

Cape Pogue/Leland Beach Recommendations

1. **Dike Bridge Parking Lot**—Surface level, firm and stable. An Accessible Parking space should be designated and marked. Where it was indicated that the Town of Edgartown is responsible for this parking area, the appropriate officials should be contacted to do this.
2. **Route from Parking Lot to Beach and high water mark (HWM)**
 - a. **Current situation regarding accessibility**—The parking lot which spans 150 to 200 feet is firm, level, and stable. Going toward the beach, the parking lot connects to the Dike Bridge which is about 150 feet in length. The bridge surface too is firm and stable, and its grade appears to be less than 5%. Following the bridge and past the entry booth, the route to the beach remains stable for another 75 to 100 feet. Then is then a relatively short distance of about 75 feet up to the current wooden walkway to the beach. The surface on that 75 foot span is sandy and clearly does not meet firm and stability requirements. The wooden walkway which comes next and is about 225 to 300 feet long. It has several significant deficiencies. It is in despair, has many gaps in it, cross slope issues, and is about 50-75 feet short of the HWM. TOR already has plans to replace it with a mat. During the summer season, TOR maintains a large beach wheelchair at the booth and upon request will transport a person to the beach in the wheelchair or via an ASV.
 - b. **Recommendation**—(1) TOR should assure that planned mat to replace the wooden walkway extends all the way to the HWM and it should be at least 4 feet wide. (2) As to the 50-75 feet soft surface of the entire 700- 800 foot route from the parking lot to the HWM, it is recommended that a firm, stable surface¹ be created. It can and preferably should be of a permeable nature as is the case for most of the route. (Part of this soft area just before the wooden walkway could also be addressed by extending the planned beach mat at that end, but without extending onto the vehicle route.) Beach wheelchairs are helpful and sometimes necessary features. However as specified in the U.S. Guide to ABA Accessibility Standards *“Beach wheelchairs are not a substitute for providing beach access routes. Beach wheelchairs have large, wide wheels that can roll across sand without sinking but do not provide independent access.”*² The same rationale would seem to apply to staff ASV assistance. The purpose of these and other accessibility

¹ For specifications/dimensions for beaches, see attached resource sheet or the USDA’s Forest Service *Accessibility Guidebook for Outdoor Recreation and Trails, 8/2012* <https://www.fs.usda.gov/sites/default/files/Accessibility-Guide-Book.pdf>.

²Section 1018.4 states: <https://www.accessboard.gov/aba/guides/chapter-10-outdoor/>. This principle quoted in the text applies to be people who use wheelchairs and certainly those with physical disabilities who do not e.g. individuals who use walkers, canes or have challenges negotiating sand over long distances.

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laws and standards is to enable individuals to navigate and enjoy the beach and outdoor environment as independently as possible. A beach wheelchair and ASV assistance could and still should be available as a back-up or for those who choose or require it.

3. **Cape Pogue beach, route, and lighthouse area**

- a. Of the several vehicle openings to the beach along the three or so mile route, consider reserving and designating one opening for an individual with a disability. This would for example be for an individual with a disability who could reach the space in his/her ASV, an ASV operated by a friend, family member, support person, etc or through TOR's ASV. An installed beach mat and/or a beach wheelchair could then be used to go from the vehicle to the beach and to the HWM.
- b. At the lighthouse area, (1) designate and mark one parking space as an accessible space, (2) there would not however be a requirement to make the actual lighthouse accessible as the general public is not permitted to enter the light house, and (3) make accessible the already well-maintained trail going east from the parking lot toward the ocean. It is wide enough, the running and cross grades appear to be compliant and it is devoid of roots, rocks, etc. **The surface would have to be made firm.**

4. **Leland Beach (aka East Beach)** –Implement the same accessibility measure described in 3(a) above to one opening along this two-mile strip.

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