

**Traffic Safety Work Group Agenda
Thursday, July 15, 2021 - 10:30 AM
Remote Participation Via Zoom
Nantucket, MA 02554
AMENDED JULY 9, 2021**

Join Zoom Meeting

<https://zoom.us/j/91934591465?pwd=Ym9BODc2WmZ6MUhZUndtaERmMDhuQT09>

Meeting ID: 919 3459 1465
Passcode: 119748

- I. Call to Order**
- II. Public Comment**
- III. Official Business**
 - 1. Request for “Dead End No Turnaround” and “Slow Children” signage on Miller Lane.
 - 2. Request for signage to deter speeding on Upper Main Street/New Lane.
 - 3. Review request to change speed limit on Madaket Road.
 - 4. Review request to change speed limit on Crooked Lane.
 - 5. Discuss changing Candle Street taxi stand to 1-hour parking and/or drop-off/pick-up zone.
 - 6. Review request for 3-way stop at Fairgrounds Road and Old South Road.
 - 7. Review road shoulder parking for Yummy/63 Surfside Road.
 - 8. Review request for additional speed and/or slow signs on Miacomet Road.
 - 9. Review request for yellow no parking line across from 8 F Street.
 - 10. Discussion on Old South Road pavement markings.
 - 11. **Review petition to make Mount Vernon Street one-way heading north.**
- IV. Other Business***
- V. Approval of minutes of April 15, 2021 at 10:30 AM.**
- VI. Adjournment**

***For topics not reasonably anticipated 48 hours in advance of the meeting.**

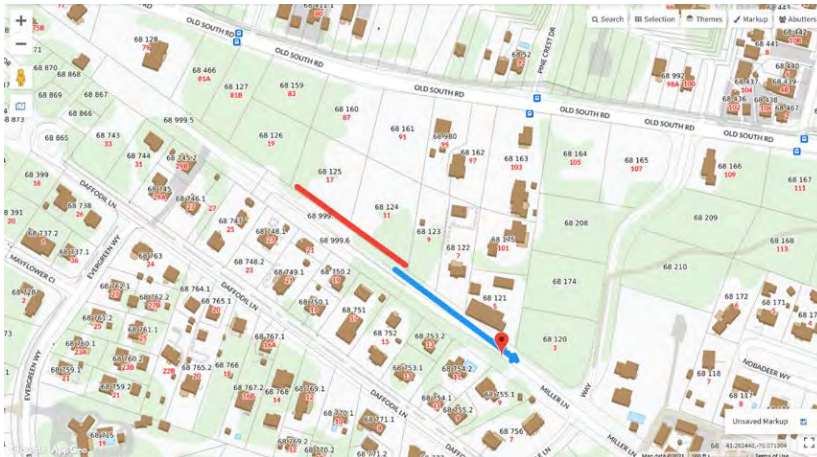
From: [Tommaso Conti](#)
To: [Erika Mooney](#)
Subject: New road sign Miller Lane
Date: Tuesday, April 20, 2021 3:46:22 PM
Attachments: [Screenshot_2021-04-20 Town and County of Nantucket, MA - MapGeo.png](#)

Hi Erica,

I'm hoping to get a new road sign or two put in on Miller lane. "Dead End No Turnaround" and a "Slow Children" on the same post. I live and own 17 Miller lane; Miller lane ends at the beginning of 11 Miller lane. To get to my lot I have an easement going through 11 Miller and my neighbors west of me at 19 Miller (currently a vacant lot) have an easement through my lot to get to theirs. Despite having private property and no trespassing signs on my property, there are many cars which drive down Miller. They then proceed onto the private property easements until they can't drive any further since there are no turnarounds until they are practically in front of my door using my driveway as the turnaround. I'm hoping the signs could be located on the marker I placed in the image below so they have ample warning. Also, in the picture I added the red line which depicts the easements and the blue line which is where Miller lane ends.

Many thanks,

Tom Conti



Doc: PLAN 06/08/2008 08:57 AM

NANTUCKET REGISTRY OF DEEDS

Date: 06.05.2008

Time: 8:57 AM

Plat No: 2008-161

Surveyor: Jennifer

Sheet: 1 OF 1

CURRENT ZONING CLASSIFICATION: Residential Commercial (RC-2)

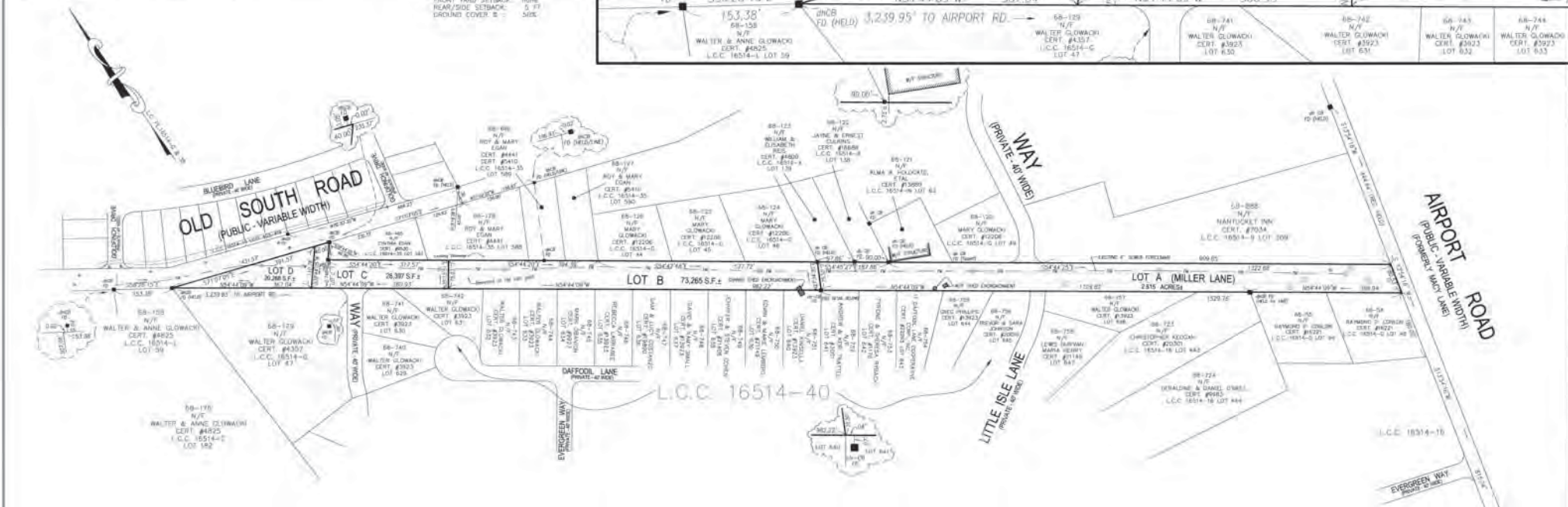
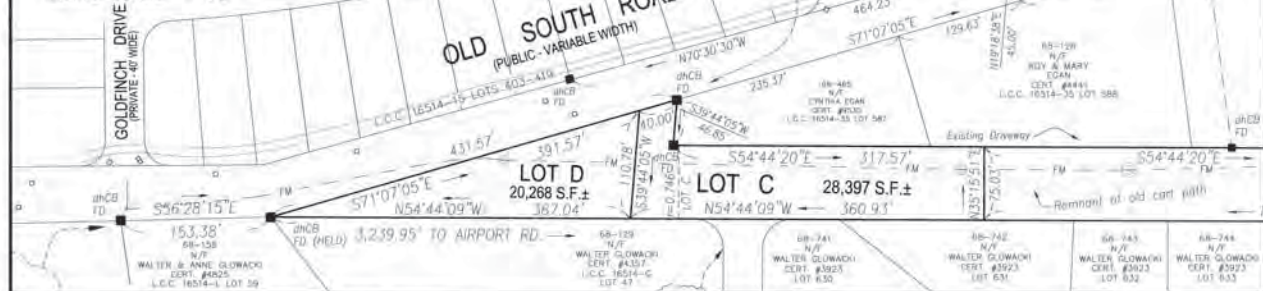
MINIMUM LOT SIZE: 5000 S.F.
MINIMUM FRONTAGE: 40 FT
FRONT YARD SETBACK: 30 FT
REAR/SIDE SETBACK: 5 FT
GROUND COVER: 5%

CURRENT ZONING CLASSIFICATION: Residential P (R-2)

MINIMUM LOT SIZE: 20,000 S.F.
MINIMUM FRONTAGE: 75 FT
FRONT YARD SETBACK: none
REAR/SIDE SETBACK: 5 FT
GROUND COVER: 12.5%

CURRENT ZONING CLASSIFICATION: Residential Commercial (R.C.)

MINIMUM LOT SIZE: 5000 S.F.
MINIMUM FRONTAGE: 40 FT
FRONT YARD SETBACK: none
REAR/SIDE SETBACK: 5 FT
GROUND COVER: 5%



DISPOSITION OF LOTS
LOT A WILL BECOME A ROADWAY PARCEL AND BE KNOWN AS "MILLER LANE".
LOT B IS TO BE RETAINED BY THE TOWN OF NANTUCKET.
LOTS C AND D TO BECOME BUILDABLE LOTS.

UNADJUSTED TRAVERSE DATA

SURVEY PRECISION: 1/100,000
LINEAR ERROR OF CLOSURE: 0.04
DIRECTIONAL ERROR OF CLOSURE: N19°05'02.0"E
INSTRUMENT/ACCURACY: LEICA TC502
3(2 mm + 3 ppm)

NOTES

THERE ARE TWO (2) APPURTENANT EASEMENTS TO USE ALL OR PORTIONS OF LOT B-2 (L.C.P.L. 16514-B) AS ACCESS TO SPECIFIC ADJACENT PARCELS: RECORDED AS L.C. DOC'S 37,956 & 45,218.

Nantucket Planning Board

APPROVAL UNDER M.G.L. CHAPTER 40A, SECTION 11-1

DATE SIGNED: FILE #

Nantucket County Commissioners

LAYOUT OF A PORTION OF LOT B-2 L.C. PLAN 16514-B TO BECOME "MILLER LANE" SHOWN AS LOT B-2 BEING A MAJORITY

DATE SIGNED: FILE #

Nantucket Planning Board

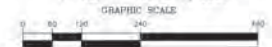
APPROVAL UNDER THE SUBDIVISION CONTROL LAW NOT REQUIRED

DATE SIGNED: FILE #

CORRECTION: SEE MAPS/DEEDS OF THE TOWN OF NANTUCKET CERT. NO. 3279 L.C.P.L. 16514-B LOT B2

LAND COURT DIVISION PLAN of LAND in NANTUCKET, MA.

prepared for
TOWN OF NANTUCKET
1"=120' JUNE 10, 2008



SHEET 1 OF 1 B-6913

BLACKWELL and ASSOCIATES, Inc.
Professional Land Surveyors
20 TEASDALE CIRCLE
NANTUCKET, MASS. 02554
(508) 228-9026
www.blackwellsurvey.com



I HEREBY CERTIFY THAT THIS PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE RULES AND REGULATIONS OF THE REGISTERED OFFICES OF THE COMMONWEALTH OF MASSACHUSETTS.
DATE: 6/10/08
LEO C. ADAMOORIAN, MASS. LIC. # 32930
REGISTERED PROFESSIONAL LAND SURVEYOR

I CERTIFY THAT AS OF THE DATE OF THIS SURVEY, THE BOUNDARIES CONTROLLING FROM PLANS ARE: THE GROUND AS SHOWN AND DESCRIBED HEREON. I FURTHER CERTIFY THAT ANY ADDITIONAL MONUMENTS SHOWN HEREON HAVE BEEN SET IN ACCORDANCE WITH THE LAND COURT INSTRUCTIONS OF 2006 AS OF THE DATE OF THIS SURVEY.

THE PLANNING BOARD DETERMINES THAT:

(b) LOTS A, B, C, & D DO NOT CONTAIN AREAS SUBJECT TO PROTECTION UNDER THE MASSACHUSETTS WETLANDS PROTECTION ACT WHICH ARE REQUIRED TO BE DECEASED FROM LOT AREA UNDER THE NANTUCKET ZONING BY-LAW. BUT STILL MAY BE SUBJECT TO PROTECTION UNDER STATE AND LOCAL WETLAND BY-LAWS. DETERMINATION OF APPLICABILITY MAY BE OBTAINED THROUGH APPLICATION TO THE CONSERVATION COMMISSION.

PLANNING BOARD ENDORSEMENT DOES NOT CONSTITUTE A DETERMINATION OF CONFORMANCE UNDER ZONING.

NO.	DATE	DESCRIPTION	BY

From: [Lisa Rindler](#)
To: [Erika Mooney](#)
Subject: Traffic Safety Issues: Upper Main Street to New Lane
Date: Monday, May 17, 2021 3:09:47 PM

Good Afternoon,

My name is Lisa Rindler and I am an owner and seasonal resident of 5 New Lane. I am writing due to my concern regarding the speed of vehicles traveling on New Lane (traveling both ways, but especially turning the corner from Upper Main Street).

Given the amount of traffic on New Lane, it appears to be frequently used as a cut through, especially by construction vehicles, and I have often observed cars and trucks moving at what appears to be an unsafe speed given the many bicyclists and pedestrians, including children, who walk along the edge of New Lane which does not have sidewalks.

I urge to you to please consider signage on New Lane alerting drivers to the speed limit and that they should proceed slowly as there are children in the area. In addition, I ask that you consider whether sidewalks are possible. They would be a much welcome addition.

