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Minutes of the Commission Meeting Held on October 6, 2011 In the Stone Building 33 New York Avenue, Oak Bluffs, MA

IN ATTENDANCE

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

- Bill Bennett (A-Chilmark)	P Chris Murphy (E-Chilmark)
P John Breckenridge (E-Oak Bluffs)	- Katherine Newman (E-Aquinnah)
P Christina Brown (E-Edgartown)	P Ned Orleans (A-Tisbury)
P 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: Mark London (Executive Director), Sheri Caseau (Water Resources Planner), Mike Mauro (Transportation Planner), Bill Veno (Senior Planner)

Chris Murphy called the meeting to order at 7:00 p.m.

1. MINUTES OF SEPTEMBER 22, 2011

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

Fred Hancock moved and it was duly seconded to accept the minutes with corrections as noted. Voice vote. In favor: 12. Opposed: 0. Abstentions: 2. The motion passed.

2. VINEYARD NURSING ASSOCIATION RELOCATION – TISBURY-(DRI-344-M2) MODIFICATION REVIEW

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

For the Applicant: Amy Houghton (VNA Director of Development), Bob Tonti (VNA CEO), Chris Alley (SBH Engineer)

Disclosures were made by Leonard Jason that his mother is a client of the VNA and Chris Murphy that he has a relative that works for the VNA, but neither of them have a direct financial interest.

1.1 Staff Report

Bill Veno gave the staff report.

- The Vineyard Nursing Association(VNA)wishes to-relocate to an existing building on Breakdown Lane in Tisbury which is currently occupied by Robinson Interiors.
- Zoning is B-2 Commercial and the building property was subject to a Development of Regional Impact (DRI) application in the early 1990's.
- The project is a modification of the existing DRI and the Commission needs to evaluate whether the modification warrants a hearing or can be approved without a hearing.
- The location was reviewed. The Tisbury-Oak Bluffs town line cuts through the property with most of the property being in Tisbury. The Tisbury section is zoned commercial and the Oak Bluffs section is residential.
- The footprint is 7,600 square feet with loft space; the building would be redone for offices.
- The Town of Tisbury Zoning Bylaw may require 45 parking spaces, which would not be met by the proposal. However, the Zoning Board of Appeals could reduce the minimal parking requirements by up to one-half. There are currently 23 spaces. The Applicant is looking at creating more on-site spaces through better design, as well as off-site parking options. The VNA requires 15-20 spaces for normal operations and up to 45 spaces for a weekly meeting. The Town of Tisbury has taken adjacent property and will develop a public parking area which could cover the required overflow. Additional parking spaces in the neighborhood are also being investigated for lease by the VNA.
- The planned Tisbury Connector Roads project would pass about 300 feet to the northeast, possibly with a connection to Breakdown Lane. The Connector Road project identified Breakdown Lane as the likely route for linking the shared use path alongside the connector road to Holmes Hole Road. The town is exploring alternative routes.
- Traffic generation is estimated to be 85 vehicles per day. This volume is greater than the current use but would have a negligible impact.

Sheri Caseau reviewed the wastewater concerns.

- There are two options for addressing the estimated nitrogen loading from the project.
 - Connection to the Tisbury sewage treatment facility via a sewer main would eliminate on site wastewater disposal, leaving only runoff nitrogen load of about 1.5 kg/ac/yr, well below the target loading rate for the Tashmoo watershed of 5.6 kg/ac/yr. Assuming wastewater plant treatment to 3mg/l, and plant effluent discharge into the Tashmoo watershed, the total nitrogen loading rate is about 4.6 kg/ac/yr, still below the target rate. This option requires approval at the Tisbury Town Meeting next April. The sewer main to be installed by the VNA would be sized to carry future load from the neighborhood.
 - Bio-Microbics, the manufacturer of the FAST de-nitrification system, has received from the Department of Environmental Protection (DEP) piloting approval for a new type of onsite de-nitrification. The design effluent strength of the system is 5 mg/l

which is supported as a reasonable number by testing data at facilities throughout the US. At this effluent concentration, the wastewater nitrogen loading rate for the proposed project is 5.2 kg/ac/yr, (less than the MVC target loading rate for the watershed). The addition of the runoff load brings the total nitrogen loading rate to 6.7 kg/ac/yr, slightly more than the 5.6 kg/ac/yr target. If additional land were to be set aside to offset the excess nitrogen, 0.1 acre would be needed.

