

TOWN AREA PLAN WORK GROUP
Meeting of May 17, 2024, at 4:00 pm by Zoom
FINAL AND APPROVED MINUTES

Attending: Mary Anne Easley, Marsha Fader, Alison King, Mary Longacre, Mickey Rowland, Lee Saperstein, and Henry Terry; Nicky Sheriff (PLUS).

Absent: Regen Horchow

Attendance was verified by a roll call; there was a quorum at all times. The meeting was recorded and can be viewed at the following address: <https://www.youtube.com/watch?v=3OBUo-Shcmo&list=PL49sKqpy7VAhF3WZ8xvh3sdHgJEvCabR6&index=41>.

1.Call to Order.

Chair Henry Terry called the meeting to order at 4:04 pm. Attendance was verified by a roll call. He then asked Mary Longacre to review the rules on remote-attendance meetings, which she did, and said that this meeting would be recorded.

He also noted that the Zoom log-in would be the same for all Friday meetings through the end of 2024: <https://us06web.zoom.us/j/86372255725?pwd=eovTDnLsSSnTJzeHbeHOAyipDNiMFe.1>.

2.Agenda Approval.

Henry Terry asked if there were any amendments to the agenda; hearing none, he asked for its approval, which was given unanimously by roll-call vote (Mary Anne Easley, aye; Alison King, aye; Mary Longacre, aye; Mickey Rowland, aye; Lee Saperstein, and Henry Terry, aye).

3.Approval of Minutes for April 19, 2024.

Next, Henry Terry asked for approval of the minutes for April 2, 2024 and Mary Anne Easley so moved, Marsha Fader seconded, and they were approved by roll-call vote (Mary Anne Easley, aye; Marsha Fader, aye; Alison King, aye; Mary Longacre, aye; Mickey Rowland, aye; Lee Saperstein, aye; and Henry Terry, aye).

4.Public and Member Comments.

There were no members of the public present, hence no public comments.

5.Discussion on Circulation Issues.

Henry Terry asked Lee Saperstein, of the Circulation Issues Subcommittee, to review the changes that had been made to the report that had been previously circulated to the entire work group. Lee Saperstein introduced the draft report and then put it up onto the “Shared Screen;” the edited version is attached to these minutes. He proceeded to describe each of the five elements in the document: 1. the road network,

2. sidewalk and pedestrian safety, 3. parking, 4. public transportation, and 5. other congestion issues. This version is written in a declarative fashion and un-favored choices, as included in the earlier version, have been deleted.

In general, there was assent to the elements in the document although several points generated a discussion. In the first section on the Road Network, the final consensus was to leave it as written. Marsha Fader did ask, though, about Gardner Steet. She had attended a recent meeting of the Traffic Safety Work Group that did discuss Gardner Street, including a provision to make it one way, and had reached a take-no-action conclusion. Perhaps, she said, the study of Gardner Street traffic proposed above, should include routes alternate to Gardner Street, to which Lee Saperstein pointed out that Gardner Street was, to many, a route alternate to Washington/North Beach Street.

The review of the next three sections went smoothly with no changes suggested. The fifth and final section on congestion brought forth a criticism from Mary Longacre that the streets with jams mentioned in the section are outside of the Town Area. Lee Saperstein replied that the jams did impact the Town Area but, nonetheless, an editorial comment would be inserted that the advisory content of this section was meant to be shared with the groups writing area plans for the adjacent areas. The attached document includes these edits.

6. Discussion on Natural and Cultural Resources.

Henry Terry called on Marsha Fader to discuss her subcommittee's report on Natural and Cultural Resources. She asked that it be put up on the Shared Screen and indicated that minor editorial changes have been made since it was first shared in 2023. She then proceeded to go through the items serially, starting with the list of sites and events. Modest corrections were offered for the cemetery listings. The entries on historic and Town trees elicited a comment from Mary Longacre that these trees have been documented by the Tree Advisory Committee and the Town's arborist, which led to additional language on these trees, particularly referring to regulations in Chapter 132 of the Town's Code.

Marsha Fader then moved on to discuss the Goals statements in the report. The first, she said, emphasized that cultural structures needed to be supported by their surroundings such as the open meadow on the top of Mill Hill that surrounds the historic old mill. In the second goal, support is given for a strengthened Historic District Commission, HDC; goal three asks for an area plan for the Commercial Downtown to be developed soon; and goal four supports the Town's efforts in coastal resilience, noting that sea-level rise affects the Town Area even though it has no waterfront. Mary Longacre suggested the insertion of the word groundwater into the goal to ensure an understanding of the impact of sea-level rise on the low-lying parts of the Town Area. These edits are included in the appended progress report.

