



Town of West Tisbury
Community Preservation Committee
P. O. Box 278
West Tisbury, MA 02575
(774) 447-9458

ELIGIBILITY APPLICATION

Due no later than 12:00 noon on Thursday, September 17, 2026
Submit one hard copy to the CPC office and one pdf to cpa@westtisbury-ma.gov
(Please rename the file when saving to include the project name)

Applicant: Kendall Miller

Co-Applicant (if applicable): Carla Miller

Project Name: West Tisbury Resiliency Initiative Phase 1: Traffic Vibration Assessment of Historic District

Project Location/Address: 662 Edgartown West Tisbury Road, West Tisbury MA 02575 M31L41
Other Properties in Historic District, Mill Pond Building and Mill Pond Dam

CPA Category/Purpose (select all that apply):

Open Space ☒

Community Housing ☒

Historic Preservation ☒

Recreation ☒

Project Budget (if multi-year project, note current phase only):

Amount of CPC funds requested:	\$ 40,000
Amount from other funding sources:	\$ 25,000
Total project budget:	\$ 65,000

The Contact person for this project is: Kendall G Miller

All correspondence should be mailed to: 4 Deborah Lane, Hadley, MA 01035

The Contact can be reached via phone at: 7403486032

or email at: kgmcedroid@gmail.com

This is a two page application. Please provide project information on the next page

West Tisbury Community Preservation Committee Eligibility Application Page two

Project Name: W Tisbury Resiliency Initiative Phase 1: Historic District Traffic Vibration Assessment

Please provide a brief description of the project, including goals, community need, proposed timeline, and sources of financial sustainability for future maintenance. Include information on any endorsements from regional/town boards and community organizations. Please also include sources of additional funding included in the project budget. Attach additional sheets as needed.

Please see attached document for full initial eligibility proposal.

Signature: Kendall S Miller

Date:

9/17/2026

Thank you for your application. If you do not receive an email confirming receipt of your application please contact our office at (508) 696-0100 extension 120

West Tisbury Historic Village Preservation and Resilience Initiative

Phase 1: Traffic Vibration Assessment of Mill Pond Dam and Nearby Historic Buildings

Overview

The decisions we make today will shape whether future generations can safely walk through West Tisbury's historic village, experience its ponds and natural landscapes, and feel the same connection to this place that we do. Our family's connection to West Tisbury reaches back to the Mayhew family, and we hope to remain part of this community for another 200 years. That commitment calls for considering how today's choices will shape the Town over the next two centuries. Our vision is a village that retains its historic character, protects its natural surroundings, and remains a safe, accessible, and welcoming place to live, work, and gather. Connecting people with nature through outdoor experiences and education is essential to achieving this vision.

An immediate priority is understanding how roadway conditions may affect public safety and nearby historic resources. Residents have observed substantial increases in car and truck traffic and speeding, particularly on Edgartown–West Tisbury Road near Mill Pond and immediately east of the dam. These conditions raise concerns about pedestrian safety along roadways, sidewalks, crossings, and intersections. Residents also report vibration within nearby historic buildings and concerns about foundation cracking and deterioration. It is our understanding that earlier studies recommended further vibration assessment; to our knowledge, that work has either not been completed or its findings have not been made publicly available. This study would address that information gap by evaluating traffic-related vibration at Mill Pond Dam and along all the historic district corridor, establishing baseline conditions, and identifying potential preservation needs, and future traffic volumes and control systems.

Understanding present-day conditions also provides a starting point for long-term planning. Decisions about protecting historic homes, the historic Mill building, Mill Pond Dam, and the roadway crossing will need to account for climate change and rising sea levels alongside transportation needs and public access. Future phases could incorporate applicable sea-level-rise projections and the marsh-migration and adaptation principles advanced through the Making Space for Marshes initiative, a state-funded initiative supporting our coastline into 2150. Although several feasibility and engineering studies of Mill Pond and its dam have been performed since 1995 by both consultants and private engineers, to our knowledge, few have integrated these considerations with planning for community access between the village, the dam, and Tisbury Great Pond.

Proposed Scope of Work

The proposed initial phase would review prior assessments, document existing conditions, and deploy calibrated vibration-monitoring equipment at selected locations at Mill Pond Dam and participating historic properties, including basements made available by supporting homeowners. Monitoring would be coordinated with available MassDOT and local traffic information, supplemented where needed by concurrent measurements of vehicle speeds, volumes, and classifications. A local Massachusetts-licensed Professional Engineer with relevant expertise would oversee the work, interpret the findings, and prepare a signed report identifying potential vibration-related risks, preservation needs, study limitations, and recommended actions. Local participants could assist with access and routine equipment checks under the consultant's direction. More detailed discussion of scope of work can be provided upon selection for being eligible for final proposal for this Grant.

