

Alternatives Analysis - November 2010

TECHNICAL MEMORANDUM - DRAFT

Alternative Traffic Control Analysis, Surfside Road and Bartlett Road – Nantucket, Massachusetts

REF: MAX-2010041.00

DATE: November 10, 2010

TO: Mr. Mike Burns
Nantucket Planning & Economic Development Commission
16 Broad Street
Nantucket, Massachusetts 02554

FROM: Mr. John W. Diaz, P.E., P.T.O.E., Project Manager
Mr. Colin White, E.I.T., Assistant Engineer

RE: Technical Memorandum
Alternative Traffic Control Analysis
Surfside Road at Bartlett Road
Nantucket, Massachusetts

DRAFT

Greenman-Pedersen, Inc. (GPI) has conducted this study to evaluate alternative traffic control operations at Surfside Road at Bartlett Road in Nantucket, Massachusetts.

Surfside Road at Bartlett Road is a T-type intersection with Bartlett Road being the minor street approach under stop control. This study will evaluate four proposed operations utilizing:

- all way stop control
- stop control on Bartlett Rd only w/ a raised intersection
- stop control on Bartlett Rd only w/ two lanes on Bartlett Rd
- roundabout control

This study builds on data and recommendations presented in the *Traffic Study & Strategy for the Mid-Island Area* in order to evaluate existing and proposed operations.

GPI Greenman-Pedersen, Inc.

EXISTING CONDITIONS

Surfside Road at Bartlett Road is a T-type intersection with Bartlett Road being the minor street approach currently under stop control. Single approach lanes are present on all three legs of this intersection. The Surfside Road Bicycle Path is located on the westerly side of Surfside Road. A crosswalk is present across the Bartlett Road approach; however, the existing crosswalk is set back away from the intersection and cars often block the crosswalk forcing bike and pedestrians to negotiate through stopped vehicles. The Bartlett Road Bicycle Path is located on the south side of Bartlett Road connecting with the Surfside Road Bicycle Path. The Nantucket Elementary School is located to the north of this intersection, on the east side of Surfside Road. Sight distance is limited at this intersection looking to the north from Bartlett Road due to the horizontal alignment of Surfside Road and vegetation.

Surfside Road consists of two ten foot lanes with one foot shoulders and Bartlett Road consists of two 9.5 to 10 foot lanes. The pavement on Surfside Road is in good condition as it appears to have been recently paved. The pavement on Bartlett Road is in good condition with little to no cracking. Bartlett Road consists of a double yellow center line, a stop line and ten foot crosswalk lines. Surfside road consists of a double yellow center line and two solid white edge lines. Stop signs are located along the Bartlett Road approach and along the two bike path approaches to the crosswalk. There is a street light on the utility pole in the northwest corner and there are additional street lights along Surfside Road and Bartlett Road. An aerial picture of the intersection is shown below.

The Nantucket Regional Transit Authority has two routes through the intersection. The Miacomet Loop runs northbound on Surfside Road and turns left onto Bartlett Road. The Mid Island Loop runs southbound on Surfside Road and continues straight through the intersection.



Traffic Volumes

GPI conducted new traffic counts at the study location in September 2009. Manual Turning Movement Counts (TMCs) were completed on September 11th and September 21st 2010 and Automatic Traffic Recorder (ATR) Counts were collected from September 11th to September 21st along each leg of the intersection. Figure 1 depicts the 2010 TMC volumes and Table 1 depicts the ATR volumes. The traffic count data is provided in the Appendix.

Traffic on a given roadway typically fluctuates throughout the year depending on the area and the type of roadway. To determine if the data required adjustment to account for this fluctuation, Massachusetts Department of Transportation (MassDOT) seasonal adjustment factors were reviewed. Based on statewide 2007 weekday traffic data for recreational routes, September volumes are expected to be approximately 7% higher than average-month conditions. Therefore, the September 2010 volumes were not factored in order to reflect conservative average-month conditions. The seasonal adjustment worksheet is provided in the Appendix.

**Table 1
EXISTING AVERAGE MONTH TRAFFIC VOLUME SUMMARY^a**

Location/Time Period	Daily Volume ^a (vpd) ^b	Peak Hour Volume (vph) ^c	K Factor (%) ^d	Directional Distribution ^e
Surfside Road				
South of Bartlett Road:				
<i>Weekday</i>	9,117			
AM Peak Hour		604	6.6	54% NB
PM Peak Hour		841	9.2	52% SB
<i>Weekend</i>				
Midday Peak Hour	8,254	695	8.4	52% NB
Bartlett Road				
West of Surfside Road:				
<i>Weekday</i>	7,044			
AM Peak Hour		500	7.1	56% EB
PM Peak Hour		608	8.6	58% WB
<i>Weekend</i>	6,992			
Midday Peak Hour		591	8.5	51% EB

^aSeptember 2010 traffic volumes.

^bIn vehicles per day.

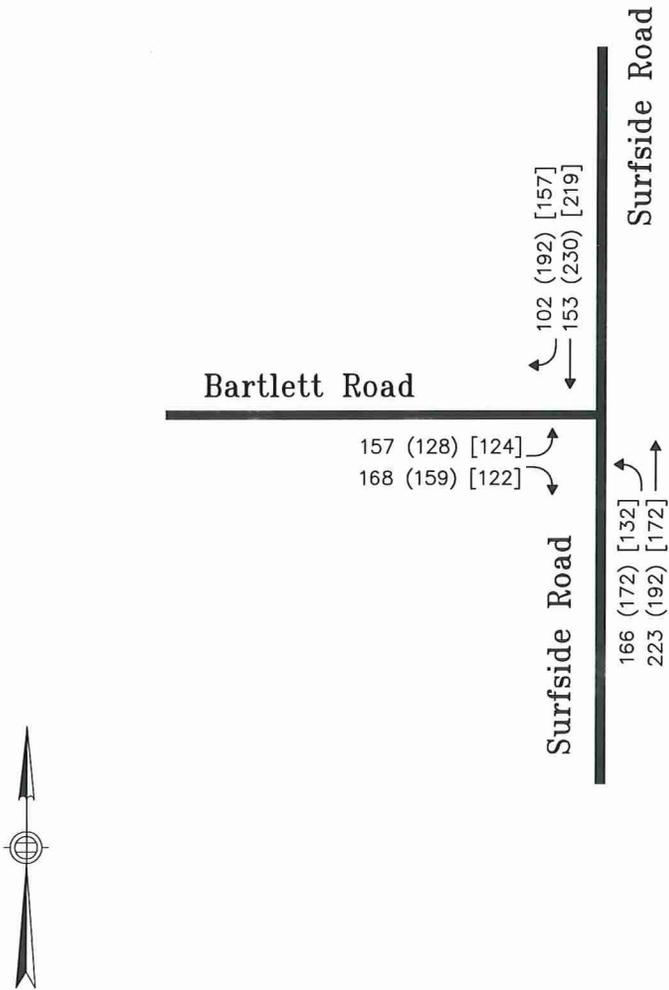
^cIn vehicles per hour.

^dPercentage of daily traffic occurring during the peak hour.

^eNB = northbound; SB = southbound; EB=eastbound; WB=westbound

TECHNICAL MEMORANDUM

Surfside Road at Bartlett Road, Nantucket, Massachusetts



2010 Wkdy AM (PM) [Sat] PHV

Accidents

Accident data for the intersection was gathered from the Nantucket Police Department for the period between 2007 and 2009. During that period, a total of ten accidents (or 3.3 per year) were reported. While the number of accidents is important, the accident rate is a more effective measure of safety. The accident rate accounts for the volume of traffic when examining crash statistics. The intersection of Surfside Road at Bartlett Road experienced a crash rate of 0.77 accidents per million entering vehicles (acc/mev). This is higher than the district wide (0.59 acc/mev) and statewide (0.66 acc/mev) averages for unsignalized intersections, and therefore may be indicative of a safety problem. A contributing factor may be the sight-distance restrictions looking north from Bartlett Road. Thirty percent were cross movement accidents and forty percent were rear end accidents. Thirty percent of the accidents occurred during peak hours and thirty percent occurred during wet or rainy conditions. Two of the accidents involved personal injury. One of the injuries was fatal. The fatal injury involved a moped with a broken head light turning on to Bartlett Street in front of an oncoming vehicle. Table 2 summarizes the accidents. The crash reports and crash rate worksheet are provided in the Appendix.

**Table 2
ACCIDENT SUMMARY**

Location (crash rate)	Number of Accidents		Severity ^a			Accident Type ^b						Percent During	
	Total	Average per Year	PD	PI	F	CM	RE	HO	FO	SS	NR	Peak Hours	Wet/Icy Conditions
Surfside Road at Bartlett Road (0.77 acc/mev)*	10	3.33	8	1	1	3	4	1	0	2	0	33%	33%

Source: Nantucket Police Department.

* acc/mev = accidents per million entering vehicles.

^aPD = property damage only; PI = personal injury; F = fatality.

^bCM = cross movement/angle; RE = rear end; HO = head on;

FO = fixed object; SS = sideswipe; NR=not reported.

DESIGN YEAR CONDITIONS

The design for improvements to the study location is based on volume conditions projected to a future design year. A ten-year projection is utilized for this project, which is suggested by MassDOT.

Based on the Mid-Island Traffic Study and Strategy prepared by GPI (2005) and current traffic volumes, a growth rate of 3.0% has been assumed for this area. This growth rate was compounded for the ten-year design year horizon and applied to the existing 2010 traffic volumes. The 2020 design volumes are shown on Figure 7 for the weekday AM, weekday PM and weekend Midday peak average month hours.

PROPOSED ALTERNATIVES

All Way Stop Condition – For an all way stop controlled intersection to be considered, certain criteria must be met. Based on the 2009 MUTCD, certain warrants for All Way Stop Control should be satisfied. These include at least eight hours of 300 vehicles or more on the major street and 200 vehicles or more on the minor street. Based on both 2010 and 2020 volumes, this intersection meets those requirements.

For this alternative, stop lines and signs would be added to both Surfside Road approaches making this a 3-way stop controlled intersection. Since all vehicles are required to stop, it is anticipated that safety would be improved and fewer accidents would likely occur resulting from poor sight distances. A conceptual rendering is shown in Figure 2. Since the current stop line for Bartlett Road is set back from the intersection along with the crosswalk, sight distances to the north are limited and some blocking of the crosswalk occurs. The crosswalk and stop line for Bartlett Road would be moved closer to the intersection and the bike path would be realigned to meet the crosswalk. This would make the intersection safer for path users by making them more visible. The utility pole in the northwest corner of the intersection would need to be relocated due to the bike path realignment. This alternative would require little or no property taking or permanent easements.

The operations for the 2010 volumes appear to be well balanced between all approaches, thus an all way stop control works well with an overall LOS of C for the intersection. However, when the volumes are grown ten years at three percent, the morning and evening peak hours experience failing LOS's. The cost for these improvements is estimated between \$20,000 and \$30,000 with most of the cost being attributed to the realignment of the bike path.

Roundabout Condition – A full roundabout would require significant construction (full depth construction) and property taking. The roundabout would encroach on three private properties. Multiple trees would need to be removed and the utility pole in the northwest corner of the intersection would need to be relocated. The bike path would also need to be relocated to cross Bartlett Road further to the west. A conceptual rendering is shown in Figure 3.

The operations for the roundabout are very good for the present 2010 year with all approaches having a LOS A. For the future year, all approaches have a LOS B or better. A roundabout increases driver and pedestrian safety mainly because of the low travel speed for vehicles in the roundabout. The cost for these improvements is estimated between \$500,000 and \$600,000 not including right of way costs.

Mini-Roundabout Condition – The construction of a mini-roundabout was explored because this intersection met the requirements of a mini-roundabout. The requirements from the FHWA's technical summary on mini-roundabouts include approach speeds of 30MPH or less, Average Daily Traffic of 15,000 or less and an inscribed circle diameter of not more than 90 feet.

A mini-roundabout would require minimal full depth construction and no property taking. Non-mountable splitter islands and a mountable center island would also be required. The bike path would need minimal realignment and would cross Bartlett Road at the splitter island. A conceptual rendering is shown in Figure 4.

The operations for the mini-roundabout are expected to be similar to that of a full roundabout. A roundabout increases driver and pedestrian safety mainly because of the low travel speed for vehicles in the roundabout. The cost for building a mini-roundabout is estimated between \$60,000 and \$80,000, which is considerably less than the full roundabout.

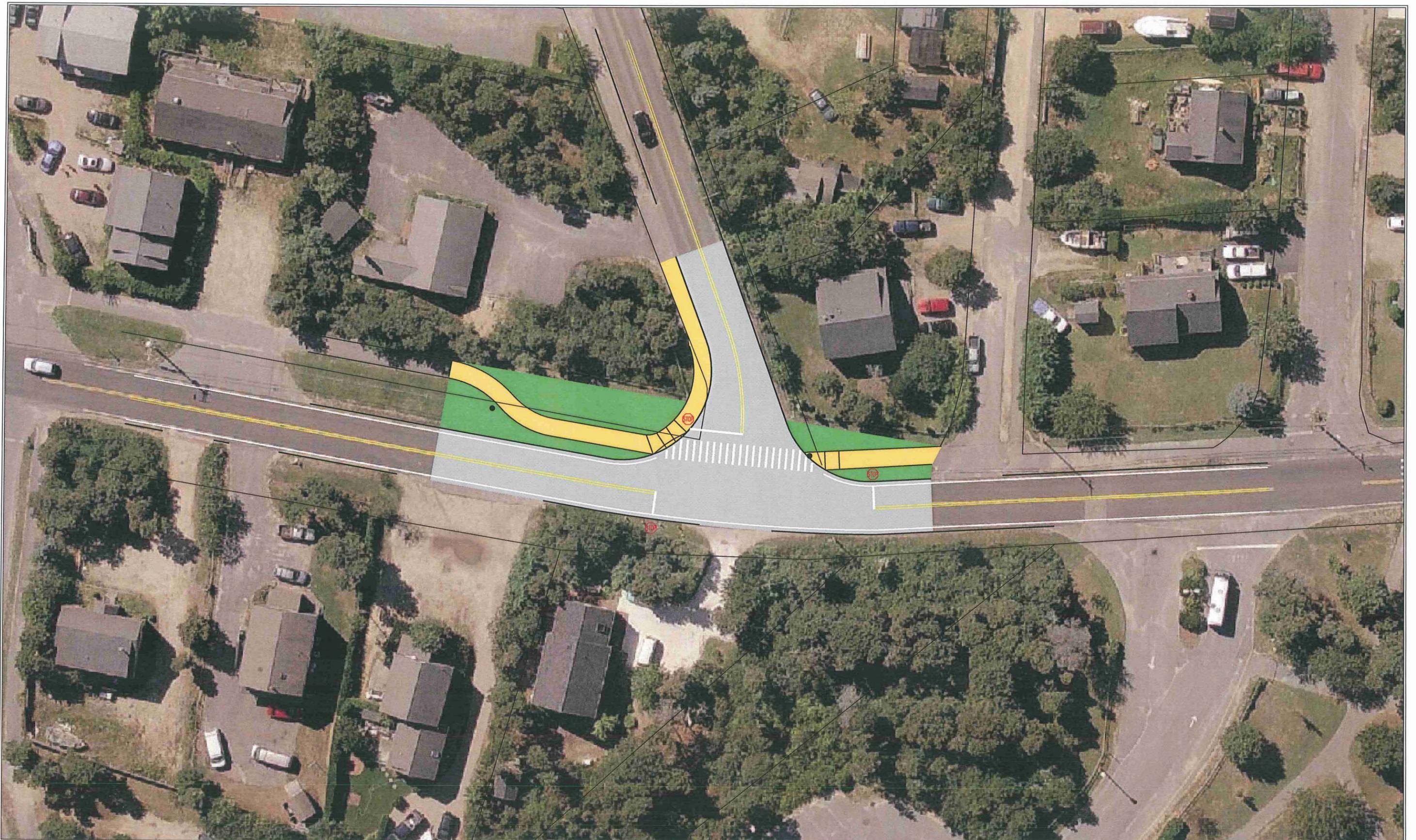


FIGURE 2
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA



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 NANTUCKET, MASSACHUSETTS
 PREPARED FOR: **Town of Nantucket**

