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**Minutes of the Commission Meeting
Held on September 22, 2011
In the Stone Building
33 New York Avenue, Oak Bluffs, MA**

IN ATTENDANCE

Commissioners: (P= Present; A= Appointed; E= Elected)

P Bill Bennett (A-Chilmark)	P Chris Murphy (E-Chilmark)
P John Breckenridge (E-Oak Bluffs)	P Katherine Newman (E-Aquinnah)
P Christina Brown (E-Edgartown)	P Ned Orleans (A-Tisbury)
- Peter Cabana (E-Tisbury)	P Camille Rose (A-Aquinnah)
- Martin Crane (A-Governor)	P Doug Sederholm (E-Chilmark)
P Erik Hammarlund (E-West Tisbury)	P Linda Sibley (E-West Tisbury)
P Fred Hancock (A-Oak Bluffs)	P Brian Smith (A-West Tisbury)
P Leonard Jason (A-County)	P Holly Stephenson (E-Tisbury)
P James Joyce (A-Edgartown)	

Staff: Paul Foley (DRI Coordinator), Mike Mauro (Transportation Planner), Jo-Ann Taylor (Coastal Planner, DCPC Coordinator), Bill Veno (Senior Planner)

Chris Murphy called the meeting to order at 7:05 p.m.

1. MINUTES

Commissioners Present: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, C. Murphy, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson.

1.1 Minutes of September 1, 2011

Brian Smith noted that on line 90, the list of applicants is a “placeholder” rather than an accurate statement since the applicants are not actually applying for anything. **Chris Murphy** clarified that the parties doing the project need to be listed.

Fred Hancock moved and it was duly seconded to accept the minutes with corrections as noted. Voice Vote. In Favor: 15. Opposed: 0. Abstentions: 0. The motion passed.

1.2 Minutes of September 8, 2011

Fred Hancock moved and it was duly seconded to accept the minutes with corrections as noted. Voice Vote. In Favor: 15. Opposed: 0. Abstentions: 0. The motion passed.

2. SPECIAL WAYS - DCPC-RESCISSION-PUBLIC HEARING

Commissioners Present: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, C. Murphy, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson.

Chris Murphy, Hearing Officer opened the Public Hearing at 7:15 p.m. and read the Public Hearing Notice.

2.1 Staff Report

Jo-Ann Taylor gave the staff report.

- The purpose is the rescission of two votes taken in March 2010, as stated in the public hearing notice.
- The Commission is reviewing the rescission of its March 10, 2011 votes and related written decisions concerning the Five Ways as Special Ways of the Island Road District of Critical Planning Concern within the Town of Edgartown and to amend the Goals and Guidelines of the Island Road District regarding public access. The vote would not affect the 2007 designation vote or subsequent votes in 2008 regarding the Special Ways.

Christina Brown asked why the MVC is rescinding its votes. **Jo-Ann Taylor** stated that the Commission is standing by the Town of Edgartown for the 2007 designations and the regulations voted in 2008 and presently is in litigation. Counsel has advised that it might be more appropriate to rescind the March 10, 2011 votes in order to dispose of that part of the litigation.

2.2 Public Comments

Ben Hall Jr. asked how much has been spent on the litigation since the 2007 designation and decisions through 2008. **Chris Murphy** confirmed that the MVC and the Town of Edgartown have spent monies and will research the amount and noted that the Commission is duty-bound to defend its decision and the Town of Edgartown.

Ben Hall Jr. expressed his concern that the MVC could not immediately provide the total amount of monies spent for the litigation. He felt it has been a repetitive process and is outrageous.

Jo-Ann Taylor noted that the question regarding the monies spent for litigation since 2007 was not relevant to the proceeding that was noticed. The proceeding is to rescind the March 10, 2011 votes only.