Lastly, I have noticed that the block of brick sidewalk on Upper Main Street between Barnabas Lane and New Lane is crumbling and overrun with weeds, making walking difficult and dangerous. We would appreciate it if the situation could be addressed.

Thank you for your time and dedication to maintaining safety on this beautiful island.

Sincerely,
Lisa Rindler
5 New Lane

This email was scanned by Bitdefender

From: [McEvoy, Patrick](#)
To: [Erika Mooney](#)
Cc: [Patrick Mcevoy](#); max@group360.net
Subject: speeding on madaket road
Date: Tuesday, May 25, 2021 12:33:16 PM
Importance: High

Good afternoon,

My name is Patrick McEvoy and along with my wife Tharon Anderson McEvoy and our two children we live at 7 madaket road.

We have owned the house since 2014 and been living here full time for more than a year.

It is no secret that madaket road provides one of the only 'straight aways' for people to accelerate, along with milestone and few others. The traffic, especially from local business (commercial trucks) has become nothing short of insane. What is worse is the speed at which these people drive. As I sit here writing this email I can hear trucks zooming by at 45-50 MPH.

THIS IS GOING TO LEAD TO A FATAL ACCIDENT, IT IS NOT AN IF, IT IS A WHEN.

I have contacted the Police who have sent officers to "patrole" Madaket road, though I have never seen anyone pulled over here – literally not once single time. There is no clear sign as to what the speed limit is, here, but I think its 25mph and should be 15mph approaching the 4 way stop at the top of main/caton cirle. I implore you to put up signs, have police here writing tickets, and consider a device which shows the speed of the vehicle traveling in and out of town to make people more aware of their speed.

I am will to speak to whomever, start a group with my neighbors, fund signage, you name it...literateilly ANYTHING to get people driving slower here.

Sincerely,
Patrick

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From: [Pittman, William](#)
To: [Erika Mooney](#); [Robert McNeil](#); [Ray Sylvia](#)
Subject: Re: Unsafe Speed Limit
Date: Monday, June 28, 2021 10:34:10 AM

Erika,

I don't know what it is posted but going by the speed limit convention established by State Law and Town Policy it should be 25 mph unless posted otherwise. If it is posted otherwise it should be 40 mph which is the speed limit on rural roads not a highway. If it is posted 30 mph then that posting is most likely not supported by an engineering study making it essentially unenforceable.

The correct way to remedy this complaint would be to install a "caution curve ahead" sign with an advisory speed limit appropriate for the curve. Changing the speed limit is not an appropriate solution.

William J. Pittman, MPA

Chief of Police

Nantucket Police Department
4 Fairgrounds Road
Nantucket, MA. 02554
(508) 228-1212
(508) 228-7246



This electronic message and any files attached hereto contain confidential and privileged information from the Nantucket Police Department. This information is intended for the use of individuals or entities to whom it was addressed only. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the contents of this information is strictly prohibited. If you have received this transmission in error, please notify the sender by reply e-mail and destroy all copies of this message.

From: Erika Mooney <EMooney@nantucket-ma.gov>

Date: Monday, June 28, 2021 at 9:42 AM

To: William Pittman <wpittman@police.nantucket-ma.gov>, Robert McNeil <rmcneil@nantucket-ma.gov>, Ray Sylvia <RSylvia@nantucket-ma.gov>

Subject: FW: Unsafe Speed Limit

Anyone know what the current speed limit is on Crooked Ln? Not even sure there is a posting?

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket MA 02554
508-228-7266
508-228-7272 Fax

From: Town Manager
Sent: Monday, June 28, 2021 9:36 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject: FW: Unsafe Speed Limit

Traffic Safety?
Katie

*Town Administration Staff
On behalf of Town Manager
Town of Nantucket
16 Broad Street
Nantucket, MA 02554
508-228-7255*

From: ackstrongs@gmail.com <ackstrongs@gmail.com>
Sent: Monday, June 28, 2021 6:37 AM
To: Town Manager <townmanager@nantucket-ma.gov>
Subject: Unsafe Speed Limit

Whom do I contact regarding the posted speed limit at the sharp curve on Crooked Ln?
Robert Strong
9 Crooked Ln

This email was scanned by Bitdefender

From: [Neil Lerner](#)
To: [Robert Gendron](#)
Cc: [Ricki Mervin](#)
Date: Saturday, June 12, 2021 11:09:24 AM

This has to be fixed.

This email was scanned by Bitdefender



Sent from my iPhone

From: [Nat Lowell](#)
To: [Arthur Gasbarro](#)
Cc: [Erika Mooney](#)
Subject: Re:
Date: Tuesday, June 29, 2021 7:35:39 AM

I have been watching this area at height of boat time and mid day. One family used it as pick up drop off which is fantastic use to keep people from driving down lane 3. My thoughts are first half for 1 hour and second half pick/up/drop off. Also look at that new 'no parking' sign to right of crosswalk in front of Murrays Liquors. That is an odd one. Thank you both, Nat

Sent from my iPad

> On Jun 28, 2021, at 9:36 PM, Arthur Gasbarro <arthurg3@comcast.net> wrote:

>

> Erika,

>

> Can we please put this on the next agenda. I have been keeping an eye on these spaces, which are almost never used by cabs. It seems to me that 1 hour parking would be a much better use.

>

> Thank you,

>

> Art

>

>> On Jun 12, 2021, at 11:08 AM, Nat Lowell <natlowell@comcast.net> wrote:

>>

>> This has to be fixed.

>>

>> <IMG_6144.JPG>

>>

>>

>> Sent from my iPhone

>

This email was scanned by Bitdefender

From: [Ralph](#)
To: [Erika Mooney](#)
Subject: RE: Fairground intersection
Date: Tuesday, June 29, 2021 3:30:45 PM

Sorry, right.

From: Erika Mooney <EMooney@nantucket-ma.gov>
Sent: Tuesday, June 29, 2021 3:30 PM
To: 'rsp@bsgtv.com' <rsp@bsgtv.com>
Cc: Town Manager <townmanager@nantucket-ma.gov>
Subject: RE: Fairground intersection

Do you mean left hand turn on Fairgrounds onto Old South Road?

[Erika](#)

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket MA 02554
508-228-7266
508-228-7272 Fax

From: Ralph <rsp@bostonsearchgroup.com>
Sent: Tuesday, June 29, 2021 3:28 PM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Cc: Town Manager <townmanager@nantucket-ma.gov>
Subject: Fairground intersection

Dear Ms. Mooney,

Quick, most dangerous intersection on the Island? Sparks/Surfside/Prospect is tricky. Ditto the 5-way at Surfside/York/Pleasant.

But nothing compares with the lefthand turn off Fairground onto Airport. An officer told me it was not uncommon for cars on Fairground to be backed up all the way to the fire station. Plus you've got bicycles crossing Airport at the intersection.

Solution? Stop signs on Airport, both ways, making it a 3-way stop. Saves accidents if not lives. Really simple.

Please consider.

Ralph Protsik

From: [Sallyanne Austin](#)
To: [Erika Mooney](#)
Subject: Parking/Traffic at Yummy Surfside Road
Date: Tuesday, July 6, 2021 10:42:38 AM

Hi Erika: Last year I sent a letter with pictures attached about the parking at Yummy on Surfside Rd and never heard anything, and it's clear the situation hasn't been addressed.

It appears Yummy used the bike path and bus stop parking as their parking. (This is also starting to happen at 45 Surfside as well). When pulling out of Miacomet Ave, you CAN NOT see to pull into traffic when people are parked there!! This time of year, there are bikers, walkers and runners and it's chaotic. It's a tragic accident waiting to happen.

People park on the bike path and I have seen no one get ticketed, not once. It's getting too congested in that area. My 82 year old father lives on Miacomet Ave. I'm worried about an accident, as I have come very close myself SEVERAL times in the past 2 years which prompted my first email August 2020, which I know you forwarded on to the Traffic Chair and Bill Pittman, but nothing has been done.

This email was scanned by Bitdefender





Attached are a few recent pics.
Thanks,
Sallyanne Austin

From: [Sallyanne Austin](#)
To: [Eleanor Antonietti](#)
Cc: [Megan Trudel](#); [Erika Mooney](#)
Subject: Yummy Surfside Road
Date: Sunday, August 9, 2020 4:12:30 PM
Attachments: [ATT00001.txt](#)

To whom it may concern: I'm not sure which department or board to send this too, but the traffic/parking in front of Yummy on Surfside Road is becoming a problem, and it's a tragic accident waiting to happen.

I am on Miacomet Ave at least twice a day and trying to turn on to Surfside Road. People park in the bus stop area and on the bike path to access Yummy. You can not see around them to pull out on to Surfside. With bikers, joggers, and walkers on the bike path you can not pay attention to everything happening at that corner as it is.

There are days that the delivery trucks are parked there, which is almost worse.

My 81 year old parents live on Miacomet Ave and I worry about them trying to pull out into traffic in that area, as I was almost hit twice last week. Once by the owner of the bike rental who yelled at me for blocking his driveway, but I could not pull out into traffic safely.

There are tons of children on the bike path and NO ONE uses the bike path stop signs.

Someone WILL get hit at this turn.

Today, there were constantly cars pulled over in front of Yummy. Two police cruisers drove by as I was running.

No one stopped and asked them to move off the bike path.

I am going to try to attach a few pictures. Unfortunately, I have over 30 of bad parking situations. Including the day I almost got hit.

I will try to attach only the most recent ones just to try to clarify.

Respectfully,

Sallyanne Austin

This email was scanned by Bitdefender











2014 00000729

Bk: 1428 Pg: 42 Page: 1 of 6
Doc: SP 03/20/2014 01:52 PM

**TOWN OF NANTUCKET
BOARD OF APPEALS
NANTUCKET, MASSACHUSETTS 02554**

RECEIVED
2012 SEP 14 AM 10 53
NANTUCKET TOWN CLERK

Date: September 14, 2012

To: Parties in Interest and Others concerned with the Decision of
The BOARD OF APPEALS in the Application of the following:

Application No: 026-12Owner/Applicant: FEATHERSTONAUGH FAMILY QUALIFIED SUBCHAPTER S
TRUST

Enclosed is the Decision of the BOARD OF APPEALS which has this
day been filed with the office of the Nantucket Town Clerk.

An Appeal from this Decision may be taken pursuant to Section 17
of Chapter 40A, Massachusetts General Laws.

Any action appealing the Decision must be brought by filing a
complaint in Land Court within TWENTY (20) days after this day's
date. Notice of the action with a copy of the complaint and
certified copy of the Decision must be given to the Town Clerk so
as to be received within such TWENTY (20) days.

Edward S. Toole, Chairman

cc: Town Clerk
Planning Board
Building Commissioner/Zoning Enforcement Officer

PLEASE NOTE: MOST SPECIAL PERMITS AND VARIANCES HAVE A TIME LIMIT
AND WILL EXPIRE IF NOT ACTED UPON ACCORDING TO NANTUCKET ZONING
BY-LAW SECTION 139-30 (SPECIAL PERMITS); SECTION 139-32
(VARIANCES). ANY QUESTIONS, PLEASE CALL THE NANTUCKET ZONING BOARD
OF APPEALS OFFICE AT 508-228-7215.

NANTUCKET ZONING BOARD OF APPEALS
2 Fairgrounds Road
Nantucket, Massachusetts 02554

Assessor's Map 67, Parcel 222.1
 63 Surfside Road
 Residential Commercial - 2

Lot A, Plan Book 25, Page 63
 Book 1256, Page 206

DECISION:

1. At a public hearing of the Nantucket Zoning Board of Appeals, on Thursday, April 12, 2012, at 1:00 P.M.; Thursday, May 10, 2012, at 12:00 P.M.; Thursday, June 14, 2012, at 12:00 P.M.; and, Thursday, July 12, 2012, at 12:00 P.M. at 4 Fairgrounds Road, Nantucket, Massachusetts, the Board made the following decision on the application of **FEATHERSTONAUGH FAMILY QUALIFIED SUBCHAPTER S TRUST**, 99 Pine Street, Albany, NY 12207, File No. 026-12:

2. Applicant is requesting Special Permit relief pursuant to Nantucket Zoning Bylaw Section 139-30 (special permits) to be allowed to operate a take-out food establishment as allowed in Section 139-7.A (allowed uses). The Applicant proposes to demolish the existing "shack" and build a new structure that will comply with all zoning intensity regulations to be used for take-out food. The Applicant also requests a Special Permit pursuant to Nantucket Zoning Bylaw Section 139-20.C. (loading zone) in order to waive the loading zone requirement and Section 139-18.B.(2) (parking requirements). The Applicant proposes to provide three (3) on-site parking spaces. The site is located at 63 Surfside Road, is shown on Nantucket Tax Assessor's Map 67 as Parcel 222.1, is shown as Lot A in Plan Book 25, Page 63, and title is recorded at the Nantucket County Registry of Deeds in Book 1256, Page 206. The site is zoned Residential Commercial - 2 (RC-2).

3. Our decision is based upon the application and accompanying materials, and representations and testimony received at our public hearing. There was no Planning Board recommendation on the basis that no matters of planning concern were presented. There were no letters on file in support of, or

in opposition to, the project. One abutter spoke at the hearing and expressed concerns regarding the parking provided on the Locus and whether the Applicant had rights to the abutting way.

4. Ms. Tori Ewing represented the Applicant at the hearing. At the hearing, Ms. Ewing explained to the Board that the Applicant is requesting Special Permit relief in order to operate a take-out food establishment pursuant to Nantucket Zoning Bylaw Section 139-7a (uses - take-out).

