

1. NP&EDC Packet 02.23.23

Documents:

NPEDC DRAFT MINUTES 1.23.23 MT EDITS.PDF  
UPDATED - SAFETY PERFORMANCE MEASURES CY23 - REGIONAL  
PARTNER HANDOUT(1).PDF  
RPA MISSION STATEMENTS.PDF  
ARTICLES OF PLANNING CONCERN 02.23.23 UPDATE.PDF

NP&EDC  
DRAFT Minutes  
Monday, January 23, 2023 at 5pm

To view a recording of the meeting, use the link below:  
<https://www.youtube.com/watch?v=CPmLGrGSRRI&t=2s>

Call to Order:  
Chair Longacre called the meeting to order at 5:00pm

**Establishment of a Quorum:**

**In Attendance:**

**Commission:**

Mary Longacre  
Barry Rector  
Nat Lowell  
Bert Johnson  
Seth Engelbourg  
Dave Iverson  
Kristie Ferrantella  
Wendy Hudson  
Dawn Hill Holdgate

**Staff:**

Andrew Vorce, Director of Planning  
Patrick Reed, Transportation Program Manager  
Leslie Snell, Deputy Director of Planning  
Megan Trudel, Land Use Specialist  
Raissah Koume, Regional Planning Coordinator, MassDOT

**Approval of Minutes**

- **December 12, 2023**
- **December 19, 2023**

Barry Rector moved to approve the minutes of the December 12, 2023 NP&EDC meeting. The motion was duly seconded by Bert Johnson and the motion carried UNANIMOUSLY.

December 19, 2023 are continued.

**Public Comments:**

None

**Action/Discussion Items:**

**Presentation – Shantaw Bloise-Murphy, Director of Culture and Tourism**

Shantaw Bloise-Murphy, Director of the Culture and Tourism gave a presentation to the Commission. She stated that this past year the Town was faced with a variety of issues, the most recent being passengers stranded on island due to weather over Stroll weekend. Additionally, the general behavior of. Also focusing on building repairs as well as the public restrooms in particularly the ones attached to the visitors service office at 25 Federal street and also looking at the winterizing the Sconset comfort station, we are getting more

visitors year-round interested in going out to Sconset whether to look at the village or walk around the bluff which would be available to both visitors and residents in that area so that's one of the things that we've been looking at. Other focuses is a outdoor water bottle filling stations that started with the plastic band there are about six stations that were purchased by Ramin and installed throughout the town with two are still housed at the water company, hoping to get one at children's beach and the other at the park out at Sconset by the market. Another big project this coming year is tracking visitors and residents, we have access to not just the census but also the Nantucket platform, we've been fortunate to partnership with the airport to have found a platform that housed information which essentially tracks cell phone data.. It will help us compare the data for similar locations whether it be seasonal towns or nearby islands or just similar demographics so that we can see what's happening there. It will also help us help staff what infrastructure needs there on island and then also measure the success of whatever initiatives or policies we've rolled out. One really cool feature of this platform is that it gives us information going back about 7 years, so we'll be able to see information from 2016 once we gain access to the data we will be able to back track and say on Friday night there were a thousand people that took the steamship trip from Hyannis to Nantucket or 250 people fly from LaGuardia, it will also help us create opportunities to partner with private sectors via marketing efforts so that we can attract the right people and the right business to the island. The most pressing issue is the stranded passenger's protocol, we've been working hard on that for about a year now, the department has been working on it particularly with the visitors advisory committee and Liz Holland. A communication plan for how the town will best communicate with the transportation agencies and passengers or visitors to the island during those busy festival weekends when we know we have limited accommodations and there's the potential for bad weather, focusing on daffodil festival and Christmas stroll as we see heavy day trippers and the legalities behind housing 250 to 300 people at a private location making sure everyone is safe and that all volunteers are protected, where are they going to sleep, do we have to buy cots and where will all this be founded from. It is not a hotel they will be staying at but somewhere out of the elements and making sure their basis needs to be met. Bert asked where they would be put up and Shantaw said the Westmoor Club has offered their spa/gym area.

### **Long Range Transportation Work Plan**

Transportation Program Manager shared a quick overview about a 3C data update, typically long-range transportation plan and also submitted title VI documents and have been asked to do a comprehensive plan for the tile VI which is basically documenting our no-discrimination practices procedures and reporting each of these documents, each of documents includes similar data tablets.

