



# Town of Orleans

---

19 School Road Orleans Massachusetts 02653-3699

Telephone (508) 240-3700 – Fax (508) 240-3388

George Meservey

Director of Planning &  
Community Development

To: John Kelly, Town Administrator  
From: George Meservey, Planning Director  
Subject: Beach Road sidewalk study – progress report  
Date: February 1, 2011

The 2010 Annual Town Meeting appropriated \$6,000 to investigate the feasibility of constructing a sidewalk along the length of Beach Road. Length of project is approximately 8,000 feet. The approach to the study has been to utilize the Town GIS as the primary data source and work through issues with the Traffic Advisory Committee. A representative of the Bike and Walkways Committee has been in attendance at the meetings.

Transportation safety standards require a sidewalk to be a minimum of 5 feet in width. A 4-foot buffer to the street is required, otherwise there must be a hard curb installed at the street edge. A bike path would require a minimum 10-foot width.

Beach Road is a public road that has not been formally laid out. Abutting property owners own ostensibly to the middle of the road, with the public having a right of passage within the existing paved surface. Beach road exists today as a 26' paved surface located in an undefined 50' right of way. In order to construct a sidewalk or widen the street, the Town would need to acquire the 50' right of way rights through in-fee acquisition or easement.

Spatial analysis was performed to evaluate the impacts on private property of installing (1) a sidewalk meeting minimum standards (5 feet), (2) a sidewalk with a 4-foot grass buffer (9 feet), and (3) a bikepath with a grass buffer (15 feet). Results of the analysis are shown on the attached sheet.

After review and discussion, the Traffic Advisory Committee voted unanimously to further pursue the 9 foot option where possible, with a minimum width sidewalk in areas that are restricted. This would allow for a Cape Cod berm to be installed along most of the project length, which would be more cost effective than hard curb, and also provide a sense of safety for pedestrians. There are several locations where the 50' right of way is not sufficiently wide to accommodate the project without further encroachment on private property. Indeed, the project needs to be mindful of private improvements and amenities such as hedges, stonewalls, driveway aprons, mailboxes, and other similar features already installed and in existence in the 50' way. Accordingly, in these locations the project could

be narrowed in order to avoid conflicts to the extent practical. These locations could have a 5-foot sidewalk adjacent to the street with granite or concrete curbing.

As an alternative to narrowing the sidewalk, it may be possible to shift the road over within the 50' right of way in order to create sufficient space for the buffered sidewalk. This would involve substantial reconstruction, alteration of road geometry and curve radii of portions of the road where the pavement is too close to the edge of the right of way. Allowing a design engineer the option to make changes to the road geometry may further limit impacts on abutters as well. It was the consensus of the Traffic Advisory Committee that this should be explored but no official position was adopted.

The next step of the study will be to obtain cost estimates. Completing the project will require the allocation of funds for survey, design, and construction. Cost for a surveyed plan to layout out the road is known from the Town Meeting article to be \$71,000. We will use the Town Meeting funding (\$6,000) to have a transportation engineer provide an estimate of design and construction costs for the facility types discussed.

When cost estimates for the project are available, a public meeting will be held to solicit comments from abutting property owners and residents. Prior to preparing for the public meeting we will meet with the Bike and Walkways Committee to get their formal comments and endorsement of the concept that moves forward to the public meeting. The 125 affected property owners will be mailed a copy of the meeting notice. Following the public meeting, a report with recommendations will be forwarded to the Board of Selectmen.

## **Beach Road Coast to Coast Sidewalk**

### **Project Status**

- Proposed path is on south side of Beach Road, 8000 feet in length
- Utilities locations
  - Water – south side
  - Drainage - both sides
  - Utility poles – north side
  - Gas mains – north side, then south after Nauset Heights Road
- Direct Abutting Properties: 90 Parcels Total, 45 on south side of road
- 6 Parcels have Multiple Owners: Condo Parcels
- There are a Total of 125 Mailing addresses for the above
- Of the 90 Parcels only 10 show NO PLAN
- It is shown that a 15' extension of the edge of pavement will require easements over real property or taking of property that is recorded on a plan

### **Scenario 1: 5 Foot from edge of pavement**

- Impacts 7 Parcels
- All impacted parcels have a PLAN

### **Scenario 2: 9 Foot from edge of pavement**

- Impacts 17 Parcels
- 1 of which has NO PLAN

### **Scenario 3: 15 Foot from Edge of Pavement**

- Impacts 45 Parcels
- 5 of which have NO PLAN

### **ISSUES:**

- Creating setback nonconformities
- Bicycle safety
- Person property impacts
  - Driveway aprons
  - Landscaping
  - Stone walls
  - Mailboxes