The Applicant proposes to demolish the existing "shack" on the Locus and instead construct a new structure that will comply with all zoning intensity regulations. The new structure will be used for take-out food.

Furthermore, the Applicant is requesting waivers of the parking requirements pursuant to Nantucket Zoning Bylaw Section 139-18.B.(2) and the loading zone requirements of Section 139-20.C. The Applicant is proposing to provide three (3) spaces on the Locus.

The Applicant is proposing to have at most 3 people working at a peak shift, which requires 1 parking space. The Applicant is also proposing 5 picnic tables which will have 4 seats each, which requires a total of 5 parking spaces (1 for each 4 seats). The take-out station itself requires 5 parking spaces as well. Therefore, the Applicant is required to provide 11 parking spaces on the Locus, but can only provide for three (3) spaces. Accordingly, the parking waiver will be for a total of eight (8) spaces.

In an effort to mitigate the number of parking spaces required, the Applicant agreed to limit the number of picnic tables to two (2) in an effort to encourage a more transient business.

5. At the April 12th hearing, the Board and Ms. Ewing discussed whether or not there was an easement allowing her to traverse the way abutting her property. At subsequent meetings, an abutter questioned the right of the Applicant to access this way as well. After an extensive review of the deeds, it was determined that the Applicant does have rights in the abutting way.

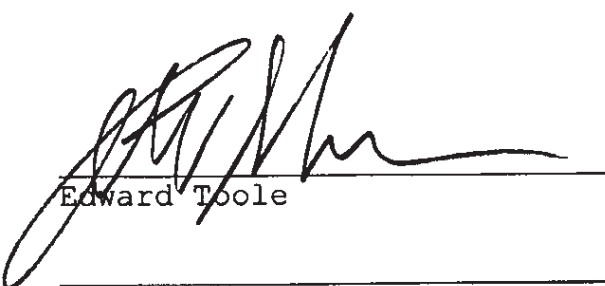
6. The Board and the Applicant discussed the traffic considerations and how much parking the Applicant would be able to provide on the Locus. After a discussion between the Board and the Applicant, the Board found that Special Permit relief

for a take-out use, a waiver of the loading zone requirements, and a parking waiver of five (5) spaces would be appropriate given the location and zoning district in which the Locus is situated.

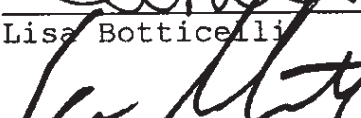
7. Accordingly, by a UNANIMOUS vote of the sitting Board, the Board of Appeals found that Special Permit relief for a take-out use, loading zone waiver, and a waiver of five (5) parking spaces on the Locus as shown on the plan entitled, "Proposed Landscape Plan," prepared by Link, dated July 31, 2012, attached hereto as "Exhibit A", is in harmony with the purpose and intent of the Zoning Bylaw and granted the relief with the following conditions:

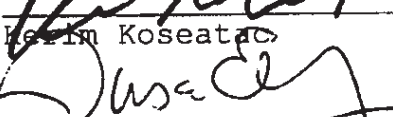
- a. That the hours of operation shall be 6:00 A.M. to 7:00 P.M., Monday through Sunday;
- b. That the Applicant shall provide three (3) parking spaces, as shown on the attached "Exhibit A";
- c. That the required loading zone for the commercial take-out use shall be waived;
- d. That there shall be no music emanating from the structure;
- e. That the Applicant shall provide the employees of the business Nantucket Regional Transportation Authority (NRTA) passes; and,
- f. There shall be no more than three (3) workers at maximum peak shift.

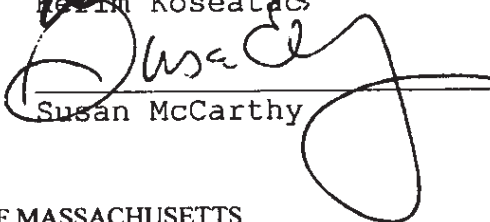
SIGNATURE PAGE TO FOLLOW

Dated: Sept 13, 2012

 Edward Toole


 Michael J. O'Mara


 Lisa Botticelli


 Karim Koseata


 Susan McCarthy

COMMONWEALTH OF MASSACHUSETTS

Nantucket, ss.

Sept 13, 2012

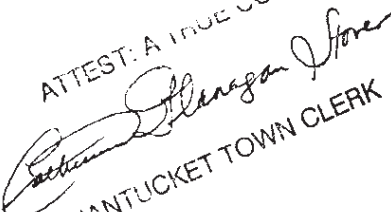
On this 13 day of Sept, 2012, before me, the undersigned Notary Public, personally appeared Edward Toole, who is personally known to me, and who is the person whose name is signed on the preceding or attached document, and who acknowledged to me that he/she signed it voluntarily for its stated purpose.


 Notary Public: John B. O'Connell
My commission expires: 7/19/2014

I CERTIFY THAT 20 DAYS HAVE ELAPSED AFTER THE DECISION WAS FILED IN THE OFFICE OF THE TOWN CLERK, AND THAT NO APPEAL HAS BEEN FILED, PURSUANT TO GENERAL LAWS 40A, SECTION 11

 TOWN CLERK

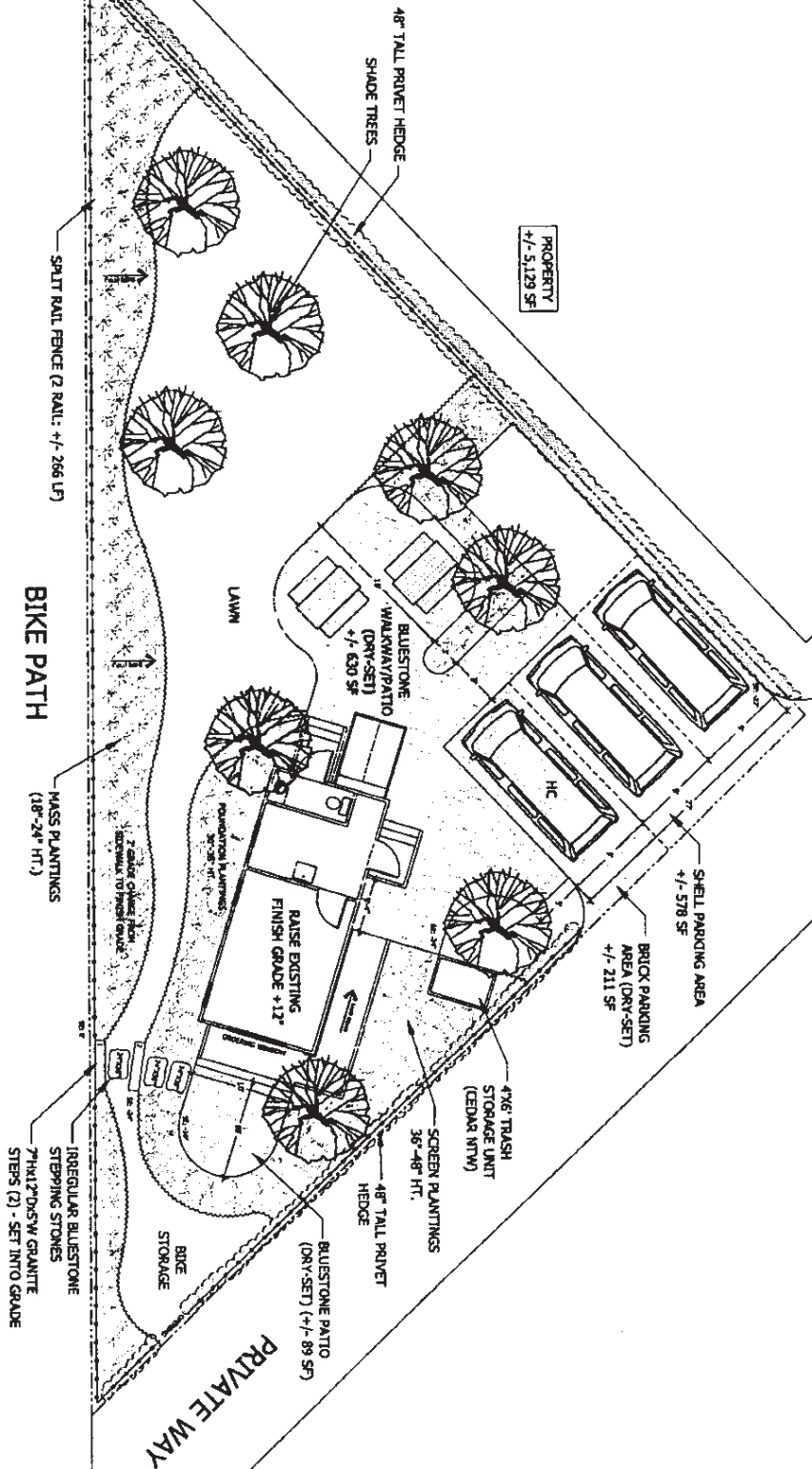
MAR 03 2014
 MAR 03 2014

ATTEST: A TRUE COPY

 NANTUCKET TOWN CLERK

"Exhibit A"

NANTUCKET COUNTY Received & Entered
Attest: Jennifer H. Ferrarini, Register of Deeds

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SURFSIDE ROAD

PRIVATE WAY

prepared by
LINK

1 Field Avenue
Nantucket, MA 02554

prepared by
Featherstonhaugh Residence

63 Surfside Road
Nantucket, MA 02554

ONE INCH EQUALS EIGHT FEET
SCALE IN FEET

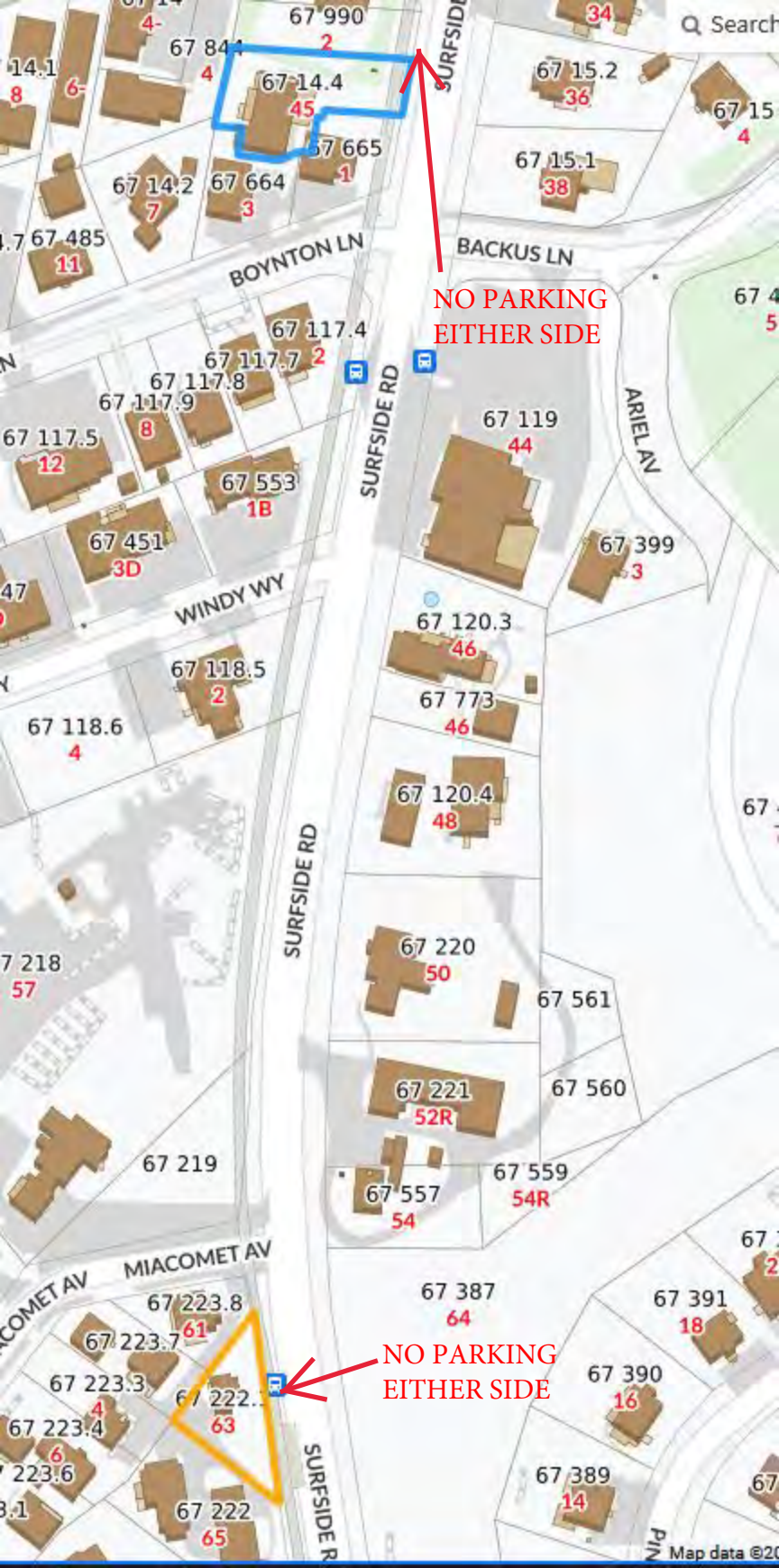


PROPOSED LANDSCAPE PLAN
(REVISED)

FOR
63 SURFSIDE ROAD
NANTUCKET, MA

L-1.0

DESIGNED BY: J. H. FERRARINI
CHECKED BY: J. H. FERRARINI
DATE: 5 AUG 2002
REV. DATE: 31 JULY 2002
REV. DATE: 31 JULY 2002
REV. DATE: 31 JULY 2002



Reade – 7 West Chester Street is not part of this property coming before you; the plan shows the lot line as including No. 7.