7.Adjournment.

At this point, Henry Terry noted that it had gone past 5:00 pm and indicated that it was time to adjourn. Before asking for such a motion, he reported that Megan Trudel of PLUS had asked if the work group wished to be included in a Microsoft Teams File-Share/One Drive. Mary Longacre expressed concern that, if the shared file allowed work-group members to edit other peoples' work, it might be a violation of the Open Meeting Law. Henry Terry replied that this was a valid concern and he would check with

Megan Trudel before proceeding any further. A motion to adjourn was then offered by Mary Longacre, seconded by Alison King, and approved unanimously (Mary Anne Easley, aye; Marsha Fader, aye; Alison King, aye; Mary Longacre, aye; Mickey Rowland, aye; Lee Saperstein, aye; and Henry Terry, aye). Adjournment came at 5:04 pm.

The next scheduled meeting is Tuesday, June 4, 2024 at 3:00 pm. This meeting will be by Zoom. The Tuesday Zoom link for Tuesdays is different from today's link.

For reference: Subcommittee composition.

2. Land Use: Liz Almodobar and Mary Anne Easley
3. Housing: Marsha Fader and Mickey Rowland
4. Economic Development: Alison King and Mary Longacre
5. Natural and Cultural Resources: Liz Almodobar and Marsha Fader
6. Open Space and Recreation Plan: Mary Anne Easley and Henry Terry
7. Services and Facilities: Regen Horchow and Mickey Rowland
8. Circulation; Mary Longacre and Lee Saperstein

Lee W. Saperstein, Secretary, saperste@mst.edu

8. CIRCULATION

17 May 2024

This plan component on circulation includes suggestions on the 1. the road network, 2. sidewalk and pedestrian safety, 3. parking, 4. public transportation, and 5. other congestion issues. These are restricted to the Town Area although it is recognized that traffic and parking issues are deeply affected by the Commercial Downtown, CDT, core and the harbor front, both of which are surrounded by the Town Area.

1. The Road Network. The document from the Transportation Planners, “Nantucket Long-Range Transportation Plan, FFY 2024 to 2044 ” (<https://www.nantucket-ma.gov/DocumentCenter/View/45499/Long-Range-Transportation-Plan--FFY-2024-to-2044-PDF>), LRTP, contains, in several appendices, project descriptions for improvements to road intersections, streets, and Active transportation, which is a synonym for bicycle and pedestrian improvements. Every item of this list that is within the Town Area is endorsed; although in different levels of readiness, each has been through a Town-review process.

The LRTP does not include a plan for alleviating congestion on Gardner Street. The sub-committee recommends that a planning study be made for this historic and over-used way. It provides a relief bypass around the town’s center but is narrow with insufficient room for passage of wide vehicles traveling in opposite directions without recourse to driving partially on the sidewalk. Utility poles restrict this practice and prevent any sort of widening. Suggested planning elements include possibilities that protect its historic nature but provide some relief. These include resetting the poles, burial of utilities in a “utilidor” vault or tunnel under the street, and rerouting the utilities along the back property boundaries. This study must include input from abutting property owners.

2. Sidewalk and Pedestrian Safety. Nantucket has a practice of parking partially on sidewalks on those streets that are so narrow as to cause a blockage if cars are parked in the roadway (Academy Lane, Gay, Hussey, Liberty, Lily, Quince, York Streets, among others). Reference is made to the 2003 survey of narrow streets, including those for which sidewalk parking might be permitted. The practice is contrary to Massachusetts law, which, given Nantucket’s need for parking and the long-term history of the practice, has not been enforced. The TAP believes that the practice needs to be defined and regulated but not banned. Input from State government should be sought on how best to have local enforcement of sidewalk parking permissions and bans.

Two other considerations were discussed: pedestrian safety and curb heights. On those streets, such as Gardner, Liberty, and Lily, that have a high use, driving on the sidewalk can frighten and, even, jeopardize pedestrians. Less-used streets on which cars are parked on the sidewalk reduces sidewalk width below the minimum needed for safe passage. The discussion on curb heights included the potential for lowering curbs so as to facilitate driving on the sidewalk and not setting curbs so high as to interfere with pedaling of a bicycle or to cause an accident when stepping off a curb. Any repair or road construction on historic streets should preserve historic curbs.