- The VNA proposes that the sewer connection be the preferred solution and the Bio-Barrier De-nitrification be a backup solution.

2.1 Applicant Presentation

Bob Tonti gave an overview.

- The VNA is looking for a permanent home and has proposed the location at Breakdown Lane in Tisbury.
- There are two issues to be resolved, parking and septic.
- The VNA has been working with the Town of Tisbury and they have come forward with a solution for the septic by hooking into the town sewer. The Sewer Commission is in favor of the sewer hookup but extension of the sewer requires Town Meeting approval.
- The existing Title 5 septic system would be used until the Town approval is received.
- The VNA has a solid plan for the parking issues and the septic system and are seeking the MVC's approval so the VNA can purchase the property.

2.2 Commissioners Questions

John Breckenridge asked for clarification of the proposed overflow parking and the location and impact of the sewer project feeder line.

Bob Tonti noted that they are formalizing the option with the Town of Tisbury and the Serouza property is a possible alternative.

Fred LaPiana (Tisbury Department of Public Works Director) said the VNA project will assist the Town in moving forward a project to expand the sewer system to address nitrogen loading of Tashmoo Pond. The header line to VNA would be oversized for future connections – once the sewer plant is expanded – and run along the new connector road right-of-way rather than along State Road.

Doug Sederholm asked if there were any past projects that were similar and required approval from the Sewer Commissioner, and wondered how they fared at the Town Meeting.

Fred LaPiana said there was no opposition and they were well received at the Town Meeting, noting that unless the plant is in jeopardy, which this project does to appear to be, the Sewer Commission will approve it.

There was a discussion of the denitrification system.

- **Doug Sederholm** asked for clarification on the actual calculated expected nitrogen load for the Bio-Barrier denitrification system.
- **Sheri Caseau** stated the target is 5.6 kg/ac/yr but with the addition of the runoff load the total nitrogen loading rate is 6.7 kg/ac/yr.

- **Doug Sederholm** suggested that if this option were to be implemented, that determination of any possible mitigation be made “by LUPC with input from the Water Resources Planner”. **Bob Tonti** agreed to clarify the applicant’s offers to that effect.
- **Chris Alley** mentioned that the Bio-Barrier system is a product that is used in other states but was approved by the Commonwealth’s Department of Environmental Protection (DEP) last year as a pilot. There are 15 systems available and the DEP felt that the VNA project would be a good match for their pilot program. Currently there are none in operation in Massachusetts and the VNA could possibly be the first. DEP requires monthly testing for the first 18 months and possibly only quarterly or annually once acceptable data results are obtained.
- **Christina Brown** asked what assurance there is for the community – since this is a pilot program – if the system does not perform properly.
- **Doug Sederholm** suggested that if the sewer is unavailable and the back-up Bio-Barrier fails to meet its proposed nitrogen reduction levels, the VNA should come back to the MVC with new options to meet the required nitrogen-loading limit.
- **John Breckenridge** suggested that the applicant’s offers be clarified to also provide an operations and maintenance manual, as well as all testing results, to the MVC and the Town Board of Health.
- **Christina Brown** asked the applicant to clarify whether the offers would include, should the Bio-Barrier system be implemented, providing copies of the system’s operation and maintenance manual and test results to the MVC and the Town Board of Health.
- **Bob Tonti** agreed to include these suggestions in the offers.