### **Transportation Program Manager Update**

#### **Demographics and Data Updates for 3C Documents**

Mr. Reed provided an update, stating that there are a number of different documents that he completed MassDOT to just keep our 3C program viable, typically are the long-range transportation plan, transportation improvement program and unified planning work program. The latest DC annual census is reporting 29% of Nantucket is non-white which is significant and the spatial clustering that you can see in the blue dots on the density map. There is a lot of clustering in south of town and the mid island area, you'll see several of these density maps the way this works is that there are a number of different census blocks we constrain those census blocks by location of where actual structures are and so the spatial distribution is spread evenly across the location of structures what that does is gives you a better spatial depiction of clustering but it doesn't actually reflect the actual location of someone's residence, from a income perspective there's a relative degree of income diversity across town, blue dots on the map are higher income areas as the goldish yellowish dots are lower/middle income and anything in red are households that are reporting significant lower income. The HUD AMI for Nantucket in FY 21 is \$122,800.00, 50% of that is \$61,400.00 so if you look at a spatial depiction on the map that focuses on just those that are making approximately 50% of median family income you can see that the clustering effect more pronounced. In terms of language generally

speaking the census data which is American Community Survey data they haven't released the DC annual census data yet for language but most families on Nantucket are reporting as English proficient there's only several that are not reporting as English proficient and they are shown on the map in yellow you see sort of a distribution of Spanish speaking households that are not English proficient and then in red a distribution of other indo-European language speaking households that's a larger group of different languages and then for Asian and pacific languages interestingly these are all relegated to the same census block.

Safety a couple of different things to keep in mind as we go through these Maps these are based on Crash records that are reported by the town and state police they're aggregated by MassDOT, in 20 years of crash data there are 3415 crash records that are basically mapped or that are potentially able to be looked at to be mapped we're automatically geocoded 2984, manually located 215 and could not be located the remaining 216, that means 216 crash records are out there and difficult to find out what happened. It is important to report all locations as this stuff is helpful for future investment purposes and where you might want to do police patrol, the yellow boundary on the map shows a statistically significant spatial dispersion of all crashes over 20 years this shows you where the frequency of crashes are more likely to be rather than random but this is relative to the spatial average of all crashes on the island. Crashes resulting in an injury there are a number of different categories but 2% of any crash resulting in an injury was actually a fatality for the town of Nantucket out of this 3400 some records. 11% resulted in incapacitating or severe injuries and 87 were non-incapacitating or minor injuries. Crashes involving non-motorists 22% had pedestrian involved, 75% had cyclist and 3% are people like skateboarders, people with strollers. Crashes resulting in injury historically have occurred more frequently in the afternoon and evens as opposed to later night, more frequently during peak season. Almost 13% of crashes resulting in injury involved a non-motorist. Almost 13% of crashes resulting in injury involved a non-motorist. Vehicles traveling straight ahead account for the greatest number of vehicle-non-motorist crashes resulting in injuries.

Demand for a permanent residence on the island will continue to increase through 2050. Unit to household ratio decreases, meaning potentially greater competition and cost for housing. Employment losses between 2020 and 2030 potentially attributable to macro-level retirement trends. Minor employment growth following 2030 potentially attributable to gain in permanent households, but generally permanent island-based employment anticipates remaining relatively static. Increased number of permanent households results in greater demand for the transportation network during on and off-peak seasons.

### **Report/Status of Ongoing Projects**

Projections for long range transportation plan, its produced by the metropolitan area planning council with assistance from UMass Donahue Institute, the purpose of including these projections is for the state's travel demand model.

Milestone and Polpis Road bike path and intersection improvement contractor GPI is working with MassDOT on permitting.

Wauwinet Bike Path went before the select board recently to get a review of the memorandum of agreement with Federal Highway administration Eastern Federal land highway division which will be managing the project.

Sparks Avenue, Williams Lane, and Pleasant Street improvement project is looking at new sidewalk expansion between both the roundabout and the rotary as well as the sidewalk on Williams Street.

The Town was successful in getting a \$500,000.00 grant which would assist with sidewalk improvements.

Mr. Reed meet with the contractor working on Tom Nevers Bike path and they're presently working on the designs with 90% of the base map and survey work done.

Mr. Reed contacted VHB on an update on our request for an estimate for the Orange Street non-motor improvements, also waiting to hear back on the Surfside area water and roadway improvements project contractor GPI. Also GPI has been working on different traffic calming options for staff review in town, it's a good idea to slow people down and you can see that based on the previous safety analysis that we put tighter in terms of 3C transportation planning I'm continuing to get monthly reports in order and it's all coming together, the title six comprehensive plan will be completed before my departure.

No updates on the paid parking.

WPI finished a loading study mid-December and have a bunch of recommendation about how to potentially improve loading in town.