3. Parking. It is understood that any parking and traffic decisions made for the CDT will impact the Town Area. Making parking more difficult or expensive will cause drivers to seek spaces just outside of the Downtown while making it easier or more available will most likely put more traffic pressure, i.e.,

congestion, on Union and Washington Streets. Note is made of a survey administered by the Nantucket Civic League in 2017 on the subject of parking.

In general, the sub-committee does not endorse any parking ban but it does consider schemes to make it more expensive. It does not endorse the LRTP recommendation for a parking structure located in Harbor Place (ex-Wilkes Square). While not recommended, it is noted that a paid parking structure could go in either of the Washington or Silver Street lots. A better choice for a paid parking structure would be behind 4 Fairgrounds Road. It is noted that Harbor Place is outside of the Town Area, which suggests that these comments are advisory only.

If the Town creates a paid-parking scheme, the TAP endorses one that uses smart-phone and digital technology. It offers an alternative plan; the current residential parking district should be expanded to be an universal plan for the entire Town Area as well as the CDT. Parking anywhere in the Town Area, the CDT, and the waterfront would require a permit. Parking district rules and fees could be amended to accommodate residential discounts, differential fees for commercial vehicles, and digital purchases of short-term permits. Expansion of the district as suggested would create paid parking for residents and visitors alike. Existing parking zone limitations (30-minute, 1- and 2- hour, loading, disabled, and no-parking) would remain.

A shortage of places for overnight parking suggests that additional long-term, i.e., overnight-parking-permitted parking lots be developed on Town property on Fairgrounds Road and further afield in the industrial area around the airport. Shuttle bus service would be necessary; perhaps paid for by parking fees. Shuttle bus-stop shelters should be installed at remote lots.

4. Public Transportation. NRTA has just announced a six-month trial of free passage on all WAVE buses. The shuttle-bus service, Wave, is exploring a reinstatement of the ferry shuttle from Town parking lots to the wharves and this move should be encouraged by the Town. The Jetties lot already has shuttle bus service in the summer time. Proceeds from a paid parking scheme should be dedicated to the public's use of the shuttle buses. The TAP is also in favor of any scheme that encourages bicycle use. To encourage visitors to Nantucket to leave their cars on the mainland, a frequent shuttle service could be initiated between the ferry terminals and the public transportation center (Greenhound Stop), which would allow ferry passengers to obtain their desired route without a lot of walking.

5. Other Congestion Issues. The summer-time traffic jams on the Union/Washington Street corridor and North Beach Street, coming from the Jetties Beach, are well known. Although only Union Street is in the Town Area, these jams are inhibiting factors for the Town Area. For instance, drivers seeking to avoid jams on Washington Street or North Beach Street will use Gardner Street for relief; hence, the following comments are suggested for sharing with the Work Groups that will be developing area plans for the Commercial Downtown, Brant Point, and Mid-Island. In places, these jams are the result of Nantucket drivers' deference to pedestrians at key intersections: Main Street/Straight Wharf and Candle/Easy Streets; also, South Beach and Broad Streets. While there may be more severe solutions such as crossing-guard control of traffic and pedestrians, the TAP is in favor of moves that reduce the use of private cars. NRTA should be encouraged to have bus service from Greenhound to the Jetties.

It is noted also that jams exist year-round at the main Island rotary that links Milestone Road, Old South Road, Orange Street, and Sparks Avenue and frequently at the Sparks Avenue rotary. Jams exist also at

“Four Corners,” which is where Atlantic Avenue, Prospect Street, Sparks Avenue, and Surfside Road meet and is at the edge of the TAP. As written above, the Work Group supports the LRTP recommendations for improvements to these intersections.

In general, the TAP does not endorse congestion charges nor limitations on private-car ownership. It is hoped that that suggestions in the above sections, primarily Parking, will reduce demand on the road network.

[Attached items are not meant to go into our final Town Area Plan but are included for back-up filing.]

