

Town and County of Nantucket
ROADS AND RIGHT OF WAY COMMITTEE

Posted Meeting of
January 17, 2023, at 4:00 pm
Held live in 131 Pleasant Street, Conference Room A, and by Zoom Videoconferencing

DRAFT MINUTES FOR REVIEW AND APPROVAL

1. Call to Order, Approval of the Agenda, Approval of Minutes, and Public Comments.

A. Chair Bill Grieder called the meeting to order at 4:03 pm. In attendance were Committee Members Rick Atherton (on Zoom), Ed Gillum, Bill Grieder, Allen Reinhard, Rob Ranney (on Zoom), Lee Saperstein (on Zoom, joined at 4:15 pm), and Phil Smith; there was a quorum at all times. Also in attendance was TaKyra Netter, DPW. All present responded to an attendance roll call. The meeting was recorded and can be viewed on the Town's You Tube site (on Town's main web page as "Watch Meetings Live", select "Playlists" then look for "Roads and Right of Way".):

https://www.youtube.com/watch?v=qgGvr0mkJ2I&list=PL49sKqpy7VAi_AAArzhvnU4I5DTnhiVDj1&index=31

Absent: Nelson, "Snookie," Eldridge, Nat Lowell.

B. Approval of the Agenda. The agenda was approved unanimously by acclamation.

C. Public Comments.

None.

D. Approval of the minutes of the meeting of November 15, 2022.

Phil Smith moved approval of the minutes of the meeting of November 15, 2022, Allen Reinhard seconded, and the committee voted positively by roll-call vote to approve them.

2. Update on Road, Sidewalk and Takings Projects; Encroachments; by Ken Beaugrand.

Ken Beaugrand was unable to attend the meeting; hence this item was skipped.

3. Continued Discussion of Possible Takings:

a. Franklin Street: Cemetery Commission

b. Stone Alley: Ginger Andrews

Bill Grieder reminded the committee members that there were open issues with respect to the taking of Franklin Street and Stone Alley. For the former, the Town is negotiating with the abutters; when next able to attend, Ken Beaugrand will report of the status of these negotiations. For Stone Alley, Ginger Andrews wrote to the committee in support of a taking (attached to the minutes of November 15, 2022); she has now written to the Town asking for Stone Alley to be taken as a public way. Bill Grieder thought that she might attend this meeting. Allen Reinhard spoke again about the Cemetery Commission's need to protect parking along Franklin Street so that visitors to New North and Old North Cemeteries could park. Taking the way, he suggested, would protect parking.

Bill Grieder said that he would return these two items to a future meeting. Allen Reinhard said that we had been asking about these ways for some time now and it was now time to act.

4. Patrick Reed (If Available): Any Updates on Road and Sidewalk Projects.

Patrick Reed, Transportation Planner, was unable to attend. Bill Grieder suggested, in light of Patrick Reed's announcement of his resignation, that we would appreciate an update from him before he departs. It could be in the form of a written memorandum if our next meeting will be later than his planned departure.

5. Inquiry from the Public re: a Possible Bike Path to Wauwinet.

a. Clarification of RROW Committee's Role.

There is no proposal or plan for RROW to review.

b. Received Correspondence from the Public.

Bill Grieder mentioned that the agenda contained a number of letters written or copied to the committee in opposition to a bike path to Wauwinet. They are attached to these minutes. He went on to say that there is a potential federal grant for this multi-use path. Ed Gillum felt that the committee should find out what grant conditions are attached to this potential grant. Phil Smith asked about the nature of the committee's role on this issue. May we make recommendations, he asked. Certainly, said Allen Reinhard. Our role is to advise the Select Board on issues of access for pedestrians and vehicles alike. He also said that an example of this advice is the spread sheet for potential road takings, which was attached to the minutes of the previous meeting. Lee Saperstein offered to repeat them in this meeting's minutes. Ed Gillum suggested that the committee should find the original plans for bike paths to see if they included criteria for locating them. Lee Saperstein added that they may have been discussed in meetings of the Select Board and in Annual Town Meetings; given that the bike paths needed environmental impact assessments before they could be built, these may provide the needed information and be more retrievable from the files.

