportation Federal Highway Administration, May 7, 2012.

Table 3. Complete Streets Needs Comparison Table: MassDOT vs HSH

MassDOT	Howard Stein Hudson
Environmental Justice Populations	Environmental Justice Factors
	Persons with Disabilities
Safety	Pedestrian and Bicycle Crashes
ADA Accessibility	ADA Accessibility
Pedestrian Mobility	Latent Pedestrian Demand
	Pedestrian Level of Comfort
	Proposed Change in Pedestrian Level of Comfort
Bicycle Mobility	Latent Bicycle Demand
	Bicycle Level of Comfort
	Proposed Change in Bicycle Level of Comfort

The prioritization criteria outlined by MassDOT are expanded upon by Howard Stein Hudson to provide a more nuanced analysis of proposed projects. Table 3 outlines the criteria assessed by Howard Stein Hudson as compared to MassDOT.

Project Descriptions

The following describes the major project types that are included in the Prioritization Plan, including details on specific projects that are scheduled for the first year of the plan.

SIDEWALK/ADA CURB RAMP CONSTRUCTION

Sidewalk construction projects are proposed throughout the Town most notably in sections of pedestrian networks where sidewalks are absent creating gaps. Constructing safe and accessible sidewalk facilities will increase pedestrian safety town wide while increasing routing options to points of interest. ADA compliant curb ramps and high visibility crosswalks are also important elements of an accessible and continuous pedestrian network.

CAMP STREET

Camp Street is a narrow, short street (less than 300 feet) that connects State Road and William Street, with access to the Martha's Vineyard Savings Bank. Currently, Camp Street does not have sidewalks; this project proposes to construct a new sidewalk on the eastern side of the street to enhance pedestrian connectivity in the downtown area. ADA compliant curb ramps and a crosswalk on Camp Street at William Street are included.

CROMWELL LANE IMPROVEMENTS – PHASE 1

Phase 1 of the Cromwell Lane Improvements project runs from Main Street to Cromwell Lane at Manexit Road. An existing sidewalk stretches approximately 15 feet from Main Street on the southern side of Cromwell Lane and quickly terminates, forcing pedestrians to walk in the street. This highly used, narrow street provides one-way automobile access from Main Street to Water Street and two-way access for pedestrians traveling from the SSA Terminal to Main Street. Linking this gap in the context of the larger pedestrian network will allow pedestrians a safe and accessible route to the SSA Terminal with ADA compliant curb ramps. This project will also help connect future anticipated projects along Manexit Road and Cromwell Lane towards points outside of the downtown Vineyard Haven area.

VINEYARD TRANSIT AUTHORITY (VTA) TERMINAL UPGRADES

The Vineyard Transit Authority (VTA) Terminal is located adjacent to the Steamship Authority Terminal and is the most frequently used VTA stop in Tisbury. This transit hub serves five bus routes within the Town but may be difficult to access by persons with disabilities getting off the ferry. Providing a new sidewalk connection from the SSA

A missing link of sidewalk between the SSA Terminal and the VTA Bus Terminal

Terminal to the boarding area of the VTA hub is a short and essential link in providing a safe and accessible connection for residents and visitors to access this island wide transit system.

STEAMSHIP AUTHORITY (SSA) TERMINAL PEDESTRIAN ACCOMODATIONS

The SSA Terminal pedestrian accommodations compliment and parallel the effort made by the VTA Terminal Upgrades with the goal of providing better and more accessible connections through this transit hub from the SSA Terminal to the VTA Terminal. Currently, pedestrians disembarking from the ferry are met with a wide expanse of pavement and little guidance as to where they should walk. The main taxi stand is located on the east side of Water Street at Union Street, perpendicular to the existing sidewalk along the north side of the SSA Terminal, contributing to a visual barrier between the Terminal and downtown. Widening the existing sidewalk on the north side of the SSA Terminal by 5 to 8 feet in the northern direction and adding trees to line the walk would provide a clear and inviting path through the Terminal lot and guide pedestrians to the intersection of Union Street and Water Street, where the VTA Terminal is located and where the path up to Main Street and downtown Vineyard Haven is easily visible. Shifting the location of the taxi stand would improve sightlines to Union Street and the visibility of pedestrians crossing Water Street.

UNION STREET IMPROVEMENTS- SIDEWALK CONSTRUCTION- PHASE 1 AND 2

Union Street is a one way street that serves as a main connection from the SSA Terminal, where residents and tourists alike enter Town, up to Main Street. This project would consist of reconstructing curb ramps on both sides of Union Street for ADA compliance. This is one of the first routes that many people will take upon reaching the Island on their way up to the Vineyard Haven downtown area.