Peter Cabana noted that the MVC is reviewing a project that is putting more nitrogen in Tashmoo Pond when the plant expands. **Fred LaPiana** replied that the Wastewater Advisory Committee is looking at that question. If the sewer will achieve the goal of de-nitrification of Tashmoo Pond, the system may be a partial solution.

Mark London noted that if the Commission accepts the Bio-Barrier system with a 20% overage of nitrogen loading compared to the Commission’s Water Quality Policy, the Commission might want to note that this was being accepted on the basis of the applicant’s status as a non-profit organization and on the applicant’s contribution to the community. He noted that this approach, though not spelled out in the Water Quality Policy, is analogous to the allowance made for affordable housing.

The Commissioners agreed by consensus that this was the basis for considering accepting this overage. specify and define the particular nature of the applicant so a possible overage buffer can also be built in for such applicants as Affordable Housing and perhaps apply that buffer to other non-profit entities that support the community.

Christina Brown moved and it was duly seconded that the proposed modification, with full compliance of the site plan cited and the offers as clarified on October 6, 2011, does not reach the level of a full review with public hearing as a Development of Regional Impact. Voice vote. In favor: 14. Opposed: 0. Abstentions: 0. The motion passed.

Christina Brown further moved and it was duly seconded that the Commission accept the modification to the Development of Regional Impact DRI-344-M2 which are as specified in the site plans and the offers proposed and dated by the applicant October 6, 2011. Roll call vote. In favor: J. Breckenridge, C. Brown, P. Cabana, E. Hammarlund, F. Hancock, L. Jason, J. Joyce, N. Orleans, C. Rose, D. Sederholm, L. Sibley, B. Smith, H. Stephenson. Opposed: None. Abstentions: None. The motion passed.

The meeting was recessed from 8:00 p.m. to 8:15 p.m.

3. ROUNDABOUT-OAK BLUFFS (DRI-633) DELIBERATION AND DECISION

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

3.1 LUPC Post Public Hearing Report

Doug Sederholm gave a review of the Land Use Planning Committee (LUPC) meeting of October 3, 2011.

- At the Post Public Hearing held last Monday, the LUPC discussed benefits and detriments but did not have enough time to discuss conditions or formulate a recommendation.
- The second round of answers was provided by the Massachusetts Department of Transportation (MassDOT) and Greenman-Pedersen, Inc. dated September 26, 2011.
- Traffic flow and congestion was reviewed. It was noted that traffic congestion would be alleviated with a roundabout which would also be able to accommodate an increase in traffic over the next twenty years. There was some debate about how it would impact other traffic points on the Island such as the Edgartown Triangle and the intersection at Look Street and Edgartown/Vineyard Haven Road.
- Safety for vehicles as well as non-vehicular use was discussed. Truck and bus use was reviewed, as was impact on Island character.
- The LUPC did not want to second guess the VTA route system by eliminating bus stops at the intersection, but thought that the number of bus stops could be reduced to four and the related hardscape and infrastructure could be scaled down considerably and still meet ADA requirements.

Mark London reported that Tom Currier of MassDOT has clarified that there is no requirement to have bus pull off areas and that the flat "landing areas" needed for handicapped access can be reduced to pads ten feet long.

3.2 Discussion

Linda Sibley reviewed the analysis of the project's hardscape. She excluded the hardscape of the shared use path, as that already exists and it only slightly changed by the proposed project. The roundabout itself would add 3,394 square feet of pavement to what currently exists at the intersection, after subtracting existing pavement for the roundabout's center island. However,

7,498 square feet of additional pavement and gravel pull-offs would be needed to accommodate the bus stops and required sidewalks. It is the plan's proposed bus stops that make the design unappealing.

Brian Smith stated that the project is before the MVC solely for the safety aspect, however, no safety statistics have been presented by MassDOT or GPI to support a roundabout being safer than a four-way stop. The reports they cited showed France and Great Britain roundabouts to be far more dangerous for cyclists than regular intersections; in the U.S. which has fewer roundabouts and fewer cyclists, roundabout will probably be more dangerous. The argument that the roundabout should be constructed for safety reasons is not substantiated by testimony given to the MVC.