6. Public Way Monument Project: Identify Installation Locations and Schedule Installation Process.

Bill Grieder noted that a work order for installation of the remaining public-way monuments had been submitted and that he would find out its status. Allen Reinhard also reported that the mystery of the missing flush monuments from the DPW yard had not been resolved. Phil Smith said that this work needs a schedule. Lee Saperstein reminded the group that there is a short list of monuments remaining to be installed; it is attached to these minutes.

7. Old, New, and Other Business, and Member Comments.

Bill Grieder suggested that the committee needs to consider its next steps in response to the concerns of ‘Sconset residents about abuses and misuses of the ‘Sconset Bluff Footpath. At the committee’s meeting of September 29, 2022, a sub-committee was formed to craft the committee’s response: members Ed Gillum, Nat Lowell, and Allen Reinhard. He then read out the action items. The list is appended to these minutes; see also the “Projects List” below. Ed Gillum said that enforcement should be added to the list. These action items will be put onto a forthcoming agenda for open discussion.

During this discussion, Allen Reinhard said that he walks the path regularly and, on his last visit, noted that the owners of a house at or around 30 Baxter Road had planted their garden up to the edge of the path. This was an encroachment, he observed.

9. Adjourn.

A move to adjourn was made by Allen Reinhard, seconded by Ed Gillum, and approved unanimously by roll-call vote. Adjournment came at 5:03 pm. The next meeting is at **4:00 pm, February 21, 2023**. It and the March and April meetings will be by Zoom video call only.

Lee W. Saperstein, Secretary _____ Date _____

Roads & ROW Ongoing Projects List:

Public Way Monument Project: (Lee & Allen & Snookie)

Install remaining monuments at Sconset Footpath, Hulbert Ave., and other locations

- Need scheduling with DPW

Update file of existing monuments

- In progress

Move monuments at Westchester St. Ext. & Crooked Lane

- Need to coordinate with Land Bank

Sidewalk Projects: (Lee & Allen)

Prospect St. (sidewalk to Upper Vestal St.) to Madaket bike path

- Referred to Transportation Planner

Cliff Rd. Coffin Park to bike path at Sherburne Tpk.

- Request sent to Selectboard to add to future sidewalk list

Pleasant St. Gardner Perry Lane to Williams St.

- Referred to Transportation Planner

Lovers Lane Bike path/ road reconstruction

- Bids received over budget – need additional funding

Follow implementation of downtown sidewalk improvements

- Updates provided by DPW representative to RROW

Bike/Pedestrian connection from Surfside to Hummock Pond to Madaket paths

- Land takings completed – needs Town Meeting funding

Chapter 91 Monitor Project: (Lee, Rick, Phil)

GIS department head Nathan Porter working to make available online

Harbor Walk Project, list of permits and approvals

- Plan presented to Selectboard – ReMain Nantucket providing assistance

Identify Chapter 91 licenses along route for the Harbor Walk

- In progress

Locate other locations on waterfronts requiring licenses

- Request sent to ConCom to copy RROW on any received applications or notices

Nantucket Greenway and Trail System Project: (Allen, Lee)

Nantucket Central Railroad trail map of existing portions of route

- Locations identified at Easy Street, Washington Street extension, Naushop development and Bayberry Commons to Surfside

Island Trail Map with all walking trails

- In progress

Sconset Bluff Walk Review: (Allen, Ed, Nat)

- update sign verbiage?
- Increase sign locations?
- Increase maintenance?
- Survey path?
- Identify encroachments?

APPENDIX A. CORRESPONDENCE ON POSSIBLE BIKE PATH ALONG THE WAUWINET ROAD.

December 30, 2022

To:

Mr. Andrew Vorce

Ms. Erica Mooney

Mr. Jason Bridges

Mr. Bill Grieder

Mr. Patrick Reed

Mr. Rick Sears

Dear Gentlemen and Lady!

I am writing to you all regarding the proposed bike path to Wauwinet. I am **completely** opposed to this project for the numerous **extreme** negative impacts it will have on our community.