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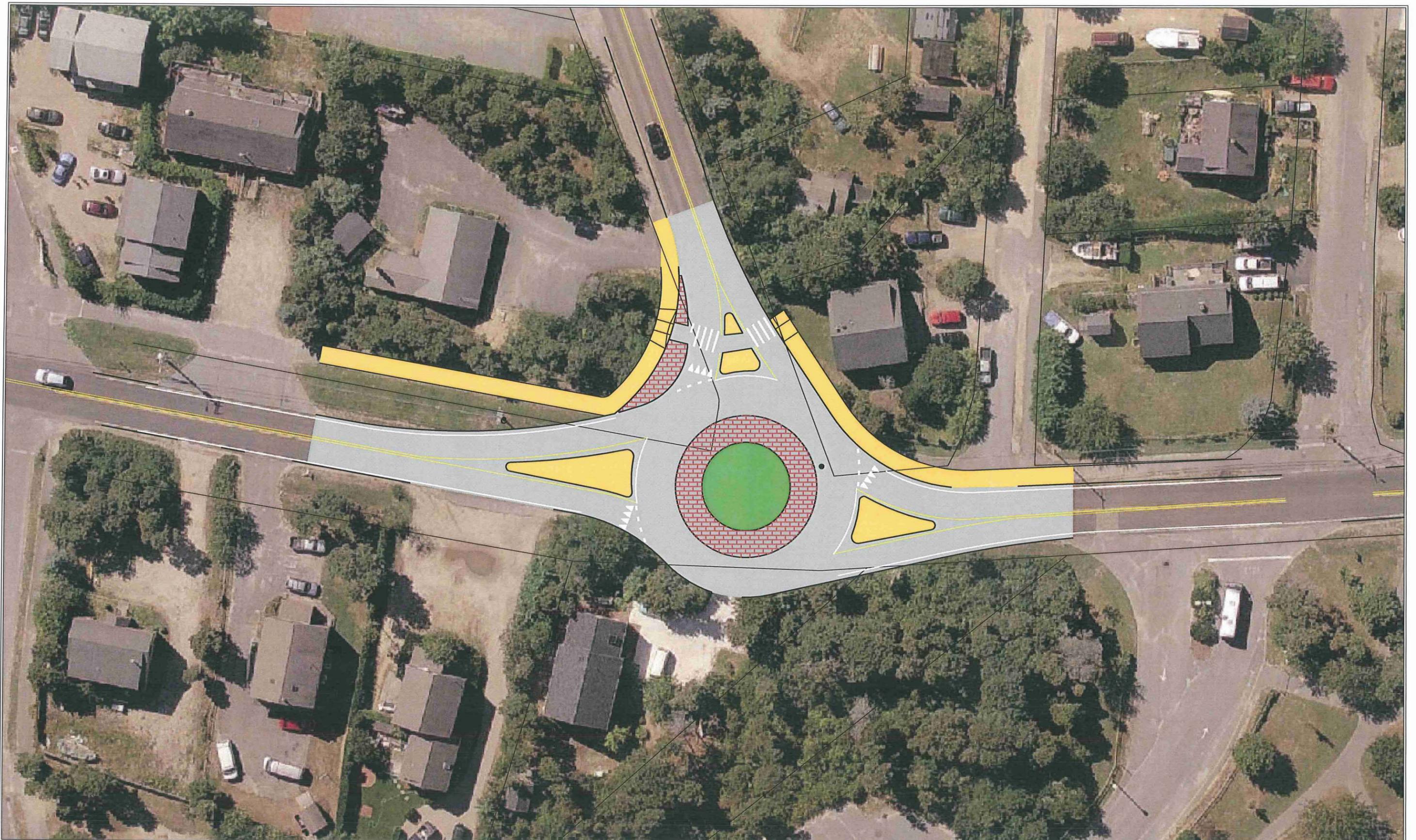


FIGURE 3
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA



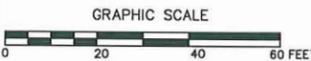
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FIGURE 4
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA



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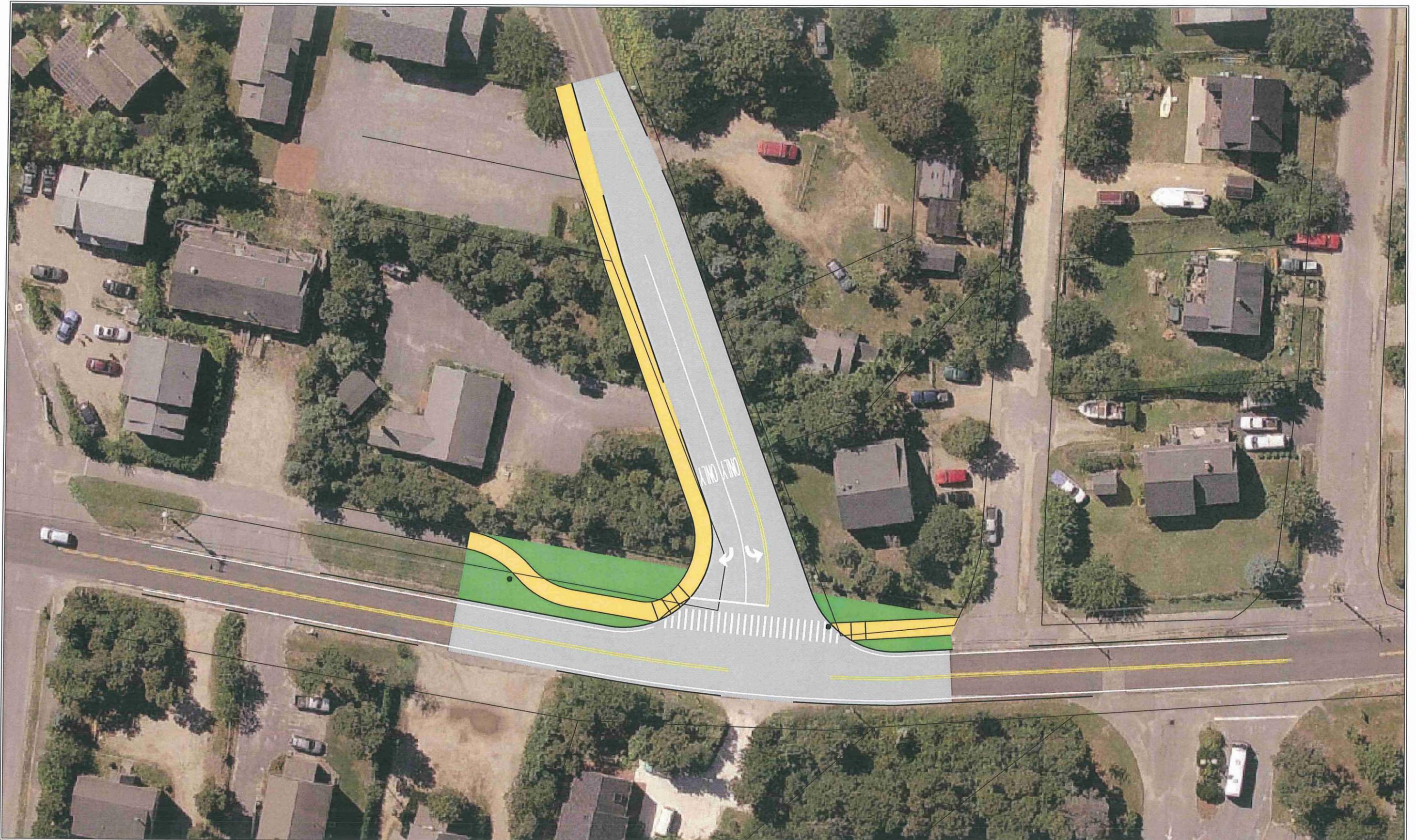


FIGURE 5
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA



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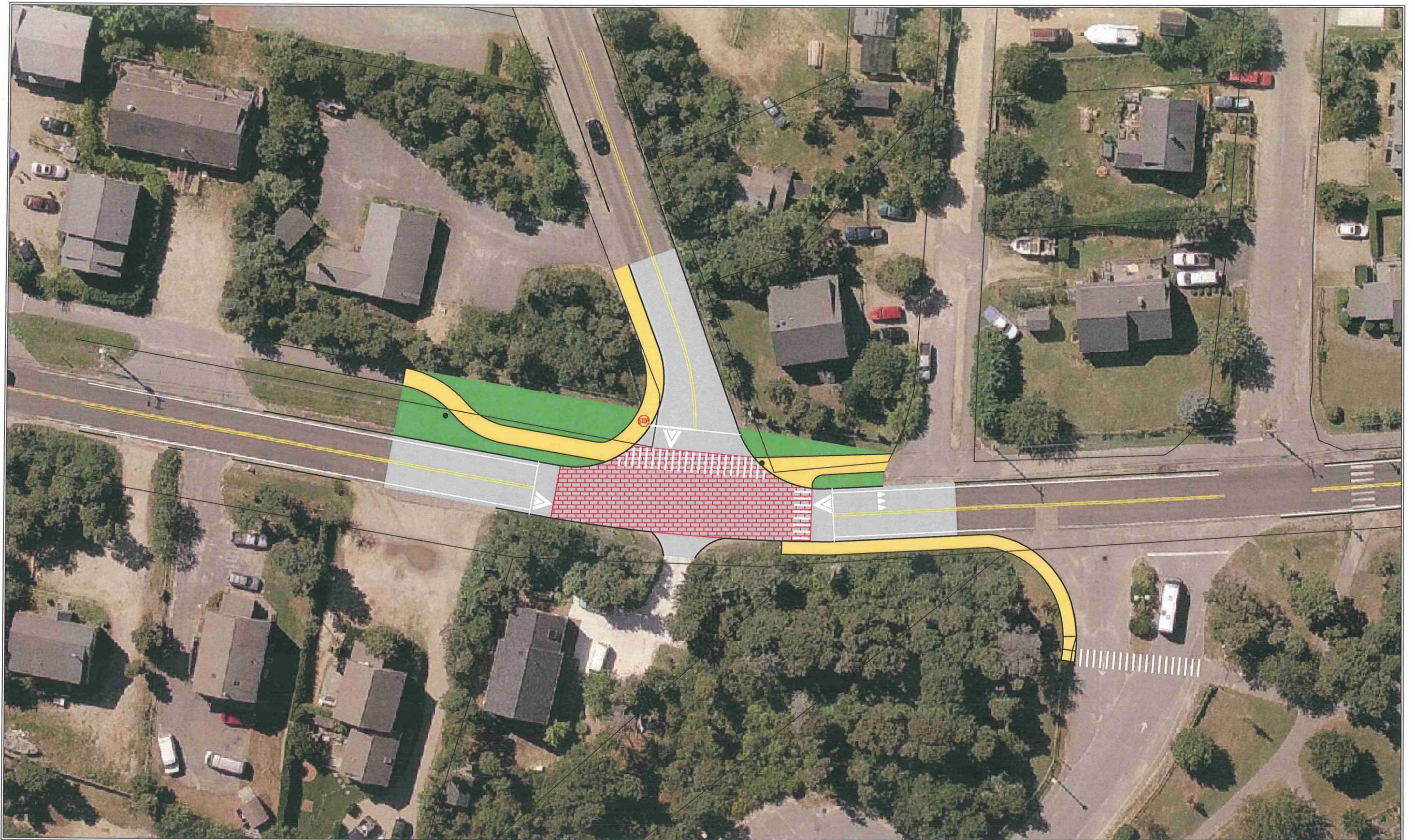


FIGURE 6
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA



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Turning Lanes on Bartlett Road – For this alternative, a right turn lane would be added to Bartlett Road and the existing lane would become a left turn only lane. This would require widening Bartlett Road with minor full depth construction and would require property taking to accommodate the additional lane. The crosswalk and stop line for Bartlett Road would be moved closer to the intersection and the bike path would be realigned to meet the crosswalk. The utility pole in the northwest corner of the intersection would need to be relocated due to the bike path realignment. A conceptual rendering is shown in Figure 5.

The operations for this alternative are better than existing operations; however the Bartlett Road approach continues to fail (LOS F) under the 2020 design year. The Bartlett Road approach has a LOS E or D in the present year which is acceptable but not desirable. This alternative increases safety only because the crosswalk on Bartlett Road would be moved closer to the intersection. The cost for building these improvements is estimated between \$80,000 and \$100,000, not including right of way costs.

Raised Intersection – For this alternative, the lane geometry would not change but the intersection would be raised six inches. Ten foot long ramps would be constructed on each approach at the raised pavement. The crosswalk over Bartlett Road would be on the raised portion of the intersection and the bike path would be realigned to meet the crosswalk. The utility pole in the northwest corner of the intersection would need to be relocated due to the bike path realignment. This alternative includes an additional crosswalk on Surfside Road on the northern portion of the raised intersection, although this crosswalk could be added to some of the other alternatives if desired. A sidewalk would be built on the east side of Surfside Road from the crosswalk to the school entrance and a crosswalk would connect the proposed sidewalk with the existing on the other side of the school driveway. A conceptual rendering is shown in Figure 6.

The operations and safety for this alternative are expected to be slightly better than existing operations because the raised intersection will slow down traffic along Surfside Road. However, LOS F is still expected along Bartlett Road for the 2010 and 2020 peak hours. The cost for building these improvements is estimated to be \$150,000 to \$175,000 with approximately \$8,000 of that cost for the additional crosswalks and sidewalks.

CAPACITY ANALYSIS METHODOLOGY

A primary result of capacity analysis is the assignment of levels of service to traffic facilities under various traffic flow conditions. The capacity analysis methodology is based on the concepts and procedures in the Highway Capacity Manual (HCM).¹ The concept of level of service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and their perception by motorists and/or passengers. A level-of-service definition provides an index to quality of traffic flow in terms of such factors as speed, travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety.

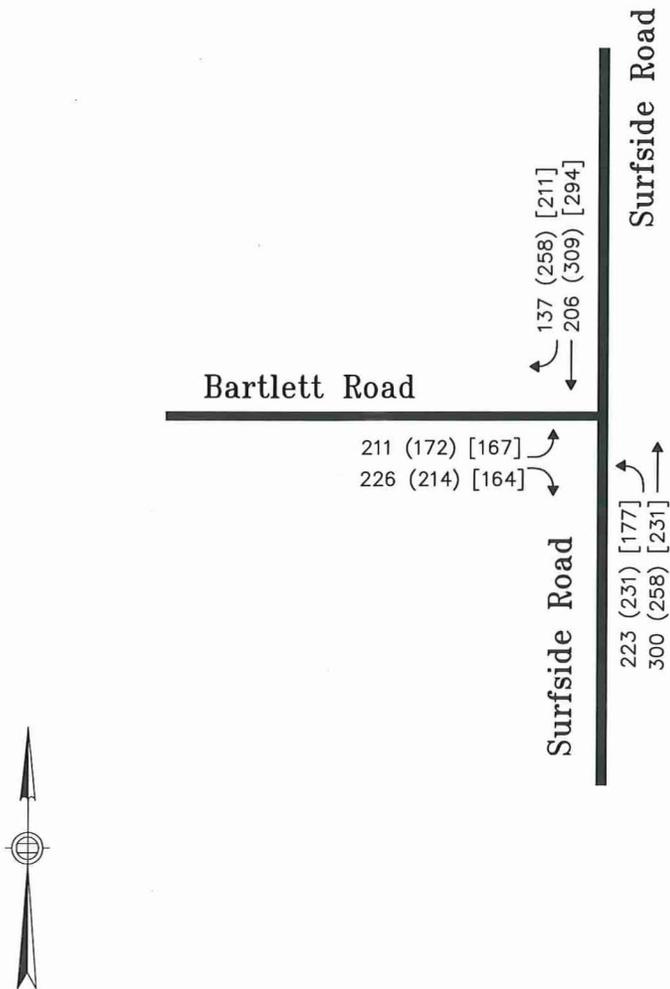
Six levels of service are defined for each type of facility. They are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst. Since the level of service of a traffic facility is a function of the traffic flows placed upon it, such a facility may operate at a wide range of levels of service, depending on the time of day, day of week, or period of year. A description of the operating condition under each level of service is provided below:

- *LOS A* describes conditions with little to no delay to motorists.
- *LOS B* represents a desirable level with relatively low delay to motorists.
- *LOS C* describes conditions with average delays to motorists.
- *LOS D* describes operations where the influence of congestion becomes more noticeable. Delays are still within an acceptable range.
- *LOS E* represents operating conditions with high delay values. This level is considered by many agencies to be the limit of acceptable delay.
- *LOS F* is considered to be unacceptable to most drivers with high delay values that often occur, when arrival flow rates exceed the capacity of the intersection.

¹*Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000.

TECHNICAL MEMORANDUM

Surfside Road at Bartlett Road, Nantucket, Massachusetts



2020 Wkdy AM (PM) [Sat] PHV

Unsignalized Intersections

Levels of service for unsignalized intersections are calculated using the operational analysis methodology of the HCM. The procedure accounts for lane configuration on both the minor and major street approaches, conflicting traffic stream volumes, and the type of intersection control (STOP, YIELD, or all-way STOP control). The definition of level of service for unsignalized intersections is a function of average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The level-of-service criteria for unsignalized intersections are shown in Table 3.

Roundabout Configurations

Levels of service criteria for roundabouts are not provided in the HCM. However, aaSIDRA (software package utilized in this study to analyze roundabouts) applies signalized intersection LOS criteria to roundabouts. aaSIDRA uses its own procedure for estimating delay based on its own methods and procedures. Table 3 summarizes the relationship between level of service and average control delay.

**Table 3
LEVEL-OF-SERVICE CRITERIA FOR INTERSECTIONS**

Level of Service	Unsignalized Intersection Criteria Average Control Delay (Seconds per Vehicle)	Roundabout Criteria Average Control Delay (Seconds per Vehicle)
A	≤10	≤10
B	>10 and ≤15	>10 and ≤20
C	>15 and ≤25	>20 and ≤35
D	>25 and ≤35	>35 and ≤55
E	>35 and ≤50	>55 and ≤80
F	>50	>80

Source: *Highway Capacity Manual 2000*, Transportation Research Board; Washington, D.C.; 2000. Page 17-2.

For roundabouts, this delay criterion may be applied in assigning level-of-service designations to individual lane groups, to individual intersection approaches, or to the entire intersection. For unsignalized intersections, this delay criterion may be applied in assigning level-of-service designations to individual lane groups or to individual intersection approaches.

CAPACITY ANALYSIS RESULTS

Level-of-service analyses were conducted at the study area location for four alternatives under the Existing and Proposed configurations while utilizing 2010 and projected 2020 traffic volumes. The capacity analysis methodology is based on the concepts and procedures in the HCM or aaSIDRA software as previously described. Tables 4 through 7 show the level-of-service results while the analysis worksheets for all conditions are provided in the Appendix.

Existing Conditions – Under existing conditions, the intersection of Bartlett Road and Surfside Road has a failing LOS on Bartlett Road in both the AM and PM Peak Hours while the Saturday Midday Peak Hour has a LOS D. Both Surfside Road approaches have a LOS of A. In the year 2020, operations for Bartlett Road will worsen incrementally to have delays of around 500 sec/veh and v/c ratios of around 2.0 mev/hour while Surfside Road will stay at LOS A. Table 4 summarizes the analysis.