Traffic Safety Advisory Committee

MEMORANDUM

TO: Board of Selectmen

FROM: Sidewalk Parking Study Group

(selected members of the Traffic Safety Advisory Committee (TSAC))

DATE: June 11, 2003

SUBJECT: Recommendations for Restricting Vehicle Parking on Sidewalks

Members of the TSAC's Sidewalk Parking Study Group (James Ellis, Jack Gardner, and Mike Burns) viewed and measured the following streets on June 10, 2003 for the purpose of developing recommendations regarding the parking of vehicles on sidewalks: Cliff Road, North Liberty Street, Milk Street, Pleasant Street, Fair Street, Orange Street, Union Street, York Street, Liberty Street, India Street.

The study group utilized a benchmark street width of 19-feet in developing the recommendations below. This benchmark would allow a minimum 12-feet of travel width for emergency vehicles (minimum width under state law) and a minimum seven (7)-feet for parallel parking, meaning the study group does not recommend vehicles to park on the sidewalks of streets that have a pavement width of 19-feet or greater.

Recommendations:

Cliff Road:

1. Sign the existing parking areas of Cliff Road from Chester Street to North Liberty Street "No parking on sidewalk".
2. Add a "No parking" yellow line on the southwest side of Cliff Road between Folger Lane and Kite Hill Lane.

North Liberty Street:

1. Sign the existing parking areas of North Liberty from 86 North Liberty to the intersection of Cliff Road "No parking on sidewalk".

Milk Street:

1. Sign the existing parking areas of Milk Street from 28 Milk Street to Prospect Street intersection "No parking on sidewalk".

Pleasant Street:

1. Sign the existing parking areas of Pleasant Street from Silver Street to Mill Street "No parking on sidewalk".

Fair Street:

1. Sign the exiting parking areas of Fair Street from Darling Street to Rays Court "No parking on sidewalk".

Orange Street:

1. Sign the existing parking areas of Orange Street from Main Street to Union Street “No parking on sidewalk”.
2. Add a “No parking” yellow line in front of 39 Orange Street (from Plumb Lane to the end of the front steps of 39 Orange Street).

Union Street

1. Sign the existing parking areas of Union Street from 32 Union Street to Salem Street “No parking on sidewalk”.

York Street

1. This street was less than 19-feet in width.

Liberty Street

1. This street was less than 19-feet in width.

India Street

1. This street was less than 19-feet in width.

SUMMARY, ALL RESPONDENTS (N=245)						
Proposal	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree	Total
Vigorous Enforcement of Parking Regulations	37%	29%	13%	17%	5%	101%
Shuttle Bus to Satellite Parking Lots	55%	33%	6%	5%	1%	100%
Paid Parking with Bumper Sticker in Core District	20%	21%	16%	24%	19%	100%
Paid Parking with Kiosks Issuing Window Stickers	20%	24%	15%	26%	26%	111%
Increase the Ferry Embarkation Fee for NRTA	26%	31%	12%	19%	12%	100%
Year-Round Bus Service	34%	36%	20%	9%	2%	101%
MADAKET RESIDENTS ASSOCIATION (N=101)						
Vigorous Enforcement of Parking Regulations	26%	27%	20%	21%	7%	101%
Shuttle Bus to Satellite Parking Lots	40%	42%	6%	8%	3%	99%
Paid Parking with Bumper Sticker in Core District	17%	19%	18%	22%	25%	101%
Paid Parking with Kiosks Issuing Window Stickers	15%	26%	14%	22%	22%	99%
Increase the Ferry Embarkation Fee for NRTA	22%	34%	12%	18%	13%	99%
Year-Round Bus Service	28%	34%	23%	11%	3%	99%
NANTUCKET TOWN ASSOCIATION (N=76)						
Vigorous Enforcement of Parking Regulations	55%	19%	8%	15%	3%	100%
Shuttle Bus to Satellite Parking Lots	63%	33%	3%	1%	0%	100%
Paid Parking with Bumper Sticker in Core District	31%	23%	13%	20%	14%	101%
Paid Parking with Kiosks Issuing Window Stickers	29%	15%	8%	14%	14%	80%
Increase the Ferry Embarkation Fee for NRTA	38%	26%	8%	14%	14%	100%
Year-Round Bus Service	54%	28%	11%	4%	3%	100%
SURFSIDE ASSOCIATION (N=46)						
Vigorous Enforcement of Parking Regulations	32%	43%	9%	16%	0%	100%
Shuttle Bus to Satellite Parking Lots	54%	39%	6%	0%	0%	99%
Paid Parking with Bumper Sticker in Core District	14%	21%	19%	35%	12%	101%
Paid Parking with Kiosks Issuing Window Stickers	9%	16%	19%	40%	16%	100%
Increase the Ferry Embarkation Fee for NRTA	16%	29%	13%	31%	11%	100%
Year-Round Bus Service	23%	48%	18%	11%	0%	100%
HUMMOCK POND HOA (N=13)						
Vigorous Enforcement of Parking Regulations	15%	54%	8%	15%	8%	100%
Shuttle Bus to Satellite Parking Lots	50%	33%	8%	8%	0%	99%
Paid Parking with Bumper Sticker in Core District	9%	36%	18%	27%	9%	99%
Paid Parking with Kiosks Issuing Window Stickers	0%	27%	18%	18%	36%	99%
Increase the Ferry Embarkation Fee for NRTA	18%	55%	18%	9%	0%	100%
Year-Round Bus Service	25%	42%	33%	0%	0%	100%
OTHER (N=9)						
Vigorous Enforcement of Parking Regulations	56%	22%	0%	11%	11%	100%
Shuttle Bus to Satellite Parking Lots	22%	56%	11%	11%	0%	100%
Paid Parking with Bumper Sticker in Core District	11%	11%	11%	22%	44%	99%
Paid Parking with Kiosks Issuing Window Stickers	0%	22%	11%	22%	44%	99%
Increase the Ferry Embarkation Fee for NRTA	22%	22%	22%	22%	11%	99%
Year-Round Bus Service	22%	44%	33%	0%	0%	99%
Source: Survey Monkey (??) responses elicited January 2017. Green shade denotes broad community-wide consensus.						