Mr. Reed submitted a request for an estimate to GPI for stop signs and markings on shared use pass, to remove stop signs that are facing bicyclists and pedestrians and other users on shared paths.

#### **Update – DLTA Funding**

Andrew Vorce - DLTA stand for District Local Technical Assistance funding available to the states RPA's has been approved which has increased from \$50,000.00 to \$83,300.00 this year. This funding can be used for projects of our own initiative or projects of the Town's initiative. Andrew asked to affirm his vote on the contract there were some time constraints to get that done which indicate that we do accept that grant award from the state.

Bert Johnson moved to approve the motion. The motion was duly seconded by Barry Rector and the motion carried UNANIMOUSLY.

#### **Update – Open Space and Recreation Plan**

Andrew has received feedback from the Town Manager, who also conducted a very extensive review, Andrew spoke with Patrick on the Tom Nevers Bike path also discussed the open space plan, if there are any further comments by commissioners he would like them in by the 2.10.23 as the draft plan will be reviewed by the planning board as required by the state regs and hopefully this draft will be approved within the next few months for the Town to receive funding.

#### **Discussion – NP&EDC Mission**

Director Vorce presented a working draft document, which discusses the same of the Commission, the Mission, the Compositions, and Responsibilities. It expands on the existing language, potential proposed language, removing outdated practices/language, removing confusion and providing clarity, matching existing practices, expand/contract function or duties, and ways to improve effectiveness.

#### **Discussion – Articles of Planning Concern**

The Commission discussed the document prepared by staff included in the packet. It is noted that the Commission is not discussing zoning related articles, but instead all other articles of planning concern. Director Vorce stated that this is an annual exercise and the Commission makes recommendations to the Finance Committee and the vote/recommendation are not binding and it's not a public hearing.

Seth Engelbourg moved to support the article for Surfside area road reconstruction and transportation improvements and the article for appropriation for the Wauwinet Road shared use path with the staff comments that the articles advance transportation goals. The motion was duly seconded by Dave Iverson and the motion carried UNANIMOUSLY.

Barry Rector moved to support the article to amend the description of public works facility with the staff comment that it will provide operational efficiency and alleviate traffic and emissions. The motion was duly seconded by Dave Iverson and the motion carried UNANIMOUSLY.

Kristie Ferrantella moved to not support the article for appropriation for an HDC administrator with the staff comment that the article is a nonbinding and poorly conceived article that is inconsistent with the general process for creating new positions (which requires coordination between departments and union agreements). The motion was duly seconded by Nat Lowell and the motion carried UNANIMOUSLY.

Dave Iverson moved not to support the two articles related to changing the form of government with the staff comments that the current articles are flawed as proposed and that they should be submitted at a future time following the correct procedure for any further discussion of resources and processes needed. The motion was duly seconded by Bert Johnson and the motion carried UNANIMOUSLY.

Kristie Ferrantella Moved to support the Home Rule Petition regarding conveyances to the Land Bank and other articles pertaining to “the Creeks” with the staff recommendation that this is consistent with the Select Board’s strategic goals and overall coastal management and to support the article for the acquisition/conveyance of 31 Easy Street with the staff comment that this will move forward ferry/open space/transportation/flood control initiatives. The motion was duly seconded by and the motion carried UNANIMOUSLY.

Dave Iverson moved to not support the Home Rule Petition amending the NP&EDC with the staff comment that the article is faulty and that the Commission is actively reviewing and evaluating any needs for change or improvement. The motion was duly seconded by Barry Rector and the motion carried UNANIMOUSLY.

The Commission discussed the article and suggested that BPAC explore further once the advisory committee is staffed. Seth Engelbourg suggested that the Commission not support because regulations are already in place and that there should be general support for micro mobility devices on island that are properly regulated, as there are multi benefits for using these devices and the focus should be how to permit the devices in a positive way. Nat Lowell, Barry Rector, and Mary Longacre expressed agreement with Mr. Engelbourg. Barry Rector moved to not support the article regarding motorized passenger devices. The motion was duly seconded by Nat Lowell and the motion carried UNANIMOUSLY.

The Commission discussed the article regarding the Outdoor Lighting Bylaw. Seth Engelbourg stated that the existing Bylaw does need to be updated, but that it would be helpful for there to be a presentation of the article to make a better analysis. Deputy Director Snell provided the Commission with a history of the lighting bylaw and stated that the intent was to make a bylaw that is both enforceable and eligible to be recognized as a dark sky community, but that how it’s drafted will require additional staffing and that it’s a great starting point for conversation but is also a major shift from the existing bylaw. There was general consensus among the Commission that the existing Bylaw needs to be amended and there needs to be further discussion about the concept. Deputy Director Snell suggested that the Commission watch the upcoming FinCom meeting for a presentation by Gail Walker, the article sponsor. Barry Rector moved not to support the article, but recognizes that revisions to the current bylaw should be considered and there needs to be further study on how the proposal will effect staffing and encourages this to be brought back at a future ATM. The motion was duly seconded by Nat Lowell and the motion carried UNANIMOUSLY.