Action **Motion to Recommend removal of one on-street spot with the drainage issue addressed.**
(made by: Gardner) (seconded)

Roll-call Vote Carried 5-1//Rowland-nay; Mitchell, Gardner, MacVicar, McNeil, and Gasbarro-aye
2. Request for yellow no parking lines at and across from 4 Derrymore Road.

Speakers Curtis Barnes, 12 Sunset Hill Lane

Documentation Email from Alicia Talanian/DPW; photos

Discussion **Gasbarro** – We don't have a plan showing a specific location for the yellow lines.

Gardner – At the corner of North Liberty Street and Derrymore, vehicles, parked on the side of the road, make turning onto the street difficult; many owners have put up hedges along their property lines further pushing vehicles into the road. There needs to be a 20-foot yellow line at the intersection.

Mooney – She encouraged the homeowner to call the police about parking violations.

McNeil – The applicant should submit some level of plan, so we have something to review.

Barnes – His family owns 8 Derrymore; there is an existing yellow line about 60 feet long across from this property. He feels they don't need a yellow line in front of their driveway.

Gasbarro – Asked Ms. Mooney to convey back to the owner that there is a yellow line and to call the police if someone is parked on it or blocking their driveway.

Action **No action taken.**

Roll-call Vote N/A

3. Request for additional yellow no parking lines on Mill Street.

Speakers Joan Taylor, 16 Mill Street

Documentation Emails from Joan Taylor; Aerial GIS map; 2019 history of Mill St action

Discussion **Taylor** – Last summer we had issues of accessing our driveway. The road is 18 feet wide at this point with parking across the street and both sides of the house; there is an issue getting out of the driveway, because when cars are parked it leaves 5 feet of roadway. One solution is to allow parking on only one side of the street. She provided a photo showing cars parked on both sides and how little road space is left. Asked, if in the short term, the existing yellow line could be extended 5 feet.

Gardner – Thinks parking on only one side is a good idea. This needs to be looked at by a transportation planner.

Gasbarro – We need to do further study to be able to present to the Select Board and accurately reflect the impact on parking.

Action **Motion to recommend extending the yellow line 5 feet as shown on graphic provided by Ms. Taylor** (made by: Gardner) (seconded)

Roll-call Vote Carried unanimously//Gardner, Mitchell, Rowland, McNeil, MacVicar, and Gasbarro-aye
4. Request for "Slow Children" or other traffic calming signage along Miacomet Road.

Speakers None

Documentation Email from Paul Gaucher

Discussion **Mooney** – It was well outlined in the letter. The chief has looked at the data and determined it fits the criteria for a 20 MPH thickly-settled zone.

MacVicar – He's not sure signage will help. Due to the layout of the road, if you're going over 25 MPH, it feels very fast. He's not sure what will make cars go slower.

Gardner – The road is 28 feet wide and cars do go fast; a legal limit of 25 MPH would help.

McNeil – One of the goals of going to the town-wide 25 MPH safety zone was the removal of excess signage specific to speeding.

Gasbarro – The DPW can look at installing signs changing from 30 MPH to 25 MPH thickly settled. Asked Ms. Mooney to notify Mr. Paul Gaucher of that decision.

Action **No action taken**
 Roll-call Vote N/A

5. Request for yellow no parking lines at the northern end of Broadway, ‘Sconset.

Speakers Bill Moore, 26 Broadway
 Documentation Email from Bill Moore; GIS map; photo; email from Linda & Chris Holland
 Discussion **Moore** – As Broadway turns to intersect Shell Street, it narrows before and around the curve; there’s not enough room for parking and passing traffic without driving over the edge of our property; there is a utility box just around the curve. At least stop parking at the northern end of the curve from the driveway south to where the road widens. There is a lot of tourist traffic on this section of road as well. His neighbors support his proposal and he can ask them to email their support to the Members. With the parking, it is hard for trucks to make the corner without hitting the utility box. This has become an issue in only the past couple of years.
McNeil – The parking in this area helps keep the traffic moving slowly; this corner has a lot of pedestrian traffic as well, which has to be considered. Concerning the degradation of the road, he’d rather look at the property line to review possible encroachment and extending pavement to accommodate vehicles while keeping the parking in place.
Gardner – A lot of people walk there; it would be a good idea to look into extending the pavement; parked cars slow the traffic making it safer for people to walk there.
Gasbarro – Asked if the DPW would take on the survey effort.
McNeil – We can do that; a plot plan would be helpful, if the owner has one.

Action **Tabled for one month.**
 Roll-call Vote N/A

6. Discuss Making a Portion of Pleasant Street One-Way.

Speakers Jason Bridges, Select Board
 Curtis Barnes, 12 Sunset Hill Lane
 Documentation Email from Jason Bridges; sketch plans
 Discussion **Bridges** – A year ago, he, Mr. Mike Burns, and the Bicycle-Pedestrian Advisory Committee (BPAC) walked Pleasant Street to look at putting in a sidewalk; it was then suggested to make Pleasant Street one-way towards 5 Corners. Reviewed the plan showing a sidewalk and bike lane on the west side and one-way vehicular traffic on the east side.
Gardner – If you make this one way, you put more traffic at 4 Corners and tie up traffic even more; it’s better off just putting the sidewalk in.
McNeil – Mr. Burns spent a lot of time exploring the options of this being one way and accommodating bike traffic along this narrow section of Pleasant Street. In the winter we talked about piloting this sort of thing, but it wasn’t ready. In the interim without a Transportation Planner, the Town Planning Director, Select Board, and myself have looked at improving Sparks Avenue and Pleasant Street and agreed to table the one-way discussion until further notice and the position of Transportation Planner is filled.
Rowland – This could be tested in the off season; this is a difficult place for pedestrians. He’d support a pilot test.
Gasbarro – We discussed this in the past and he feels that in a vacuum, it’s a great idea; however, considering over-all traffic you have to study the “downstream” effect on 4 Corners and Orange Street. Without that study, he doesn’t support the one-way proposal.
Barnes – Mr. Gardner is correct; he normally comes up Pleasant and he would have to go up Atlantic Avenue to 4 Corners. Pointed out that New Street is one way and to get to it would become convoluted. He doesn’t support making this one way.
Bridges – We have to stop making car-centric decisions; it’s not in the best interest of our Island’s future. If there is no safety issue, he encourages trying this in the fall. We need to

From: [Paul Gaucher](#)
To: [Erika Mooney](#)
Subject: Forwarded - Addtl Communication Re: Case # 20-5742. / Miacomet Road-Excessive Speeding of Road Traffic
Date: Monday, July 13, 2020 9:26:27 AM

> On Jun 29, 2020, at 11:09 AM, Paul Gaucher <coastack@gmail.com> wrote:

>

> Hi Chief Pittman,

>

> I have not heard from you, but we, myself and fellow neighbors, appreciated the 'Speed' monitor being positioned on Miacomet Road. Unfortunately, this did not deter or lessen the excessive speed of vehicles passing within the residential area. If it would assist the process, we can organize a signed petition to support the process as we would like some resolve to lessen the danger that is being presented as I described in my first letter and case filing.

>

> We ask that the posted speed level be considered for this road and its existing condition be considered as it is narrow, undivided, winding, heavily vegetated, and there are no pedestrian sidewalks. It is a road that is heavily used by pedestrians, cyclists, beach traffic and residents. It remains unsafe as is. There is only one posted sign demonstrating 30MPH which is higher than some similar roads on this island. If there is a cost for signage to remind traffic of 'PEDESTRIANS, PETS etc and DRIVE SAFELY etc, we would contribute to these costs if needed.

>

> Again, pls let me know how we can assist in the process.

>

> Thank you,

>

> Paul Gaucher

>

>

>> On Jun 20, 2020, at 7:12 AM, Paul Gaucher <coastack@gmail.com> wrote:

>>

>> Good morning Chief Pittman,

>>

>>

>> My name is Paul Gaucher and I am a resident at 138 Miacomet Rd. I have not had the opportunity to speak with you, but I have had communication with Officer Morneau. For his time, the conversation, and the response, I thank you and Officer Morneau. The response to my conversation by an additional member of your staff and the installation of the 'Speed' monitor at the beginning of our street is appreciated by myself and my fellow neighbors who share this concern.

>>

>> I filed the case 20-5742, as I am extremely concerned with the maintained safety of residents, pedestrians, cyclists and those using the road for the access to the beach. As you know Miacomet Road extends a distance >> from Surfside Road to Pond View Drive/Beach Access. The road is heavily vegetated on each side for a long straight stretch and then winds with 'blind' turns through a residential area. The road is dark and narrow, but more concerning, it has only one speed sign at the beginning and no 'signage indicating speed or caution for people, pets etc. along the remainder.

>>

>> Despite the installation of the 'Speed' monitor, the excessive speed continues and creates an extremely unsafe situation. My neighbors and those who use the road for riding, running, cycling or walking with pets are placed at risk each day. It is not just a current problem, and as a resident, I will confirm that it has escalated. The speeding is from dawn to dusk with many young people speeding in and out to access the beach for

>> their entertainment purposes. Only 2 years ago, a young resident flipped a vehicle as it sped from the paved road to the dirt road.

>>

>> I know that you will share my concern that an unfortunate situation is inevitable if a reasonable action is not taken by the town. We are all in a difficult time with COVID, but I ask what can be done as monitoring is not the only solution. Due to the traffic, can the town install addtl signs....not just 'speed', but cautionary signage. Can we lower the speed limit to a safer level....or can removable speed bumps be placed.

>>

>> I also ask what I can do to assist with my neighbors. We are willing to participate to address this safety issue.

>>

>> Again, I thank you and look forward to sharing your thoughts. Please feel free to contact me 617-930-8538

>>

>> Again, thank you.

>>

>> Paul Gaucher

>>

>

This email was scanned by Bitdefender

From: [Kevin P Green](#)
To: [Erika Mooney](#)
Cc: kevinpgreen@mac.com
Subject: Miacomet Road
Date: Tuesday, July 13, 2021 10:57:02 AM

I do hope this message reaches the appropriate authority

I am a resident who lives on Norquarta Drive. Daily i walk on Miacomet road , often with my deaf dog. Yesterday I was almost killed by a speeding motorist near #28 (Susan Berman's). They were traveling towards Surfside Road. They never slowed and the speed spun me and i almost fell. They never stopped. Another motorist headed towards the beach stopped to see if i was okay.

This is not new. And a tragedy is likely going to happen.

The speed on this road is generally excessive even with three speed signs. Note that there is no sign posting from from Benjamin to #90 Miacomet , a distance of over a mile.

Much of the abutting land to the road is land bank and has never had the set back clearing done. Which allows for visibility and safe areas as well as general safety with regard to deer and other animals.

This road has heavy use both for recreation and construction. It is a speedway at certain times, i.e. rush hour.

The additions of a dog park and proposed bridge over the pond is increasing use of a road that i believe to be already dangerous.

The roadside parking near the dog park used to slow down traffic albeit an eyesore. Now vehicles just speed through.

Is the town going to address these issues? Is there a plan to improve road safety on Miacomet Road?

I strongly urge the committee to find remedies to this dangerous situation and move them to the select board and all relative town departments for their action.

Thank you for your attention to this matter.

Sincerely,

Kevin P Green
10A Norquarta Drive
Nantucket
202-669-6588

Sent from my iPhone

This email was scanned by Bitdefender

From: [Thomas Jarecki](#)
To: [Erika Mooney](#)
Subject: Petition for yellow no parking area immediately across from y driveway on F street so I can turn out of my driveway
Date: Tuesday, July 6, 2021 4:46:53 PM
Attachments: [Application to the traffic safety board.docx](#)

Ms. Mooney,

Re: Petition for yellow no parking area immediately across from y driveway on F street so I can turn out of my driveway

Thanks for our call today. I appreciate your bringing up our issue at the next meeting of the Traffic Safety Committee.

The problem is that trucks with boat trailers park directly across from my driveway and I have a boat that I keep in the garage at my property. When there are cars parked on F street (which is most of the time), it makes it hard to get cars in or out of the driveway and impossible to make the turn to get the boat from my driveway to the boat dock on F street which creates a hardship for me at my home

I am requesting that you block the area directly across from my driveway with a yellow line or sawhorses to prevent parking there and allow me to safely get out of my own driveway. I have tried blocking this area myself but your police officers remove whatever cones or other devices I put there to try and keep the area clear. I am hoping you can designate the full width of my driveway on the opposing side of the street as a no-parking area.

I have attached some pictures and diagrams for your reference so you can see the issue. Since I did not speak to you this am, I did not take a picture of the street as it is every weekend as well as Friday and Monday when it is full of parked cars. I would be happy to add those pictures the next time they part the cars there which will probably be this weekend but since I promised to send this to you before end of business. I think the attached picture of my son turning the boat on F street a few weeks ago with no cars there will show how challenging it is to maneuver it without the cars which will help you understand my problem.

I hope you can help, but please reach out if there is anything else I can provide.

Please also remind me when the meeting is when this will be presented and if it is accessible by zoom.

Tom

--

Thanks,

.... _|_

----o-()-o----

Tom Jarecki
914-629-5559

Please consider the environment before printing this email...