Bill Bennett asked for clarification on what motions were voted on March 10, 2011. **Jo-Ann Taylor** stated that it was to designate the five ways in response to the corridor and the amendments to the Island Road District Designation, both to be planning tools and that a public access does not need to be designated as a cultural resource. It was to clarify the goals and guidelines by amendment and counsel advised that it was not substantial to continue the litigation and advised that the March 10, 2011 votes be rescinded.

Bill Bennett asked if the MVC is in litigation because of the designation of the five ways of Edgartown or the Special Ways Goals and Guidelines. **Jo-Ann Taylor** noted that the MVC is in court for the designation of the five ways in 2007 and the votes in 2008 by the MVC amending the Goals and Guidelines and finding conformance of the Edgartown regulations with the goals and guidelines. There was a judgment in January 2011 throwing out those votes and giving the MVC 30 days to reconsider. MVC has appealed. In March 2010, the MVC voted to reconsider the designation of the five ways and to clarify the Goals and Guidelines. Those votes are the present subject of litigation focused on procedural disputes. The litigation concerning the March 2010 votes does not focus on substantive DCPC values.

Chris Murphy closed the Public Hearing at 7:25 p.m.

3. SPECIAL WAYS - DCPC-DISCUSSION AND VOTE

Commissioners Present: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, C. Murphy, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson.

3.1 Discussion

Chris Murphy called for discussion. There was none.

3.2 Vote

Doug Sederholm moved and it was duly seconded that the Commission rescind its March 10, 2011 votes and the related written decisions:

- **Designating Ben Toms Road, Middle Line Path, Pennywise Path, Tar Kiln Road and Watcha Path Special Ways within the Special Ways Zone of the Island Road District of Critical Planning Concern, in the Town of Edgartown.**
- **Amending (Clarifying) Findings, Goals and Guidelines for the Special Ways Zone of the Island Road District of Critical Planning Concern.**

Doug Sederholm further moved that this rescission vote shall have no effect on the October 4, 2007 designation of Ben Toms Road, Middle Line Path, Pennywise Path, Tar Kiln Road and Watcha Path as Special Ways within the Special Ways Zone of the Island Road District of Critical Planning Concern, on the amendments to the Guidelines for that District approved on February 7, 2008, on the conformance determinations with respect to the Town of Edgartown regulations on February 7, 2008 and April 3, 2008, or on the pending appeal or any further

proceedings in any court in Therese M. Hall, et al. v. MVC, Massachusetts Appeals Court No 2011-P-0853.

Doug Sederholm further moved that this rescission vote shall not preclude or have any effect on any future amendments of the Island Road District of Critical Planning Concern, including without limitation with respect to accepting nominations of, or designating, the same five ways as Special Ways within that District.

Fred Hancock seconded the motion.

Roll call vote. In Favor: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson. Opposed: None. Abstentions: None. The motion passed.

4. OAK BLUFFS ROUNDABOUT (DRI-633) CONTINUED PUBLIC HEARING

Commissioners Present: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, C. Murphy, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson.

Doug Sederholm the Hearing Officer re-opened the Public Hearing at 7:30 p.m. The MVC has reviewed all written submissions since the September 1, 2011 continuation of the Public Hearing. The issue of the bus stop locations at the roundabout is worthy of additional consideration by the MVC and the MVC has solicited information from the Martha's Vineyard Regional Transit Authority (VTA). The purpose of the continued Public Hearing is to hear new information.

4.1 Staff Report

Paul Foley gave the staff report.

- Newer Information is in bold on the September 22, 2011 Staff Report. Correspondence has been received between September 1, 2011 and September 22, 2011 from the public and Angela Grant (VTA Administrator). The correspondence is provided in the packet of information.
- The design layout was reviewed highlighting the diameters of the interior island and the bus stop locations. The interior diameter of the planted section of the roundabout is 40 feet. The diameter of the interior section plus the mountable apron is 64 feet. The diameter from pedestrian island to pedestrian island is 105 feet. The diameter of the roundabout is wider than this at certain points. The maximum diameter of the VTA bus turnaround at the SSA terminal in Vineyard Haven is 96 feet.
- MVC staff has raised the possibility of a consolidated, possibly covered, bus stop a half mile down the road where the High School, YMCA, Ice Arena, Skate Park, Community Services, and Elderly Housing are clustered, rather than the six bus pull-offs incorporated into the plan. The Blinker intersection is where several bus lines cross, but the High School area is the main destination for passengers in the area and the thought is to consider a

bus stop at a destination rather than a pull-off at an empty junction. This would also lessen the visual impact at the roundabout.