### **Director of Planning Annual Review**

Director Vorce explained that the annual review is tied to his contract and annual salary adjustments and that his request this year is an increase of 4.1%. Mary Longacre noted that there was not a place on the review to note the accomplishments this year and wanted to point out progress that has been made through the year. Barry Rector commented that the requested increase is not enough in comparison to peers and performance and should be higher.

Nat Lowell moved to approve the contract and increase of 4.1% for the Director of Planning. The motion was duly seconded by Dave Iverson and the motion carried UNANIMOUSLY.

Barry Rector moved to accept the annual review as submitted. The motion was duly seconded by Bert Johnson and the motion carried UNANIMOUSLY.

### **Other Committee Updates/Reports**

Barry Rector said the Capital Program Committee coming to closure with this year's process there has been wonderful dialogue about certain capital programs that need to take place for the island.

Nat Lowell reported on the Steamship and their working relationship with the Hyline, the gray lady four should be back on the schedule in February as it is out right now because there was a problem with grade 83. It has been stressful for Nantucketer's struggling to get boat reservations.

### **Other Business**

- Upcoming meeting date:
  - Thursday, February 23<sup>rd</sup> at 5pm via Zoom

### **Adjournment**

Bert Johnson moved to adjourn the January 23, 2023 NP&EDC meeting. The motion was duly seconded by Nat Lowell and the motion carried UNANIMOUSLY.

Meeting adjourned at 7:29pm

Minutes submitted by:  
Fiona Johnson & Megan Trudel

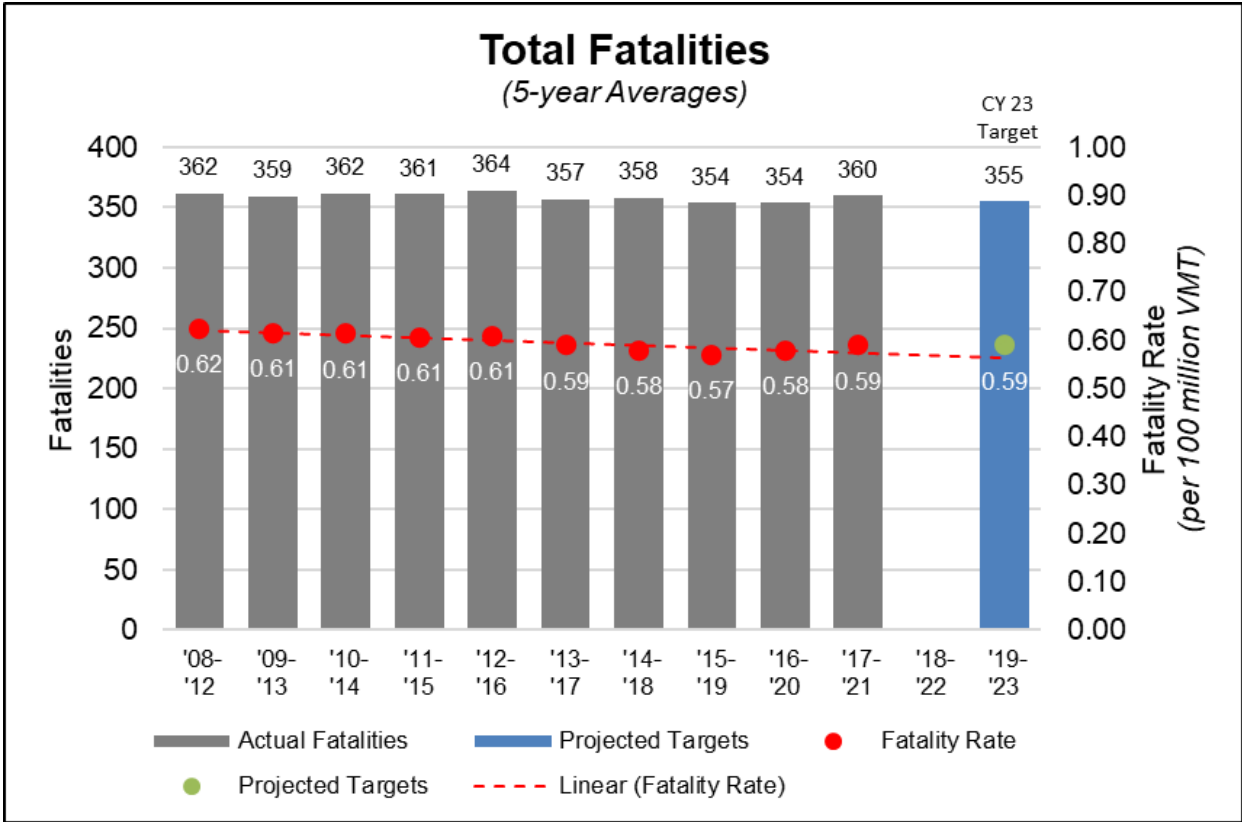
## MassDOT CY23 Safety Performance Measure Targets (PM1)