Two Lanes on Bartlett Road – In this option, Bartlett Road consists of separate left and right turn lanes. This improves the operations on Bartlett Road from a LOS F to a LOS E during the 2010 year, but under the 2020 design year operations worsen to a LOS F with delays of 160 seconds and v/c ratios of 1.60. Surfside Road has good operations with LOS A, delays of ten seconds or less and v/c ratio of 0.30 or less. Table 5 summarizes the analysis.

All Way Stop Control – Adding stop signs to both Surfside Road approaches improves overall operation in 2010 to at least a LOS C and delays of around twenty seconds. Although the Surfside Road operations decreased some, Bartlett Road operations increased dramatically. In the future year of 2020, operations worsen to LOS F for the eastbound and northbound approaches in the AM and the northbound and southbound in the PM. In the PM, delays reach 137 seconds with a degree of saturation of 1.22. Overall delay for this approach is 90 seconds. Table 6 summarizes the analysis.

Roundabout – With the implementation of a roundabout, a LOS A is expected for all approaches for the existing 2010 year. For the future year of 2020, a LOS B or better is expected.

While calibration methods and capacity methodology has not yet been finalized (the FHWA technical summary of mini-roundabouts (FHWA-SA-10-007) states that “operational performance models for mini-roundabouts have not been developed for U.S. conditions. The calibration to U.S. drivers of international models, such as those from the U.K., has not been determined.”), it is expected that many of the operational characteristics (delays, v/c, LOS) of a mini-roundabout would be similar to a standard modern roundabout. Table 7 summarizes the analysis.

Table 4
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2010 EXISTING CONDITIONS

Location/Movement	2010 AM Peak Hour				2010 Midday Peak Hour				2010 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	0.99	74.0	F	299	0.70	32.4	D	132	0.90	59.8	F	221
Surfside Rd NB left/thru	0.15	8.5	A	14	0.14	8.7	A	12	0.18	9.2	A	17
Surfside Rd SB Thru/right	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection	--	--	--	--	--	--	--	--	--	--	--	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 4 Cont.
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2020 EXISTING CONDITIONS

Location/Movement	2020 AM Peak Hour				2020 Midday Peak Hour				2020 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	2.03	505.7	F	982	1.42	243.5	F	525	1.97	490.5	F	787
Surfside Rd NB left/thru	0.23	9.2	A	22	0.21	9.6	A	20	0.28	10.6	A	29
Surfside Rd SB Thru/right	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection	--	--	--	--	--	--	--	--	--	--	--	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 5
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2010 TURNING LANES CONDITIONS

Location/Movement	2010 AM Peak Hour				2010 Midday Peak Hour				2010 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left	0.73	47.9	E	128	0.51	29.9	D	67	0.63	44.5	E	94
Bartlett Rd EB right	0.26	11.1	B	26	0.20	11.3	B	18	0.27	12.5	B	27
Surfside Rd NB left/thru	0.15	8.5	A	14	0.14	8.7	A	12	0.18	9.2	A	17
Surfside Rd SB Thru/right	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection	--	--	--	--	--	--	--	--	--	--	--	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 5 Cont.
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2020 TURNING LANES CONDITIONS

Location/Movement	2020 AM Peak Hour				2020 Midday Peak Hour				2020 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left	1.64	363.1	F	451	1.11	154.2	F	245	1.54	342.4	F	341
Bartlett Rd EB right	0.39	13.2	B	46	0.31	13.4	B	33	0.43	16.3	C	54
Surfside Rd NB left/thru	0.23	9.2	A	22	0.21	9.6	A	20	0.28	10.6	A	29
Surfside Rd SB Thru/right	0.00	0.0	A	0	0.00	0.0	A	0	0.00	0.0	A	0
Overall Intersection	--	--	--	--	--	--	--	--	--	--	--	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 6

UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2010 ALL WAY STOP CONDITIONS

Location/Movement	2010 AM Peak Hour				2010 Midday Peak Hour				2010 PM Peak Hour			
	x ^a	Delay ^b	LOS ^c	Queue ^d	x	Delay	LOS	Queue	x	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	0.66	19.5	C	--	0.45	13.4	B	--	0.54	16.1	C	--
Surfside Rd NB left/thru	0.74	23.8	C	--	0.57	15.7	C	--	0.67	20.1	C	--
Surfside Rd SB Thru/right	0.50	14.5	B	--	0.59	15.5	C	--	0.76	23.9	C	--
Overall Intersection	--	19.9	C	--	--	15.0	C	--	--	20.6	C	--

^aDegree of Utilization.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 6 Cont.

UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2020 ALL WAY STOP CONDITIONS

Location/Movement	2020 AM Peak Hour				2020 Midday Peak Hour				2020 PM Peak Hour			
	x ^a	Delay ^b	LOS ^c	Queue ^d	x	Delay	LOS	Queue	x	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	1.01	66.7	F	--	0.72	25.0	D	--	0.82	34.2	D	--
Surfside Rd NB left/thru	1.18	125.3	F	--	0.90	43.2	E	--	1.04	75.8	F	--
Surfside Rd SB Thru/right	0.80	32.5	D	--	0.95	49.8	E	--	1.22	136.6	F	--
Overall Intersection	--	80.3	F	--	--	40.9	E	--	--	89.9	F	--

^aDegree of Utilization.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 7
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2010 ROUNDABOUT CONDITIONS

Location/Movement	2010 AM Peak Hour				2010 Midday Peak Hour				2010 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	0.36	8.6	A	88	0.31	9.2	A	66	0.36	9.3	A	83
Surfside Rd NB left/thru	0.43	8.0	A	111	0.32	7.4	A	75	0.38	7.7	A	94
Surfside Rd SB Thru/right	0.30	8.4	A	67	0.39	8.0	A	96	0.47	8.7	A	121
Overall Intersection	--	8.3	A	--	--	8.1	A	--	--	8.5	A	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

Table 7 Cont.
UNSIGNALIZED INTERSECTION LEVEL-OF-SERVICE ANALYSIS SUMMARY
2020 ROUNDABOUT CONDITIONS

Location/Movement	2020 AM Peak Hour				2020 Midday Peak Hour				2020 PM Peak Hour			
	V/C ^a	Delay ^b	LOS ^c	Queue ^d	V/C	Delay	LOS	Queue	V/C	Delay	LOS	Queue
Surfside Rd at Bartlett Rd												
Bartlett Rd EB left/right	0.52	9.6	A	144	0.46	10.5	B	109	0.55	11.6	B	83
Surfside Rd NB left/thru	0.63	9.9	A	207	0.46	8.1	A	121	0.54	8.5	A	94
Surfside Rd SB Thru/right	0.44	9.3	A	109	0.56	9.0	A	160	0.68	11.9	B	121
Overall Intersection	--	9.6	A	--	--	9.1	A	--	--	10.7	B	--

^aVolume to capacity ratio.

^bAverage control delay in seconds per vehicle.

^cLevel of service.

^d95th percentile queue length in feet per lane (assuming 25 feet per vehicle).

CONCLUSIONS AND RECOMMENDATIONS

A summary of the proposed alternatives is shown in Table 8.

**Table 8
PROPOSED ALTERNATIVES SUMMARY**

Option	Description	2010 LOS	2020 LOS	Cost	Row Required
1	All-Way Stop	C	F	\$60K	No
2	Roundabout	A	B	\$550K	Yes
3	Mini-Roundabout	A	B	\$70K	No
4	Turning Lanes	E	F	\$90K	Yes
5	Raised Intersection	F	F	\$160K	No

Under the existing two-way stop condition at the intersection of Surfside Road at Bartlett Road, the Bartlett Road approach experiences significant delay at all peak hours in both the present and future years. The Surfside Road approaches have little delay since they are not required to stop.

As an interim measure, an all way stop condition at this intersection would work well for the present 2010 year. All approaches would have a LOS C or better for all peak hours. Operations for the future year of 2020 would have LOS F for the eastbound and northbound approaches in the AM and the northbound and southbound in the PM, making this a less than desirable permanent alternative.

The preferred long term alternative is the mini-roundabout option. This option combines the operations of a roundabout without the required footprint and costs. Due to the fact that a mini-roundabout fits within the existing roadway, future alterations of this intersection would be possible. Operations for the year 2020 would be a LOS B or better. No land taking is necessary and minimal full depth work would be required. The cost for this alternative would be significantly less than a full roundabout at \$60,000 to \$80,000. It should be noted that it is critical that the mini-roundabout be designed and constructed properly to slow and deflect through traffic, but also be conducive to larger vehicle movements.

Alternatives Analysis - April 2013 Update

Ref: MAX-2013008.00

April 4, 2013

Mr. Andrew Vorce, AICP
Director of Planning
Nantucket Planning & Economic Development Commission
2 Fairgrounds Road
Nantucket, Massachusetts 02554

Re.: Surfside Road at Bartlett Road – Roundabout Concept

Dear Mr. Vorce:

At your request Greenman-Pedersen, Inc. (GPI) has developed the attached updated roundabout concept for the Surfside Road and Bartlett Road intersection which incorporates the property at 2 Bartlett Road in the southwest corner of the intersection. This concept builds on the evaluations and analysis provided in our previous technical memorandum submitted in November of 2010.

The previous modern roundabout alternative (also attached for your reference) had right-of-way impacts to three properties, including 2 Bartlett Road, of approximately 4,600 square feet in total. The impact to the property at 2 Larrabee Lane in the northwest corner of the intersection was particularly noteworthy.

The new concept shifts the location of the roundabout to the southwest so that the roundabout center is within the 2 Bartlett Road property. In order to provide a modern roundabout with acceptable deflection along the approaches it will be necessary to incorporate approximately 11,350 square feet of the 2 Bartlett Road property (21,890 sf in total). This includes the area needed for the bike path/sidewalk. There will be no additional right-of-way impacts to other properties. In addition this concept affords the ability to provide approximately 4,400 square feet of additional vegetated buffer to the surrounding properties, particularly beneficial to the 2 Larrabee Lane property.

Optimally modern roundabouts feature raised splitter islands. In order for these islands not to hinder access to abutting properties the driveway to 32 Surfside Road would need to be realigned as would any future driveway to 2 Bartlett Road. The driveway to 34 Surfside Road would also likely need to be incorporated into the roundabout as a fourth approach.

Finally the multi-use path along Surfside Road would cross the intersection at the Bartlett Road splitter island. The roundabout would also afford the ability to create an additional, partially protected pedestrian crossing to the north of the intersection across Surfside Road. This crossing would allow students to cross Surfside Road at a safer location than the existing midblock crossing to go to and from the Nantucket Elementary School.

Mr. Andrew Vorce, AICP
April 4, 2013
Page 2 of 2

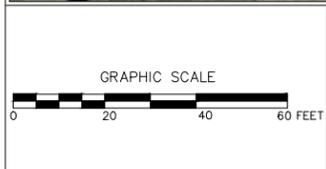
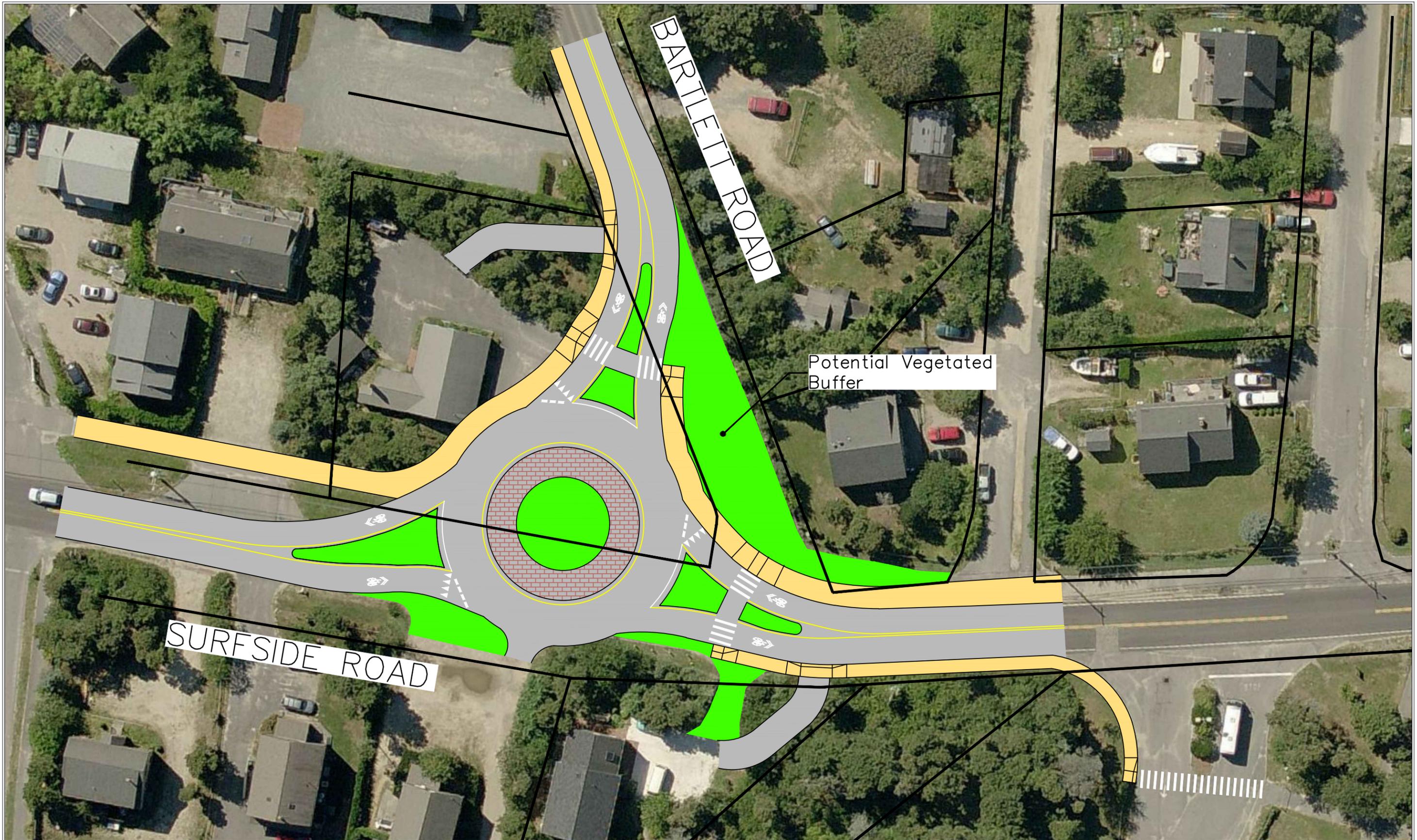
Please see the attached concepts. Should you have any questions, or require additional information, please contact me at (978) 570-2981 or at jdegray@gpinet.com.

Sincerely,

GREENMAN – PEDERSEN, INC.

A handwritten signature in black ink that reads "Jason DeGray". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Jason DeGray PE, PTOE
Project Manager



**ROUNDAABOUT
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA**

PROJECT: **DESIGN SERVICES FOR THE TRANSPORTATION IMPROVEMENT PROJECT**
 NANTUCKET, MASSACHUSETTS
 PREPARED FOR: Town of Nantucket

GPI Greenman-Pedersen, Inc.
 Engineers, Architects, Planners, Construction Engineers & Inspectors
 181 Ballardvale Street, Suite 202, Wilmington MA 01887
 Tel. (978) 570-2999
 Other Offices In: FL, MD, MI, NJ, NY, OH, PA, VA, VT, WA <http://www.gpinet.com>

NO.	REVISION	DATE	DESIGN/DRAWN BY: JMD
			CHECK BY: NFC
			DATE: 4/3/2013
			SCALE: 1"=40'
			JOB NO: MAX-2013008.00
			FILE NAME:
			DRAWING NO:
			1 of 1

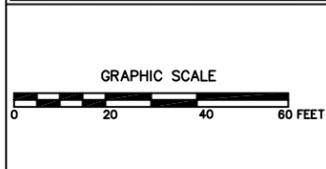
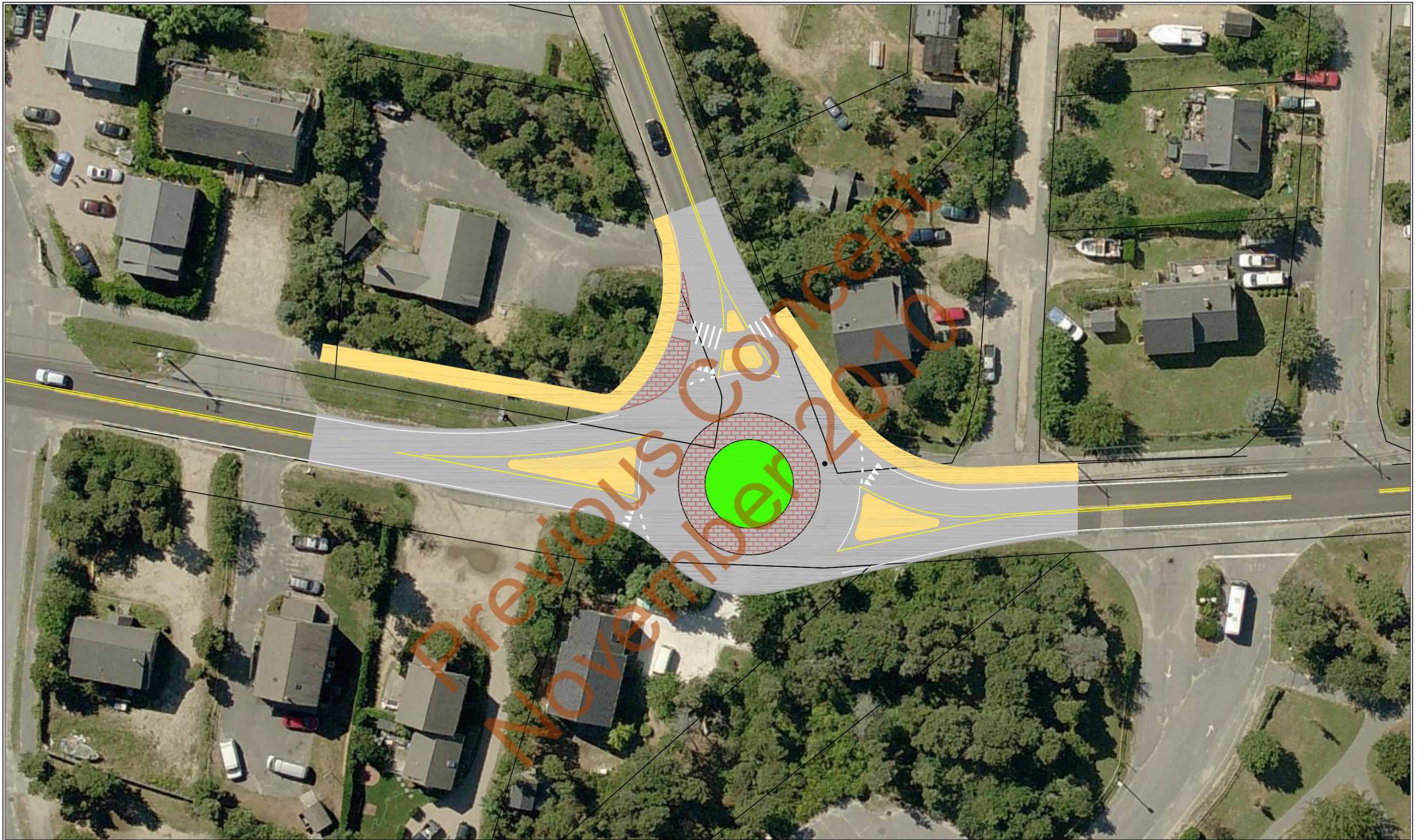