#1. Wauwinet Road has much conservation land and wetlands on both sides of the road, including 4-5 streams to cross between Pocomo and Wauwinet.

#2 Where will people go to the bathroom as there are none?

This will mean more people will dismount, trespass thru private properties looking to relieve themselves.

People will look for beach access and trespass thru private properties. This means more 'strangers' to our quiet community wandering around.

#3. After a very long journey to Wauwinet, there is no water source.

#4. While the trustees promote the mile walk to their property through deep sand, mosquito and green-head infested areas to continue the 9 miles to the Great Point lighthouse, most will not be able to sustain this activity.

Over the last few years, there has been an exorbitant increase in the number of cars parking on either side of the road in order to get the pass to Gt. Point, let the air out of their tires.....again, they are parking along either wetlands, or conservation land. This has impacted the safety of our children on bikes, families walking their dogs etc. Adding a bike path to **NOWHERE** will only adversely affect what has always been a very quiet, safe neighborhood.

Other bike paths end in places which do provide food/water sources, and access to beaches. **We wholeheartedly believe that this proposed project will forever negatively impact one of the last, special places on the island.**

Sincerely,

Susan Belcher

8 Plover Lane

Nantucket, MA 02554

TO:

Mr. Andrew Vorce - Director of Planning and Economic Development:

Ms. Erika Mooney - Select Board - Operations Administrator

Mr. Jason Bridges - Select Board - Chairman

Mr. Bill Grieder - Roads & R.O.W - Chairman Elect

Mr. Patrick Reed - Transportation Planner -

Mr. Rick Sears - Deputy Director of Finance

FROM:

Wauwinet Land Owners Association - Officers and Directors

The Wauwinet Land Owners Association (WLOA) Charter is:

"The purposes for which the WLOA Corporation is formed are to protect the property and other interests of Wauwinet landowners and to preserve and improve the natural environment and beauty of Wauwinet and the Island of Nantucket."

It is the WLOA board's position, as well as the super majority of its residents, that a bike path to Wauwinet would be detrimental to the Wauwinet community. The bike path would be a destination to nowhere. At the gate house, the Wauwinet Road becomes private. There is no general store, there is no drinking water source, and, except for the two lovely port-a-potties, there are no bathrooms. After a 10 mile bike ride from Town, these facilities would be necessary.

Providing a bike path could bring 20, 50, 100+ pedestrians through Wauwinet wandering aimlessly looking for the beach, on the harbor and the ocean. The Trustees will promote the mile walk to their property through deep sand, mosquito and greenhead infested areas as well as the 10 mile hike to the lighthouse as an enjoyable sightseeing activity.

This is not for the faint-hearted hiker.

The easement across private property was established to provide driving access for fishermen in the 1970's, maybe 25 - 50 cars a day. Now the chaos, congestion and gridlock at the gatehouse caused by the motorists going to Great Point brings 150 - 200 cars a day (that's 300- 400 cars round trip), parking along the road, and long lines to air up tires has quite often become a dangerous gridlock for Residents, pedestrians and bikers.

We also cannot ignore the environmental impact a bike path parallel to Wauwinet Road would endanger. We know that a good portion of both sides of Wauwinet Road is conservation and/or wetlands; plus, there are 4 - 5 natural streams that cross under Wauwinet Road between Pocomo Road and Wauwinet, a negative and expensive project.

We have received a huge majority consensus from the Wauwinet community opposing this project due to unintended consequences including bikers wandering around private properties in Wauwinet, Plover Lane, Crows Nest Way, Squam Road that could cause security issues. It has recently been brought to our attention that non-residents have

been wandering through the "Pretty Path" to Crows Nest Cottages exploring. We think you all can understand the issues that could arise from a bike path, as non-residents wandering around our neighborhoods with no available destination raises a great concern to the security of our children and properties.

We choose to live in Wauwinet for its rural, quiet enjoyment, charm and historical character. We are a community of second, third, and some fourth generation homeowners along with first time homeowners seeking the quiet enjoyment of Wauwinet. We choose to protect Wauwinet from the gridlock, chaos and confusion the rest of the island is experiencing.