- Angela Grant has submitted a letter saying that the VTA is opposed to the elimination of any of the proposed bus stops at the roundabout.
- Questions raised at the September 1, 2011 Public Hearing and after were submitted to the MassDOT on September 10. Responses that were received were compiled by the MVC and distributed (*Additional Questions About the Roundabout - September 10, 2011*).

4.2 Bus Stops

Angela Grant, Martha's Vineyard Regional Transit Authority (VTA) Administrator, reviewed the VTA position on the location of the bus stops.

- The VTA submitted a letter for the record to the MVC on September 20, 2011 in response to the bus stop proposal at the proposed roundabout intersection.
- The VTA position is opposed to the removal or relocation of the bus stops.
- The VTA worked with the Massachusetts Department of Transportation (MassDOT) engineers and consultants to identify the sixteen potential passenger transfers at the intersection between VTA Routes #1, #7 and #9.
- The VTA services 1.1 million passengers annually.
- Efficiency of the VTA is based on timed transfers. Moving the bus stops from the intersection to the high school/YMCA area would add one mile to the trip and would lose a smooth headway. It would create a 70-minute headway and it would not be a good business practice. A 70-minute headway vs. a 60-minute headway is also more difficult for the public.
- For safety purposes a minimum of six bus stops are needed.
- The VTA accommodates flag stops. Restrictions on where the bus can stop, particularly at one of the busiest intersections, would be contradictory to the VTA's attitude toward public service. The bus will continue to stop at the request of riders.
- During July, the VTA had 290,000 passengers, which was the largest service period in VTA history. The corridor in discussion is one of the busiest to service these riders and has a large impact in season.
- A covered stop/shelter is not required as the time transfer is short.
- Formal bus stops will be new to the VTA and the community, especially over high traffic areas and will be a challenge.
- It is critical for the Island to maintain bus stops in the roundabout location and to meet ADA requirements.
- Detriments for the proposed relocation of the bus stops are:
 - Routes #1, #7 and #9 would lose combined effectiveness, as the timing of the timed transfers would no longer work. In theory, access to the more rural places on the island would increase by an hour (the next bus). In reality, passengers will choose not to make a much less convenient trip.
 - More turning movements for the buses increases travel time.

- The High School is not a good candidate for transfer relocation, as it does not have the proper infrastructure for a substantial number of additional transfers. Its layout, amenities and lighting are all sub-standard. Without improvement, that stop itself is at capacity with heavy use by students. The two stops at the High School and the Skate Park are not aligned, which is not ideal.
- Non-transfer related pedestrian traffic will still occur at the intersection, particularly from the adjacent Youth Tennis Center. These potential bus passengers will continue to flag buses at the intersection, but will be deprived of a well-established set of bus stops.

Chris Murphy questioned the considerable length of the bus stops. **Angie Grant** verified that they have to meet federal standards, but perhaps could be cut back and still done tastefully. Benches would also be nice but not necessary.

Linda Sibley asked what route would be taken from the town of Oak Bluffs to Community Services. **Angie Grant** stated that there are several options. In season, the bus leaves Oak Bluffs center 20 minutes past the hour, goes past Waban Park, up Wing Road and to the YMCA. It arrives approximately 43 minutes past the hour. If you were to come from Barnes Road to Community Services, the passenger would be able to get off at the Blinker Light and take the #1 bus to Community Services or walk. In addition the passenger could also go through to the airport and back via Woodside Village. She also noted that all of these options are used frequently by riders.