FIGURE 3
SURFSIDE RD AT BARTLETT RD
CONCEPTUAL PLAN
NANTUCKET, MA

PROJECT: DESIGN SERVICES FOR THE TRANSPORTATION IMPROVEMENT PROJECT
 NANTUCKET, MASSACHUSETTS

PREPARED FOR: Town of Nantucket

GPI Greenman-Pedersen, Inc.
 Engineers, Architects, Planners, Construction Engineers & Inspectors
 105 Central Street, Suite 4100, Stoneham MA 02180, Tel. (781) 279-5500
 61 Splt Brook Road, Suite 110, Nashua NH 03060, Tel. (603) 891-2213
 800 South Main Street, Mansfield MA 02048, Tel. (508) 339-9350
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NO.	REVISION	DATE	DESIGN/DRAWN BY: CTW
			CHECK BY: NFC
			DATE: 10/15/2010
			SCALE: 1"=40'
			JOB NO: MAX-2010041.00
			FILE NAME:
			DRAWING NO:

Greenhouse Gas Analysis

CMAQ Air Quality Analysis Worksheet for Traffic Flow and Intersection Improvements

FILL IN SHADED BOXES ONLY

TIP YEAR: **2019**

MPO: **Nantucket**

Municipality: **Nantucket**

Project: **Surfside Road at Bartlett Road Roundabout**

Step 1: Calculate Existing AM Peak Hour Total Intersection Delay in Seconds:

Street Name	Dir	Left-Turns			=	Total move.	+	Thru			=	Total move.	+	Right-Turns			=	Total move.	=	Total approach delay
		(Vol / PHF)	X delay per veh					(Vol / PHF)	X delay per veh	(Vol / PHF)				X delay per veh						
Surfside Rd	NB	223	0.95	8.5	=	1,995	+	300	0.95	8.5	=	2,684	+		0.95		=	0	=	4,679
Surfside Rd	SB		0.95		=	0	+	206	0.95	0.0	=	0	+	137	0.95	0.0	=	0	=	0
Bartlett Rd	EB	211	0.95	74.0	=	16,436	+		0.95		=	0	+	226	0.95	74.0	=	17,604	=	34,040
n/a	WB		0.95		=	0	+		0.95		=	0	+		0.95		=	0	=	0
Total Intersection Delay/Seconds =																			38,719	

Step 2: Calculate Existing PM Peak Hour Total Intersection Delay in Seconds:

Street Name	Dir	Left-Turns			=	Total move.	+	Thru			=	Total move.	+	Right-Turns			=	Total move.	=	Total approach delay
		(Vol / PHF)	X delay per veh					(Vol / PHF)	X delay per veh	(Vol / PHF)				X delay per veh						
Surfside Rd	NB	231	0.95	9.2	=	2,237	+	258	0.95	9.2	=	2,499	+		0.95		=	0	=	4,736
Surfside Rd	SB		0.95		=	0	+	309	0.95	0.0	=	0	+	258	0.95	0.0	=	0	=	0
Bartlett Rd	EB	172	0.95	59.8	=	10,827	+		0.95		=	0	+	214	0.95	59.8	=	13,471	=	24,298
	WB		0.95		=	0	+		0.95		=	0	+		0.95		=	0	=	0
Total Intersection Delay/Seconds =																			29,033	

Step 3: The spreadsheet automatically chooses the peak hour with the longer total intersection delay for the next step in the analysis.

Peak Hour (AM/PM): **AM** Total Intersection Delay: **38,719**

Step 4: Calculate the existing AM Peak Hour Total Intersection Delay with Improvements:

Street Name	Dir	Left-Turns			=	Total move.	+	Thru			=	Total move.	+	Right-Turns			=	Total move.	=	Total approach delay
		(Vol / PHF)	X delay per veh					(Vol / PHF)	X delay per veh	(Vol / PHF)				X delay per veh						
Surfside Rd	NB	223	0.95	8.0	=	1,878	+	300	0.95	8.0	=	2,526	+		0.95		=	0	=	4,404
Surfside Rd	SB		0.95		=	0	+	206	0.95	8.4	=	1,821	+	137	0.95	4.2	=	600	=	2,421
Bartlett Rd	EB	211	0.95	8.6	=	1,910	+		0.95		=	0	+	226	0.95	8.6	=	2,046	=	3,956
	WB		0.95		=	0	+		0.95		=	0	+		0.95		=	0	=	0
Total Intersection Delay/Seconds =																			10,782	

Step 5: Calculate vehicle delay in hours per day:

	(	Delay in seconds	X	Hours per day	)	/	Seconds per hour	=	Delay in hours / day
Existing peak hour intersection delay	(	38,719	X	10	)	/	3600	=	107.6
Peak hour intersection delay w/ improvements	(	10,782	X	10	)	/	3600	=	29.9

Step 6: MOVES 2014a emission factors for idling speed:

	2016	2016	2016	AM or PM	PM
	Summer VOC Factor	Summer NOx Factor	Winter CO Factor	2016	
	grams/hour	grams/hour	grams/hour	Summer CO2 Factor	
				grams/hour	
	0.519	1.383	6.363	3945.160	

Step 7: Calculate net emissions change in kilograms per day:

	Delay in Hours per Day	Summer VOC Emissions kilograms/day	Summer NOx Emissions kilograms/day	Winter CO Emissions kilograms/day	Summer CO2 Emissions kilograms/day
Existing Conditions	107.6	0.056	0.149	0.684	424.318
With Improvements	29.9	0.016	0.041	0.191	118.153
Net Change		-0.040	-0.107	-0.494	-306.165

Step 8: Calculate net emissions change in kilograms per year (seasonally adjusted)

	Net change per day (kg) X	Avg. weekdays per year	Seasonal adj. X factor	=	Adj. net change in kg per year
Summer VOC Emissions	-0.040 X	250	X 1.0188	=	-10.257
Summer NOx Emissions	-0.107 X	250	X 1.0188	=	-27.330
Winter CO Emissions	-0.494 X	250	X 0.9812	=	-121.122
Summer CO2 Emissions	-306.165 X	250	X 1.0000	=	-76,541.237

Calculate cost effectiveness (first year cost per kg of emissions reduced)

Emission	Project Cost /	Adj. net change in kg per year =	First year cost per kilogram
Summer VOC	\$913,791 /	-10.257 =	\$89,087
Summer NOx	\$913,791 /	-27.330 =	\$33,436
Winter CO	\$913,791 /	-121.122 =	\$7,544
Summer CO2	\$913,791 /	-76,541.237 =	\$12

Board of Selectmen TIP Recommendation
May 25, 2016 Meeting Minutes

BOARD OF SELECTMEN

Minutes of the Meeting of May 25, 2016. The meeting took place in the Public Safety Facility Community Room, 4 Fairgrounds Road, Nantucket, MA 02554. Members of the Board present were Rick Atherton, Robert DeCosta, Matt Fee, Dawn E. Hill Holdgate and James R. Kelly.

I. CALL TO ORDER

Chairman Kelly called the meeting to order at 6:16 PM following a meeting of the County Commission.

II. BOARD ACCEPTANCE OF AGENDA

The agenda was unanimously accepted as presented.

III. ANNOUNCEMENTS

1. Town Manager C. Elizabeth Gibson announced that the Board of Selectmen meeting is being video/audio recorded, in accordance with the requirements of the Open Meeting Law.
2. Ms. Gibson reviewed the 2016 committee/board/commission vacancies, noting information about the committees and duties can be found online.
3. The Memorial Day parade will be held on Sunday, May 29, 2016 at 1:00 PM starting at the American Legion.
4. Ms. Gibson announced that Town offices will be closed Monday, May 30 in observation of Memorial Day.

IV. PUBLIC COMMENT

1. Chuck Colley, of Town mooring # K-10 for the past 16 years, stated that the changes to the Traffic Rules and Regulations in October 2014 regarding parking permits for live-a-boards has created a hardship for the live-a-board community and he asked that the regulations be reconsidered so that live-a-boards can once again park overnight in the municipal parking lot at 37 Washington Street. Mr. DeCosta spoke in favor of changing the regulations and giving the Harbor Master "leeway" to issue parking permits to live-a-boards. Ms. Gibson said changing the regulations would require advertising and a public hearing. Chairman Kelly spoke in favor of giving "some accommodation" to the live-a-boards.

V. NEW BUSINESS

None.

VI. APPROVAL OF MINUTES, WARRANTS, PENDING CONTRACTS

1. Approval of Minutes of April 27, 2016 at 6:00 PM. The minutes of April 27, 2016 at 6:00 PM were approved by the unanimous consent of the Board.
2. Approval of Payroll Warrants for Week Ending May 22, 2016. The payroll warrants for week ending May 22, 2016 were approved by the unanimous consent of the Board.
3. Approval of Treasury Warrants for May 25, 2016. The treasury warrants for May 25, 2016 were approved by the unanimous consent of the Board.

Ms. Hill Holdgate left the meeting at 6:24 PM.

4. Approval of Pending Contracts for May 25, 2016 - as Set Forth on the Spreadsheet Identified as Exhibit 1, Which Exhibit is Incorporated Herein by Reference. Ms. Gibson reviewed the various pending contracts and answered questions from Board members.

Ms. Hill Holdgate returned to the meeting at 6:26 PM.

The pending contracts for May 18, 2016, with the exception of an agreement with Mass Medi-Spa which was continued to June 1, 2016, were approved by the unanimous consent of the Board.

VII. CONSENT ITEMS

1. Town Clerk: Request for Reappointment of Constables for Three-Year Terms. Frank Psaradelis, Jr., F. Manuel Dias, Jerry W. Adams, John H. Stover and Catherine Flanagan Stover were reappointed for three-year terms, said terms to expire June 1, 2019 by the unanimous consent of the Board.

2. Planning Office: Request for Execution of Purchase and Sale Agreement, Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcels Known as Parcel A1, Woodbine Street as Shown on Plan of Land Entitled "Roadway Disposition Plan in Nantucket, Mass. Of Nobadeer Avenue, Woodbine Street, Assessors Maps 80 & 87," Dated December 29, 2010, Prepared by Bracken Engineering, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2011-10; and Parcel 2A, Weweeder Avenue as Shown on Plan of Land Entitled "Plan of Land in Nantucket, Mass., Prepared for the Inhabitants of the Town of Nantucket," Dated January 13, 2016, Prepared by Bracken Engineering, Inc. and Recorded with said Deeds as Plan No. 2016-20, Pursuant to Votes on Article 77 of 2010 Annual Town Meeting and Article 99 of 2011 Annual Town Meeting. This matter was approved by the unanimous consent of the Board.

VIII. CITIZEN/DEPARTMENT REQUESTS

1. Nantucket Land Council, Inc.: Request for Approval of Conservation Restriction Donated by The Nature Conservancy, to be Held by Nantucket Land Council for 130 Eel Point Road. Nantucket Land Council executive director Cormac Collier spoke in favor of the Board's approval of a conservation restriction (CR) for 130 Eel Point Road, noting the CR has been reviewed by Town Counsel and is being granted by the Nature Conservancy to the Land Council before a final transfer of the property to the Linda Loring Foundation. Mr. Collier answered questions from Board members. Director of Planning Andrew Vorce inquired as to the implications of the CR as it crosses Eel Point Road. Mr. Collier noted an existing use is allowed in a similar CR that the Land Council holds at the Linda Loring Foundation. Mr. DeCosta asked if additional language should be written into the CR regarding public passage along the road. Mr. Fee moved to approve the CR and to find it in the public interest, contingent with a side letter or language written into the CR that addresses the public passage issue at Eel Point Road; Ms. Hill Holdgate seconded. All in favor, so voted.

IX. PUBLIC HEARINGS

1. Public Hearing to Consider Increasing Fee per Ton for Mixed Excavation Waste from \$30 per Ton to \$60 per Ton (Continued from May 18, 2016). Chairman Kelly reopened the public hearing and recapped it from last week's Board meeting. Ms. Gibson reviewed information obtained since last week, noting 90% of mixed excavation waste (MEW) tonnage is brought in by one hauler. She recommended that the public hearing be closed with no action taken and that a new public hearing be scheduled for June 15, 2016 to consider a higher fee. Mr. Atherton said there are two fees: what the Town pays to landfill operator Waste Options Nantucket, and what the Town charges to the public. Mr. DeCosta asked what is happening with

the MEW: how is it used and is it possible to stockpile some of the material to create artificial reefs to help protect against erosion like the Cape is doing. Department of Public Works Director Kara Buzanoski answered questions from Board members. Chairman Kelly closed the public hearing. The Board took no action.

2. Public Hearing to Consider the Taking of Various Paper Streets for Public Access, Open Space and/or General Municipal Purposes as Authorized by MGL Chapter 79 and Town Meeting Votes as Noted:

Chairman Kelly opened the public hearing.

a) Sesachacha Road between Northern Sideline of Beach Road and Southern Sideline of Proprietors Road, and Ocean Road between Northern Sideline of Beach Road and its Northern Terminus as Shown on Plan No. 2016-5, Recorded with Nantucket County Registry of Deeds and Authorized by Vote on Article 96 of 2014 Annual Town Meeting. Mr. Vorce recommended continuing the public hearing for this matter to June 22, 2016. Chairman Kelly noted he attended last week's Real Estate Advisory Committee (REAC) meeting where there was "thoughtful conversation" about real estate matters. Mr. Fee said he would like to receive written reports from REAC. Mr. Vorce noted that this matter is regarding the acquisition of the property only; disposition will occur at a later time. Mr. Atherton said he supports Mr. Fee's comments. Mr. DeCosta moved to continue the public hearing for "a" to June 22, 2016; Mr. Fee seconded. All in favor, so voted. Mr. Fee said once we do get to the disposition phase, the Town should require "One Big Beach" easements.

b) Mayhew Road between Southwestern Sideline of Old Tom Nevers Road and a Line Extending the Northern Property Lines of Assessor Map 92.4, Parcels 190 and 214, and Central Road (a.k.a Surrey Avenue) between Southwestern Sideline of Old Tom Nevers Road and Northeast Sideline of Nichols Road, and Portion of Hampshire Road (a.k.a Macey Road), all as Shown on Plan No. 2015-106, Recorded with said Deeds and Authorized by Vote of Article 96 of 2014 Annual Town Meeting. Mr. Vorce reviewed the matter and associated survey plan. Jeff Spruill said he thought this matter was voted on at town meeting two years ago. Mr. Vorce explained that the town meeting vote was just an authorization and this is the implementation.

c) Proprietors Road (a.k.a. Chase Lane in Quidnet) as Shown as Parcels A, B and C on Plan No. 2015-88, Recorded with said Deeds and Authorized by Vote of Article 96 of 2014 Annual Town Meeting. Mr. Vorce reviewed the matter and associated survey plan, noting one abutter has requested this matter be continued. Mr. Vorce requested this be continued to June 22, 2016. Carrie Thornewill said her family owns one of the abutting parcels and spoke in favor of the request.

d) Heller Way and Reedy Pond Lane between Western Sideline of Cudweed Road and Walbang Avenue, and Cudweed Road between a Line Extending the Northern Property Line of Assessor Map 82, Parcel 145 Across said Way to its Southern Terminus (Cisco), all as Shown on Plan No. 2015-87, Recorded with said Deeds and Authorized by Vote of Article 96 of the 2014 Annual Town Meeting. Mr. Vorce reviewed the matter and associated survey plan, noting it is located in the Moorlands Management District to the south of Bartlett's Farm. Mr. DeCosta said if the property ends up going to the Land Bank he wants to Town to get an easement to the existing road to keep it open and not close it. Mr. Fee agreed.

e) Weweeder Avenue between Eastern Sideline of Surfside Road and Centerline of Naushon Way as Shown on Plan No. 2015-85, Recorded with said Deeds and Authorized by Vote of Article 98 of 2011 Annual Town Meeting. Mr. Vorce reviewed this matter and associated survey plan.

f) Lovers Lane as Shown as Parcels A, B and C on Plan No. 2014-107, Recorded with said Deeds and Authorized by Vote of Article 102 of 2015 Annual Town Meeting. Mr. Vorce reviewed this matter and associated survey plan, noting there is an existing beach path present which the Town should keep in any disposition. Mary Torrisi asked if the path will be paved. Mr. Vorce said no, that it will be a simple walking path.