**Total Fatalities:** Per Federal Highway Administration (FHWA) guidance, the calendar year (CY) 2023 target setting process began in April 2022 with a trend line projection based on the most recent available data. Due to higher rates of speeding caused by decreased vehicle miles traveled (VMT) amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 fatalities increased relative to previous years. Since the Infrastructure Investment and Jobs Act (IIJA) requires “performance targets to demonstrate constant or improved performance,” MassDOT would be unable to use a pure trendline approach to set CY 2023 targets. Therefore, MassDOT developed targets for CY 2023 by projecting 2022 fatalities to be equal to 3% higher than the state’s lowest year in recent history (2019), and projecting 2023 fatalities to be equal to 3% lower than 2019. This methodology was developed in order to project a future downward trend based on the data available at the time. This analysis resulted in five-year average fatalities decreasing from 360 (2017-2021) to 355 (2019-2023), a reduction of 1.69%. Fatalities are expected to decrease based on MassDOT efforts in the areas of speed management and safe systems, among other safety strategies. As always, MassDOT’s overarching goal is zero deaths and this goal will be pursued by implementing Strategic Highway Safety Plan (SHSP) strategies.

**Fatality Rate:** The fatality rate represents five-year average fatalities divided by five-year average VMTs. The COVID-19 pandemic greatly impacted VMT, causing fatality rates to spike in 2020 with significantly lower VMT and slightly higher fatalities, along with lingering impacts in 2021. The 2023 projection is now 0.59 fatalities per 100 million VMT (five-year average of 2019-2023). The long-term goal is towards zero deaths, so the long-term fatality rate target is 0 fatalities per 100 million VMTs.