Bill Bennett questioned if the need of transfers at the Blinker intersection was to accommodate buses leaving Oak Bluffs hourly. **Angie Grant** confirmed it is needed for Edgartown, Oak Bluffs, Tisbury and Aquinnah. That if you slow down one bus, the Up-Island rotation is thrown off. For rural standards, a bus stop located a half mile away is not unheard of. The more bus stops the more popular the buses are. She also noted that in dense areas there are black out zones where buses do not stop by request. If bus stops are taken out of the plan, the buses will still stop in the location at the request of the passengers.

Mike Mauro presented the results of a survey of buses stopping at the Blinker intersection carried out this summer.

- An MVC intern was sent to the intersection on August 3, 2011 from 8 a.m. to 4 p.m.
- Stopped buses were in immediate vicinity of Blinker Intersection (100 feet of area).
- There were a total of 66 bus trips through the intersection, of which 13 buses stopped. Of these, 2 stopped in the travel lane and the remainder stopped in the stopped in the shoulder.
- 54% of stops were Route #1. 46% of stops were Route #9. 66% of stops were south of the Blinker on Barnes Road. There were no stops for Route #7.
- The average time to drop off passengers was under 30 seconds, most were under 10 seconds.

4.3 Comments from Public Officials

Kathy Burton (Chairman of the Town of Oak Bluffs Board of Selectmen) stated that the Town of Oak Bluffs is flexible in terms of lighting plans, landscape, and hardscape for the bus stops. **Bill Bennett** asked how strongly does the Town of Oak Bluffs BOS feel that the bus stops are necessary. **Kathy Burton** noted that the BOS has not had a vote on the bus stops, but they have interest in the entire plan.

Walter Vail (Selectmen for the Town of Oak Bluffs) stated that several Oak Bluffs Selectmen had spent time with the VTA to review the bus stops and support the VTA recommendations.

4.4 Public Comments

Sandra Lippens of Tilton Rentall stated she did not want to review detailed comments as she felt that the Public Hearing was merely a room full of people who feel that the roundabout is a done deal. However, she thought that the Development of Regional Impact would have included an environmental impact. She is in agreement with Angie from the VTA and supports her recommendations. The public petitions have been ignored. The roundabout is an extreme response that will solve very little because there is very little to be resolved. It would be a better project if the funding was spent on the VTA and bike paths. When it was just the blinking lights, no one observed them and the backup was significant. To her knowledge there has never been a fatality at the intersection.

Clarence "Trip" Barnes submitted a video regarding truck navigation through and around a roundabout. The Vineyard Haven/Edgartown Road is a truck road with access to the industrial park. The road has serious truck traffic and the overall diameter of the roundabout (64 feet) is not ample for truck navigation. An average truck is 67 feet in length and is unable to maneuver in the designated lanes. The Stop n' Shop trucks are larger. He has visited the Marston Mills roundabout and noticed that the rotary has been flattened by the semi-trucks. He did a test at the SSA circle in Vineyard Haven and although it is smaller than the proposed roundabout, he was unable to navigate with a semi-truck as the truck was larger than the circle. He asked that everyone view the video.

Madeline Fisher showed a petition of signatures from 2004 and 2006 and stated that it was submitted to the MVC for the record. She also noted that the roundabout diameter is 105 feet and the SSA circle is 96 feet. Emergency vehicles Island wide, including Up Island towns use the intersection.

Craig Hockmeyer stated that the MVC was asking for new information from the public during this hearing but the public has not received any new information from the MVC. **Doug Sederholm** clarified that the MVC is a deliberative body which makes decisions and asks the applicants of a project for the information. **Craig Hockmeyer** mentioned that motorists do not yield to pedestrians and cyclists, so how will they be able to navigate and cross through the intersection with a roundabout. **Doug Sederholm** noted that the question had been submitted to the applicants' engineer and a response has not been received.