Chairman Kelly closed the public hearing for items "b", "d", "e" and "f". Mr. DeCosta moved to approve the takings for items "b", "d", "e" and "f" and to continue the public hearing for items "a" and "c" to June 22, 2016; Ms. Hill Holdgate seconded. All in favor, so voted.

3. Public Hearing to Consider Applications for Agricultural Commission, Airport Commission, Board of Health, Capital Program Committee, Cemetery Commission, Conservation Commission, Contract Review Committee (Human Services), Council for Human Services, Council on Aging, Cultural Council, Finance Committee, Historic District Commission Associate and Mosquito Control Commission. Chairman Kelly opened the public hearing. Chairman Kelly reviewed the various committee openings and applicants. The follow individuals spoke on behalf of their applications: Malcolm MacNab – Board of Health; Allen Reinhard on behalf of Barbara White's application - Cemetery Commission; David LaFleur – Conservation Commission. Chairman Kelly noted there are many committee openings. He closed the public hearing.

X. TOWN MANAGER'S REPORT

1. Update on Sconset Rotary Flagpole Project. Ms. Buzanoski gave an update on the Sconset flagpole and reviewed costs for a new flagpole and materials, noting it will be more expensive if it is wood but will require approval from the Historic District Commission if fiberglass is considered. Some discussion followed.

2. Update on Beach Maintenance/Preparation Plan for 2016 Summer Season. Ms. Gibson noted that various departments are involved in 2016 summer preparation plans, along with the Land Bank. Ms. Buzanoski reviewed work done to date for the summer season. Harbor Master Sheila Lucey said her staff is on track with the Beach Maintenance Plan including beach access. Natural Resources Coordinator Jeff Carlson said all state and federal-required signage and fencing for endangered bird protection has been installed, noting some birds are already nesting. He added that his staff is on track with water quality testing.

Ms. Gibson gave a brief update on housing at the Town-owned 6 Fairgrounds Road property, noting she hopes to have more information for the Board at its June 8, 2016 meeting. Some discussion followed on the Subsidized Housing Inventory (SHI) and how to maximize the inventory. Mr. Atherton noted that Housing Nantucket, in exchange for sewer fee waivers granted by the Town, is supposed to include some of its units on the SHI list. Independent housing consultant Tucker Holland said in order for the units to be eligible for the SHI list, action has to be taken through a local action plan. He said Housing Nantucket is working on providing the "meat" of that document.

XI. SELECTMEN'S REPORTS/COMMENT

1. Review/Discussion of Nantucket Planning & Economic Development Commission Annual Transportation Improvement Program. Transportation Planner Mike Burns reviewed the Transportation Improvement Program (TIP) which is a five-year listing of federal aid-eligible projects, noting the draft TIP is available for public review from June 6, 2016 to July 18, 2016. Mr. Burns requested action to recommend that draft FY 2017-2021 TIP to the Nantucket Planning and Economic Development Commission (NP&EDC). He answered questions from Board members.

Mr. DeCosta left the meeting at 7:45 PM; he returned at 7:47 PM.

Mr. Burns reviewed the in-town bike path, noting construction should be ready to start in the fall of 2016. He added that the TIP can "flex fund" to replace NRTA vehicles in FY 2017 and for FY 2018 the roundabout at

the intersection of Surfside and Bartlett Roads could be ready for construction. Mr. Atherton said he feels the Board's input in the TIP is "critical" and suggested taking an additional week for review. Mr. DeCosta said he would like the area at lower Main Street by Straight Wharf looked at for vehicle traffic and pedestrian access improvements. Ms. Gibson noted there is already some money identified for improvements there. Mr. DeCosta moved to recommend that that NP&EDC approve the draft TIP as presented; Ms. Hill Holdgate seconded. All in favor, so voted.

Ms. Hill Holdgate left the meeting at 8:00 PM; she returned at 8:01 PM.

2. Action on Policy for New Commonwealth of Massachusetts Department of Transportation "Complete Streets" Program. Ms. Gibson reviewed the MassDOT Complete Streets Program, noting that if a town adopts a Complete Streets policy, it can then access certain state funds for eligible transportation projects. She added that MassDOT recently held a local Complete Streets training program on island, and recommends the Board adopt a policy for the program. Mr. Burns explained that this is a two-year program and the draft policy has been reviewed and recommended by the NP&EDC. Mr. Burns reviewed necessary policy elements, Town policy commitments and next steps, and answered questions from Board members. Mr. Fee moved to adopt the Complete Streets policy; Ms. Hill Holdgate seconded. So voted 4-1. Mr. DeCosta was opposed.

3. Continued Discussion Regarding Board of Selectmen Strategic Planning Process. Ms. Gibson noted that the Board had recently tasked her with engaging a facilitator for a strategic planning retreat. She has looked into facilitators, has contacted a few of them and is in the process of discussing this effort with them. She also asked the Board members to let her know if they know of any facilitators.

4. Committee Reports. Chairman Kelly said he and Land Bank Commission chairman Allen Reinhard have discussed the importance of a healthy relationship between the two boards and have discussed having the two boards meet in open session to start a dialogue. Mr. Reinhard said he looks forward to such a meeting and believes strongly in open communication. Mr. DeCosta reported that the Hyline has started running its new fast ferry schedule even though the new boat is not yet running. He said the Town will need to do its part to make this function, and the end of Straight Wharf will require a strong police presence. Mr. DeCosta said that area needs to be kept open and the traffic flowing. Ms. Hill Holdgate reported that New Whale Street is in very poor condition and is very rutted. Ms. Buzanoski said this is due to the fuel trucks and said the DPW has not worked on that area of the road lately. Mr. DeCosta spoke in favor of paving that area of road vs. cobblestone. Ms. Buzanoski said the DPW will repair that area. Mr. DeCosta said he sees no signs of the US Army Corps of Engineers starting the Jetties reconstruction project. Ms. Gibson said it is slated to begin in mid to late July. Mr. Atherton reported on recent Board of Health activity, including the recent condemnation of a property on Macy Lane where there were multiple housing code violations. He commended Health Director Roberto Santamaria for "stepping up". Mr. Atherton also reported on biodegradable packaging, noting the old regulations need updating.

XII. ADJOURNMENT

The meeting was unanimously adjourned at 8:25 PM.

Approved the 3rd day of August, 2016.

BOARD OF SELECTMEN
MAY 25, 2016 – 6:00 PM
PUBLIC SAFETY FACILITY COMMUNITY ROOM
4 FAIRGROUNDS ROAD
NANTUCKET, MASSACHUSETTS

List of documents used at the meeting:

- III. 2. Committee timeline; list of committee openings
- III. 3. Letter from American Legion, re: Memorial Day parade
- VI. 1. Draft minutes of April 27, 2016 at 6:00 PM
- VI. 4. Pending contracts spreadsheet for May 25, 2016; summary of Host Community Benefit Agreement between Mass Medi-Spa Inc. and Town
- VII. 1. Memo from Town Clerk, re: reappointment of Constables
- VII. 2. Real estate summary from Director of Planning; parcel spreadsheet; survey plans; purchase and sale agreement; quitclaim deed; settlement statement
- VIII. 1. Letter from Town Counsel, re: conservation restriction; conservation restriction for 130 eel Point Road; survey plan
- IX. 1. Mixed excavation waste materials analysis report
- IX. 2. Real estate summary from Director of Planning; Order of Taking for portions of Sesachacha Road and Ocean Road; Order of Taking for portions of Central Road aka Surrey Avenue, Mayhew Road and Hampshire Road aka Macey Road; Order of Taking for portions of Proprietors Road aka Chase Lane; Order of Taking for portions of Heller Way, Reedy Pond Labe and Cudweed Road; Order of Taking for portions of Weweeder Avenue and Naushon Way; Order of Taking for portions of Lovers Lane; associated survey plans
- IX. 3. Appointment considerations for Board of Selectmen; list of committee openings, membership and applicants; committee applications
- X. 1. Memo from DPW Director, re: Sconset flagpole
- X. 2. List of action items for 2016 summer season; Town of Nantucket Beach Maintenance Plan
- XI. 1. Memo from Transportation Planner, re: FY 2017-2021 TIP; draft FY 2017-2021 TIP
- XI. 2. Memo from Transportation Planner, re: Complete Streets policy; Complete Streets Program information from MassDOT; Complete Streets funding program information; draft Complete Streets Policy

Board of Selectmen Approval to Alter Layout
of Bartlett Road
June 24, 2015 Meeting Minutes

BOARD OF SELECTMEN

Minutes of the Meeting of June 24, 2015. The meeting took place in the Public Safety Facility Community Room, 4 Fairgrounds Road, Nantucket, MA 02554. Members of the Board present were Rick Atherton, Robert DeCosta, Matt Fee, Tobias Glidden and Dawn E. Hill Holdgate. Chairman DeCosta called the meeting to order at 6:16 PM following meetings of the NRTA Advisory Board and County Commissioners.

I. BOARD ACCEPTANCE OF AGENDA

The agenda was unanimously accepted as presented.

II. ANNOUNCEMENTS

1. Police Chief William Pittman reviewed Fourth of July public safety preparation plans, including plans for extra port-a-potties and dumpsters at certain beaches, and having assistance from the County Sheriff and local MA State Police. Chief Pittman noted some beaches such as Nobadeer, 40th Pole, Cisco and Smith's Point will have a shut-off limit if they become too crowded with vehicles and people. He reviewed parking restrictions which will be in place and answered questions from Board members. Chairman DeCosta suggested allowing trailer parking on Saturday, July 4 in the Easton Street/Hulbert Avenue "circle". Fire Chief Mark McDougall noted the Fire Department will have extra staff on hand over the weekend.
2. Harbor Master Sheila Lucey reported that the Town Pier is "open for business" although there are still some minor items to work out. She noted that the pump out facility should be operational on site next week. Chairman DeCosta thanked Harbor Master Lucey and Procurement Officer Heidi Bauer for "getting it done".
3. Town Manager C. Elizabeth Gibson announced that there will be no Board of Selectmen meeting on Wednesday, July 1, 2015 and that the Board's summer meeting schedule starts Wednesday, July 8, 2015.
4. Town offices will be closed Friday, July 3, 2015.
5. Ms. Gibson announced that the Town has been awarded a Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association for its comprehensive annual financial report. Ms. Gibson commended Finance Director Brian Turbitt for this achievement.

III. PUBLIC COMMENT

None.

IV. NEW BUSINESS

None.

V. APPROVAL OF MINUTES, WARRANTS, PENDING CONTRACTS

1. Approval of Minutes of May 20, 2015 at 6:00 PM. The minutes of May 20, 2015 at 6:00 PM were approved by the unanimous consent of the Board.
2. Approval of Payroll Warrant for Week Ending June 21, 2015. The payroll warrant for week ending June 21, 2015 was approved by the unanimous consent of the Board.
3. Approval of Treasury Warrant for June 24, 2015. The treasury warrant for June 24, 2015 was approved by the unanimous consent of the Board.

4. Approval of Pending Contracts for June 24, 2015 - as Set Forth on the Spreadsheet Identified as Exhibit 1, Which Exhibit is Incorporated Herein by Reference. Ms. Gibson reviewed various pending contracts and asked that the Paddle Nantucket contract be voted on separately. Human Services Contract Review Committee Chairman Dorothy Hertz reviewed the Human Services contracts. Mr. Atherton moved to approve all pending contracts for May 20, 2015 except for Paddle Nantucket; Mr. Glidden seconded. All in favor, so voted. Ms. Gibson reviewed the Paddle Nantucket license, noting Town Administration has since suggested a "halt" on requests to run businesses on Town-owned property until protocols, rules and/or regulations for the use of Town property are in place. Ms. Gibson noted letters for and against the license have been received and Town Administration recommends a one-year license. Paddle Nantucket owner Caitlyn Marcoux reviewed her business plan, noting this is her second year of operation. Chairman DeCosta noted there is a letter of concern from a resident regarding congestion and parking on Washington Street Extension. He added that a letter of opposition was also received from Ryan Fitch, who owns Sea Nantucket Kayak on Washington Street and pays the Town a sizable annual license fee and said the proposed \$200 license fee for Paddle Nantucket might not be equitable. Mr. Atherton noted it is only a one year license. Chairman DeCosta said the location is an issue for him but he is willing to grant a license for one year and monitor it for any issues. Mr. Fee said maybe the fee needs to be percentage based. Ms. Hill Holdgate noted that Ms. Marcoux does not rent paddle boards; rather she is offering classes. Mr. Glidden moved to grant a license agreement for Paddle Nantucket for one year; Ms. Hill Holdgate seconded. All in favor, so voted.

VI. CONSENT ITEMS

1. Gift Acceptance for: Town of Nantucket Scholarship Fund. A \$25,000 gift from Nantucket Triathlon LLC for the Town of Nantucket Scholarship Fund was approved by the unanimous consent of the Board. Town of Nantucket Scholarship Committee Secretary Erika Mooney thanked Nantucket Triathlon for continuing to make the Scholarship Fund the beneficiary of the Triathlon.

2. Planning Office: Request for Execution of Quitclaim Deed for Town-owned Yard Sale Parcels Known as Parcel B, Andrews Street and Parcel A, Pochick Avenue as Shown on Plan of Land Entitled "Taking and Disposition Plan of Land in Nantucket, MA.," Dated March 31, 2014, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2014-37, Pursuant to Vote on Article 101 of 2011 Annual Town Meeting. Mr. Glidden asked if any of the following real estate items under consent offer the properties the opportunity to further subdivide. Planning Director Andrew Vorce noted there is only one which already has that ability. The Board approved the execution of a quitclaim deed for Parcel B, Andrews Street and Parcel A, Pochick Avenue by unanimous consent.

3. Planning Office: Request for Execution of Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcel Known as Parcel I, Pochick Avenue as Shown on Plan of Land Entitled "Roadway Acquisition Plan in Nantucket, Mass. of Pochick Avenue," Prepared by Bracken Engineering, Inc., Dated February 4, 2015 and Recorded with Nantucket County Registry of Deeds as Plan No. 2015-11, Pursuant to Vote on Article 99 of 2011 Annual Town Meeting. The Board approved the execution of a quitclaim deed and settlement statement for Parcel I, Pochick Avenue by unanimous consent.

4. Planning Office: Request for Execution of Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcel Known as Parcel H, Pochick Avenue as Shown on Plan of Land Entitled "Roadway Acquisition Plan in Nantucket, Mass. of Pochick Avenue," Prepared by Bracken Engineering, Inc., Dated February 4, 2015 and Recorded with Nantucket County Registry of Deeds as Plan No. 2015-11, Pursuant

to Vote on Article 99 of 2011 Annual Town Meeting. The Board approved the execution of a quitclaim deed and settlement statement for Parcel H, Pochick Avenue by unanimous consent.

5. Planning Office: Request for Execution of Release Deeds for Parcel K, Laurel Street as Shown on Plan of Land Entitled "Plan to Acquire Land for General Municipal Purposes in Nantucket, MA., Prepared for Town of Nantucket," Prepared by Charles W. Hart and Associates, Inc., Dated December 2, 2010 and Recorded with Nantucket County Registry of Deeds as Plan No. 2011-21, Pursuant to Vote on Article 77 of 2010 Annual Town Meeting; and Parcel V, Atlantic Avenue as Shown on Plan of Land Entitled "Plan to Acquire Land for General Municipal Purposes in Nantucket, MA., Prepared for Town of Nantucket," Prepared by Charles W. Hart and Associates, Inc., Dated March 5, 2012 and Recorded with Nantucket County Registry of Deeds as Plan No. 2012-23, Pursuant to Vote on Article 99 of 2011 Annual Town Meeting. The Board approved the execution of release deeds for Parcel K, Laurel Street and Parcel V, Atlantic Avenue by unanimous consent.

VII. CITIZEN/DEPARTMENT REQUESTS

1. Town Administration: Update on Code of Conduct/Statement of Commitment Sign-offs. Ms. Gibson reviewed the number of committee members who have returned signed statements of commitment to Town Administration and the number who have not. Mr. Atherton noted for next time it is important to list the names of members who have not signed the statement of commitment. The Board encouraged full commitment from all board, committee, and commission members, whether appointed or elected, to sign the statement of commitment, noting that it will be hesitant to appoint or reappoint members who do not sign the form.

2. 2015 Annual Committee/Board/Commission Appointments. Following some discussion, Mr. Atherton moved to appoint all uncontested applicants and to delegate setting terms to Town Administration staff; Ms. Hill Holdgate seconded. All in favor, so voted. Uncontested applicants appointed were:

Agricultural Commission – four seats available and three applicants. Richard Arnold was appointed to a one-year term, said term to expire June 30, 2016. Michelle Whelan was reappointed and Tracey Pattenden was appointed to three-year terms, said terms to expire June 30, 2018.

Airport Commission – two seat available and two applicants. Daniel Drake and Andrea Planzer were reappointed to three-year terms, said terms to expire June 30, 2018.

Board of Health – one seat available and one applicant. James Cooper was reappointed to a three-year term, said term to expire June 30, 2018.

Cemetery Commission – two seats available and two applicants. Lee Saperstein and Robert Gardner were reappointed to three-year terms, said terms to expire June 30, 2018.

Contract Review Subcommittee, Human Services – one seat available and one applicant. John Belash was reappointed to a three-year term, said term to expire June 30, 2018.

Council for Human Services – three seats available and two applicants. Joe Aguiar and Ella Finn were reappointed to three-year terms, said terms to expire June 30, 2018.

Council on Aging – three seats available and three applicants. Joe Aguiar was reappointed and Colleen McLaughlin and Charles Manghis were appointed to three-year terms, said terms to expire June 30, 2018.