Questions at issue for a bike path to Wauwinet:

- 1) One unintended consequence Wauwinet already deals with is the traffic caused by the Trustees. Land given to the Trustees and Conservation by Wauwinet Residents/ Landowners has become a tourist destination with over 300- 400 cars a day traveling round-trip through Wauwinet and our Village, and consequently, exponentially increased traffic on the Wauwinet Road from Polpis Road.
- 2) Gridlock at the gatehouse caused by motorists airing down their tires, airing up their tires, purchasing beach permits in order to access the road north of the Wauwinet Village, and parking on the shoulder of the road is already a dangerous situation for pedestrians and bikers.
- 3) From the Gatehouse to the Federal Lands at Great Point where a permit is required, there is a mile-long easement through private properties. Through these private properties, the access road is very narrow (one car wide with thick brush on both sides) and the access road consists of very soft sand where it is impossible to ride a bike creating a liability for landowners, homeowners and our association.
- 4) After the first mile of private road, the next 10 miles of access road to Federal Land becomes extremely soft deep sand that is impossible to ride a bike, and very challenging to walk, not to mention a dense haven for mosquitoes and green head flies.
- 5) With climate change and rising tides, access to the Federal lands is greatly threatened by coastal flooding, erosion and other climate change-related risks. Travel on the beach access has already become endangered due to beach erosion closing the road and cutting off access.
- 6) It is the opinion of the Wauwinet Land Owners Association that a better solution to reducing the speeds and improving the safety of the Wauwinet Road would be to install asphalt speed bumps at engineered locations at a much lesser cost and monumentally less environmental impact to our wetlands and conservation lands.
- 7) It is also our opinion that the Federal funds could be better spent and more afforded by repairing the existing bike paths that are in a state of disrepair.
- 8) Statistically, a good survey would be to evaluate how many biking accidents have occurred on Wauwinet Road as compared to the Polpis bike path and other island bike path(s).
- 9) As a matter of information; Great Point Lighthouse is owned by the US Coast Guard,

the land the lighthouse sits on is owned by US Fish & Wildlife (Federal Land), surrounded by land donated to the Trustee's and or Nantucket Conservation. Currently, none of these entities are maintaining the lighthouse.

10) Lastly, We are surprised that the Town would accept funds from the federal government for such a dubious project. At the end of this proposed bike path project, there remains 14 miles of a difficult and challenging (potentially dangerous) journey to get to Federal land.

Sincerely,

Wauwinet Land Owners Association

Anthony Cahill, President

John Allman, VP

Paul Carini, Treasurer

Linda Allman, Secretary

Mike Gillies - Director

Jon walker - Director

Chris McKeown - Director

Whit Benedict - Director

Alison Hudson - Director

DRAFT

From: Robin Dufournier robindufournier@gmail.com

Subject: Wauwinet Bike Path

Date: December 14, 2022 at 5:22 AM

To: billgrieder@gmail.com

Cc: tcahilljr@gmail.com

Dear Bill,

I am a landowner on Crow's Nest Way in Nantucket. I strongly oppose the project for a Wauwinet bike path. It would damage the ecology of the area, and bring excessive traffic to an area unprepared to welcome it.

Regards,

Beatrix Dufournier

Sent from my iPad

From: Janet Hart janet.a.hart@comcast.net

Subject: Opposition to proposed bike path to Wauwinet

Date: December 14, 2022 at 11:51 AM

To: avorce@nantucket-ma.gov, EMooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov

Cc: Tony Cahill tcahilljr1@gmail.com

Dear Mr. Vorce, Ms. Mooney, Mr. Bridges, Mr. Grieder, Mr. Reinhard, Mr. Reed, and Mr. Sears,

I am writing to express my strong opposition to the proposed bike path to Wauwinet.

