

Tisbury Vision Planning Workshop II
 Summery Observations: Bikes & Pedestrian Connections
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This summary is based on the full transcription of the flip charts and worksheets completed at the second workshop. The full transcription is available at the Tisbury Planning Board.

1. Best walking streets

| Street | Times mentioned |
|-------------------------------|-----------------|
| Main St | 24 |
| William St | 17 |
| Franklin St | 9 |
| Spring St. | 6 |
| Lake St. | 4 |
| Herring Creek Rd | 4 |
| Skiff Ave | 3 |
| Weaver lane to Lagoon Pond rd | 3 |
| Lagoon Pond rd | 3 |
| Union St | 2 |
| Power lines, Blue Rock Rd | 2 |
| Paths behind Park n Ride | 2 |

- **The following were mentioned by one individual:**

Norton Lane, Church St., Center St., Water St., Beach Rd beyond Winds Up, Norton Ave, Clough St., State Rd., Holly Tree Lane, Veterans park, Ancient ways, West Spring, around West Chop, Greenwood, Pilot Hill, Weaver Lane to the Rambles trail, Drummers Lane.

- **The following list describes the characteristics of top walkable streets:**

Safe, good sidewalks, scenic, nice neighborhoods, quiet, connects into town, well maintained and friendly diverse people.

- The top walkable streets had a common thread in that they all feed into the town center, and connect the town’s different distinct neighborhoods.
- Some Improvements were mentioned to help make them more walkable:
 - o Wider, better maintained sidewalks
 - o slower car traffic

2. Typical conditions and streets that make walking difficult

| Street or condition | Times mentioned |
|---|-----------------|
| Lack of adequate sidewalks | 26 |
| Beach Rd | 6 |
| State Rd | 4 |
| Winter maintenance | 4 |
| West Spring St | 4 |
| Traffic | 3 |
| More off road paths | 3 |
| Main St, from bank to library | 3 |
| Lack of lighting | 3 |
| Water St | 3 |
| 5 corners | 2 |
| Too many powerline poles | 2 |
| Speeding cars that don't yield to pedestrians | 2 |
| Lagoon Pond Road, by museum | 2 |
| width of Main St, diagonal parking | 2 |

- The following received one mention:
 Stop & Shop scale, Edgartown State Rd intersection, blocked ways, Tisbury Market Place, Herring Creek Rd, West of overlook to Lamberts Cove Rd, State Rd, Beach St, Area in front of hospital
- The following list describes the conditions:

Missing or lack of well maintained sidewalks. missing crosswalks, overgrown vegetation on sidewalks, sand on sidewalks, utility poles block sidewalks, and lack of off road connections

- **Ways in which we may address these concerns:**
 - Comprehensive review of the town’s sidewalk network.
 - Note gaps and problems in the existing network.
 - Note areas where new sidewalks may be placed.
 - Note areas where better maintenance practices need to be implemented.

3. Possible off road paths, non vehicular ways around Town

| Place | Times mentioned |
|--|-----------------|
| Pedestrian paths in town | 7 |
| Triangle between State Rd. & Edg/VH Rd. | 5 |
| Ramble trail & dirt roads along Lagoon Pond. | 4 |
| veterans park | 4 |
| Powerlines | 3 |
| Town cemetery, near Pine St. | 3 |
| small lanes to Franklin St | 3 |
| Walk the shore along harbor | 3 |
| Lagoon Pond Rd. to Beach Rd. by Thrift Store | 2 |
| Herring Creek Rd to beach | 2 |
| Cat Hollow past old graveyard, cemeteries | 2 |

- **The following were mentioned by one individual:**
 Head of the Lagoon, walking up Spring St. to avoid State Rd, from SSA by bank Alley, Tashmoo Waterworks, Eastville, dirt roads around Mink Meadows

- **The following describes possible reasons:**
 - The top two off road mentions support access to business centers.

- o The off road connections provide quiet ways to connect neighborhoods
- o they allow for exercise while doing errands in the business areas
- o Offer different perspectives of the town than travel along roadways

1. Essential conditions for safe biking in town

| Condition | Times mentioned |
|---------------------------------|-----------------|
| Separate cars and bikes | 22 |
| Better signs, and awareness | 11 |
| Condition of roads and paths | 5 |
| Better crossing at Edgartown Rd | 2 |

- **The following were mentioned by one individual:**

No bikes on State Rd, Doing errands by bike, biking on Main St, West Spring St, missing sidewalk or bike path, recreational vs power biking, forced off roads for safety, State Rd is too steep, walk bikes around town, bike shuttle out of town.

2. Challenges to biking in town

| Place or Condition | Times mentioned |
|---|-----------------|
| Lack of bike paths | 8 |
| Room on road for bikes, too narrow | 6 |
| Traffic | 4 |
| State Rd | 3 |
| Beach Rd | 3 |
| Beach Rd to State Rd | 2 |
| Clean up sand | 2 |
| Inconsiderate drivers | 2 |
| Main St enforcement of one way movement | 2 |

| | |
|-------------------------------------|---|
| 5 corners | 2 |
| getting into town from Edgartown Rd | 2 |

- **The following were mentioned by one individual:**

North side of Capawok off Main St., Lack of connections from Edgartown Rd to Tashmoo, safer bike routes, SSA to OB bike lane, better ways through congestion

3. Best opportunities for safe biking

| Place or Condition | Times mentioned |
|---|-----------------|
| Connect dedicated bike paths | 4 |
| Sidewalks and bike path for Upper State Road | 4 |
| Connection from Edgartown Rd to Beach Rd | 3 |
| Water St bike lane | 3 |
| Beach Rd bike lane | 3 |
| Parallel parking on Main St to create bike lane | 2 |

- **The following were mentioned by one individual:**

Norton St, Union St, lighting on Edgartown Rd, more considerate drivers, stop sign at William St & Spring St, bike shuttle out of town, better maps and directions, connector road as a bike path, remove bikes from congested areas, West Spring Street to avoid upper State Rd., bike paths along power lines.

These connections were identified:

- Cromwell Lane to Veterans Park
- Tisbury Marketplace to Lagoon Pond Rd
- Spring St and upper State Road business district
- Weaver lane to Beach Rd.
- Tashmoo to West Spring cemetery
- Greenwood Ave to Main St

- **Ways in which we may address these concerns:**
 - Comprehensive review of the towns biking network.
 - Implement new bike path connections
 - Create better biking maps for locals and tourists
 - Encourage more use of bikes for errands by providing safe alternatives to the automobile around town

CONCLUSIONS:

Both walking and biking in town offers ample opportunities to provide a much more interconnected town, as well as de emphasizing the use of the car to move around, conduct business, and do errands. The town is small enough that either biking or walking within town can be efficient and expedient if people are offered a safe and accessible alternative to traveling by car on the crowded roads.