Cultural Council – five seats available and three applicants. John Wagley was reappointed and John McDermott was appointed to three-year terms, said terms to expire June 30, 2018. Justin Cerne was appointed to a one-year term, said term to expire June 30, 2016.

Mosquito Control Commission – two seats available and one applicant. Mark Palmer was appointed to a five-year term, said term to expire June 30, 2020.

Nantucket Historical Commission – three seats available and three applicants. Ian Golding, Diane Coombs and Susan Handy were reappointed to three-year terms, said terms to expire June 30, 2018.

Nantucket Historical Commission Alternates – two seats available and two applicants. Diane Holdgate was appointed to a one-year term, said term to expire June 30, 2016. Caroline Ellis was reappointed to a three-year term, said term to expire June 30, 2018.

Parks and Recreation Commission – two seats available and one applicant. Nash Strudwick was reappointed to a three-year term, said term to expire June 30, 2018.

Planning Board Alternates – two seats available and two applicants. John Trudell III was appointed to a two-year term, said term to expire June 30, 2017. Carl Borchert was reappointed to a three-year term, said term to expire June 30, 2018.

Roads and Right of Way Committee – Four seats available and four applicants. David Fredericks was appointed to a one-year term, said term to expire June 30, 2016. John Stackpole, Joe Marcklinger and Leslie Forbes were reappointed to three-year terms, said terms to expire June 30, 2018.

Scholarship Committee – three seats available and three applicants. Leslie Forbes and Magee Detmer were reappointed and Charles Manghis was appointed to three-year terms, said terms to expire June 30, 2018.

Steamship Authority Port Council – one seat available and one applicant. Nathaniel Lowell was reappointed to a two-year term, said term to expire June 30, 2017.

Tree Advisory Committee – two seats available and two applicants. Ben Champoux and Terry Pommert were reappointed to three-year terms, said terms to expire June 30, 2018.

Visitor Services Advisory Committee – two seats available and two applicants. Louise Swift was reappointed and Sean Dew was appointed to three-year terms, said terms to expire June 30, 2018.

Zoning Board of Appeals – one seat available and one applicant. Michael O'Mara was reappointed to a five-year term, said term to expire June 30, 2020.

Zoning Board of Appeals Alternate – one seat and one applicant. Geoffrey Thayer was reappointed to a three-year term, said term to expire June 30, 2018.

The following committee members were appointed by paper ballot:

Capital Program Committee – one seat available and three applicants. By paper ballot, Peter T. Kaizer was appointed to a three-year term, said term to expire June 30, 2018. Mr. Kaizer received votes from Chairman DeCosta, Mr. Glidden and Ms. Hill Holdgate.

Conservation Commission – two seats available and four applicants. By paper ballot, Ian Golding was unanimously appointed to a three-year term, said term to expire June 30, 2018. There was a tie vote between Sarah Oktay and Joseph Topham, with Ms. Oktay receiving votes from Mr. Atherton and Mr. Glidden, and Mr. Topham receiving votes from Chairman DeCosta and Mr. Fee. By a second paper ballot to decide the tie, Mr. Topham was appointed to a three-year term, said term to expire June 30, 2018. Mr. Topham received votes from Chairman DeCosta, Mr. Fee and Ms. Hill Holdgate.

Finance Committee – three seats available and four applicants. By paper ballot, David Worth and James Kelly were reappointed to three-year terms, said terms to expire June 30, 2015. Mr. Worth received votes from Chairman DeCosta, Mr. Atherton, Mr. Fee and Mr. Glidden. Mr. Kelly received votes from all five Board members. There was a tie vote between Peter McEachern and Christopher Kickham, with Mr. McEachern receiving votes from Mr. Atherton, Mr. Fee and Ms. Hill Holdgate, and Mr. Kickham receiving votes from Chairman DeCosta, Mr. Glidden and Ms. Hill Holdgate. By a second paper ballot to decide the tie, Mr. McEachern was appointed to a three-year term, said term to expire June 30, 2015. Mr. McEachern received votes from Mr. Atherton, Mr. Fee and Ms. Hill Holdgate.

Nantucket Affordable Housing Trust Fund – one seat available and three applicants. By paper ballot, Hudson Holland III was appointed to a two-year term, said term to expire June 30, 2017. Mr. Holland received votes from Chairman DeCosta, Mr. Fee, Mr. Glidden and Ms. Hill Holdgate.

3. Assessor: Request for Endorsement of Abatement Advisory Committee Appointments. Ms. Gibson reviewed a memo from the Assessor requesting the reappointment of incumbent Abatement Advisory Committee members Judith A. Moran, Joseph J. McLaughlin and David Callahan, noting she supports the Assessor's recommendation for reappointment. Mr. Atherton moved to endorse the appointments of Ms. Moran, Mr. McLaughlin and Mr. Callahan for one-year terms, said terms to expire June 30, 2016; Mr. Fee seconded. All in favor, so voted.

4. Town Manager Appointments: Advisory Committee of Non-Voting Taxpayers; Commission on Disability; Planning and Land Use Services Inspectors. Ms. Gibson recommended the following appointments:
Advisory Committee of Non-Voting Taxpayers - seven seats available and one applicant. Howard Blitman was reappointed to a three-year term, said term to expire June 30, 2018.
Commission on Disability – two seats available and three applicants. Maribeth Maloney was appointed and Karenlynn Williams was reappointed to three-year terms, said terms to expire June 30, 2018.
Planning and Land Use Services – all inspectors reappointed for a term of one year. Mr. Fee moved to affirm the Town Manager's appointments; Mr. Glidden seconded. All in favor, so voted.

5. Siasconset Casino Association: Request for Waiver of Town Noise Bylaw from 10:00 PM to 10:30 PM for Annual Dinner Dance on Saturday, July 18, 2015. Ms. Hill Holdgate moved to approve the noise bylaw waiver request as presented; Mr. Glidden seconded. All in favor, so voted.

Mr. Glidden left the meeting at 7:04 PM; he returned at 7:06 PM.

6. Planning Office: Request for Execution of Purchase and Sale Agreement, Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcels Known as Parcel 7, Copeland Street, Parcels 8 and 9 MacLean Street and Parcels 10 and 11, School Street as Shown on Plan of Land Entitled "Taking and Disposition Plan of Land in Nantucket, MA Prepared for Nantucket 106 Surfside Realty Trust," Dated June 2, 2014, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2014-52, Pursuant to Votes on Article 99 of 2011 Annual Town Meeting and Article 84 of 2012 Annual Town Meeting. Mr. Vorce reviewed the request and associated survey plan and answered questions from Board members. Mr. Fee requested a master plan for bike and pedestrian paths across the island. Mr. Fee moved to execute the purchase and sale agreement, quitclaim deed and settlement statement for Parcel 7, Copeland Street, Parcels 8 and 9 MacLean Street and Parcels 10 and 11, School Street as presented; Mr. Atherton seconded. All in favor, so voted.

7. Planning Office: Request for Execution of Purchase and Sale Agreement, Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcels Known as Parcel 1, Cotton Street, Parcel 16A, MacLean Street and Parcel 17A, MacLean Street as Shown on Plan of Land Entitled "Disposition Plan of Land in Nantucket, MA Prepared for Donald W. Mirro," Dated June 2, 2014, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2014-54, Pursuant to Votes on Article 99 of 2011 Annual Town Meeting and Article 84 of 2012 Annual Town Meeting. Chairman DeCosta recused himself from this matter. Mr. Vorce reviewed the request and associated survey plan and answered questions from Board members. Ms. Hill Holdgate moved to execute the purchase and sale

agreement, quitclaim deed and settlement statement for Parcel 1, Cotton Street, Parcel 16A, MacLean Street and Parcel 17A, MacLean Street as presented; Mr. Glidden seconded. So voted 4-0.

8. Planning Office: Request for Execution of Purchase and Sale Agreements, Quitclaim Deeds and Settlement Statements for Town-owned Yard Sale Parcels Known as Parcel 2, New York Avenue and Parcel 3, Macy Avenue as Shown on Plan of Land Entitled "Disposition Plan of Land in Nantucket, Mass., Prepared for Katherine Bessie Fugate, Anthony W. Fugate & 67 Monomoy Road Real Estate Trust," Dated November 13, 2013, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2014-06, Pursuant to Vote on Article 81 of 2013 Annual Town Meeting. Mr. Vorce reviewed the request and associated survey plan and answered questions from Board members. Mr. Fee moved to execute the purchase and sale agreement, quitclaim deed and settlement statement for Parcel 2, New York Avenue and Parcel 3, Macy Avenue as presented; Mr. Glidden seconded. All in favor, so voted.

9. Planning Office: Request for Execution of Purchase and Sale Agreement, Quitclaim Deed and Settlement Statement for Town-owned Yard Sale Parcels Known as Parcels 4 and 5, Macy Avenue as Shown on Plan of Land Entitled "Disposition Plan of Land in Nantucket, Mass., Prepared for Katherine Bessie Fugate, Anthony W. Fugate & 67 Monomoy Road Real Estate Trust," Dated November 13, 2013, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2014-06, Pursuant to Vote on Article 81 of 2013 Annual Town Meeting. Mr. Vorce reviewed the request and associated survey plan and answered questions from Board members. Mr. Atherton moved to execute the purchase and sale agreement, quitclaim deed and settlement statement for Parcels 4 and 5, Macy Avenue as presented; Mr. Fee seconded. All in favor, so voted.

10. Planning Office: Request for Execution of Quitclaim Deed for Town-owned Parcels Known as 5 and 9 Miacomet Road and shown as Lots 2 and 3 on Plan of Land Entitled "Being a Subdivision of Lots A4, A5, A6 & A7 Shown on Plan No. 02-04, Plan of Land in Nantucket, MA., prepared for Town of Nantucket," Dated August 20, 2009, Prepared by Blackwell & Associates, Inc. and Recorded with Nantucket County Registry of Deeds as Plan No. 2010-35, Pursuant to Vote on Article 81 of 2013 Annual Town Meeting. Mr. Vorce reviewed the request and associated survey plan, noting the requested action was authorized by town meeting vote and is subject to an agreement with the Nantucket Islands Land Bank. He added that the Land Bank will consolidate these parcels into its land at that location. Ms. Hill Holdgate moved to execute a quitclaim deed for 5 and 9 Miacomet Road as presented; Mr. Glidden seconded. All in favor, so voted.

VIII. PUBLIC HEARINGS

1. Public Hearing to Consider the Taking of Various Parcels of Land for General Municipal Purposes and as Otherwise Specified, Pursuant to Authority of MGL Chapter 79 and Votes on Town Meeting Articles as Specified (Continued from May 28, 2014; September 24, 2014; December 17, 2014; March 25, 2015; Request for Continuance to September 23, 2015): a) Article 20 of 2012 Special Town Meeting; for Public Ways, Open Space and/or General Municipal Purposes: 10 Ocean Avenue, Assessor Map 73.2.4, Parcels 15 and 23, in Siasconset and Last Owned by Estate of Charles W. Brinton (1943). Chairman DeCosta reopened the public hearing. Mr. Vorce requested the hearing be continued to September 23, 2015, noting the heirs of 10 Ocean Avenue are still working steadily on a resolution to this matter. Mr. Fee moved to continue the public hearing to September 23, 2015; Mr. Glidden seconded. All in favor, so voted.

2. Public Hearing to Consider the Taking of Various Paper Streets and Parcels of Land for General Municipal Purposes and/or Public Access or Open Space, Pursuant to MGL Chapter 79 and Vote on Article 102 of 2015 Annual Town Meeting: a) Atlantic Avenue between Eastern Sideline of Masquetuck Street and Western Sideline of Holly Street (Surfside); b) Owners Unknown Parcel Bounded Westerly by Masquetuck Street, Northerly by Atlantic Avenue, Easterly by Holly Street and Southerly by the Atlantic Ocean for Open Space Purposes (Surfside). Chairman DeCosta opened the public hearing. Mr. Vorce reviewed the proposed taking request and associated survey plan, noting he has been working “long and hard” with the owners and that a disposition plan will follow. Chairman DeCosta closed the public hearing. Mr. Vorce answered questions from Board members, noting the Town will be keeping the parcels. Mr. Fee moved to approve the taking of Atlantic Avenue and the Owners Unknown parcel as presented; Mr. Glidden seconded. All in favor, so voted.

3. Public Hearing to Consider the Taking of Various Paper Streets and Parcels of Land for General Municipal Purposes and/or Public Access or Open Space, Pursuant to MGL Chapter 79 and Vote on Article 99 of 2011 Annual Town Meeting: a) Irving and Hawthorne Streets: between Northern Sideline of Massasoit Avenue and Southern Center Sideline of Monomoy Avenue; b) Monomoy Avenue between Irving and Hawthorne Streets, Shown as Parcels A, B and C on Plan No. 2015-23, Dated August 27, 2013 and Filed with the Nantucket Registry of Deeds. Chairman DeCosta opened the public hearing. Mr. Vorce reviewed the proposed taking request and associated survey plan, noting the streets are from an 1899 subdivision plan. He added the taking would be pursuant to Article 98 of the 2011 Annual Town Meeting, not Article 99 as listed. Chairman DeCosta closed the public hearing. Mr. Atherton moved to approve the taking of Irving and Hawthorne Streets and Monomoy Avenue as presented; Mr. Glidden seconded. All in favor, so voted.

4. Public Hearing to Consider the Taking of Various Paper Streets and Parcels of Land for General Municipal Purposes and/or Public Access or Open Space, Pursuant to MGL Chapter 79 and Vote on Article 72 of 2007 Annual Town Meeting: a) A Certain Parcel of Land Situated on 10 Maine Avenue, Map 60.3.1 Parcels 433 and 459 in said Nantucket, Shown as Four Parcels as Lots 7, 8, 39, 40, 41 and 42, Section 2 on Block No. 34 shown on Land Court Plan Numbered 2408-M, Dated April 30, 1912 and Filed with Certificate of Title No. 66 with Nantucket Registry District of the Land Court. Chairman DeCosta opened the public hearing. Mr. Vorce noted this parcel was previously taken but there was an error in the taking; he requested the Board revoke the taking, noting the heirs have been located and they are working toward a resolution. Chairman DeCosta closed the public hearing. Mr. Atherton moved to approve the taking of 10 Maine Avenue as presented; Mr. Glidden seconded. All in favor, so voted.

5. Public Hearing to Consider the Taking of Various Paper Streets and Parcels of Land for General Municipal Purposes and/or Public Access or Open Space, Pursuant to MGL Chapter 79 and Vote on Article 72 of 2007 Annual Town Meeting (Request for Continuance to July 22, 2015): a) A Certain Parcel of Land Situated on 6 New Hampshire Avenue, Map 60.3.1 as Parcel 412 in said Nantucket, Shown as Lots 7 and 8 in Block 32 on the Plan Numbered 2408-M, Filed with Certificate of Title No. 66 with Nantucket Registry District of the Land Court. Chairman DeCosta opened the public hearing. Mr. Vorce requested that the public hearing be continued to July 22, 2015, noting the documents are not yet complete. Mr. Glidden moved to continue the public hearing to July 22, 2015; Ms. Hill Holdgate seconded. All in favor, so voted.

6. Public Hearing to Consider the Alteration, Relocation and Layout of the Following Roads, Pursuant to MGL Chapter 79: a) Bartlett Road at its Intersection with Surfside Road as Shown on Plan Entitled “Plan of Land, #2 Bartlett Road in Nantucket, MA, Prepared For: Town of Nantucket,” Prepared by Nantucket

Surveyors, LLC, Dated June 1, 2015 and Currently Filed with the PLUS Office at 2 Fairgrounds Road. Chairman DeCosta opened the public hearing. Mr. Vorce reviewed the survey plan for Bartlett Road, noting a previous agreement was executed by the Town, the Nantucket Affordable Housing Trust Fund and an abutter. He requested the Board establish a new layout line of Bartlett Road. Chairman DeCosta closed the public hearing. Mr. Glidden moved to approve the alteration, relocation and layout of Bartlett Road at the intersection of Surfside Road as presented; Ms. Hill Holdgate seconded. All in favor, so voted.

b) Francis, Meader, Coffin and Fayette Streets Pursuant to Article 104 of 2015 Annual Town Meeting, Shown on Plan Filed with the Town Clerk's Office (Three Sheets) Entitled "Town of Nantucket (1) Coffin Street, (2) Fayette Street and (3) Francis Street and Meader Street, Easement Taking Plan of Streets to Existing Side Lines in Nantucket, Nantucket County, Mass," all Dated May 11, 2015 and Prepared by ACKME SURVEY LLC. Chairman DeCosta opened the public hearing. Mr. Vorce reviewed survey plans for Francis, Meader, Coffin and Fayette Streets, noting they all connect to Town roads and the request is to establish the lines of the streets as they currently exist. Chairman DeCosta closed the public hearing. Mr. Glidden moved to approve the layout of Francis, Meader, Coffin and Fayette Streets as presented; Mr. Atherton seconded. All in favor, so voted.