My first trip to Nantucket was in the summer of 1964 when I was a year old. My family stayed at the Wauwinet House for several summers, and then bought a house in Wauwinet in 1977. My mother bought a second house in Wauwinet in 2008. As long-time summer residents of Wauwinet (and property tax payers), we oppose the extension of the bike path to that part of the island.

The character of Wauwinet is different from the rest of the island. There is no general store, and there are no public bathrooms (there

are two port-a-potties at the gatehouse, but those are wholly inadequate even now without a bike path). The current configuration of the bike path around the island works well, and should not be altered. In 'Sconset, for example, bikers can stop at the 'Sconset Market or one of several restaurants for refreshments; there are also bathroom facilities. In contrast, the only restaurant option in Wauwinet is the inn, which is often either completely booked with inn guests and others, or off limits to the public for weddings or other events.

Additionally, when bikers arrive at Wauwinet there is essentially nothing for them to do but turn around and go back. The beaches in Wauwinet are private. Indeed, on the nantucket.net website, Wauwinet beach is not even mentioned. The site makes reference to Coskata/Coatue, but those areas are only accessible by boat or by four-wheel drive vehicle. While some may want to visit the milelong

walk through land run by The Trustees, that location is not equipped for the influx of bikers a bike path would bring.

Traffic by four-wheel drive vehicles is already a major challenge for Wauwinet. Initially, approximately 25 to 50 cars traversed the easement to Great Point; these days it is closer to 200 cars a day. Adding bikers into this mix will simply cause more chaos and disruption to this distinctive and relatively quiet part of the island.

While I understand that the Nantucket I grew up knowing in the 1960s and 70s no longer exists, there is no reason to exacerbate conditions that are already difficult in Wauwinet. I urge you to reconsider extending the bike path to that part of the island.

Thank you for your consideration.

Sincerely,

Janet Arnold Hart

650-255-1814

From: Louise King lou.perk.king@gmail.com

Subject: opposition to Wauwinet bike path

Date: December 14, 2022 at 8:15 AM

To: avorce@nantucket-ma.gov, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov, Alan Penzias alan.penzias@gmail.com, tcahilljr1@gmail.com, hannah king hannahpking@gmail.com, Perry King peterregis@aol.com

I am writing as a long term summer resident of Wauwinet. Along with my cousins, I am a third generation partial owner of a family cottage in the area (2 doors down from hotel).

I strongly oppose the creation of a bike path.

On initial review, I saw the purported purpose of increasing safety and greater equitable access to federal lands.

However, the area of Wauwinet and protected coastal areas are unique to the Island. Our resources in that small space are scarce.

We already see 150-200 cars a day passing through this delicate landscape as they reach the beaches. Adding 100s of persons on bikes - with no access to services of any kind - would likely result in significant issues not only for those visiting but who have not planned for a lack of water or facilities - but also for our delicate coastal areas. Miles long walks on small beach roads to the nearest beach access will likely result in many stranded frustrated visitors. As a physician I expect to see emergencies and am concerned about the level of care we will be able to provide to those suffering from heat stroke or becoming stranded and under attack

by mosquitoes and green head flies.

Ahead of spending this amount of money - without truly guaranteed matched funds - we have an ethical duty to carefully explore the potential environmental impact and alternatives to achieve a goal of equitable access to federal lands. Knowing the amount of protected conservation and wetland that surround Wauwinet and the road that leads to it - it is self-evident that a careful environmental

impact study would strongly disfavor further asphalt encroachment to allow for a bike path. Beyond that, increasing person density in the area will surely be detrimental to the delicate coastland.

I realize I have repeated the term "delicate." I've done so intentionally. I've spent 50 years in this space and have seen even the small

changes of building and development severely impact the delicate natural wonder of Wauwinet, the beaches and Coskata. We will naturally lose these incredible pieces of our Earth to climate change. Even so, we should do everything we can to keep them safe as long as we have them.

I agree with my neighbors - there are surely other ways to increase safety on Wauwinet road and to ensure access for those who wish

to see this unique part of the island. To be clear - I sincerely want more people to be able to safely and responsibly access the beauty

of Wauwinet that I have been so blessed to know for so long. But there are better ways. Many options have been proposed including

speed bumps on the road and creating more options for guided tours into the delicate protected spaces. Any option undertaken should

be carefully explored with a non-biased assessment of environmental impact.