# MassDOT CY23 Safety Performance Measure Targets (PM1)

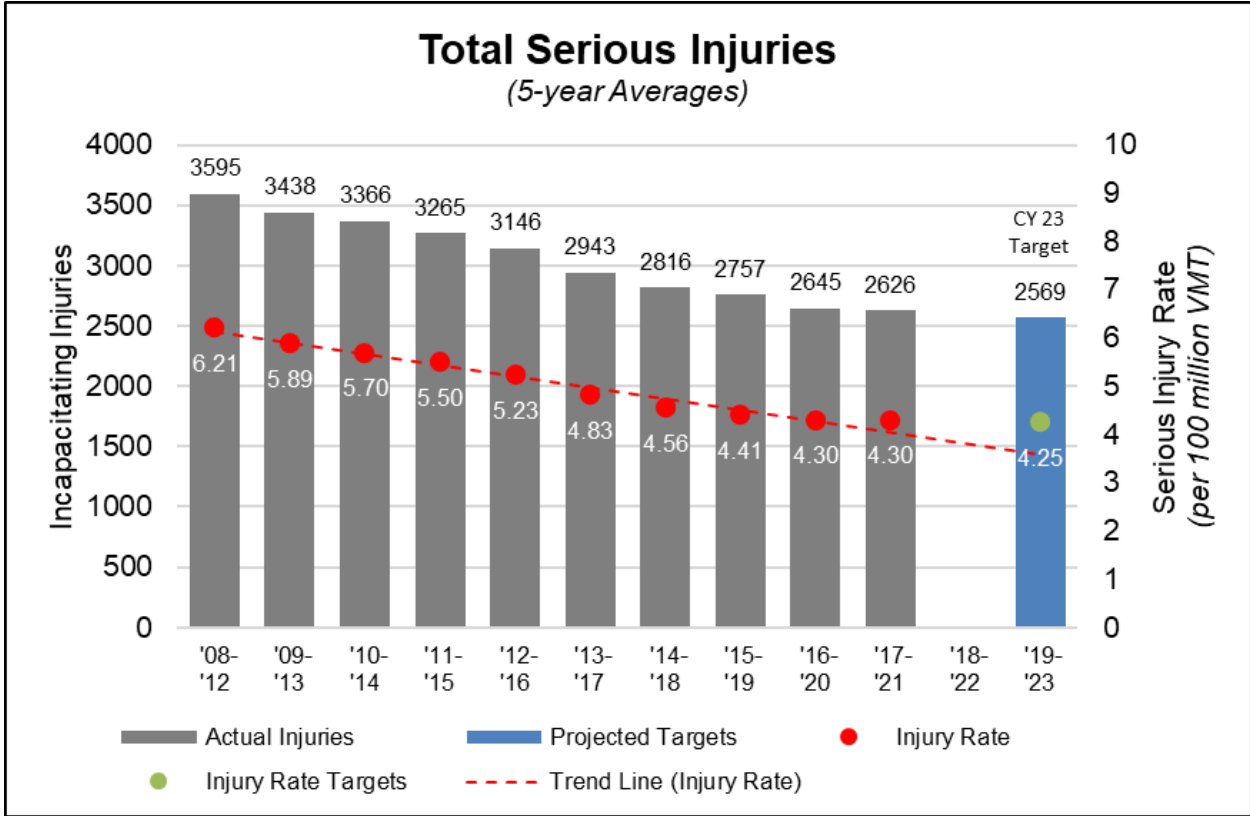


Note: 2022 data is not complete and therefore was not used for target setting purposes.

**Total Serious Injuries:** The 2020 – 2022 serious injury data were not finalized in the statewide crash system at the time of target setting, so MassDOT used the information that was available as of April 2022. Due to higher rates of speeding caused by decreased VMT amid pandemic shutdowns in 2020 and the lingering impacts in 2021, 2020 and 2021 serious injuries increased relative to previous years. Therefore, MassDOT developed targets by projecting the 2022 annual serious injuries to be equal to the lowest year in recent history and the 2023 annual serious injuries to continue downward at a roughly 10% annual decrease, which reflects the average decreases in the years in which the state experienced reductions in serious traffic injuries. This approach resulted in a 5-year average number of serious injuries dropping from 2,626 (2017-2021) to 2,569 (2019-2023), a reduction of 1.99%.

**Serious Injuries Rate:** Similar to the fatality rate, serious injury rates were greatly impacted due to COVID. Following the methods above, the projection is now 4.25 serious injuries per 100 million VMT (2019-2023), down from 4.30 serious injuries per 100 million VMT (2017-2021), a reduction of 1.57%. The long-term goal is towards zero deaths and serious injuries, so the long-term serious injury rate target is 0.0 serious injuries per 100 million VMT.

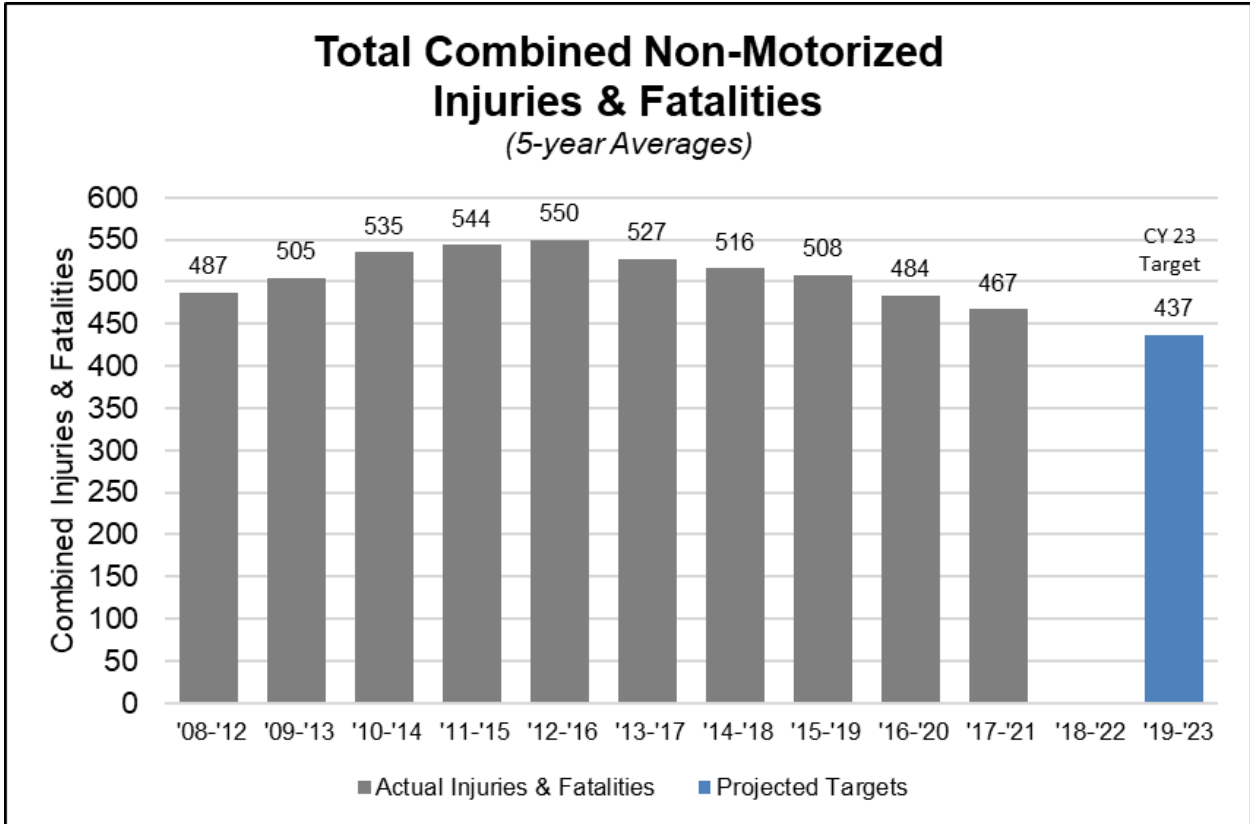
# MassDOT CY23 Safety Performance Measure Targets (PM1)