WATER STREET IMPROVEMENTS- CROSSWALKS

The sidewalks of Water Street are often the first sections of sidewalk reached by pedestrians disembarking the SSA Ferry. This project proposes restriping the existing crosswalks on Water Street at Union Street and Water Street at the Stop & Shop parking lot with high visibility paint and pedestrian crossing signage to ensure that motorists, especially those who are unfamiliar with the Vineyard Haven, are aware of the pedestrian crossings. ADA accessible ramps will be constructed as part of the Water Street Improvements- Sidewalk Reconstruction project, discussed below.

SIDEWALK RECONSTRUCTION

Many of the existing sidewalks in Tisbury are in poor condition and often obstructed by telephone poles and other constraints. Additionally, most of the existing sidewalk network in Tisbury does not comply with ADA standards, most notably due to the absence of curb ramps. Reconstructing the

Town's existing sidewalk network to provide better access for everyone is a priority of the Town and one that aligns with the Town's adopted Complete Streets Policy.

WATER STREET IMPROVEMENTS

The sidewalks of Water Street are often the first sections of sidewalk reached by pedestrians disembarking the SSA Ferry. This project proposes upgrading the existing curb ramp facilities (4) from Union Street to the parking lot entry point of Stop & Shop. Providing ADA accessible ramps will increase accessibility for those heading towards the shopping district of Main Street and additional points around Tisbury.

Priority bike lanes on Causeway will help designated bicycle space and providing wayfinding routing

LAKE STREET- LANDSCAPE MAINTENANCE FOR PEDESTRIAN ACCESS

Lake Street is an east-west residential connector street that goes from Drew Cove to William Street. Sidewalks currently exist on the northern side of Lake Street from Power Lane to Pine Street but are obstructed by overgrown vegetation. This project proposes sidewalk maintenance that would clear overgrowth and ensure that the sidewalk is accessible.

TRANSIT IMPROVEMENTS

VINEYARD TRANSIT AUTHORITY (VTA) TERMINAL UPGRADES- BUS SHELTERS

The Vineyard Transit Authority (VTA) Terminal is located adjacent to the Steamship Authority Terminal and is the most frequently used VTA stop in Tisbury. This transit hub serves 5 bus routes within the town but is often difficult to access by persons with disabilities getting off the ferry. This project would upgrade the existing bus shelters to UV protected bus shelters that prevent the "greenhouse" heat effect during the summer months for VTA users. The VTA Terminal is used by residents and tourists alike who disembark from the ferry to access points throughout the Town.

BICYCLE FACILITIES

Tisbury's dedicated bicycle facilities are limited to a short segment of bicycle lanes on Skiff Avenue between Causeway Road and the Edgartown-Vineyard Haven Road. Increasing the amount of dedicated bicycle facilities where appropriate is a step in achieved a town wide, low-stress bicycle network.

UNION STREET IMPROVEMENTS- BICYCLE FACILITY

Union Street is a one way street that serves as a main connection from the SSA Terminal, where residents and tourists alike enter Town, up to Main Street. This project would provide sharrows in the westbound direction toward Main Street, alerting motorists to the presence of cyclists accessing the Vineyard Haven downtown area.

SHARED USE PATHS

The existing shared-use path network on Martha's Vineyard is often regarded as being one of the best off-street bicycle networks in the State. Shared-use paths are great facilities in providing safe, high comfortable connections for pedestrians and bicyclists along highly traveled corridors when right-of-way is available.

VETERAN'S MEMORIAL PARK ACCESS IMPROVEMENTS

The existing path between Beach Street and Veteran's Memorial Park has a constrained right-of-way due to the existence of a retaining wall on its western edge. This link is also adjacent to the Cromwell Lane corridor providing a direct link from Union Street all the way to Veteran's Memorial Park. The Veteran's Memorial Park Access Improvement Project proposes to demolish the existing retaining wall, bumping it back by approximately 2 – 4 feet to provide an access, shared-use path connection for all modes to reach Veteran's Memorial Park and points south.

ROAD DIET

WATER STREET IMPROVEMENTS

Water Street is a heavily used street in the downtown area and provides access to the SSA and VTA Terminals. This project would implement a lane diet on Water Street by removing the western most travel lane in the southbound direction between Union Street and the SSA Terminal exit. The lane would be replaced with a curb extension at the western side of Water Street, shortening the pedestrian crossing distance to the SSA Terminal and improving pedestrian visibility to motorists.

WAYFINDING

Wayfinding is a useful option to clearly demarcate key destinations for pedestrian and cyclists and guide cyclists to use high comfort routes. Signage can also identify the best routes to Tisbury's shared-use path network along the Edgartown-Vineyard Haven Road. For cyclists, signage can be supplemented with shared road markings (sharrows) to alert motorists of the potential of bicyclists traveling in the roadway. It is important to note that, while wayfinding and shared use markings would help guide cyclists, they do not markedly improve bicyclist comfort and safety on these roadways unless a consistent shoulder or bicycle lane is provided.