PROGRESS REPORT #3: NATURAL + CULTURAL RESOURCES

Marsha L. Fader

May 17, 2024

REVISED

LIST of NATURAL + CULTURAL RESOURCES

Historical Sites

Includes structures, churches, and monuments

Historic Residential Structures: 1,758

Nantucket Historical Association:

Oldest House

Hadwen-Satler House

Old Gaol

Greater Light

The Old Mill

Fire House Cart House c. 1886 8 Gardner St

Thomas Macy House, 99 Main Street

12 Liberty Street

Eleanor Ham Pony Field

1800 House, 4 Mill Street

Fair Street Research Library

Quaker Meeting House

Museum of African American History:

African Meeting House, Boston-Higginbotham House

Coffin School

Sherburne Hall, 11 Centre Street, 1846 I.O.O.F. building, now owned by the University of Florida/Presrvation Institute

Pacific Club/Rotch Counting House, ca. 1775, 15 Main Street

First Congregational Church (plus its Tower Climb)

Old North Vestry

St. Paul's Church

Summer Street Church

Northern & Southern Meridian Stones

Civil War Monument

Academy Hill School Apartments

New North Cemetery

Quaker Cemetery

Historic Coloured Cemetery

Maria Mitchell Association

Historic Mitchell House 1 Vestal Street

Maria Mitchell Research Center 2 Vestal Street

Vestal Street Observatory 3 Vestal Street

Hinchman House Natural Science Museum Milk Street / Vestal

Cultural Sites

Includes arts & cultural institutions and events

Nantucket Cultural District: see their map & website @ <https://www.nantucketculturaldistrict.org>

"Mission: To enhance the arts and culture of our diverse community and promote their importance for our health and happiness while encouraging their enjoyment by visitors and residents in collaboration with local businesses.

Here on Nantucket, our process began and continues as an initiative through a combination of Town of Nantucket, our island's arts and cultural organizations, and leaders from the downtown business community.

Whether you love nature, history, or the arts, Nantucket offers each in abundance. Encompassing the island's downtown core, the Nantucket Cultural District embraces the heart of the island's wealth of arts and culture. Visitors especially like going back in time on Nantucket, with its cobblestone streets, historic public buildings, well-preserved homes, and hidden pathways. Strolling around the 28 blocks of Nantucket Cultural District, visitors encounter hundreds of houses and landmarks on the National Register of Historic Places and landmarks that are part of the National Historic Landmark district, sites that chronicle our nation's past in this present day setting."