Note: 2022 data is not complete and therefore was not used for target setting purposes.

**Total Number of Non-Motorized Fatalities and Serious Injuries:** The number of non-motorists fatalities and serious injuries decreased dramatically during the start of the pandemic in 2020, followed by an increase in 2021 and further movement in the wrong direction to start 2022. This fluctuation made tracking the trend in this area difficult. Therefore, non-motorized fatalities and serious injuries for 2022 were set to be equal to 3% higher than our recent lowest year, and 2023 were set to be 3% lower than the recent lowest year. This results in a 5-year average of non-motorist fatalities and serious injuries going from 467 (2017-2021) to 437 (2019-2023), a reduction of 6.86%.

# MassDOT CY23 Safety Performance Measure Targets (PM1)



Note: 2022 data is not complete and therefore was not used for target setting purposes.

**Note:** The fatality and serious injury data contained here was developed to align with the data included in MassDOT's annual Highway Safety Improvement Program (HSIP) report. As such, historical data may be different from what was reported in prior years.

## RPA Mission Statements

### Berkshire

Berkshire Regional Planning Commission provides leadership and assistance to the County's municipalities, organizations and citizens in achieving County-wide inter-relationships, prosperity, opportunities, quality of life, strength and vibrancy.

### Central Massachusetts

CMRPC provides municipal and regional planning for Land Use and Transportation, as well as a variety of Community Development services, Transit Planning for the region's transit authority, Geographic Information Services (GIS), staffing for MORE (Municipalities Organized for Regional Effectiveness), and other programs. CMRPC collaborates with local, regional, state and federal officials, as well as with legislators, in order to bring a regional perspective and a coordinated approach to the planning and development that occurs in this region.

The ultimate goal of this agency is to improve the quality of life for those who work and live in the Central Massachusetts region.

### Franklin

The Franklin Regional Planning Board (FRPB) is the advisory board for regional planning issues. Its primary role is to promote sustainable economic development, to protect public health, safety and welfare, and to conserve the natural and cultural resources in Franklin County.

### Martha's Vineyard

The mission of the MVC is twofold: (1.) To assist our region's 7 towns (Aquinnah, Chilmark, Edgartown, Gosnold, Oak Bluffs, Tisbury, & West Tisbury) with planning expertise; and (2.) Protect and enhance the islands' environment, economy, character, and social fabric.

### Metropolitan Area

Our mission is to promote smart growth and regional collaboration. Our regional plan, **MetroCommon 2050**, guides our work as we engage the public in responsible stewardship of our region's future.

We work toward sound municipal management, sustainable land use, protection of natural resources, efficient and affordable transportation, a diverse housing stock, public safety, economic development, clean energy, healthy communities, an informed public, and equity and opportunity among people of all backgrounds.

### **Merrimack Valley**

The mission of the Merrimack Valley Planning Commission is to foster a cooperative effort among its communities in resolving common, regional problems, to allow its communities to plan jointly, and to promote with the greatest efficiency and economy the coordinated and orderly development of the region and the general welfare of its residents.