Thank you for the work you do and for reading my opinions expressed herein. I appreciate your time and am happy to speak with any

of you about these issues at any time

Sincerely

Louise

Louise P. King, MD, JD

Assistant Professor Brigham and Women's Hospital

Director of Reproductive Bioethics, Center for Bioethics Harvard Medical School

Affiliated Faculty Petrie Flom Center Harvard Law School

lperkinsking@bwh.harvard.edu

brighamandwomens.org

Pronouns: {she, her, hers}

From: johnmartin19@optimum.net

Subject: Wauwinet Bike Path - The Bridge to Nowhere

Date: December 14, 2022 at 12:26 PM

To: avorce@nantucket-ma.gov, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov

The infamous Bridge to Nowhere in Alaska; millions spent to build a bridge to an island where there were only a few summer camps. The bridge was only built because there was Federal money available to do it.

Now Nantucket proposes to build a Bike Path to Nowhere. OK, it goes to Pocomo

Road which is nowhere near the Federal land at Great Point. If the plan was to eventually build a path to Pocomo Point it might make a little sense, but the plan is

to continue the path to the Wauwinet Gatehouse which is pretty much Nowhere, there is nothing there. The Gatehouse is miles from the Federal land, a very difficult walk.

There is only one reason to build this bike path, THERE IS FEDERAL MONEY AVAILABLE TO DO IT and that is NOT a good reason. However, there are many reasons NOT to build the path that have been numerated by Tony Cahill on behalf

of the Wauwinet Land Owners Association, but let me emphasize one, there is no

Federal commitment to build the path beyond Pocomo Road.

The Town should concentrate their efforts on keeping Wauwinet Road repaired (it

needs work now) and perhaps widen it a little, and NOT pursuing this unwarranted and unnecessary project.

John & Peggy Martin, 10 Plover Lane

From: Bill Grieder <bill.grieder@gmail.com>

Subject: Re: Wauwinet Bike Path Dec 2022

Date: December 16, 2022 at 1:24:13 PM EST

To: Cahill Tony <tcahilljr1@gmail.com>

Cc: Grieder Bill <billgrieder@gmail.com>, "Reed, Patrick" <preed@nantucket-ma.gov>, JOHN ROWE <jgrowe02@gmail.com>, Paul Carini <paulcarini@comcast.net>, Mike Gillies <81mgill@gmail.com>, Jon & Kerry Walker <jwalkerbc@me.com>, John Allman <jallman@allmanco.net>, Chris McKeown <chrismckeown235@gmail.com>, Allison Hudson <Allisonhudson929@gmail.com>, Linda Allman <lwpallman@gmail.com>

Dear Tony,

Thank you for your email expressing your concern about a possible bike path to Wauwinet.

The charges given to the Nantucket Roads and Right of Way Committee by the Select Board is to review any issues concerning the status of access over public and private roads, rights of way, abutters ways, proprietors' roads, footpaths, and any other ways throughout Nantucket town and county and to make recommendations to the Board of Selectmen / County Commissioners to ensure and improve public access over them. It is my recollection that constructing a bike path to Wauwinet was first discussed in the late 1970's. Since then, there has been little if any effort to move forward on the project. Apparently, the idea is being to be reviewed in greater detail.

There is a link ([HomeGovernmentBoards, Commissions & CommitteesCommissionsPlanning & Economic Development CommissionTransportation PlanningSidepaths](#)) on the Town website that provides information about existing or proposed bike paths.

As the review process moves ahead, **each** board or committee will hold required public meetings where opponents as well as proponents can express their views. Their agendas and meeting dates are posted on the Town website. If you haven't done so, I'd suggest enrolling in the email notification to help you track the project.

Sincerely,
Bill

Bill Grieder
10 F Street
Nantucket, MA 02554
P 508-228-3652
C 508-543-3311
E bill.grieder@gmail.com

APPENDIX B.