VETERANS MEMORIAL PARK ACCESS IMPROVEMENTS - SALT LOT AND POINTS EAST

This project would provide wayfinding to guide cyclists and pedestrians from Beach Street at Cromwell Lane to Salt Lot (Parcel 9-A-23) and points east, allowing them to avoid the Five Corners intersection and instead taking users through the Veterans Memorial Park.

VETERANS MEMORIAL PARK ACCESS IMPROVEMENTS- VETERANS MEMORIAL PARK AND POINTS SOUTH/WEST

This project would provide wayfinding to guide cyclists and pedestrians from Beach Street at Cromwell Lane to the Veterans Memorial Park as well as to points south/west (Up Island). Vineyard Haven sees many tourists who would benefit from direction to the safest routes through Town.

STEAMSHIP AUTHORITY (SSA) TERMINAL- UNION STREET AT WATER STREET

As a person visiting Tisbury for a day or a week, learning about the Town's amenities and points of interest can be communicated by the existing informational kiosk located adjacent to the SSA Terminal. The SSA Terminal Wayfinding Project takes advantage of the proposed sidewalk width increase associated with the SSA Terminal Pedestrian Accommodation Project. The SSA Terminal Wayfinding Project proposes to relocate the existing information kiosk located at the northwest corner of the Union and Water Street intersection to the southeast corner of the intersection to allow for more direct access to SSA passengers.

STEAMSHIP AUTHORITY (SSA) TERMINAL- SSA TO UNION STREET

The SSA Terminal Wayfinding Project takes advantage of the proposed sidewalk width increase associated with the SSA Terminal Pedestrian Accommodation Project on the north side of the SSA Terminal. The SSA Terminal Wayfinding Project proposes to install wayfinding signage directing passengers to the downtown area via the sidewalk on the northern side of the Terminal to Union Street. This project will be implemented in conjunction with the relocation of the existing information kiosk to the southeast corner of the Union Street and Water Street intersection, which will be more convenient and easier to navigate for pedestrians. Vineyard Haven sees many tourists who would benefit from direction to the safest and most direct routes to the downtown area.

CAUSEWAY BICYCLE ACCOMMODATIONS

Causeway Road is a low-traffic and low-speed route for those heading from State Road to points south or those accessing Veterans Memorial Park or the Martha's Vineyard Museum via Skiff Avenue. This project proposes wayfinding to help cyclists and pedestrians take advantage of this route. A future bicycle accommodation project on Causeway Road may explore the opportunity for priority bicycle lanes, which would work in conjunction with the wayfinding proposed in this project. Priority bicycle lanes are commonly proposed when a low-traffic street is too narrow to install designated bicycle lanes but still requires a form of bicycle accommodation.

HOLMES HOLE ROAD- OLD TISBURY ROAD

Holmes Hole Road and Old Tisbury Road form a low-speed and low-traffic alternate route to State Road. This project proposes wayfinding signage every quarter mile and at all turning points to help cyclists and pedestrians take advantage of this route and access Stoney Hill Road.

UNION STREET IMPROVEMENTS

Union Street is a one way street that serves as a main connection from the SSA Terminal, where residents and tourists alike enter Town, up to Main Street. It is one of the first routes that many people will take upon reaching the Island on their way up to the Vineyard Haven downtown area. In conjunction with wayfinding in the SSA Terminal area to guide those disembarking from the ferry to Union Street, this project will provide wayfinding signage on Union Street to direct pedestrians and cyclists to Manexit/Cromwell Lane, a limited vehicle access route parallel to Main Street primarily used by pedestrians that those unfamiliar with the area might miss.

CD - Table of Contents

1) Tisbury Complete Streets Prioritization Plan Report (pdf)
2) Tisbury Complete Streets Prioritization Plan Tier 2 Document (pdf)
3) Prioritization GIS Data and Dictionaries
   a) Level of Comfort CSP Data Dictionary (excel)
   b) Low Stress Bicycle Network Connectivity MTI Report (pdf)
   c) Tisbury CSPP Data Package (gdb) and Map Package (mkp):
      - Bicycle Crashes (2012-2014)
      - Pedestrian Crashes (2012-2014)
      - Structures
      - Bicycle Level of Comfort
      - Pedestrian Level of Comfort- Facilities
      - Pedestrian Level of Comfort- Surroundings
      - Bus Stops and Routes
      - Points of Interest
      - Percent Persons with a Disability
      - Environmental Justice
      - Roads
      - Open Space
      - Hydrology

HOWARD STEIN HUDSON

11 Beacon Street, Suite 1010
Boston, Massachusetts 02108
617.482.7080

www.hshassoc.com