IX. TOWN MANAGER'S REPORT

1. Review of Costs Regarding Prospect Street Bike Lane/Historic Bike Path Proposal. Ms. Gibson reviewed a cost/detail breakdown for the proposed Prospect Street bike lane/historic bike path, noting it is estimated to cost \$55,000 from the end of the existing bike path on Prospect Street to Mill Street, adding there is currently no appropriation for this. Chairman DeCosta noted he is not comfortable with the taking damages estimated at \$10,000. Transportation Planner Mike Burns reviewed how he estimated the cost estimate for the proposed project. Some discussion followed on the process of taking property for the project. Ms. Gibson noted if the takings are done on behalf of the Town, then town meeting will need to approve the takings; but if the takings are done on behalf of the County a town meeting vote is not required. Chairman DeCosta spoke in favor of improvements for bikers and pedestrians on Prospect Street, but stated he is not ready to make any changes for the proposed historic bike route if they still involve eliminating parking. Ms. Hill Holdgate noted Prospect Street is very dangerous and she said a sidewalk and road widening should happen there. Chairman DeCosta said there needs to be a way to get people from the Cliff Road bike path to the Surfside bike path safely, adding he would rather the widening and bike lane go all the way down to Milk Street instead of ending at Mill Street. He inquired on the status of the proposed Chicken Hill bike path. Mr. Burns said Prospect Street was never intended to be used for bike travel, and that bikers were intended to be routed through Chicken Hill. He added he doesn't want to encourage bikers on Milk Street as that is too narrow. Mr. Atherton said he thought there were plans to extend the Hummock Pond Road bike path up Milk Street to Prospect Street. Chairman DeCosta noted that many bike paths just end, dumping bikers and pedestrians into dangerous intersections. Some discussion followed regarding the proposed historic bike route. Jason Bridges, chairman of the Bicycle and Pedestrian Advisory Committee, said he doesn't feel that any parking needs to be eliminated except two spaces on Pleasant Street. Some discussion followed regarding "share the road" stenciling and the actual number of parking spaces that may need to be eliminated for the historic bike route to be implemented safely. Chairman DeCosta said he is not ready to endorse the plan without all costs being considered and the number of parking spaces to be eliminated, determined. Mr. Glidden moved to endorse the historic bike path proposal with the recommendation of Mr. Burns. Mr. Burns noted parking spaces that need to be eliminated include all of High Street and a section of Pleasant Street between Mill Street and High Street. Mr. Atherton said based on the agenda item, he was not prepared to vote on a plan; it was supposed to be a discussion on costs. Mr. Glidden conceded and asked that Mr. Burns provide a visual for the next meeting showing the number of spaces being eliminated. Chairman DeCosta said there is "no way" an historic bike route can be put into place this summer,

suggesting the Board hold off for now. He added that improvements to Prospect Street should happen "sooner rather than later". Mr. Atherton said he would like a "big picture" map showing other bike routes. The consensus of the Board was to move forward with plans for a sidewalk on Prospect Street to Milk Street.

X. SELECTMEN'S REPORTS/COMMENT

1. Committee Reports. Mr. Atherton reported that the Board of Health met last week and made a "skillful, strategic move" to refer the proposed animal regulations to the Agricultural Commission. Ms. Hill Holdgate noted that the Community Preservation Committee has an upcoming meeting on August 18, 2015 at 4:00 PM in the PSF Community Room. Chairman DeCosta wished everyone a happy Independence Day. Mr. Glidden requested a summary of the Land Fund account and a list of property from PLUS which could be possibly used for housing.

X. ADJOURNMENT

The meeting was unanimously adjourned at 9:24 PM.

Approved the 5th day of August, 2015.

BOARD OF SELECTMEN
JUNE 24, 2015 – 6:00 PM
PUBLIC SAFETY FACILITY COMMUNITY ROOM
4 FAIRGROUNDS ROAD
NANTUCKET, MASSACHUSETTS

List of documents used at the meeting:

- V. 1. Draft minutes of May 20, 2015 at 6:00 PM
- V. 4. Pending contracts spreadsheet for June 24, 2015; letter from Ryan Fitch/Sea Nantucket; seven letters of support for Paddle Nantucket license; proposed Paddle Nantucket license agreement
- VI. 1. Letter from Nantucket Triathlon, LLC, re: gift for Town of Nantucket Scholarship Fund; copy of gift check
- VI. 2-5. Real estate summary from Planning Director; list of consent yard sale parcels with purchaser and purchase price; survey maps for the following yard sale parcels: Parcel B, Andrews Street and Parcel A, Pochick Avenue; Parcel I, Pochick Avenue; Parcel H, Pochick Avenue; Parcel K, Laurel Street and Parcel V, Atlantic Avenue; letter from attorney Jamie Ranney, re: 3 Nobadeer Avenue, Parcel K, Laurel Street and Parcel V, Atlantic Avenue with attachments
- VII. 1. Statement of commitment responses spreadsheet
- VII. 2. List of current committee members, seat available and applicants for Board appointment; committee interest forms
- VII. 3. Memo from Assessor, re: Abatement Advisory Committee appointments
- VII. 4. List of current committee members, seat available and applicants for Town Manager appointment
- VII. 5. Noise bylaw waiver request from Siasconset Casino Association
- VII. 6-10. Real estate summary from Planning Director; list of yard sale parcels with purchaser and purchase price; survey maps
- VII. 6. Purchase and sale agreement, quitclaim deed and settlement statement for Parcel 7, Copeland Street, Parcels 8 and 9 MacLean Street and Parcels 10 and 11, School Street
- VII. 7. Purchase and sale agreement, quitclaim deed and settlement statement for Parcel 1, Cotton Street, Parcel 16A, MacLean Street and Parcel 17A, MacLean Street
- VII. 8. Purchase and sale agreement, quitclaim deed and settlement statement for Parcel 2, New York Avenue and Parcel 3, Macy Avenue
- VII. 9. Purchase and sale agreement, quitclaim deed and settlement statement for Parcels 4 and 5, Macy Avenue
- VII. 10. Quitclaim deed 5 and 9 Miacomet Road
- VIII. 1-6. Real estate summary from Planning Director
- VIII. 1. Email from Planning Director requesting public hearing continuance
- VIII. 2. Survey plan of Atlantic Avenue and Owners Unknown; Order of Taking by Eminent Domain document
- VIII. 3. Survey plan of Hawthorne and Irving streets and Monomoy Avenue; Order of Taking by Eminent Domain document
- VIII. 4. Land Court plan and GIS map of 10 Maine Avenue; Order of Taking by Eminent Domain document
- VIII. 5. Land Court plan and GIS map of 6 New Hampshire Avenue
- VIII. 6. a) Survey plan of Bartlett Rd; Order of Layout document; Order of Taking by Eminent Domain document
b) Survey plans for Francis, Meader, Coffin and Fayette Streets; Order of Layout documents; Order of Taking by Eminent Domain documents
- IX. 1. Email from Transportation Planner, re: costs; proposed road improvements graphic; Historic Town Bike Route proposal

Nantucket School Committee Review of
Roundabout Plans
Meeting Minutes from May 20, 2014

Nantucket School Committee
Meeting Minutes
May 20, 2014

1
2 Present Members: Timothy Lepore, Robin Harvey, Jennifer Iller, Melissa Bonvini Murphy, Pauline Proch and Jake
3 Pearl

4 The meeting was called to order at 6:00 PM in the Large Group Instruction room at NHS. Chairman Tim Lepore
5 opened the meeting with Pauline Proch making a motion to approve the agenda and Jenn Iller seconding. It was
6 approved unanimously.

7 **Presentations and Discussions of Interest to the Committee**

8 **Bartlett Roundabout – Mike Burns, Planning & Economic Development Commission**

9 As 2010 approached, the Bartlett/Surfside Stop intersection had experienced a higher than normal-volume-acceptable
10 of crashes and accordingly the Town of Nantucket sought out an Alternative Traffic Control Analysis to evaluate
11 existing traffic patterns and gain proposed operations and recommendations. Greenman-Pedersen, Inc (GPI)
12 conducted this study and offered four possible solutions: a three way stop control, a stop control on Bartlett Road
13 only with a raised intersection, a stop control on Bartlett Road only, with two lanes on Bartlett Road, or a roundabout
14 control. While these options are currently only for discussion and further review, it is important to note that this
15 intersection has increased volume also for pedestrian and bike traffic and proposed changes will not only impact the
16 traffic flow but also the schools and students attending. The study states that the preferred alternative is a roundabout
17 because it can handle a lot more traffic flow and will add additional safety features with designated pedestrian
18 crossings, reducing points of conflict and reducing speed. There is no design fundings at this time, but at Annual
19 Town meeting, there was a vote to appropriate funds to move forward. There has been some discussion about
20 acquiring a piece (or three) of property that fall into the right of way at that intersection that are noteworthy to increase
21 square footage required to accommodate these road way alterations, but everything is still in the conceptual stages.
22 The Chair, Dr. Timothy Lepore wondered aloud why is a roundabout better than three stop signs, personally feeling
23 that three stops is better than just merely slowing down. Mike Burns responded that three stops is a short term fix,
24 the roundabout is a superior design and appropriate for the long term. Jenn Iller expressed concern about the
25 Elementary School and specifically the cross walks, entrance/exit and drop off/pick up for what is already a risky
26 task at the current road layout. Superintendent Cozort asked aloud if there has been further studies of the area to
27 incorporate the traffic flow of Backus Lane, First Way, and if the study has thought to include the proposition of the
28 new school. There was much dialogue regarding the proposals.

29 **Facilities Report – Director of Facilities – Diane ONeil**

30 Director of Facilities, Diane ONeil gave a quick overview of the Existing and Current Conditions report. A rather
31 extensive spread sheet showing the project, the timeline and the costs associated with each project. Mrs. ONeil
32 reaffirmed where projects stand, those projects completed, those near completion, and those that are in the midst of
33 work. Also, a list of Future Projects was provided to show what monies have been appropriated at Town Meeting.
34 This list comprises of continued Safety and Security improvements at NPS, repairs, renovations and building upgrades
35 for NHS & CPS, repairs and renovations and upgrades for NES bathrooms, repairs and improvements for the NES
36 playground, façade repairs and painting for NHS and window replacement and upgrades. Overall, the check list is
37 long and Superintendent Cozort added the number of projects inherited from the previous Director was
38 comprehensive and commended Mrs. ONeil for the good work she has done.

39 The Superintendent also wanted to share a tip that came across his desk about some modular classrooms available for
40 bid from Monomy school district on the Cape. Monomy is looking to offer/unload these outbuildings no later than
41 July, and although this would push us on the fast track, it might offer an alternative to the Central Office space,
42 which in turn could be made into classrooms to better accommodate the High School and Middle School space needs
43 for students. While there are a lots of moving parts to make this a reality, it is an opportunity, not to be overlooked.
44 There were questions from the Committee about where these modular buildings could go on campus.

45

Nantucket School Committee
Meeting Minutes
May 20, 2014

46

47 **Demographic Report – Director of Facilities – Diane O’Neil**

48 Hiring demographers, Michael Cropper and Jerry McGibbon, on the recommendation and in connection with
49 Architects Kaestle Boos, Superintendent Cozort has a demographic report to share with the Committee. He felt,
50 however, as it was in draft form and needed some clean up before distribution he would offer the highlights with the
51 report to follow at a later date. The projections are estimated through five years and totals an enrollment prediction
52 for Nantucket Elementary to be at 800 students. This does not account for universal Pre-K which would change the
53 number count significantly if the State decides this is the route to take. Currently, our Pre-K numbers hover at 25-30.
54 With the hope that NES numbers will eventually level off, this does factor how the increase will resonate at CPS and
55 NHS.

56 Superintendent Cozort also discussed the formal report conscripted of our overall facilities and how NPS is found to
57 be in good shape in general. The large document depicts that our buildings are not designed to handle our volume
58 and we have enhanced what has and should be done to accommodate our needs. Mr. Cozort invited anyone who
59 wished to look over the report may do so at the Central Office.

60 Pivotal to the demographic study, was the Saturday, May 3 Visioning Activity , attendees are part of the Building
61 Focus Group for NPS campus grounds. Well attended and with a fair number of constituencies represented, the
62 takeaways from this day were: 1) People like the idea of a “school campus” and splitting up the schools is not
63 optimum 2) The configuration of the school matters, how the grades will work together or how they will split out,
64 4/5/6 or PreK-2 and 3-5 or 3-6 for NES – and discussion of CPS, if only grades 7 & 8, then both years are considered
65 transition years, not optimum 3) What is the square footage and what is perhaps, too big? The discussions were
66 thorough. Dr. Lepore remembered aloud when NHS did not exist and back then, the vision that became reality was
67 noted to be too big then, now, we cannot find enough space. Superintendent Cozort went on to say the next steps
68 will be to put an ad in the newspaper to create a Building Committee of approximately 15 people with a wide range
69 of representation and who are interested, understand what needs to happen and who can reach out to the mass public.
70 Robin Harvey suggested a public tour be made available for community members to really see the “bursting at the
71 seams” authenticity. Melissa Murphy emphasized the need to collaborate with others and make an open conversation
72 to enable a way to create a bigger overall Master Plan.

73 **SAT/PSAT Prep at Nantucket High School – Principal John Buckey**

74 We have been maintaining the offerings of SAT & PSAT prep for a long time in this school and what has been an
75 expensive venture has ebbed and flowed over the years with attendance. There are times when offering the courses
76 afterschool are not well attended so we have tried to place an emphasis on the prep within the curriculum. Then, this
77 seems to switch and what was once working well during the school day, no longer has students signing up to
78 attend. We have trained teachers, we have offered Saturday review classes, now we offer review during the week.
79 There are pros and cons to each option. At NPS we find that PSATs help substantially as a benchmark for students
80 because they get scores back and this gives them projections for future testing. This also connects them onto
81 Collegboard which will offer opportunities for review, practice tests, samples, college surveys and feedback. 80% of
82 our 10th & 11th graders will have access to this review, but only 16% truly take advantage. Student Council
83 Representative, Jake Pearl was asked his opinion and he feels that students cannot commit to 2.5 hours, 2 times per
84 week and for \$300. He thinks is it too time and cost prohibitive to reach out to a large group. He does like the PSAT
85 and the review that offers, but feels the school should do more to create incentive for students to want to participate.
86 He thinks the website Kahn Academy is a quality go-to site that will offer better and free help to students. Dr.
87 Lepore asked Master Pearl how to encourage participation and the answer was to create a naturally competitive
88 atmosphere, such as largest participation of a class or advisory gets a pizza party.

89 **Comments from the Public**

90 NES Associate Principal Michael Horton had three items: 1) He thanked the School Committee members for

Nantucket School Committee
Meeting Minutes
May 20, 2014

91 publically raising the question of the Bartlett roundabout and the precautions needed to minimize the potential for
92 dangerous crosswalks and to maintain safety for the entrances and exits of the school 2) The Visioning Acitivity was
93 very worthwhile and mimicked the concern of *how big is too big* but also wanted to mention that the interiors need
94 to be considered and the structure of the inside clusters (for example) 3)The SAT review can be offered in many
95 forms and the variety is there to help as many students as possible. However, it is worthy to remember that the SAT
96 is a timed test and knowing the strategy of HOW to take the test is part of the learning curve. The more practice, the
97 more you know your material and the more comfortable a student is when testing under time limits, the better off are
98 the results. The bar is held high in other communities because the SAT test places a tremendous value for college
99 entrance, therefore, NPS must hold the bar high too.

100 David Dickson, not just academically focused when he speaks, also a sports enthusiast, wanted to publically shout-
101 out to the Spring sports teams, especially Varstiy Softball and Baseball and shared his opinion that he hoped as many
102 people who could go to the games, to go, especially now that both teams have made tournament play. He discussed
103 some highs and lows, appreciated student athletes, managers and coaches.

104 **Committee discussion and votes to be taken:**

105 Transfers and Invoices: A motion to approve the transfer and invoices was made by Melissa Murphy and seconded
106 by Jenn Iller. The motion was approved by a vote of the Committee.

107 May 6, 2014 Meeting Minutes: A motion to approve the Committee minutes of May 6 2014, was made by Jenn Iller
108 and seconded by Pauline Proch. A motion was made and approved by a vote of the Committee.

109 **Superintendent's Report**

110 2014 Class Activites – Many end of the year activities for the Seniors and all students, beginning with Academic
111 Awards on June 2 at 6:00 in the Auditorium, Senior Ball on June 5 at the Nantucket Yacht Club, Bacclaureate on
112 June 6 at the Methodist Church at 5:30 and Graduation at 3:00 on June 7 in the Auditorium. Chris Matthews will be
113 giving the Commencement. Superintendent Cozort added that it is with mixed emotions as we say good bye to this
114 class.

115
116 On the hiring front, the Principals are hard at work filling the vacancies. At NES, Principal Kubisch has successfully
117 filled the IDSC and ELL positions, and will soon fill Grades 3 & 5. At CPS, as Principal Cohen has recruited Dede
118 Avery to fill the 6th grade Math (hence 3rd grade vacancy) and has hired the new Assistant Principal, Torrance Lewis,
119 starting sometime in July and will fill his vacancy in CPS guidance as Jenn Psaradelis went to the NHS to take Susan
120 McFarland's position as she has decided to retire. At NHS, Principal Buckey has filled the listed positions:
121 Alternative Education with Andrew Viselli (former Behavioural Specialist), STEPS position with Nicole Gross
122 (former TA), Guidance as stated, Math with former returning teacher Jed Williams, English with former TA and
123 Long Term Sub, Jamie Kuratek, Social Studies with former TA in CPS, Aileen Fredericks and Latin with new hire,
124 Chris Cothran. Mr. Buckey has increased the Auto Technology position to a .8 FTE and current teacher, Chester
125 Barrett will increase his .4. Mr. Buckey has also found new hires to take the ESP positions in his office, vacated
126 due to the retirement of Cheryl Coffin and Stephanie Hanson. There remain two open positions in the High School,
127 the Culinary Arts position as Bob Buccino retires as well as the Building Technology with Chuck Colley's
128 retirement.

129 **On the Horizon**

130 Superintendent Cozort reviewed the agenda for the next meeting. We will have an update on Enrollment (something
131 Melissa Murphy did request being kept up to date on), the Annual Technology Report, a Special Education Update,
132 and a commentary on Rachel's Challenge and how we are implementing this in our schools. Superintendent Cozort
133 also reminded the School Committee of the Faculty Celebration on the last day of school, thanking our staff and
134 honoring our retirees.