Artists Association of Nantucket

Bennett Hall, 62 Centre Street

Joseph M. Griffin Hall, 15 Cherry Street

White Heron Theater Company, 5 North Water Street

Events:

Daffodil Weekend

Nantucket Wine & Food Festival

Nantucket Film Festival

Nantucket Book Festival

Boston Pops on Nantucket

The Scallopier's Ball

Christmas Tree Lighting

Christmas Stroll Weekend

Natural Sites: See complete Open Space List

Historic Elm Trees: encourage their maintenance, documentation, tagging, & public education of both nineteenth and twentieth-century-planted trees.

Town Trees: encourage public knowledge of Chapter 132 Trees & Shrubs of the Town of Nantucket Bylaws.

Cobblestone Streets: support and encourage the preservation of cobblestone streets together with the specialized tradesman skills for maintenance and repair. Beginning in 1836 streets were paved with cobblestones from an unknown off-island source. They may still be found on Main, Centre, India, and Liberty Streets as well as others exposed and many covered by twentieth-century asphalt paving.

GOALS & RECOMMENDATIONS

Goal 1. Recognize & value the natural & cultural resources in relationship with their settings. Esteemed Nantucket historian Edouard Stackpole often spoke about the importance of preserving the setting as well as the resource using the Old Mill as an example. There is open space surrounding the Old Mill that honors and respects the Mill itself without allowing increased density adjacent to it. There is a synergy where the combined effect is greater than but dependent upon the individual historic & cultural assets.

As a whole, the area encompassed by the Town Area Plan functions as the setting for the downtown area as well as the entire island. This area in combination with the downtown and the waterfront welcomes, supports and maintains year-round life and tourism.

Strategy 1.1: Support and encourage all recommendations integrated into the nine components of the Town Area Plan. The Natural & Cultural Resources identified depend upon all other components.

Strategy 1.2: Develop, enhance and maintain access by addressing the following issues - issues that are also considered in other plan components:

a. Access: maintenance of sidewalks; signage; it is difficult, sometimes impossible to walk safely to museum properties

b. Signage/Wayfinding: street signs for consistent day/night readability, contrast + placement; historic site educational signage (freestanding); temporary event museum signage: HDC regulations need to relax, especially for banners

- c. **Electric + Cable Lines:** Visual + sidewalk intrusion; request/encourage going underground historically-inappropriate telephone poles with more lines & cables than ever before are in sharp contrast to new island developments with all lines underground; encourage going underground; what is done in other historic towns?
- d. **Noise Abatement:** landscapers, HVAC, helicopters, etc.
- e. **Traffic:** protect historic structures from the weight and vibration of heavy trucks. Ex.: Pacific Club/Main Street, Hadwen & Barney Oil and Candle Factory/Broad Street
- Goal 2.** Re-establish the HDC as an autonomous department with its own director, according to the most recent state legislation; fund an architectural historian to review all HDC applications for the Town Area/Old Historic District structures; re-establish the HSAB/Historic Structures Advisory Board of the Historic District Commission/HDC; update *HDC Building With Nantucket in Mind* expanding upon guidelines & regulations for historic structures, treating outlying areas separately; encourage the reading and circulation of this HDC book.
- Goal 3.** Encourage and support a new area plan for the Downtown. Request a member of the new team be one of the members of the Town Area Plan of 2024.
- Goal 4.** Encourage a study of the impact of climate change & rising seas upon the lands, water supply, wetlands, and ponds, groundwater & stormwater management within the Town Area Plan.
- Goal 5.** Support education and elimination of harmful fertilizers. Encourage natural & native plantings.
- Goal 6.** Provide education & outreach on the value of the Dark Skies Initiative By Law; encourage enforcement; support MMA observatory; request proper size wattage for all town lighting; consult Gail Walker and Lauren Sinatra
- Goal 7.** Encourage and support the ongoing architectural & historical survey and its funding of historic structures within the town area plan boundaries.
- Goal 8.** Encourage research for resources not adequately researched, understood or developed, for their histories, significance, and potential archeological sites, such as:
 - a. The New Guinea neighborhood
 - b. Mill Hill + Coffin Parks
 - c. Lily Pond
 - d. a timeline and brief history of the development of the town area
- Goal 9.** Consider the roadways a cultural resource, not simply a corridor for vehicles. Allow for multi-users. Reference: *Urban Roadway Classification* by Jerry Forbes: “Streets and roads, particularly in an urban area, are multi-modal transportation corridors and serve more functions than that of mobility and access. Streets are public places: places to gather, socialize, window shop, people watch, etc. An alternative classification system for urban and downtown streets is necessary to better integrate the road, and its design, into the urban fabric.”