This email was scanned by Bitdefender

**Tom Jarecki
8 F Street
Nantucket, MA 02554
(914) 629-5559**

Erika Mooney
Operations Administrator
Town of Nantucket

Ms. Mooney,

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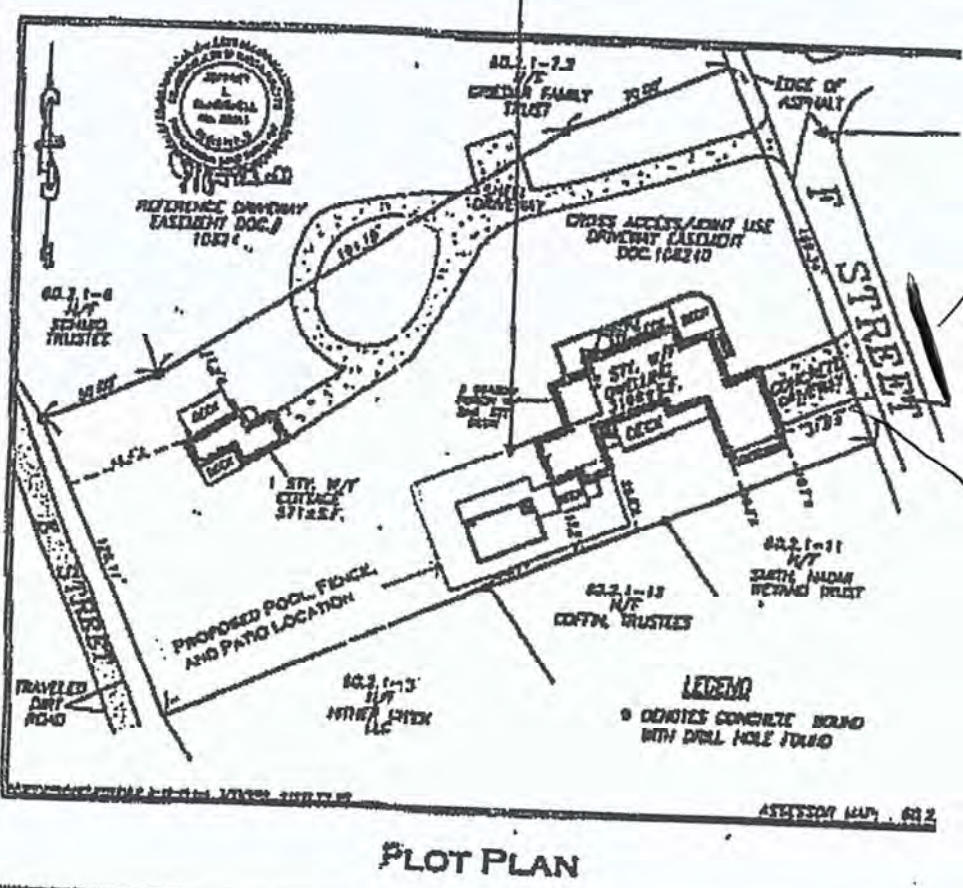
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I hope you can help, but please reach out if there is anything else I can provide.

Please also remind me when the meeting is when this will be presented and if it is accessible by zoom.

Tom



Please designate a yellow no parking zone across from my driveway

This is my driveway Trucks pulling Boat trailers park all day in the road & I cannot get the car or my Boat out

Map 60.21 Parcel 71

RECEIVED
MAY 07 2014

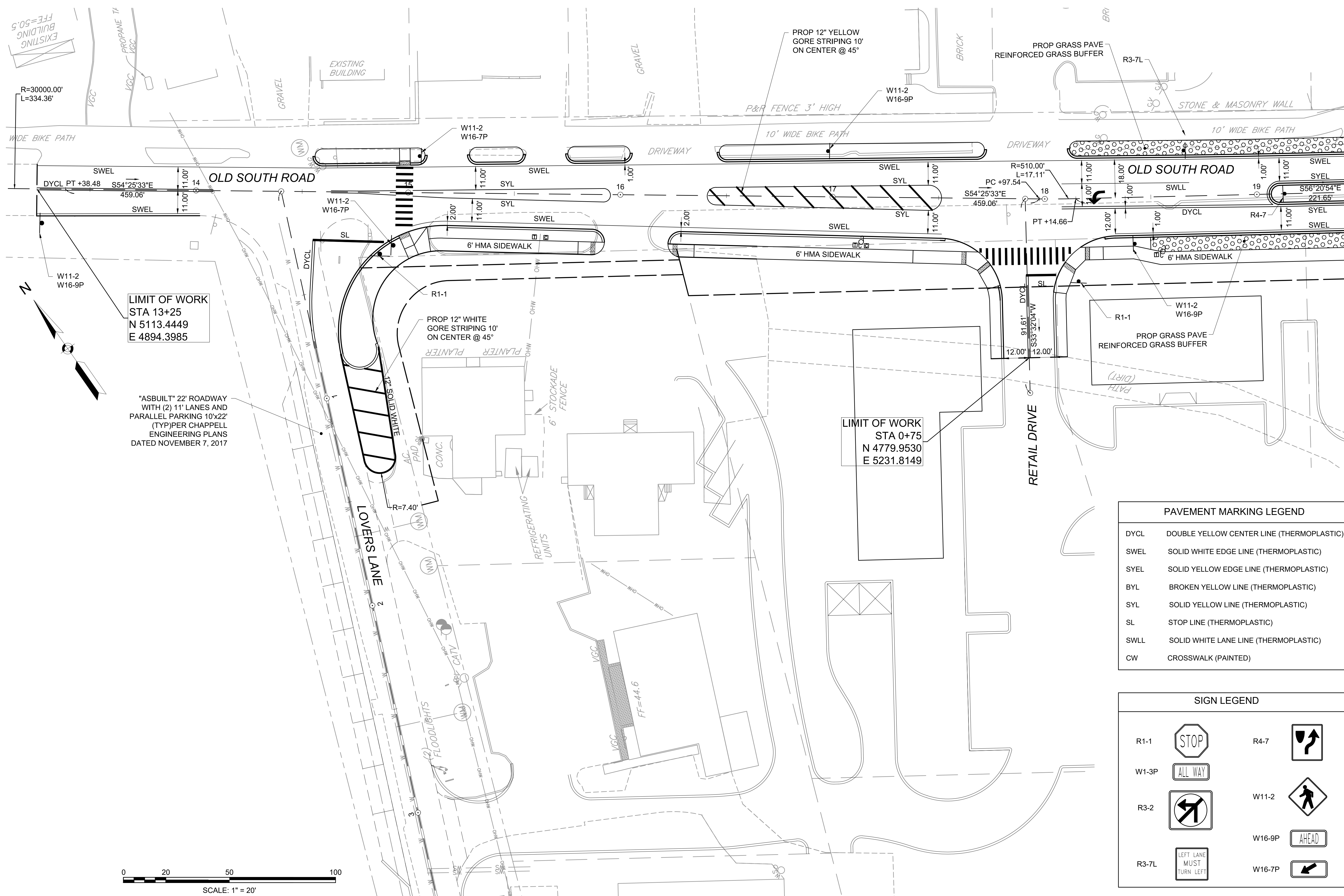






It did not take long. Capt'n Tom has parked one of their boats with no truck overnight. The trailer is half into the street directly in front of my driveway. Look how little room there is especially when you consider that on the weekend there is another car and boat in front and behind.





No.	Submitted / Revision	By	Date
0	ISSUED FOR CONSTRUCTION		
1			

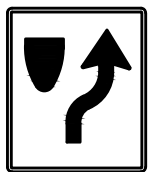
PREPARED FOR:
RICHMOND GREAT POINT
DEVELOPMENT, LLC
23 CONCORD STREET
WILMINGTON, MA 01887
(978)988-3900

DAVID A. CHAPPELL

CHAPPELL
ENGINEERING
ASSOCIATES, LLC
Civil-Structural-Land Surveying
RK EXECUTIVE CENTRE
201 EASTON POST ROAD WEST,
MARLBOROUGH, MA 01752

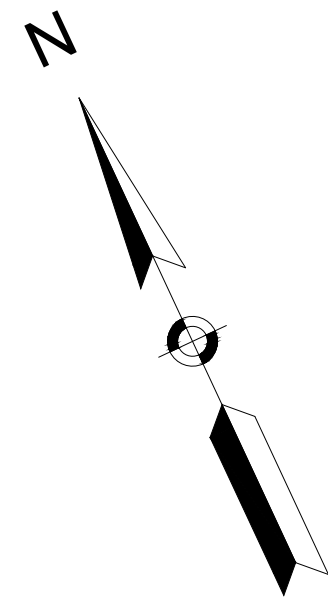
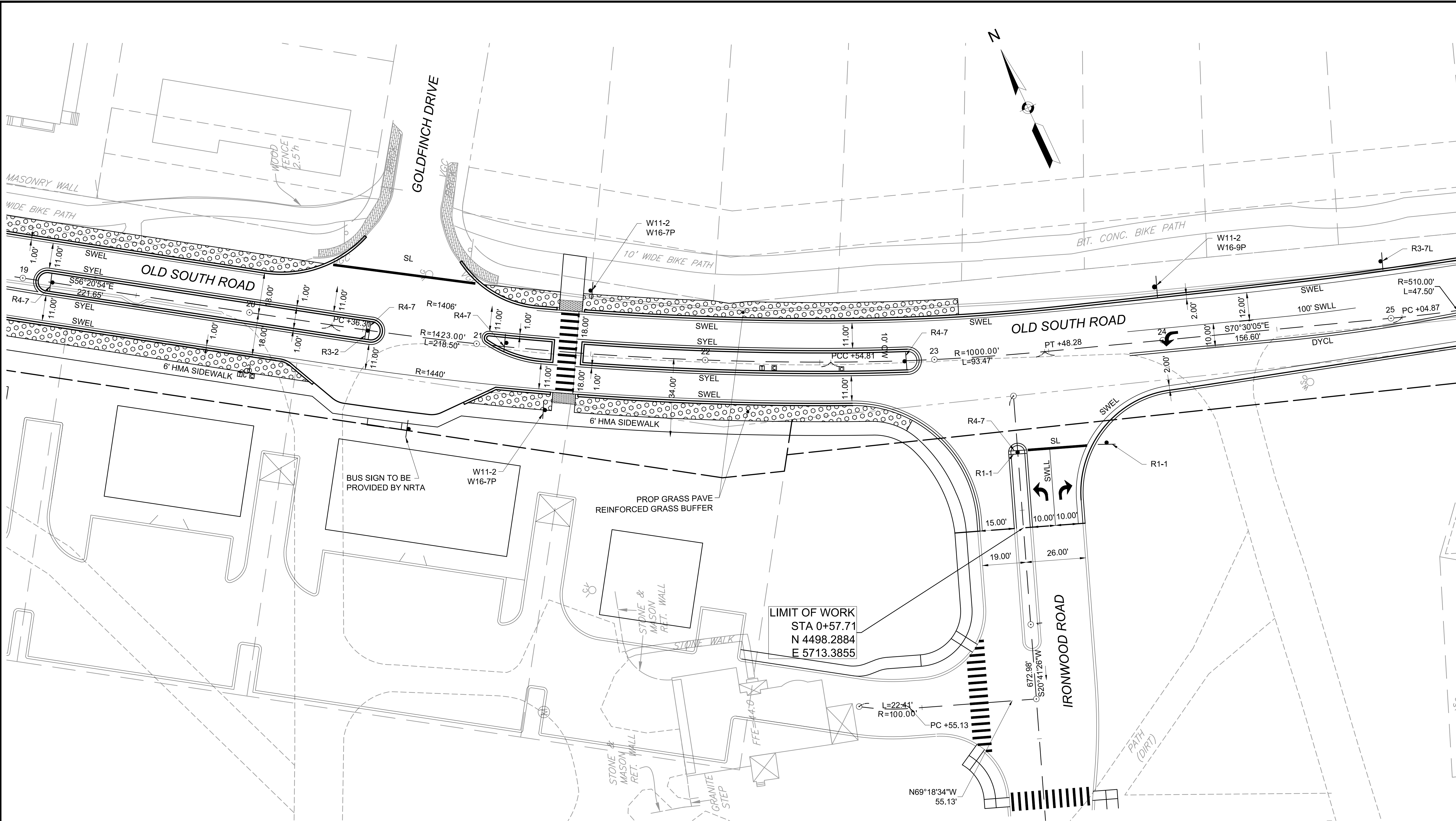
Prepared By: KVL
Drawn: RHW
Checked: DAC

PAVEMENT MARKING LEGEND	
DYCL	DOUBLE YELLOW CENTER LINE (THERMOPLASTIC)
SWEL	SOLID WHITE EDGE LINE (THERMOPLASTIC)
SYEL	SOLID YELLOW EDGE LINE (THERMOPLASTIC)
BYL	BROKEN YELLOW LINE (THERMOPLASTIC)
SYL	SOLID YELLOW LINE (THERMOPLASTIC)
SL	STOP LINE (THERMOPLASTIC)
SWLL	SOLID WHITE LANE LINE (THERMOPLASTIC)
CW	CROSSWALK (PAINTED)

SIGN LEGEND			
R1-1		R4-7	
W1-3P			
R3-2		W11-2	
		W16-9P	
R3-7L		W16-7P	

LOCATION:
OLD SOUTH ROAD
NANTUCKET, MA

SIGN & PAVEMENT MARKINGS PLANS
Issue Date: 03-06-18 | Project No.: 1454 | Scale: 1" = 20'