Holly Stephenson noted that MassDOT has reported that a roundabout is safer. She also commented that currently, the public does not follow procedures for driving with a four-way stop.

Fred Hancock added that the design engineers rated the roundabout as the best solution for this particular intersection.

Doug Sederholm said that the Town of Oak Bluffs focused on safety while the designers also talked about traffic flow. If the roundabout won't improve traffic congestion then it is not worth building, as the primary value is to reduce congestion. The roundabout will also help process traffic through the intersection. There is a concern for pedestrians and bicyclists safety with the roundabout, but the current four-way stop is not that great for pedestrians and cyclists, either. The roundabout will not have a serious impact on other Island congestion locations. The bus stop plan and the hardscape need to be reduced and revised. The roundabout is something different that the Island has not had before and the public does not like change. The impact on Island character needs to be considered; having a traffic backup to NStar could also be considered a negative with respect to Island character. Currently a roundabout is needed during the tourist season but not off-season. However, it is also necessary to review how it may be needed for longer periods due to increased year-round traffic in ten years.

Erik Hammarlund noted that it is a difficult decision to support or not to support the roundabout. Safety is a consideration and important, but the roundabout does not present a substantial difference from the current conditions. Traffic flow will make a big difference and affects a large percentage of the population. It is not easy or accurate to discount the huge effect environmentally by the cars sitting and waiting to pass through the four-way intersection.

Holly Stephenson felt that Dan Greenbaum's letter was very good. Martha's Vineyard has not yet reached build out. There will be increased traffic and higher use of buses, especially with the aging population. The bus stops should meet ADA requirements and the number of bus stops should be worked out with the Vineyard Transit Authority (VTA).

John Breckenridge felt that the roundabout should be well planned and valuable input should be considered from the VTA and all island towns, but at some point decisions are needed to deal with pressing issues of traffic backup and meeting the ADA requirements for the buses. Are we creating a metro type environment with too much hardscape and or asking the roundabout to handle too many issues? Some of the hardscape could be eliminated and the number of bus stops reduced.

Leonard Jason said the roundabout is not about safety; it is about moving cars faster from point A to point B and then having them sit at another stop sign. The roundabout does not belong on Martha's Vineyard and should be denied.

Linda Sibley noted that the importance of the aesthetic character should be taken into consideration and that three corners of the intersection are owned by the Land Bank with the purpose to protect Island character. International cyclists are able to navigate roundabouts because they have more of them and the "bike sharks" (accomplished cyclists) will ride with traffic as they currently do, through the roundabout.

Brian Smith felt that increasing the flow of traffic through the intersection will allow the heavier traffic volumes on Edgartown-Vineyard Haven Road to dominate the roundabout, causing backups on Barnes Road.

John Breckenridge said it is necessary to save as many existing trees as possible, landscaping is a key to make the roundabout function as part of the Island character and it should be reviewed with the LUPC prior to construction. Landscaping will help to bring the woodlands into the roundabout without obstructing views, creating a country feel rather than so open with hard surfaces.

Holly Stephenson stated that the argument that improving this intersection would make traffic worse at the road ends is false. She is worried about bike safety and "bike sharks" are a problem because they frequently break the law. However, children and recreational cyclists are accommodated with the plan. Removing the bus stops is not a good idea and they need to meet ADA requirements as well as any future increased need for bus stops.

Erik Hammarlund asked about the standard of review under the Martha's Vineyard Commission Act (Chapter 831). **Mark London** said that his understanding is that it is up to each Commissioner weigh the benefits and detriments based on his or her understanding of what factors are important and their understanding of Chapter 831.

Doug Sederholm was impressed by Dan Greenbaum's impartial letter dated September 30, 2011 supporting the roundabout.

Ned Orleans said the roundabout has to be a solution for increased traffic, cyclist and bus service in the future. The shared-use path is a worry as cyclists are not professional riders and the crossings are too close to the roundabout. Mitigation is needed between the roundabout and the crosswalks that inform the pedestrians and the cyclists.

