

**Town of Tisbury**  
**Office of the Town Administrator**  
**51 Spring Street, P.O. Box 1239**  
**Vineyard Haven, MA 02568**  
(Tel. 508-696-4203)

**TOWN ADMINISTRATOR REPORT**

**May 3, 2023**

**PUBLIC HEARINGS**

**Amendment to Harbor Use Permit**

This is a change in ownership. No changes to the terms and conditions of the Harbor Use Permit are proposed. Recommendation is to approve change in ownership.

**Amendments to Waterways Regulations**

Below please find the final recommended amendments for non-water dependent vessels, businesses and houseboats with revisions by our Town Attorney in consultation with the Harbormaster.

**DEFINITIONS**

**NON-WATER DEPENDENT VESSEL:** A Vessel constructed as a raft, barge, or hull and having a primary use that is not water dependent, and for which transportation is only a secondary use or purpose.

**NON-WATER DEPENDENT FLOATING BUSINESS:** A business or commercial use that is not water dependent and/or does not-require direct access to water for its use.

**HOUSEBOAT:** A type of Vessel constructed on a raft, barge, or hull that is primarily for habitation, and for which transportation is only a secondary purpose.

**REGULATIONS**

Houseboats

Houseboats are expressly prohibited from Tisbury Waterways.

Non-Water Dependent Vessels and Business

Non-Water Dependent Vessels and Floating Businesses are expressly prohibited from Tisbury Waterways.

Pre-Existing Non-conforming Vessel or Use

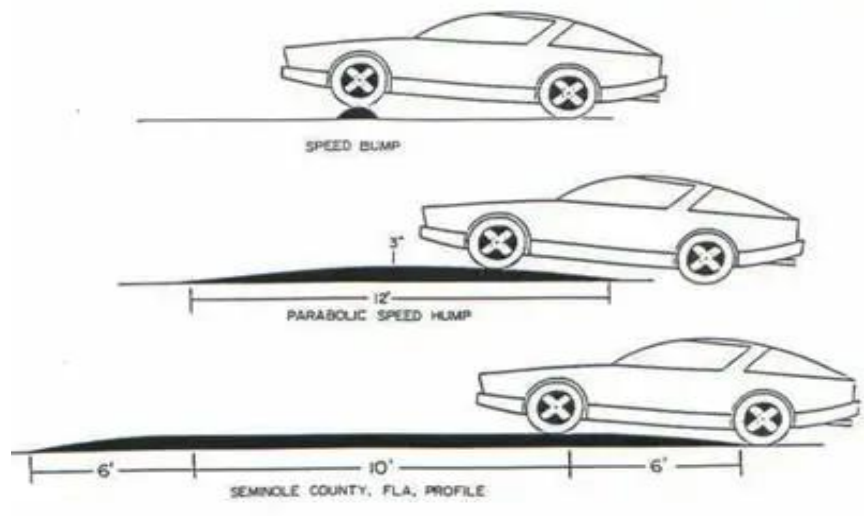
All pre-existing non-conforming Vessels or uses are expressly prohibited, except for the following two currently existing non-conforming Vessels or uses: (1) the Vessel "Rouse" in Vineyard Haven Harbor, owned and/or operated by Jeffrey Canha; and (2) the Vessel "Rascal"

in Lagoon Pond at Safe Harbor Marina, owned and/or operated by Marion Wilson. These two Vessels or uses alone may continue their current status as non-conforming Vessels or uses subject to all other applicable waterways regulations. The right granted by this regulation to continue as a pre-existing non-conforming Vessel or use shall not be transferable to new owners, new uses, new Vessels or for any substantial alteration of either existing Vessel, or use.

## PROSPECTIVE AGENDA ITEM

### Skiff Avenue, Traffic Calming, Temporary Speed Hump(s)

While “speed bump” is probably the most widely used term, you may have noticed signs warning of an upcoming “speed hump” or “speed table”. Speed humps usually will not be greater than four inches in height and generally are 10-12 feet long. The speed hump serves a different purpose than the speed bump and allows the entire vehicle to sit on the obstacle before descending onto the other side of the roadway. Speed humps do not carry the same risk of a vehicle bottoming out, and allow for greater speeds than speed bumps. They are often used in residential areas with speed limits of 25 mph or less. They are employed to promote safety of streets on which people live, and to improve the traffic flow of residential areas, thereby improving the environmental quality as well. The different applications are as follows.



Temporary speed humps can be taken up if not something the town wants to continue with or install during summer only and take up in the winter. The photos below are temporary speed hump applications.



Speed humps and bumps installations can improve the look of the community, but can also increase noise and cause drainage issues. The cost ranges widely and the installation process can take up to two days. Once complete, the project can cost anywhere from **\$5,000 to \$15,000**.