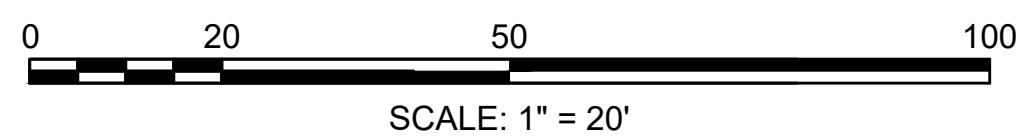


SIGN LEGEND

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| R3-2 | | W16-9P | |
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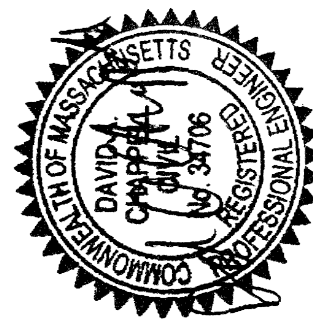
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SCALE: 1" = 20'

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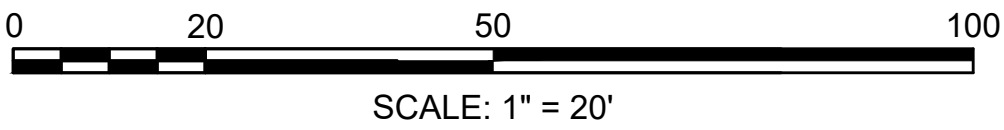
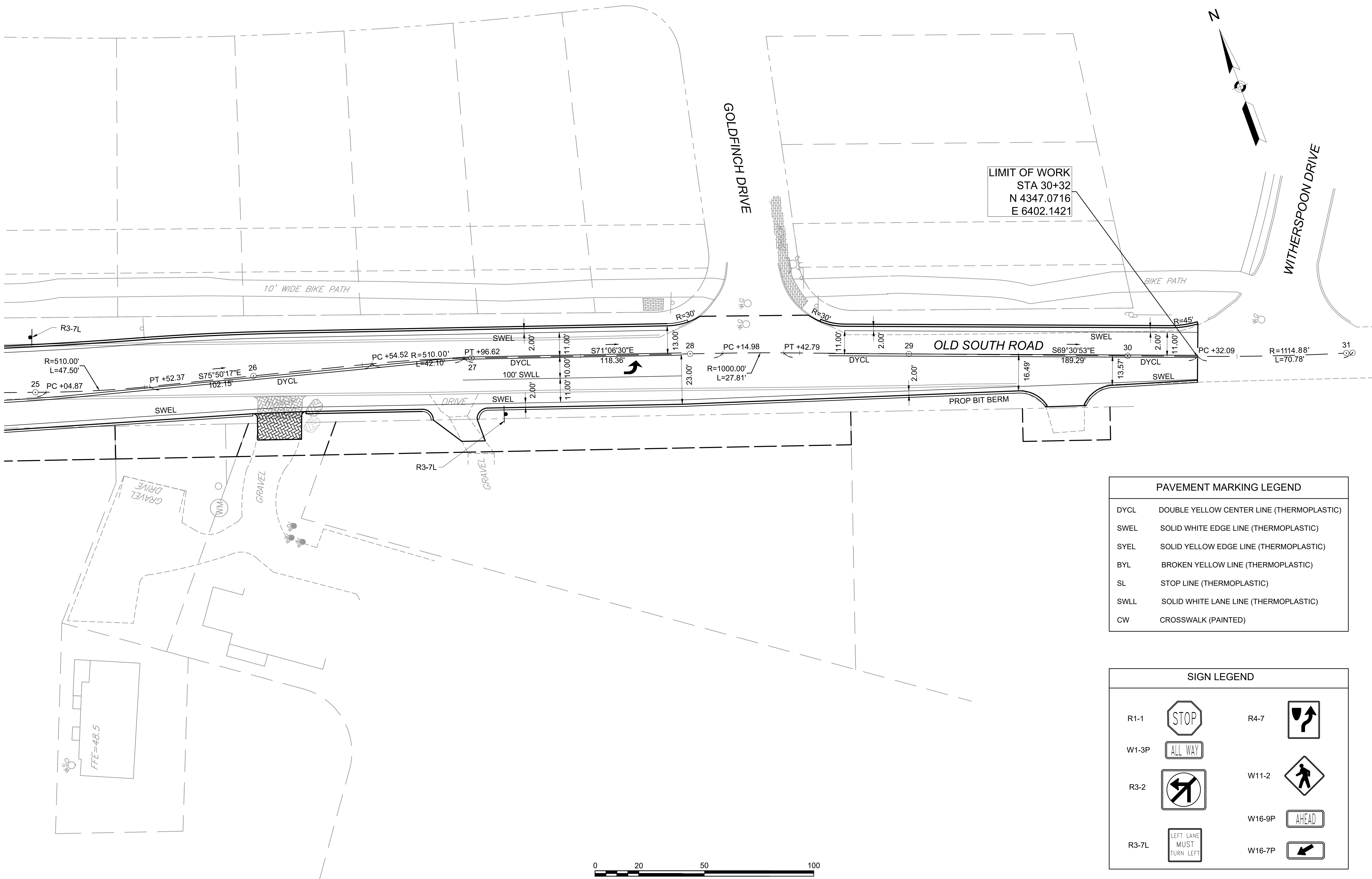
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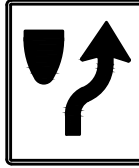
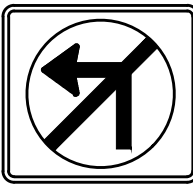
DAVID A. CHAPPELL

PREPARED BY:
CHAPPELL
ENGINEERING
ASSOCIATES, LLC
Civil / Structural / Land Surveying
RK EXECUTIVE CENTRE
201 EASTON POST ROAD WEST,
MARLBOROUGH, MA 01752
Designed: KVL Drawn: RHW Checked: DAC

LOCATION:
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NANTUCKET, MA**
SIGN & PAVEMENT MARKINGS PLANS
Issue Date: 03-06-18 Project No.: 1454 Scale: 1" = 20'

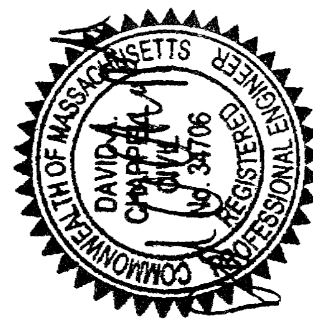


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SIGN LEGEND			
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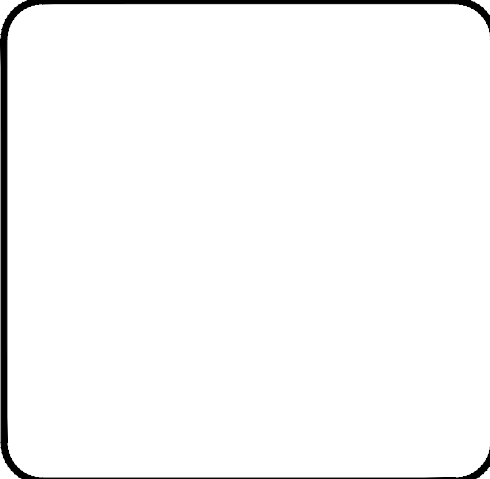
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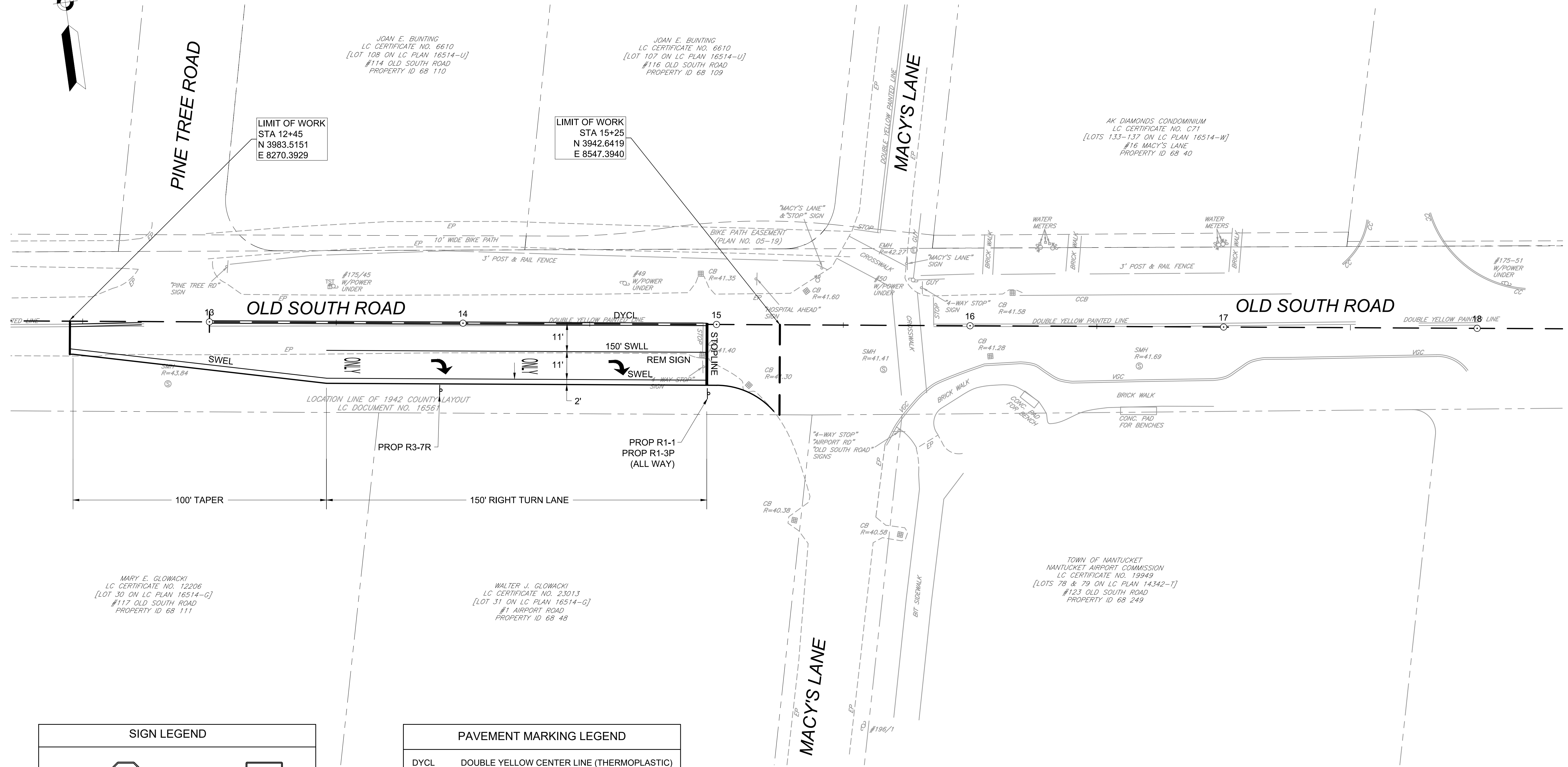
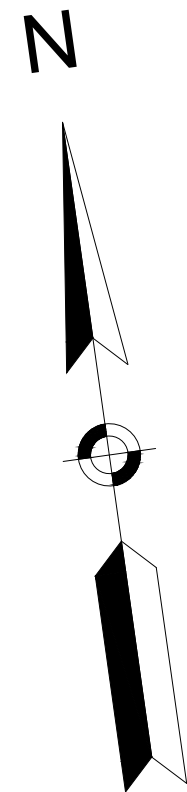
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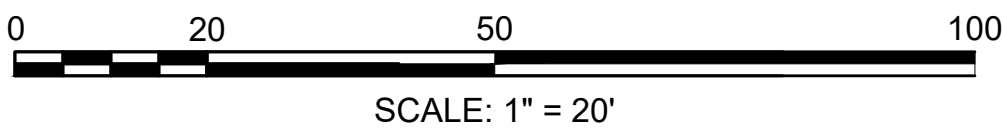
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R1-3P			
R3-2		W11-2	
		W16-9P	
R3-7R		W16-7P	

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Designed: KYL Drawn: RHW Checked: DAC

LOCATION:

OLD SOUTH ROAD
NANTUCKET, MA

SIGN & PAVEMENT MARKINGS PLANS

Issue Date: 03-06-18 Project No.: 1454 Scale: 1" = 20'

Petition to the Traffic Safety Work Group of the Town of Nantucket:

We, the residents of Mount Vernon Street, appeal to the Town of Nantucket to make Mount Vernon Street one-way heading north because in its current configuration: 1) The width of the road does not allow vehicles heading in opposite directions to pass each other, and 2) Traffic heading west and trying to turn left onto Mount Vernon causes safety hazards for vehicles, bicyclists and pedestrians.

Thank you for your consideration,

 (signature)

Robert Kaufman (print name)

Owner of 32 Milk Street

Dated 4/16/2021

Petition to the Traffic Safety Work Group of the Town of Nantucket:

We, the residents of Mount Vernon Street, appeal to the Town of Nantucket to make Mount Vernon Street one-way heading north because in its current configuration: 1) The width of the road does not allow vehicles heading in opposite directions to pass each other, and 2) Traffic heading west and trying to turn left onto Mount Vernon causes safety hazards for vehicles, bicyclists and pedestrians.

Thank you for your consideration,

Julie Kaufman (signature)

Julie Kaufman (print name)

Owner of 8 Mt Vernon

Dated April 22, 2021

Petition to the Traffic Safety Work Group of the Town of Nantucket:

We, the residents of Mount Vernon Street, appeal to the Town of Nantucket to make Mount Vernon Street one-way heading north because in its current configuration: 1) The width of the road does not allow vehicles heading in opposite directions to pass each other, and 2) Traffic heading west and trying to turn left onto Mount Vernon causes safety hazards for vehicles, bicyclists and pedestrians.