James Joyce said that state law requires vehicles to stop for crosswalks; whether the law is adhered to is another issue. He asked for any Commissioners' opinion on Tripp Barnes' video that had been submitted during the hearings. Several other Commissioners acknowledged they had not viewed the video.

After discussion of the availability of the video and the accuracy of its content, Commissioner agreed to view the video before proceeding.

Chris Murphy recessed the meeting at 9:15 p.m. to set up the video

Peter Cabana, ineligible to vote on the roundabout, excused himself from the rest of the meeting.

The meeting reconvened at 9:25 p.m.

The approximately 20-minute video previously submitted for the public record by Tripp Barnes was viewed.

Doug Sederholm felt that the video didn't have any relationship factually to the design. It shows U-turns at a bus circle and at the Blinker intersection with diameters and space significantly smaller than the roundabout design.

Brian Smith noted that the roundabout is approximately nine feet larger than the SSA circle, measured to the six-inch curb of the truck apron.

Fred Hancock clarified that the central island apron of the roundabout will be only one inch higher than the travel lane and is intended to be driven on by trucks.

3.3 Deliberation and Conditions

John Breckenridge moved and it was duly seconded to approve the project as presented with conditions 1, 2, and 3 outlined in the draft possible conditions dated October 4, 2011, and with conditions for bus stops as outlined in the draft dated October 6, 2011,

Linda Sibley moved and it was duly seconded to strike the condition the last bullet dealing with removing all bus stops from the project area. Voice vote. In favor: 11. Opposed: 0. Abstentions: 1. The motion passed.

Doug Sederholm moved and it was duly seconded to add a condition 3.3 stating that a push button flashing light shall be installed on both sides of the shared use path crossing which cyclists and pedestrians can activate to caution vehicles of the crossing.

- There was discussion about where such warning lights might be warranted and when they should operate, with some Commissioners suggesting that the decision be left to the professional engineers who should be encouraged to improve pedestrian and cyclist safety at the intersection.

Doug Sederholm amended his motion and it was duly seconded, to modify condition 3.2 to add the words "push-button-activated flashing lights" as one of the means listed to improve pedestrian and bicyclist safety. Voice vote. In favor: 10. Opposed: 2. Abstentions: 0. The motion passed.

Linda Sibley moved and it was duly seconded to suspend the rules and extend the meeting for 15 minutes. Voice Vote. In favor: 11. Opposed: 1. Abstentions: 0. The motion passed.

Ned Orleans moved and it was duly seconded to amend the October 6, 2011 conditions from "...the revision to the plan shall include..." to "...the revision of the plan shall include changes such as...". Voice vote. In favor: 10. Opposed: 2. Abstentions: 0. The motion passed.

Doug Sederholm moved and it was duly seconded that the conditions specify that the revised bus stop plan return to the full Commission, and not LUPC, for review and approval. Voice vote. In favor: 10. Opposed: 2. Abstentions: 0. The motion passed.

John Breckenridge moved and it was duly seconded to make the following revisions to the landscaping conditions:

- Specify in condition 1.1 that all vegetation be drought-tolerant native species**
 - In condition 1.2, add that “trees identified for removal shall be marked for review and are subject to the approval of the MVC Land Use Planning Committee (LUPC) prior to construction,**
 - Add a condition requiring that all plantings be guaranteed, for the first two years, with an 80 percent survival rate for shrubs and a 100 percent survival rate for trees, to be funded by MassDOT,**
 - Add a condition that there be a watering program for trees vegetation funded by MassDOT.**
- **Erik Hammarlund** asked how the MVC can require the state to pay for the landscaping since the MVC is permitting Oak Bluffs to build the roundabout.
 - **Linda Sibley** noted that the state is developing the project and the MVC often tells developer to pay for landscaping.
 - **Brian Smith** said that a developer can look at the conditions and then decide that it is not financially viable and walk away from a project.
 - **John Breckenridge** felt that the state needed to be treated as any other developer.
 - **Leonard Jason** felt that the onus should be on the Town of Oak Bluffs since they asked for this project.
 - **Chris Murphy** noted that the state has agreed to do the work and finance the project for the Town of Oak Bluffs.
 - **Linda Sibley** suggested that the motion be worded as “paid for as part of the construction”.