POTENTIAL ROAD TAKINGS LIST, As of November 2022

Order	Road	Road Status, Public (pub) or Private (pvt)	Public Use of this Road	Road links Two Public Roads	Public Safety Concerns	Traversable by Emergency Vehicles	Abutters' Requests	Access to Public Property Including Beaches	Traffic Circulation Patterns	Other Benefits to the General Public; Comments
1	Winn Street	pvt/pub	Yes	Yes	Moderate	Difficult	Yes	No	Moderate	Taking private portion and rebuilding will provide public access around Quaker Cemetery to beach bike paths, which is a high priority. Private portion of Winn St. is narrow and this may affect ability to rebuild it.
2	Somerset Road/Friendship Lane complex	pvt	Yes	Yes	Moderate	Difficult	Yes, %age	No	Light	Drainage and maintenance problems; input from abutters; DPW concerns that drainage fixes should be comprehensive to be effective.
3	Franklin Street	pvt	Yes	Yes	No	Yes	Yes, Ceme	Yes	Light	A taking will provide public access to New North Cemetery including control of parking alongside entry point. Ken Beaugrand reports that a confidential issue must be resolved before he may report to the committee.
4	Warren's Landing Road	pvt	Yes	Yes	Slight	Moderate	Yes, FLA	Yes	Light to moderate	Access to Warren's Landing and Eel Point; Fisher's Landing Assn Letter; proof of Town's commitment needed.
5	Amelia Drive and Ticcoma Way	pvt/pub	Yes	Yes	Moderate	Moderate	Yes	No	Heavy	Amelia was private but has been taken; Ticcoma (to Fairgrounds) is public. Expanding commercial developments and narrow roadways limit two-way traffic and suggest that improvements to these roads is appropriate. The committee may wish to advise on parking, traffic flow, and even road widening.
6	Stone Alley	pvt	Yes	Yes	Yes	No	Yes	No	heavy	Stone Alley is an historic pedestrian way captured in many historic paintings. It is used by residents on the alley and by visitors to the island. Town maintenance would improve the look of the alley and increase its safe use. The Select Board is reviewing a taking action. Ken Beaugrand reports on this date that an encroachment issue is under review and that, once resolved, a recommendation will be made on taking. Maintenance and liability remain as issues to be considered.
7	Independent Way	pvt	Yes	Yes	limited	Yes	Yes	no	light	Independent Way, formerly Coon Street, is an historic street that, somehow, was left off the 1799 listing of streets. Although a private way, the Town has maintained it and now suggests strongly that it should be taken as a public way

APPENDIX C. MONUMENTS TO BE INSTALLED.

Hulbert Avenue

- Henry Street needs an upright (1) monument.
- James Street may not need to be marked but if it does, it will take a flush (1) one in the middle of the easement.
- Johnson Street needs a replacement flush (2) monument.
- Willard Street needs an upright (2).

Baxter Road

(a utility pipe along Baxter may be a water main, take care on where to dig)

- Nosegay Lane has a flush monument at the footpath but needs an upright (3) at Baxter Road, probably by the signpost.
- Rosaly Lane needs a flush (3) monument by the footpath and an upright (4) by Baxter Road on the north side of the driveway (Joan Porter garage).
- Emily Lane is marked with flush monuments at either end of the way
- Anne's Lane also has no monuments and could use flush (5, 6) ones at either end.
- 65 Baxter Road has a flush monument at either end of the way to the footpath.

Tom Nevers

(Two private ways)

- 65 Wanoma Way - deeded way to Tom Nevers Pond.
- 63 Wanoma Way - Private way to the water.

Summary:

- Uprights: 4
- Flush monuments: 6

APPENDIX D: Sconset Bluff Review – Possible next Steps

Sub-Committee

- Ed Gillum
- Nat Lowell
- Allen Reinhard

Review Current Items

- 2010 committee report
- Sign verbiage
- Existing marker locations
- Path maintenance
- Reported issues

Possible Actions

- Update sign verbiage
- Increase sign locations
- Increase maintenance
- Survey path
- Identify encroachments