Thank you for your consideration,

Peaceful Neighbors LLC
by Christina M. Cowles (signature)

Christina M. Cowles (print name)

Owner of 14 Mt Vernon St, Nantucket, Mass.
02554

Dated April 20, 2021

Petition to the Traffic Safety Work Group of the Town of Nantucket:

We, the residents of Mount Vernon Street, appeal to the Town of Nantucket to make Mount Vernon Street one-way heading north because in its current configuration: 1) The width of the road does not allow vehicles heading in opposite directions to pass each other, and 2) Traffic heading west and trying to turn left onto Mount Vernon causes safety hazards for vehicles, bicyclists and pedestrians.

Thank you for your consideration,

Anne P. Strain (signature)

Anne P. STRAIN (print name)

Owner of 16 Mt. Vernon

Dated APRIL 24, 2021

Petition to the Traffic Safety Work Group of the Town of Nantucket:

We, the residents of Mount Vernon Street, appeal to the Town of Nantucket to make Mount Vernon Street one-way heading north because in its current configuration: 1) The width of the road does not allow vehicles heading in opposite directions to pass each other, and 2) Traffic heading west and trying to turn left onto Mount Vernon causes safety hazards for vehicles, bicyclists and pedestrians.

Thank you for your consideration,

Milton Rowland (signature)

MILTON ROWLAND (print name)

Owner of 18 MT VERNON ST.

Dated 5-27-2021

Rationale for Converting Mount Vernon into a One-Way Street Heading North

- 1) Mount Vernon Street used to be one-way for many years, back when traffic on the island was much lighter. The case for making it one-way again is stronger today.
- 2) Mount Vernon Street is consistently 20 feet wide from end to end, and about 500 feet long. There is no place to pull off the road to allow another car to pass along its entire 500 feet, and it is often lined with parked vehicles, bumper to bumper. The width of the road does not allow vehicles to pass each other, causing conflicts, aggression, safety hazards, and property damage. The length of the road combined with the inability to pass can require drivers to back up long distances or to back up into busy, two-lane Milk Street, both actions being dangerous and beyond the driving skills of many. Please see Exhibits A – D, and Incidents A – E enclosed herein. In its current configuration, Mount Vernon street has one lane of street parking along its eastern side, plus two lanes of traffic (one heading north and one heading south). A Ford F-150 pick-up truck (the most popular truck in America) is 8 feet wide including side mirrors. (Please see Exhibit C.) During the summer, it is common for all of the on-street parking along Mount Vernon Street to be occupied with parked vehicles. Parked vehicles usually sit a minimum of six inches from the curb. Therefore, from east to west and curb to curb, six inches (0.5 feet), plus eight feet for a parked vehicle, plus two feet between the parked vehicle and a vehicle heading north, plus eight feet for that vehicle, plus two feet between vehicles coming in opposite directions, plus eight feet for the vehicle heading south equals 28.5 feet. This formula shows that the width of the road works comfortably for one lane of street parking and one lane of traffic, but that it can in no way accommodate two vehicles coming in opposite directions to pass each other.

In addition, vehicles observed using Mount Vernon last summer included garbage trucks, dump trucks, Sysco food trucks, and commercial trucks pulling commercial trailers hauling construction and landscaping equipment. All of these vehicles are bigger than a Ford F-150.

Since vehicles heading in different directions cannot pass each other, the only alternative to vehicles blocking each other is for one of the drivers to back up. The street is 500 feet long, lined with fences and curbs, and often the street parking is fully occupied from end to end (especially in summer). This means that vehicles are forced to back up long distances along Mt. Vernon Street or to back up into Milk Street. This section of Milk Street is heavily traveled, so it is often very difficult to back up onto Milk Street from Mount Vernon Street, especially if the vehicle has to back up onto the north lane of Milk Street having tried to make a left turn onto Mount Vernon heading south.

Trucks pulling trailers are particularly difficult to back up, which causes even more problems. (Please see Incident A described below and also Exhibit D.) Drivers who must back up along Mount Vernon may not have the skill or the confidence to drive backwards anywhere from 100 to 480 feet. The road is so long, that by the time the driver has backed up part of the way, another driver heading south Mount Vernon may have already proceeded some way down the street before encountering the driver backing up, causing even more problems. Some drivers do not have the skill or the confidence to back up over these long distances of anywhere from 100 to 480 feet. (Please see Incident B described below).

Additionally, severe property damage has been inflicted on the property of residents (vehicles and fences, among other things) on the street resulting from this dangerous road configuration. (Please Incidents C, D and E below)

- 3) Vehicles heading west out of town on Milk Street trying to turn left on Mount Vernon, especially large vehicles and vehicles towing trailers, create traffic safety hazards for drivers, bicyclists and pedestrians due to the fact that the street is not wide enough to accommodate this action. (Please see Incident A.) The busy four-way intersection of Mount Vernon Street, Milk Street and Saratoga Lane is only 90 feet from the even busier four-way intersection of Milk Street, Prospect Street and Quaker Road. A bike path ends/begins at the southwest corner of Milk and Mount Vernon. Additionally, there is significant pedestrian traffic on the south side of Milk Street in this area. This adds up to a lot of activity in a relatively small area, and a lot of potential safety hazards!

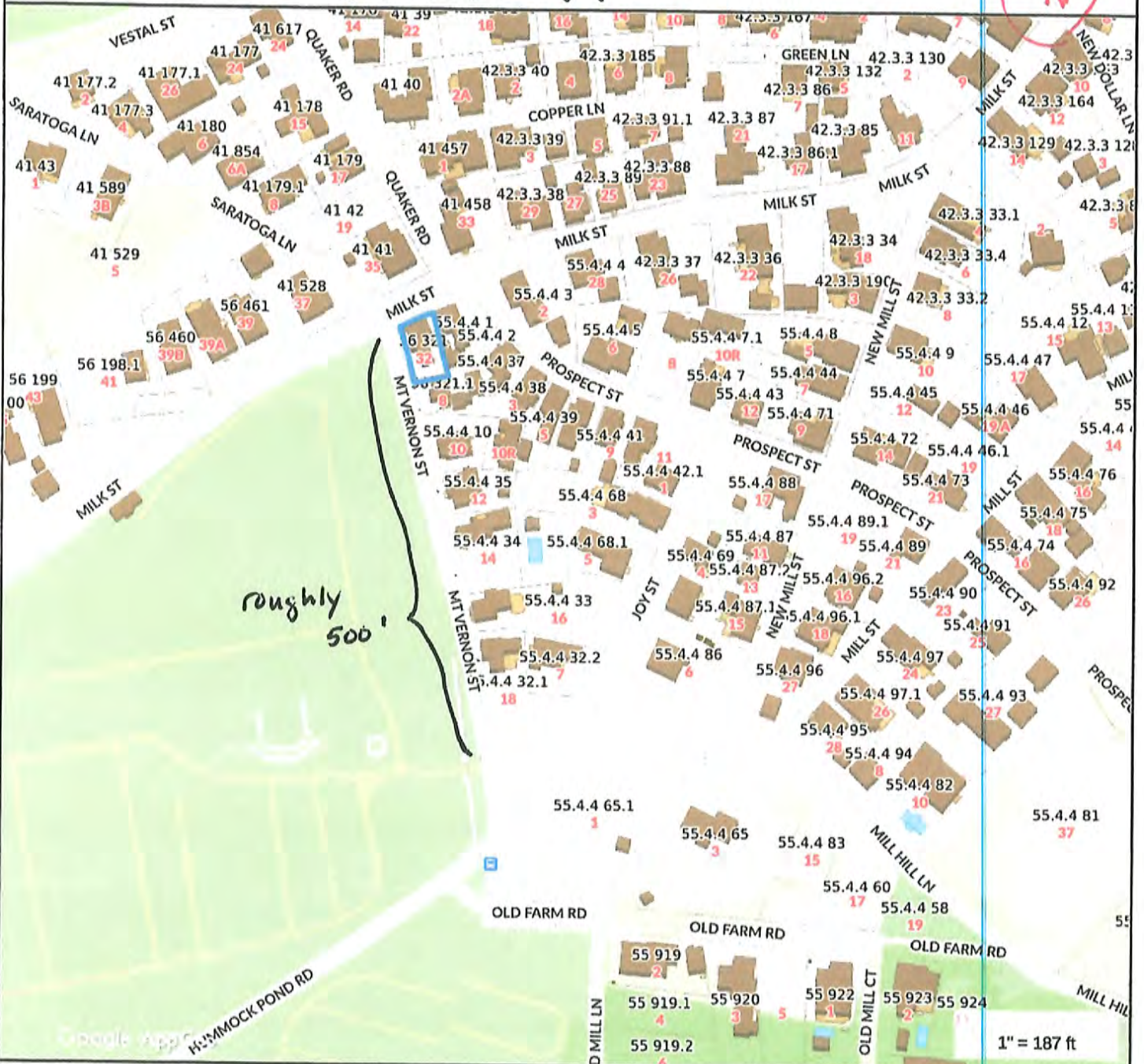
The width of Mount Vernon Street where it intersects with Milk Street cannot accommodate one vehicle heading north and a large truck or a truck pulling a trailer turning left to head south. This often results in the left turning vehicle being stopped halfway into its turn, and thus blocking vehicular traffic, bicyclists and pedestrians along Milk Street. This is a serious safety hazard. (Please see Incident A.) Eliminating vehicles heading out of town (west) and trying to turn left (south) onto Mount Vernon Street, would eliminate many traffic and safety hazards.

Incident A (Please see Exhibit D): On June 30, 2020 a large pick-up truck towing a large metal wire sided commercial trailer loaded with riding-type mowers and other landscaping equipment was heading west on Milk Street out of town. The driver tried to turn left onto Mount Vernon heading south, but another large pick-up truck heading north on Mount Vernon in the opposite direction blocked him, such that the trailer was stuck blocking both lanes of Milk, as well as bike and pedestrian traffic. Both trucks on Mount Vernon Street stopped about 10 -15 apart, and both drivers refused to back up. Time passed, and honking and yelling and swearing ensued. Anne Kaufman, spouse of the owner of 32 Milk Street, began watching the confrontation from inside the home.

When the driver of the truck with the trailer exited his truck and approached the other truck in an aggressive way, she exited the back door of the home and tried to ameliorate the situation. At the same time, the year-round tenant of 8 Mount Vernon Street, Caroline Cole, who had also been witnessing the brewing confrontation, exited her residence. The driver who had exited his truck (with his trailer still blocking two lanes of Milk Street and the sidewalk and bike path) continued to stand in the middle of Mount Vernon Street gesturing and yelling at the other driver. The other driver continued to refuse to back up. In his defense, he would have to drive backward roughly 500 feet! After a time, Ms. Cole talked both drivers down from their aggressive posture, and the driver heading north finally backed up his truck all the way to Hummock Pond Road/Joy Street. Immediately afterward, Ms. Cole told Ms. Kaufman that similar incidents happened constantly, requiring her to "talk the drivers down" from their aggression.

- 4) Incident B – A vehicle heading south on Mount Vernon was met by a vehicle heading north on Mount Vernon Street. Both vehicles stopped facing each other, unable to proceed. The driver of the vehicle heading south honked and screamed at the other driver to back up. The driver of the vehicle heading north was an elderly lady in a small car. She froze, seemingly afraid and unable to react. It is likely that she did not feel confident in her ability to drive backwards nearly 500 feet, or perhaps she didn't know what to do. Finally, the other car gave up and back onto the busy two lanes of Milk Street causing consternation and honking. This incident was witnessed by Ms. Cole, resident of 8 Mount Vernon Street during the Spring of 2020.
- 5) Incidents C, D and E – Ms. Cole also reported that her car was totaled one night when it was parked on Mount Vernon in front of her residence. It can be surmised that a vehicle heading in one direction swerved to miss a vehicle headed in the other direction on Mount Vernon Street and hit her car so badly that it was totaled. This incident cost this resident a great deal of money as her car was fully paid off and in good condition, and she had to buy a new car. Robert Kaufman, whose family has owned 32 Milk Street for decades, reports that over the years their fence that runs along Mount Vernon Street has been hit by vehicles twice, costing a substantial amount to fix. It can be surmised that this property damage was also caused by a vehicle heading in one direction that swerved to miss a vehicle headed in the other direction on Mount Vernon Street.

Exhibit A



Property Information

Property ID 56 321
 Location 32 MILK ST
 Owner KAUFMAN ROBERT G TR



MAP FOR REFERENCE ONLY NOT A LEGAL DOCUMENT

Town and County of Nantucket, MA makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Geometry updated Jan. 2021
 Data updated Jan. 2021

Print map scale is approximate.
 Critical layout or measurement
 activities should not be done using
 this resource.

Exhibit B



Property Information

Property ID 56 321
 Location 32 MILK ST
 Owner KAUFMAN ROBERT G TR



MAP FOR REFERENCE ONLY
 NOT A LEGAL DOCUMENT

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 this resource.