Nantucket School Committee
Meeting Minutes
May 20, 2014

135 **Sub-Committee & Acknowledgements**

136 Jake Pearl, shared that Student Council elections will be help this coming week. There are a good handful of
137 candidates and hopefully voting turnout will be equally good. He also reported that students are eager to hear who
138 the Guidance Department will sort out with the replacement for Susan McFarland and who is taking on the role of
139 writing recommendations for Seniors. John Buckey noted that the Department meeting will be this week and some
140 of this will be sorted out.

141 At 8:26 p.m. the School Committee adjourned. A motion made by Pauline Proch, seconded by Jenn Iller and
142 unanimously approved.

143 Respectfully submitted,
144 Logan O'Connor, School Committee Clerk

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NEWS

Moped crash claims life of 28-year-old Brazilian man

Memory Book

An early-morning collision Sunday between a moped and a motor vehicle claimed the life of a 28-year-old Brazilian man, according to Nantucket Police.

Officers received a 911 call around 12:35 a.m. from a citizen who reported the accident at the intersection of Surfside and Bartlett roads.

According to police, a 2006 white Jeep, driven by Genevieve Ryan, 24, of Nantucket, struck the moped in the intersection.

The driver of the moped, Rodrigo A. Just, 28, of 4 Cherry St., was found by responding officers in the roadway and was unresponsive. He was transported to Nantucket Cottage Hospital where he was pronounced dead.

The crash remains under investigation, but Ryan has been charged with negligent operation of a motor vehicle resulting in death, and failure to yield at an intersection.

A fundraiser was held at The Rose and Crown Monday night to help cover the \$10,000 cost of sending Just's body back to his family in Brazil. Contributions can still be made by sending a check, payable to the Rodrigo Just Memorial Fund, to Logan and Tiago Gomes, 15 Wherowhero Lane, Nantucket, MA 02554.

For complete coverage of this story, pick up Thursday's *Inquirer and Mirror*.



Photo by Nicole Harnishfeger
A memorial beside Surfside Road to 28-year-old Rodrigo Just, who was killed when his moped was struck by a vehicle early Sunday morning.

Memory Book

SEE ORDE
 It's eas
 great pi
 The Inqui
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 The Inqui
PHOT
WWW

Poets Corner sale could pave way for Surfside Road roundabout



Courtesy of Nantucket Planning Department

Voters will consider at Town Meeting in April whether to acquire 2 Bartlett, the parcel shaded in green, to improve traffic safety at the junction of Bartlett Road and Surfside Road by creating a roundabout.

By Jason Graziadei
I&M Staff Writer

A real-estate article that made it onto this year's Annual Town Meeting warrant with little fanfare could pave the way for a new roundabout on Surfside Road.

Article 74 would authorize the Board of Selectmen to purchase or acquire by eminent domain the property at 2 Bartlett Road, a parcel at the intersection of Surfside Road that has been the home of Poets Corner Press for decades.

The Selectmen have met recently in several closed-door executive sessions to discuss the acquisition of the property, including one last week, and voted earlier this month during their regular Wednesday night meeting to put the article on the Town Meeting warrant. But the board has not publicly disclosed the true nature of the proposal.

Planning Department director Andrew Vorce said in an interview last week that with the property currently on the market for \$1.1 million, the town was moving to preserve its options for reconstructing an intersection that is considered the among the most dangerous on Nantucket.

"The intersection at Bartlett and Surfside has been identified for a number of years, after numerous accidents and fender-benders, as our worst intersection," Vorce said. "It's a high-volume intersection, especially when school is in operation. And it's in one of the higher-density areas of the island... We're considering a bunch of different things. We could not do anything with the property, or we could try to purchase the whole thing and incorporate public uses for it."

A number of conceptual plans have been developed showing the construction of a roundabout – a smaller version of the one at the Sparks Avenue and Hooper Farm Road intersection – along with various options for the remaining portion of the property, such as a pocket park, a park-and-ride lot for the Nantucket Regional Transit Authority or affordable housing.

"It's a 20,000-square-foot lot in a 5,000 square-foot zoning district,



"The intersection at Bartlett and Surfside has been identified for a number of years, after numerous accidents and fender-benders, as our worst intersection. It's a high-volume intersection, especially when school is in operation, and it's in one of the higher-density areas of the island."

– Andrew Vorce
Planning director

an RC-2 zone, so there was talk of multi-family duplex dwellings," Vorce said. "There's a total of eight duplexes that could be built under existing zoning."

The warrant article does not appropriate any funding for the acquisition, which would likely come from a subsequent override vote.

Peter Sylvia, the owner of the property and Poets Corner Press since the early 1980s, said his real estate agent, Michael Angelastro, has been negotiating with the town regarding the property.

"I'm on board with it," Sylvia said of the warrant article. "I think the town wants this property for a traffic circle, but I'm not sure, I

haven't talked to the town... We're selling the business as a separate entity. There are a couple interested parties, but I don't think the town has any interest in the business so there's two different sales."

The Poets Corner Press printing business offers such services as binding, brochures, business cards, newsletters and wedding invitations, and Sylvia said it was simply time to move on.

"I'm 66 and the family has had health issues," he said. "It's time."

Vorce said the acquisition of a portion or all of the 2 Bartlett Road property is necessary to address the layout of the intersection.

"There's not enough room in the right-of-way" to fix it without additional property, he said. "The plan would have required some sort of takings from adjoining properties anyway. So again, we're trying to do this before it's full developed. It's not developed to its maximum potential. There's an opportunity to act before this happens."

A 2011 traffic study by Greenman-Pederson Inc. that was completed for the Nantucket Planning & Economic Development Commission recommended several options for the intersection, including an all-way stop, as well as a "mini-roundabout" as a long-term solution to improve congestion and safety.

"That intersection is one of the worst out there, as well as Four Corners (near Nantucket High School), and this one definitely needs a heck of a lot of work and one of the few ways to make it happen is to deal with that piece of property at 2 Bartlett Road," said Planning Board chairman Barry Rector. "Between the grade and the turning angle, it's not the easiest intersection to get out of. If you just leave this thing by itself, it's RC-2 and there's the potential for four lots to be developed. You're talking duplexes or multi-family, and they could do it as an ANR (approval-not-required) and you're getting multiple curb cuts, potentially, which I don't think would be in the interest of the town or good traffic control. It would be good for us to not let it slip off the radar."

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Stop by and meet Sarah Crawford, Infinex Investment Executive



The Hayloft at Bartlett's Farm
33 Bartlett Farm Road, Nantucket

Wednesday, March 6, 2013
5:00 p.m. - 7:00 p.m.

Sarah serves as the Infinex Investment Executive for Nantucket, offering full-service brokerage capabilities, investment and insurance programs, and financial planning.

Also meet Anne Spaulding, CFP®, Cape Cod Five Trust & Asset Management.

Please RSVP no later than February 28, 2013 to Lisa LaBrecque at llabrecque@capecodfive.com or call 877-409-5600 or 508-247-5660



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Farm Talk

Vern Laux, Resident Naturalist for the Linda Loring Nature Foundation will entertain you with stories and photos of Nantucket's unique wintering birdlife.

Saturday, Feb. 23 - 10 a.m. in the hayloft
FREE



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Town should acquire 2 Bartlett to improve public safety

Article 74 in the Town Warrant asks voters to purchase or acquire by eminent domain the property at 2 Bartlett Road that has been the home of Poet's Corner Press for decades. The property is on the market for \$1.1 million. This is an article we support in the interest of public safety. The intersection of Bartlett Road and Surfside Road has become particularly dangerous over the past 20 years with the development of hundreds of lots on both sides of Bartlett Road all the way from Surfside Road down to Miacomet. While bike paths and walkways have been built along the roads here to improve pedestrian safety, this intersection was never designed to handle the traffic that comes through here. It has now become the most dangerous intersection on the island, according to the police department. Statistics on the number of accidents there bear this claim out.

Article 74 gives us the opportunity to remedy this. Acquiring the lot now occupied by Peter Sylvia's Poet's Corner Press would allow the town to install a roundabout, similar to the one that has so successfully improved traffic flow and safety at the junction of Sparks Ave., Lower Pleasant Street and Hooper Farm Road.

The location of the elementary school and playing fields right across the street lends an urgency to this need. During the 20 minutes before school opens and lets out for the day, a crossing guard is stationed at this intersection. The rest of the time, kids walking or biking home have to figure it out for themselves. When the elementary school was built here back in the late 1970's, this section of the island was a very different place,

It was not that long ago that Bartlett Road was a dirt road with Gibby Wyers' Flying Feather Ranch on one side, his geese and chickens spilling out into the street and the occasional horse or pony (who remembers Blue Boy?) getting loose. On the other side of the road, Everett Lamb built a stable for his trotting ponies, and down the street where you now see a gravel pit, Myles Reis had fenced in his property for the ponies he had. They all competed at the Miacomet Raceway on the weekends, and it was great fun to watch. There were a few houses on Bartlett Road, but not many, and there was little reason to travel that way. Traffic was light.

Nantucket has evolved, or devolved depending upon your perspective, since that time so long ago and we are a much busier place. We, as a community, have fought hard against installing traffic lights at our busy intersections, clinging to an image of Nantucket as a place frozen in time. However, we cannot ignore public safety needs, and if we don't want traffic lights at these busy intersections, then we need to develop other ways to control traffic flow and improve safety for motorists, cyclists and pedestrians alike. A roundabout at Bartlett and Surfside Roads would be a giant step towards improving safety at this location.

"Painting isn't an aesthetic operation; it's a form of magic designed as a mediator between this strange, hostile world and us, a way of seizing the power by giving form to our terrors as well as our desires."

Pablo Picasso
1881-1973

Skinner's Barn was a treasured memory

To the Editor:

I share the sadness Mrs. Reade expressed in last week's paper at the loss of the old barn at "Skinner's". As an elected Land Bank commissioner, I take responsibility for the Land Bank's actions regarding this iconic and historic structure. The Land Bank and the Sconset Trust have been working to purchase Old Sconset Golf course and adjacent property for over eight years in order to create a greenbelt protecting the village from further development. The Land Bank was particularly interested in the golf course because of the beauty of the property and its history as the Bloomingdale Estate going back to the 1840's, and later as one of the earliest golf courses in the country having been created in 1894.

To get the golf course in operation within a month or so of purchase, the Land Bank's priority was to carefully evaluate the condition of the property including all the buildings, especially the barn and clubhouse. We removed generations of accumulated debris and long abandoned equipment. We hired an engineer to survey the condition of the barn realizing it was the building most in need of immediate attention and to fulfill the commission's commitment to preserve this iconic structure. The report revealed that there was little structure to work with because of powder post beetle infestation, rust of the metal roof and fifty years of neglect. Still, the Land Bank committed to preserving the barn and over the summer applied for a grant from the Community Preservation Commission to. Plans and drawings were made and work to shore up the barn was to be done this past December with reconstruction to begin after the 2013 golf season.

No one anticipated two severe fall storms in a row with ninety mile an hour winds. I doubt cables or two-by-fours would have helped the old lady survive. Two storms were too much for her rotted structure and the wind got to the remains of her rusted roof, twisted her frame and she collapsed in a heap. We examined the remains and the professionals determined that there are not any structural pieces remaining to preserve this as an historic structure. Any reconstruction would be an artificial replacement with no preservation or historic significance.

The Land Bank is currently in the process of developing a preservation plan to stabilize the clubhouse, the main Bloomingdale structure remaining to tell the story of this historic site. We have been assembling a history of the property going back to the earliest proprietors set off in 1821. In the clubhouse we plan to display photographs and documents telling the story of the property, including photos and artwork of the old barn.

I wish I had had the foresight to have done something more to save the old barn. It is sad to see a structure, a familiar view or some other piece of personal history that has become an old friend, lost. At best, we can try to turn hindsight into foresight even though the sadness of loss continues.

ALLEN REINHARD
Land Bank Commissioner

Film Fest wants input from islanders

To the Editor:

I wanted to send a warm thank you for all who turned out for the Nantucket Film Festival & Dreamland Theater Winter Film Series launch with the film *Oma & Bella* last Thursday. It was joy to see such a healthy turnout on one of the most frigid days of the year. One audience member wrote me after about the experience of viewing a Q&A with the director of the film via Skype on the large screen, "what made (the Skype Q&A) so intriguing is that the audience was more than up close, there was a connection that you

Letterbag



Photo by Nicole Harnishfeger

Dick Mack walks the waterline along Monomoy beach Tuesday as temperatures rise to the 40's following a long weekend of stormy weather.

could not have experienced if she had been present... the audience would have missed the subtleties of her change in expression, etc. and context contributed: 30 miles out to sea and feeling the connection to the rest of the world. Most of us have used Skype to talk with friends and family members so this seemed like a private conversation...particularly when her cell phone rang in the middle of the Q&A! I couldn't have said it more succinctly.

It's a joy to bring Nantucket films dead of winter. Please feel free to write me with thoughts, comments or suggestions of types of films you would like to see: info@nantucketfilmfestival.org.

We look forward to our March 21st screening of *Sweet Dreams*.

MYSTELLE BRABEE
Festival Director
Nantucket Film Festival

Senior Day Center here to help families

To the Editor:

The Senior Day Center (formerly known as ACDC) owes many in this community an enormous debt of gratitude. We wish to thank all who have supported us during previous years and hope you will continue to do so.

We thank Father Bouchard and the New Bedford Diocese for opening their hearts and property to us, providing us a place to gather and run our program. We thank Tim Parsons, who gave of his time and experience to tune our piano and Deb Anderson of Anderson's for donating hundreds of red tickets for the Christmas Eve drawing on Main Street. Although we did not win, thinking of our interest in such a special way is greatly appreciated.

Last, but certainly not least, a heartfelt thank you to our dedicated volunteers who give so much of their time and themselves to assist and entertain our clients: Susan Dupré, Jackie Eldridge, Linda Fletcher, Carol Muehling, Barry Phelps, Jackie Seidel, Jeanette Topham, Terry Walsh, Betty Ryder, Debbie Nickerson and all of the Wee Whalers, Jean Macler, Divot and all our canine friends. To paraphrase a song, "You will always be our necessity. We'd be lost without you."

Unfortunately, due to recent underusage of this 20-year-old program, we are in danger of losing our funding for the upcoming year. Unlike most solicitations, we are not seeking your funds, but referrals. If you are aware of a senior or disabled individual in need of socialization, please contact the Senior Day Center at 508-325-5349.

MARY RICHROD
Director

Nantucket Senior Day Center

Age discrimination in customer service?

To the Editor:

Here are two more accounts of

poor service downtown.

Last spring my husband and I entered a store on Main Street to ask about the availability of an item carried there the previous summer. Although we were the only potential customers in the store, the woman taking care of the place did not acknowledge us. We pattered about and browsed waiting for her to wind up her phone conversation, but she never did, so we finally left, went home, and ordered it online. Had we been a pair of geriatric shoplifters, we could have made off with the store.

After Christmas this year, I went into a store on Petticoat Row to ask about a sale item in the window. A man entered at the same time I did, and the shopkeeper engaged in conversation with him while ignoring me. I finally half-crawled into the window to check the price tag on the item in which I was interested. Having determined that even on sale it was beyond my means, I left. My presence had never been acknowledged.

One would think storekeepers would be anxious to make sales in the off season, especially of expensive items, both of which these were. The question that comes to my mind is whether advancing age makes people invisible.

FRANCES KARTUNNEN

Breast Cancer group working with Silent Spring Institute

To the Editor:

As the state's leading breast cancer organization and one of the only groups locally or nationally working toward disease prevention, the Massachusetts Breast Cancer Coalition (MBCC) takes important action toward true prevention. In order for significant change to occur, however, we need your help. MBCC has requested \$375,000 in state funding for our sister organization Silent Spring Institute so they can expand their research on drinking water on Cape Cod and in Southeastern Massachusetts. Endocrine Disrupting Chemicals (EDCs) are generating increased concern because they interfere with the activity of natural hormones and the potential link to breast cancer and other hormonally influenced disorders. Previous work by Silent

Spring Institute shows that EDCs are present in drinking water on Cape Cod. If given the requested state funding, Silent Spring Institute will be able to evaluate inputs of wastewater contaminants into the Cape Cod aquifer and test for endocrine disruption in fish in order to evaluate the presence and potential harm of EDCs.

Please contact your State Representative and State Senator and ask them to include \$375,000 in their FY2014 Budget Request to Ways and Means to fund Silent Spring Institute. Tell them you deserve safe drinking water!

MARGO SIMON GOLDEN
MBCC

Fruit Center would be a good addition

To the Editor:

I would like to provide an endorsement for the Fruit Center of Hingham and Milton to occupy the premises at the former Grand Union. It is clear that the town wants an independent business in that spot based on the negative reaction to the drug store chain, CVS's bid to locate there.

The Fruit Center is a family-run business that hires local employees. I live, eat, cook and shop for food in Hingham and The Fruit Center is my go-to grocery store. They have great produce, a top notch butcher shop, great seafood and all sorts of items that have become my household staples. Granted, when we need staples such as toilet paper, laundry detergent, cleaning products, dog food, etc. we go to our wonderful Stop and Shop, also located in Hingham.

The Fruit Center offers organic as well as other produce that is fresh and priced below what Whole Foods offers. Having nourished my family at the Fruit Center for the past 27 year that I have lived in Hingham, I can think of no better store to occupy that spot on lower main street.

Please give the Fruit Center a fair shake at that space. My sense is that they will not disappoint. I know that I would certainly enjoy being able to shop downtown for the items I need to keep my family and friends healthy without breaking the budget!

MAGGIE MERRILL
Nantucket & Hingham, MA

The Inquirer and Mirror

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The Inquirer and Mirror welcomes news tips, suggestions, corrections and comments on the accuracy, fairness or adequacy of our news coverage.

Our annual subscription rates are: \$64 on island, \$69 off island, \$59 On-Line.

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