### **Middlesex**

Our mission is to preserve and enhance the quality of life for its individual member communities and for the region as a whole by:

- Working to develop policies, programs, and projects that support public and private efforts throughout the region to resolve issues, solve problems, meet needs, and exploit opportunities whenever and wherever such efforts can benefit from sound regional planning.
- Serving as an advocate for the regional community as needs and circumstances dictate.
- Engaging an open and broadly participatory planning process solidly grounded in ethical principles and a commitment to dedicated, high-quality public service.
- In support of this mission, PVPC's principal responsibilities include:
- Bringing a regional and inter-regional perspective to the region's transportation, housing, economic development, historic preservation, pollution control, and resource management and protection planning.
- Promoting the region's interests at the state and federal levels.
- Assisting municipalities with technical aid, grant writing assistance, and grant administration.
- Fostering cooperative efforts among municipalities to achieve better land development, public service, and financial efficiency.
- Enhancing collaboration between the public and private sectors in the Pioneer Valley region.
- Gathering, maintaining, and making available planning-related data.

### **Montachusett**

MRPC's mission is to deliver superior planning services to its municipal clients within the boundaries of the Massachusetts Regional Planning Law, consistent with sound planning principles, and in cooperation with its partners.

### **Old Colony**

At Old Colony Planning Council, we assist cities and towns in planning for present and future needs, utilizing our local knowledge, technical expertise, and regional collaboration.

## **Pioneer Valley**

Our mission is to preserve and enhance the quality of life for its individual member communities and for the region as a whole by:

- Working to develop policies, programs, and projects that support public and private efforts throughout the region to resolve issues, solve problems, meet needs, and exploit opportunities whenever and wherever such efforts can benefit from sound regional planning.
- Serving as an advocate for the regional community as needs and circumstances dictate.
- Engaging an open and broadly participatory planning process solidly grounded in ethical principles and a commitment to dedicated, high-quality public service.
- In support of this mission, PVPC's principal responsibilities include:
- Bringing a regional and inter-regional perspective to the region's transportation, housing, economic development, historic preservation, pollution control, and resource management and protection planning.
- Promoting the region's interests at the state and federal levels.
- Assisting municipalities with technical aid, grant writing assistance, and grant administration.
- Fostering cooperative efforts among municipalities to achieve better land development, public service, and financial efficiency.
- Enhancing collaboration between the public and private sectors in the Pioneer Valley region.
- Gathering, maintaining, and making available planning-related data.

## **Southeastern**

It is the mission of the Southeastern Regional Planning and Economic Development District to plan for the future of southeastern Massachusetts that includes expansion of economic opportunity, protection of natural and historic resources and development of excellent physical and cultural amenities.

2023 ATM Warrant Articles of Planning Concern Updated w/ Fin Com Recommendations 02.23.23

\*\*NOTE-All map changes and Zoning Bylaw Amendments should be deferred to the Planning Board for comment and are not listed on this document

Other articles not mentioned in this document are not considered to be of Planning concern.

Article	Summary	Support	Comment	FinCom	ATM Outcome
11	Appropriation, Surfside Area Roads Reconstruction/ Transportation Improvement	Y	Advances transportation goals	TBD (on the 2/23 agenda)	
14	Appropriation, Wauwinet Rd Shared Use Path	Y	Advances transportation goals	TBD (on the 2/23 agenda)	
17	Amend Description of Public Works Facility	Y	Will provide operational efficiency, alleviate traffic and omissions	Motion to Adopt	
36	Appropriation: HDC Administrator	N	This is a nonbinding and poorly conceived article and is inconsistent with the general process for creating new positions (which requires coordination between departments and union agreements)	Motion Not to Adopt	
72	Motorized Passenger Device	N	Micro-mobility should be supported with further study and input from BPAC	Motion Not to Adopt	
76	Outdoor Lighting	N	While revisions to the current Bylaw should be considered, the article as proposed needs further study because it will require additional staff	TBD (on the 2/23 agenda)	
81,82	Town Council Form of Gov't / Home Rule Petition: Charter Change: Form of Gov't	N	The current articles are flawed as proposed. They should be submitted at a future time following the correct procedure for any further discussion of resources and processes needed	Take No Action (FinCom comment TBD)	
87,88,90, 91,94,95, 97	RE Home Rule Petition Conveyances to Land Bank (and other articles pertaining to "the Creeks")	Y	This is consistent with the Select Board's strategic goals and overall coastal management	Motion to Adopt	
83	Home Rule Petition: NP&EDC	N	Faulty, the Commission is actively reviewing and evaluating any needs for change or improvement	Motion Not to Adopt	
102	RE Acquisition/Conveyance: 31 Easy Street	Y	Will move forward ferry/open space/ transportation/flood control initiatives	Motion to Adopt	