Voice Vote. In Favor: 5. Opposed 8. Abstentions: 0. The motion did not pass.

Linda Sibley moved and it was duly seconded to suspend the rules and extend the meeting for 15 minutes. Voice vote. In favor: 11. Opposed: 2. Abstentions: 0. The motion passed.

Holly Stephenson moved and it was duly seconded that the conditions specify that the final shared use path crossing plan be submitted for review by, and be subject to the approval of the LUPC. Voice vote. In favor: 11. Opposed: 2. Abstentions: 0. The motion passed.

John Breckenridge moved and it was duly seconded that the final landscape plan shall include drought-tolerant native species and a construction timetable shall be submitted. Voice vote. In favor: 11. Opposed: 2. Abstentions: 0. The motion passed.

John Breckenridge moved and it was duly seconded that condition 1.2 be amended to add that trees for removal be identified and marked and be reviewed by, and are subject to the approval of, LUPC prior to construction.

- **Christina Brown** noted that the purpose of the change is to ensure that as many trees as possible are saved, as we customarily do on Martha's Vineyard.

Voice vote: In favor: 12. Opposed: 1. Abstentions: 0. The motion passed.

Linda Sibley moved and it was duly seconded to include that the landscaping shall be funded by MassDOT as part of the construction project.

- There was discussion about there being enough funds to accomplish the landscaping, whether the Oak Bluffs might get saddled with such, and the ability of the Commission to condition a state agency to expend funds.

Voice vote. In favor: 5. Opposed: 7. Abstentions: 1. The motion did not pass.

Chris Murphy asked the Commission to take a vote on the motion to approve the roundabout as presented with the amendments made.

Christina Brown felt that the Benefits and Detriments needed to be discussed before a vote could be taken.

Brian Smith asked for clarification that the MVC was taking a vote to approve the roundabout with conditions as just voted. **Chris Murphy** confirmed.

John Breckenridge moved and it was duly seconded to suspend the rules and extend the meeting for 15 minutes, in which the Commission would summarize its discussion and make a decision.

- **Camille Rose** questioned the commitment to take a vote within this time period and suggested deferring the decision.
- **Chris Murphy** stated that the motion stands as presented; anyone not agreeing with it could vote no.

Voice vote. In favor: 1. Opposed: 11. Abstentions: 0. It did not pass.

Erik Hammarlund moved and it was duly seconded to suspend the rules and extend the meeting for 15 minutes. Voice vote. In favor: 7. Opposed: 6. Abstentions: 0. The motion passed.

3.4 Benefits and Detriments

Benefits

- **Ned Orleans** noted that the project does not involve groundwater and wastewater issues.
- **Erik Hammarlund** stated that the current idling and stop-and-start traffic generated from the four-way stop will be eliminated and that the through traffic will be less noisy.
- **Holly Stephenson** said the roundabout will reduce congestion, the bus stops will provide ADA accessibility for passengers, and there will be a safety factor for the flow of traffic.

- **John Breckenridge** mentioned that there will be a benefit to the abutters by alleviating long lines of standing traffic and the burning of fossil fuels.
- **Chris Murphy** noted that the roundabout will achieve the Town of Oak Bluffs' objectives and is consistent with the Island Plan.

Doug Sederholm moved and it was duly seconded to suspend the rules and extend the meeting to 11 p.m. Voice vote. In favor: 7. Opposed: 6. Abstentions: 0. The motion passed.