Kathy Newman asked if the record could be left open since MassDOT has not responded to questions that have been asked. **Doug Sederholm** stated that he was not sure that the answers will be received and the MassDOT did submit their timetable for the project. Today, September 22, 2011, the MVC received from Tom Currier (the MassDOT Project Manager) the new schedule which starts on October 13, 2011 through the advertising date of April 7, 2012, which has been moved from November 2011 in order to accommodate the MVC and Greenman Pedersen, Inc.

Sarah Krause wanted to know where the up keep funds were budgeted for the roundabout.

Richard Combra (Town of Oak Bluffs Highway Department) stated the maintenance will come from the same place that it currently does for the intersection, namely the Oak Bluffs Department of Public Works.

Bill Kingsbury thought that it would be more cost effective to pay the \$1.2 million to hire a traffic cop in season as that sum of money will cover a significant number of years and it would also cover the maintenance of a traffic light. He was also very concerned that the public has not yet received any answers.

Joann Ponti was concerned how the roundabout could be cleared quickly for emergency vehicles. **Doug Sederholm** noted that at the last hearing, the Oak Bluffs Police Chief supported the roundabout. **Joann Ponti** suggested that trials be conducted somewhere on the Island where the layout of the roundabout could be created and do test drives to determine if vehicles and trucks could navigate it.

Nikki Patton thanked the MVC for noting that the MVC is the "pass thru" for answers and makes decisions. She wanted to know what the proper channel was to get answers from the MassDOT. She did a traffic model and time survey on August 18, 2011 and determined that 50% of the traffic at the Blinker intersection traffic ended up in Edgartown. She disagrees with Tom Currier's statement that a roundabout only processes existing traffic. The Blinker and stop signs helps to stage traffic through the corridor. Based on her study, the roundabout will increase the wait time in Edgartown from 20 minutes to 30 minutes; therefore, Edgartown also needs to be reviewed. She felt that an Island-wide referendum was needed to find out the public opinion.

George Davis stated that a number of questions have been asked of the MVC and have not been answered by the MassDOT. He encouraged the MVC to press for the answers and draw a negative reference from the lack of response.

Susanna Sturgis wanted to know why the VTA was not consulted earlier. Also why wasn't the Island trucking industry involved and was the emergency personnel consulted Island wide? She felt that the roundabout has become a regional political issue. **Kathy Burton** noted that the Oak Bluffs Ambulance Chief has been consulted and is in favor of the Roundabout.

Juleann VanBelle went to Marston Mills to see what a roundabout is. It is not the same as a rotary, but she did not feel safe or calm driving in it and it did not have equitable access from all four points. She would not want to be a cyclist or a pedestrian in a roundabout. If an emergency vehicle needed access, there was nowhere for the traffic to pull to the side. She asked that careful deliberation be done with regards to the roundabout.

Christina Miller read the consultant's report regarding reduction of fuel consumption and emissions and it may be misleading. She has cycled the roundabout in Nantucket and stated it was not easy to do so. It would not be feasible to plant the circle with native species in such a developed area; it is just not realistic.

Nancy Rogers asked what will the MVC vote on and when will that happen. **Chris Murphy** outlined the process:

- Oral testimony will be finished this evening, September 22, 2011.
- The Public Hearing will be closed and the written record will be left open in order to get answers from the MassDOT and the design engineering firm.
- Once the written record is closed, there will be a post public hearing meeting by the Land Use Planning Committee (LUPC). The LUPC will review all information and offers made by the Town of Oak Bluffs for the project and make a recommendation to the full Commission. The LUPC meeting is open to the public but not for testimony and the details for the meeting are posted on the MVC website calendar.
- Possibly by October 6, 2011 the MVC, will decide to approve as presented, approve with conditions placed by the Commission or disapprove the project.

Richard Knabel (Selectmen Town of West Tisbury) questioned if there was enough time for all necessary studies to be completed and information to be obtained by October 6, 2011. **Doug Sederholm** stated that studies are not being done and the MVC has asked questions of the MassDOT and will deal with the record that the MVC has. The Commissioners will decide if they can deliberate on the information that they have. It does not mean that the MVC has to follow the MassDOT schedule.