Explore 2021 F-150

Exhibit C

Power and Handling

Safety

Specifications

Exterior Dimensions - Cab

Cab style

Regular Cab

Pickup box style	5.5-ft. Styleside	5.5-ft. Styleside	6.5-ft. Styleside	6.5-ft. Styleside	8.0-ft. Styleside	8.0-ft. Styleside
Drive system	4x2	4x4	4x2	4x4	4x2	4x4
Wheelbase	-	-	122.8 in.	122.8 in.	141.5 in.	141.5 in.
Overall length	-	-	209.1 in.	209.1 in.	227.7 in.	227.7 in.
Cab height	-	-	75.6 in.	77.0 in.	75.2 in.	77.0 in.
Width - Excluding mirrors	-	-	79.9 in.	79.9 in.	79.9 in.	79.9 in.
Width - Including standard mirrors	-	-	95.7 in.	95.7 in.	95.7 in.	95.7 in.
Width - Standard Mirrors folded	-	-	83.6 in.	83.6 in.	83.6 in.	83.6 in.
Track width - Front	-	-	67.9 in.	67.9 in.	67.9 in.	67.9 in.
Track width - Rear	-	-	68.3 in.	68.3 in.	68.3 in.	68.3 in.
Overhang - Front	-	-	37.6 in.	37.6 in.	37.6 in.	37.6 in.
Overhang - Rear	-	-	48.6 in.	48.6 in.	48.6 in.	48.6 in.
Angle of approach	-	-	21.7 degrees	23.9 degrees	21.0 degrees	24.6 degrees
Angle of departure	-	-	19.9 degrees	26.2 degrees	23.9 degrees	26.1 degrees
Ramp breakover angle	-	-	20.8 degrees	23.5 degrees	18.3 degrees	21.0 degrees
Ground clearance	-	-	8.7 in.	9.4 in.	8.3 in.	9.4 in.

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[Privacy Policy \(https://www.ford.com/help/privacy/\)](https://www.ford.com/help/privacy/)

Exhibit D



Abutters Listing

MBLU	Lot	Lot Cut	Owner Full Name	Co-Owner Full Name	Address Line 1	City	State	Zip	Location
56	321		KAUFMAN ROBERT G TR	KAUFMAN ROBERT G FAMILY TRUST	24507 MARIPOSA CIRCLE	MALIBU	CA	90265	32 MILK ST
56	321	1	KAUFMAN JULIE		67 BILLINGS STREET	SHARON	MA	02067	8 MT VERNON ST
5544	10		CAMP JOHN MCKESSON II		12288 HNVER COURTHOUSE RD	HANOVER	VA	23069	10 MT VERNON ST
5544	10	1	10R MOUNT VERNON ST LLC	C/O STEPHENSON SALLY GIDDENS	5214 MORNINGSIDE AVENUE	DALLAS	TX	75206	10R MT VERNON ST
5544	32	1	ROWLAND MILTON & ROBERTA		15 DEER RUN RD	NANTUCKET	MA	02554	18 MT VERNON ST
5544	33		STRAIN ANNE P TRST ETAL		8 PARK AVENUE	RED HOOK	NY	12571	16 MT VERNON ST
5544	34		PEACEFUL NEIGHBORS LLC	C/O COWLES	111 OSKALETA RD	S SALEM	NY	10590	14 MT VERNON ST
5544	35		FRAKER FORD M & LINDA M		P O BOX 112135160	SIOUX FALLS	SD	57186	12 MT VERNON ST
Count :	8								



TRAFFIC SAFETY WORK GROUP

Remote Participation Via Zoom

Pursuant to Governor Baker's March 12, 2020

Order Regarding Open Meeting Law

Nantucket, Massachusetts 02554

www.nantucket-ma.gov

~~ Minutes ~~

Thursday, April 12, 2021

Staff in attendance: Operations Administrator Erika Mooney (signed off); Town Minute Taker Terry Norton
Attending Members: Arthur Gasbarro (chair); Lt. Angus MacVicar, Nantucket Police Department; Commission on Disability Chair Milton Rowland; Deputy Department of Public Works (DPW) Director Stephen Arceneaux
Members Absent: Fire Chief Steve Murphy

I. CALL TO ORDER AND ANNOUNCEMENTS

Called to order at 10:30 a.m.

Gasbarro – Informed the public that Mr. Jack Gardner will no longer serve on the Work Group.

III. PUBLIC COMMENT

None

IV. OFFICIAL BUSINESS

1. Discussion regarding encroachments on Washington Avenue, Madaket.

Documentation Correspondence from Tim Pedrotty dated Apr. 13

Public Janie Hobson-Dupont, 11 Washington Avenue

Speakers Betsy Brown, 7 Washington Avenue

James Pedrotty, 12 Washington Avenue

Kathleen Atwood, 17 Washington Avenue

Derek Odell, 3 Washington Avenue

Melissa Walsh, 9 Washington Avenue

Jennifer Blate, for 18 Washington Avenue

Max Brown, 15 Washington Avenue

Carol Rogers, 6 C Street

Discussion **Gasbarro** – The resident comments and concerns have been heard and are being worked on by the Town Manager and staff. There will be no action on this today; this is an update. Nothing is going to be physically done in the immediate future. A surveyor is working on a plan. The Town will be back in touch with all the residents.

Hobson-Dupont – We've talked about this and want to say Washington Avenue is a quiet street and in the 30 years she's lived on the street she has not seen any accidents. Nantucket Regional Transit Authority (NRTA) drivers are very cautious driving down the street. As a group, we feel we are being asked to change the character and appeal of the neighborhood. Asked for a thorough traffic safety assessment to see if the proposed action is warranted.

B. Brown – She has lived on Washington Avenue since 1976 and never felt there was a safety issue. She's distressed by the proposed work. We have a coalition of 20 households who share these concerns; read the names of all the neighbors with shared concerns. Hopes for a resolution that appeals to everyone.

Pedrotty – In the letter, it is requested TSWG have this as an action item and that action is to have a pause on the removal of encroachments. Asked if that could be put to a vote.

Gasbarro – It could go to a vote; his opinion is it is in the hands of Town Administration, so he wouldn't be inclined to make a motion.

Pedrotty – He’s assured by the statement nothing will happen in a day or a week; but in that time, no study could be conducted. Asked how he might better define the word “pause.”

Gasbarro – We are advisory to Town Manager only; it seems to him people have come to think of this Work Group as having some regulatory authority; that is not the case.

Walsh – Given the number of people here and all those interested, we’ve sent letters but haven’t heard back from Town Administration. It’s upsetting we’re hearing this here and not from Town Administration. Asked the Work Group to encourage the Town Administration to engage in some level of direct communication.

Odell – It might be helpful if Town Administration considers engaging with 2 or 3 residents to work on the perceived problem and come to an equitable conclusion. We’re happy to cooperate as long as we know what’s going on.

Gasbarro – Suggest they contact Ken Beaugrand, the Town Real Estate specialist.

Atwood – Agrees with Mr. Odell.

Blate – It seems like someone wants to make big changes like widening the road. Asked what the actual safety issue is someone is trying to address. This seems to be in response to an anecdotal issue made by someone who doesn’t live on the street.

M. Brown – Agrees with everything that’s been said.

Rogers – We walk the street every day in the Summer. We’ve never felt there was a safety issue and there has never been even a close call. Wonders what precipitated all of this.

Gasbarro – Appreciates the comments. Town Administration and Select Board are aware of the neighbors’ concerns and issues; resolving this is within their realm. He will convey to them the number of people who spoke, concerns, and desire to come to a solution.

No action taken.

Action

Roll-call Vote N/A

2. Request for yellow no-parking across from 10 York Street (Continued from March 18, 2021).

Documentation Site plan.

Discussion **Gasbarro** – This is for a yellow line opposite 10 York Street. He must recuse but, without a vice chair, he will attempt to facilitate without participating or voting.

Jeff Kaschuluk, co-applicant – Explained what is causing the problem with accessing the driveway and why a yellow line is needed.

Rowland – Asked to indicate the length of the yellow line.

Kaschuluk – It’s the entire length of the frontage of 10 York Street.

Rowland – He has no problem with this as it will also help pedestrian traffic.

Arceneaux – He received the driveway access request; pending the Work Group’s decision, he will move forward appropriately.

MacVicar – Looks good

Action **Motion to Recommend elimination of parking as shown on the plan.** (made by: Rowland) (seconded)

Roll-call Vote Carried 3-0//Rowland, Arceneaux, MacVicar-aye; Gasbarro recused.

3. Request for “No Parking Either Side” on Parker Lane.

Documentation Video, GIS aerial map, photos

Discussion **Gasbarro** – This is not parking both sides of the road. This goes back to August 2020. A concern was that with no parking there would be an increase in speed; it was decided to place no-parking lines and signs at each end of the street.

David Fiendel – The lines discussed are there; this is beyond that due to an increase in traffic from development. He sent a video of traffic interaction on the Hooper Farm Road intersection. He anticipates the same situation occurring at Fairgrounds Road, especially once 61 Fairgrounds Road is developed.

Gasbarro – He supports this. The lines installed after last August were the 1st-phase to see if it would help. Sometimes, on-street parking helps impede traffic flow and reduce speeding; that will be the tradeoff.

MacVicar – That is the case; parking helps mitigate speed. However, speeding isn't an issue on this road. No parking would be okay there.

Action **Motion to Recommend approval of no parking either side on Parker Lane.** (made by: Arceneaux) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

4. Nantucket Food Pantry: Request for loading zone on Candle Street adjacent to 10 Washington Street.

Documentation Correspondence

Discussion **Gasbarro** – Food Pantry is requesting a loading zone in front of their doors. This is a very heavily traveled road.

Janis Carreiro, Executive Director Food and Rental Assistance – We are asking for designation of a loading zone only from 2-6 on Tuesday, Wednesday and Thursday when we are busiest. People tend to park there all day when they take the boat. We bring food in from an off-site location, and we have drivers coming in frequently to load their cars with groceries to be delivered to home-bound clients. The change would impact the two parking spots in front of the Food Pantry's two doors.

Gasbarro – Asked if it could be changed to 1-hour parking, which might help to maintain turn-over and be exempt from those with residential stickers.

MacVicar – That is correct.

Gasbarro – He has a concern that an incremental loading zone would create an enforcement problem. We could, make it 1-hour parking from Salem to this point. Another thought is it would be better if the two spots start at the NRTA lot making it easier for pull in/pull out.

Rowland – This does seem to have a need, especially considering the people who use this service. It would help even with just 1-hour parking. It would make more sense to have it start at the NRTA lot.

Gasbarro – Another option is to make the 2 spots 15-minute parking rather than calling it a loading zone. That would promote an ability to regularly enforce it.

MacVicar – That is a great idea.

Carreiro – 15-minute parking that can be enforced would be a big help. Agrees limiting parking from NRTA to the door makes more sense. Pointed out it will take more than 15 minutes to unload the large van.

Gasbarro – The traffic safety is in the reduction of double parking, which pushes vehicles into the bike lane.

Arceneaux – He'd prefer a marked loading zone, but the 15-minute parking is a good compromise.

Gasbarro – Suggested starting with a single 15-minute spot and leave the location at the discretion of the DPW; the Food Bank can always come back if it is insufficient.

Arceneaux – One space won't be effective and could cause bumper-to-bumper situations.

Gasbarro – Suggested designating 25 feet.

Action **Motion to Recommend a 25-foot, 15-minute parking area opposite the Food Pantry door as positioned by the DPW.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

5. Request for additional accessible parking space in front of 15 Commercial Street.

Documentation Correspondence, GIS aerial map

Discussion **Gasbarro** – This is from Chief Pittman to freshen up the current accessible parking area and create an additional ADA space in front of 15 Commercial Wharf.

Rowland – At the proposed location for the new spot, the condition of the road and sidewalk is pretty rough; suggested farther up Whale Street where access is provided to the walkway along the pier.

MacVicar – The Chief thought that if this proposed location didn't work, the location proposed by Mr. Rowland would be good. Asked how to get the paint to stay on the curbing down by the Anglers' Club. We have a lot of issues trying to enforce that; you can barely see the blue delineation.

Rowland – Accessible parking spots aren't legal unless there's a sign, which should make it clear. Curb paint does wear off.

MacVicar – There is a sign there but with the blue delineation it's a little clearer cut.

Arceneaux – He can take a look at the location. We're trying to get line painters in; this isn't on our roster, but Ray Sylvia has been going around getting at locations where the large paint trucks can't go.

Action **Motion to Improve signage and marking at the existing accessible space and create a new space at the southerly end of Whale Street.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

6. Adoption of Agenda Protocol/Public Comment Policy.

Documentation Public Comment protocol

Discussion **Gasbarro** – This was suggested by Chief Pittman, to create a public speaking protocol with respect to public comment which reflects the protocol used by the Select Board.

Action **Motion to Adopt.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

7. Discuss Designating Backus Lane as a School Zone.

Documentation Correspondence

Discussion **Gasbarro** – This is a request to help with speeding and improve safety along the road. His question is if it is a designated School zone. If it's a private road, we could recommend the Town take the road considering the schools and school fields.

Arceneaux – He'd have to talk to Mr. McNeil on this; there's been a lot of discussion on the roads around the schools.

Gasbarro – We could refer this to Roads and Right-of-way Committee.

Arceneaux – Since this abuts to so much school property, he wouldn't presume the Town taking the road from the schools.

Gasbarro – Will forward Mr. McNeil's suggestion to the school.

Action **No action taken.**

Roll-call Vote N/A

V. OTHER BUSINESS (Topics not reasonably anticipated 48 hours in advance of meeting)

1.none

VI. APPROVAL OF MINUTES

1. The minutes of March 18, 2021.

Action **Motion to Adopt.** (made by: MacVicar) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

VII. ADJOURNMENT

Action **Motion to Adjourn at 11:52 a.m.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

List of additional documents used at the meeting:

1. Draft minutes of March 18, 2021