Detriments

- **Camille Rose** stated it is far from traditional and is a complete departure from the island character and not appropriate to the island. That headlight glare from vehicles circling the roundabout will impact the neighboring affordable housing.
- **Linda Sibley** stated that the additional night lighting is a detriment.
- **Brian Smith** said the roundabout will have an impact on the scenic value as it is not pretty or beautiful.
- **Christina Brown** stated that the impact on services is an unknown.
- **Leonard Jason** said that it will place a burden on other public facilities by making traffic flow at the roadway ends worse.
- **Camille Rose** said it will be a problem for bicyclists and pedestrians crossing the roundabout and she is not convinced the experts are correct regarding their safety issues.
- **Brian Smith** felt that the night lighting and noise cannot be determined as a benefit or detriment without having the lighting plan to review.

3.5 Decision

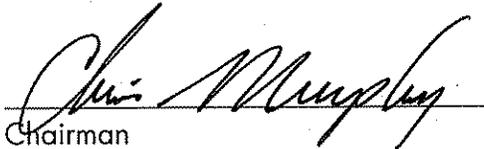
- **Ned Orleans** noted that when you look at the Benefits and Detriments of a complex and controversial project such as the roundabout, it comes down to how we feel about the information we have received.
- **Erik Hammarlund** noted that Chapter 831 says that the MVC should only deny things that are "unduly detrimental".
- **Linda Sibley** believes that the roundabout is a sensible low-tech solution that is potentially an Island-compatible solution, but the MVC has not seen a design to indicate that.
- **Christina Brown** noted that in contrast to the proposal for the Oak Bluffs roundabout, the Marston Mills roundabout has no sidewalks, bus stops or shared usepath.
- **Leonard Jason** stated that if the roundabout is approved, the Island will have it forever and it still won't improve traffic on the Edgartown Road. Time must be taken to review the project and do it right.
- **Chris Murphy** felt that the Town of Oak Bluffs has taken time to review the project.

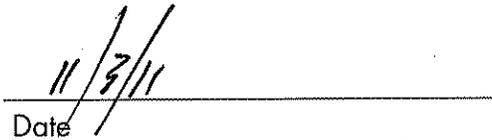
Roll call vote on the motion to approve the roundabout as presented with the conditions as amended. In favor: J. Breckenridge, E. Hammarlund, F. Hancock, J. Joyce, C. Murphy, D. Sederholm, H. Stephenson. Opposed: C. Brown, L. Jason, N. Orleans, C. Rose, L. Sibley, B. Smith. Abstentions: None. The motion passed.

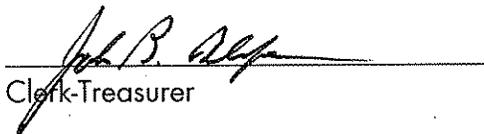
The meeting was adjourned at 11 p.m.

DOCUMENTS REFERRED TO DURING THE MEETING – [to be revised and completed]

- 25% Design plans, Greenman Pederson, Inc. and MassDOT.
- Oak Bluffs, Edgartown-Vineyard Haven Road at Airport Road and Barnes Road, Aerial Site Plan, Greenman Pederson, Inc. and MassDOT.
- Minutes of the Martha's Vineyard Commission Meeting Draft dated September 22, 2011
- Martha's Vineyard Commission Land Use Planning Committee Notes of the Meeting of October 3, 2011 Draft
- DRI 633- The Oak Bluffs Roundabout Correspondence packet received by the MVC between 9/22/11 and 10/3/11
- Tripp Barnes DVD
- Greenman-Pedersen, Inc. August 8, 2011 PowerPoint presentation
- Greenman-Pedersen, Inc. response to Project Number 604813 dated August 26, 2011
- Greenman-Pedersen, Inc. response to Project Number 604813 dated September 26, 2011 – September 10, 2011 Questions from the Martha's Vineyard Commission
- DRI # 633 – Oak Bluffs Roundabout Possible Conditions Draft dated October 4, 2011 and October 6, 2011
- Photograph of the Marston Mills roundabout


Chairman


Date


Clerk-Treasurer


Date