Bob Day stated that he travels Barnes Road frequently and over the years has seen traffic increase and feels it would be difficult to enter a roundabout from Barnes Road and it will cause a backup on Barnes Road. The Edgartown/Vineyard Haven Road drivers will act as if they have the right of way.

4.5 Commissioner Questions

Linda Sibley asked for the square footage on the asphalt and the hardscape so it can be determined what is there now vs. the proposed plan, what part is attributable to the bus stops and what is the cost of the bus stops. **Paul Foley** noted that that information has not yet been received from MassDOT.

Doug Sederholm noted that the exact diameters of the roundabout have now been presented but the exact design figures have not been received from the engineers. It has been requested from the MassDOT but they have to authorize the designer to provide that detail due to the limits on the design budget.

Leonard Jason asked who did the bus stop plan. **Doug Sederholm** confirmed it was done at the request of the VTA.

Chris Murphy noted that he did view Trip Barnes' video and it appeared to be a series of U turns at the SSA circle. **Trip Barnes** noted that it was an illustration that a trailer (due to its size)

will go through the center of the roundabout in order to take right or left turns. **Chris Murphy** stated that the consultants and towns agree that trucks can navigate through, so how do we prove that they are incorrect. **Bill Veno** observed that the video seemed to show the existing traffic islands on the Barnes Road approaches to the intersection as preventing Mr. Barnes truck from making a U-turn, but noted that the roundabout design will be wider in diameter than those existing traffic islands.

Linda Sibley stated that based on the staff report up until 2003 there was no obstruction at the intersection from Vineyard Haven to Edgartown. With the additional stop signs the wait time in Edgartown should have improved. **Mike Mauro** will pull the historical data from the Look Street intersection to the Edgartown Triangle and submit it to the Commission. **Ned Orleans** felt the point would be valid if everything stayed the same, but it has not. The Town of Oak Bluffs felt it had a traffic problem, but now it is a transportation problem which is much larger than it was 8 to 10 years ago. The public and the MVC are still trying to deal with it as a simple traffic problem.

Holly Stephenson stated she had been hesitant to take the project on for DRI review, but since the MVC has, it needs to look at the project in its entirety and needs to reiterate to the MassDOT the questions that MVC needs replies to in order to avoid any further delay to the project schedule.

Brian Smith asked if there would be any additional challenges or expense to keep a roundabout clear with a significant snowstorm. **Richard Combra** did not anticipate any issues.

Linda Sibley noted the delay in receiving answers to her questions regarding the hardscape and its cost and the MVC must ensure that the benefits outweigh the detriments. She urged the applicant to get the required information from the MassDOT.

Leonard Jason asked why the MVC is treating the state any different than any other applicant.

Richard Combra stated that he will work with the Oak Bluffs BOS and contact Greenman Pedersen, Inc. to obtain the answers.

Doug Sederholm closed the Public Hearing at 9:05 p.m. but kept the written record open until noon, October 3, 2011. This will allow LUPC to possibly have its post public hearing meeting on the proposal the evening of October 3 and the entire Commission could make a decision as early as October 6, 2011.

Chris Murphy recessed the meeting at 9:10 p.m. and reconvened at 9:15 p.m.

5. NEW BUSINESS

5.1 DCPC Island Roads Committee

Chris Murphy appointed the following commissioners to the DCPC Island Roads Committee and noted they will receive a briefing from Jo-Ann Taylor: Doug Sederholm, Fred Hancock, Christina Brown, and Erik Hammarlund.

5.2 Finance Committee

Chris Murphy stated he needed to appoint a Finance Committee and asked interested Commissioners to contact him in writing. The following Commissioners asked to be on the committee: Camille Rose, Brian Smith, Leonard Jason, Ned Orleans.

6. OLD BUSINESS

Commissioners Present: B. Bennett, J. Breckenridge, C. Brown, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, C. Murphy, K. Newman, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson.

6.1 Island Wind Update

Jo-Ann Taylor presented an overview.

- The Island Wind DCPC was nominated by all the towns and designated by the Commission two years ago, with Ocean and Land Zones in all but Edgartown. Edgartown has only the Ocean Zone.
- The Commission has worked with the Wind Energy Work Group to produce the draft Wind Energy Plan to be adopted by the Commission and serve in conjunction with the regulations. Draft model regulations have also been prepared.
- One year ago, the Commission adopted six interim regulations for six separate districts, one from each town, set to expire on November 3. The towns were expected to come in one-by-one with proposed regulations for the Commission to hear for conformance, and then to adopt their own regulations at Town Meetings. If no new action is taken, the interim regulations will expire. One option might be to extend them for another year.
- Edgartown voted a regulation in April, but the Commission's conformance vote included a correction that should have been introduced on the town meeting floor and was overlooked. The warrant article did not include a geographic boundary. Edgartown's interim regulation will expire with the others on November 3, 2011.

Holly Stephenson noted that if the towns want their own regulations, they will have to come to the Commission for conformance and go to town meeting to adopt and pass. She asked if the towns can ask for an extension of the interim rules. **Jo-Ann Taylor** stated that it should be possible to hear and vote extensions of the interim regulations.

Doug Sederholm noted if the regulations expire then the Wind DCPC is back to square one for wind and land. If in the long run the Commission does not want regulations at the level the Commission currently has, it would make more sense to extend the regulations rather than letting them expire.

Linda Sibley felt it was a courtesy to the town to extend the regulations for one year as temporary regulations so they can finish their process. **Doug Sederholm** noted they can alternatively be made permanent without a time limit.

Christina Brown stated that they are very general regulations so it seems to be a good idea to continue them as temporary.

Chris Murphy noted that a decision is not needed until November 3, 2011 and it is coming up on the second anniversary at the request of the towns. If the towns have changed their minds the Commission should know that.

Camille Rose noted that in the current political environment, the towns feel there is no urgency so they have let it slide.

Doug Sederholm felt the MVC needs to remind the towns and if needed to extend the regulations. The Wind Energy Work Group issued a 17-page proposed regulation and discussed it with the Planning Board of each town. An oversight of large wind turbines is needed on the Island.

Holly Stephenson noted it is better to have general rules established rather than have a gap in the regulations.

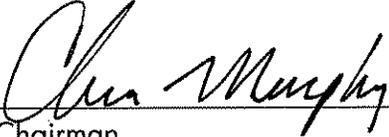
Kathy Newman suggested that the MVC use the November 3, 2011 deadline and the Wind Energy Work Group document to jump start the process again.

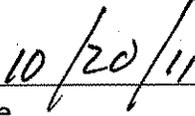
Chris Murphy asked the Commissioners to go back to their towns and have further discussion on the matter.

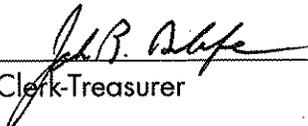
The meeting was adjourned at 9:35 p.m.

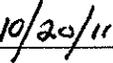
DOCUMENTS REFERRED TO DURING THE MEETING

- Public Hearing Notice Martha's Vineyard Commission – Special Ways – DCPC Rescission
- Staff Notes for Special Ways Public Hearing September 22, 2011
- DRI 633-Oak Bluffs Roundabout MVC Staff Report – 2022-09-22
- DRI 633 – The Oak Bluffs Roundabout Correspondence Received at MVC Between 9/1/11 and 9/22/11
- Additional Questions About the Roundabout – September 10, 2011
- VTA Passenger Transfers at Blinker Intersection [three tables from VTA]
- Blinker Bus Survey conducted August 3, 2011 by [MVC intern] Michael Flanary


Chairman


Date


Clerk-Treasurer


Date