Community Engagement

Community engagement has already begun through discussions with neighboring homeowners and Town officials. At the September 2, 2026 meeting, the applicants raised traffic and safety concerns with the Select Board and Town Police and received support for addressing them. Police subsequently deployed radar speed units at key locations, as described in the applicants' preliminary proposal. That proposal also reports on communication and support concerning these issues from MassDOT, State Police, and commercial-vehicle enforcement personnel. These discussions provide a foundation for continued coordination; formal agency participation in and endorsement of the expanded engineering study would be documented as the scope is developed. Participating homeowners support providing access for monitoring, including an initial location at 662 Edgartown Road and additional neighboring properties.

Proposed Budget

The preliminary CPC funding request is **\$40,000**, allocated as follows:

Project task	Estimated cost
Project management, homeowner access, and Town/MassDOT coordination	\$4,000
Review previous studies and document existing building and dam conditions	\$5,000
Monitoring plan, equipment installation, and baseline measurements	\$5,000
Professional vibration equipment rental and data logging	\$6,000
Field visits, equipment checks, traffic observations, removal, and travel	\$6,000
PE review, vibration/traffic analysis, signed report, and recommendations	\$8,000
Town presentation and final revisions	\$2,000
Contingency	\$4,000
Total CPC request	\$40,000

These amounts are planning allowances subject to consultant pricing and refinement of monitoring locations and duration. Participating homeowners are also undertaking approximately **\$25,000 in privately funded work** addressing vibration-related concerns at their properties, bringing the combined proposed study and related private investment to approximately **\$65,000**. Homeowner expenditures would be documented separately, with their inclusion as a project contribution subject to CPC review.

Timeline

The study is anticipated to take **six to nine months** following funding authorization and consultant selection, ideally with data during both off and in seasonal traffic flows. Initial records review, access agreements, and monitoring design would occur during the first two months; installation and a defined monitoring campaign would generally occur during months three through five; and engineering analysis, reporting, and a Town presentation would follow during months six through nine. Scheduling would be adjusted to capture representative traffic conditions. Equipment rental is assumed, with servicing and removal included in the budget, limiting ongoing maintenance obligations. Any equipment retained would require an identified custodian and a non-CPA funding source for future calibration,

maintenance, and operation. Continued monitoring and subsequent improvements would be separately scoped and funded.

Conclusions

The results would inform a broader community conversation about safer roads and intersections, connected walking and bicycle routes, and public access near the head of Tisbury Great Pond. Potential improvements could include an accessible boardwalk connecting the village with its pond landscape and providing opportunities for outdoor education and appreciation of historic buildings and changing land-use patterns. Future improvements would require historical research, community input, feasibility studies, and environmental review, with careful consideration of wetlands, habitat, and private property. By bringing residents, engineers, preservation interests, and public agencies together, this initial study can translate a multigenerational commitment into practical action, helping preserve the Town's heritage while preparing it for the next 200 years.

CPA

From: Kendall Miller <kgmcedroid@gmail.com>
Sent: Thursday, September 17, 2026 11:40 AM
To: CPA
Subject: Miller_Wt Cpc Eligibility Application-2026 signed and Attachement due 9/17/26 12pm
Attachments: Miller_Wt Cpc Eligibility Application-2026 signed and Attachement.pdf

Thanks for giving us the opportunity to submit this initial proposal to help the historic corridor in the Town of West Tisbury. Attached is the file named

Miller_Wt Cpc Eligibility Application-2026 signed and Attachement.pdf

which contains an initial set of ideas that my family has sculpted around our local community traffic and historic requirements. Over the last 10 generations we have adapted our buildings and our lands to match the economy. We hope to maintain this vision for the next 200 years.

The current vision as heard from our neighbors, prioritizes traffic speed and load control. Safety of our properties from collisions and vibrations due to traffic. All town and state committees and departments are either on board or aware of our intentions. The long term desire is to have this corridor study and solution implemented at all "problem" locations in town, currently and 100 years from now. The Mill Pond corridor solution—perhaps a one-foot-thick ribbon of cement with New Jersey barriers along the front of the houses—may be the 100-year solution. Or a 20 mph commercial speed limit. Only a complete long term study and constant monitoring system will reveal the truth about our community's needs and ongoing safety problems. All current sources of moneys, local, state and federal will be explored in this project and outlined.

Carla and I support community management and engineering education from grade school through high school. In 2015 we created the Western MA Alternative Energy Scholarship at UMASS Amherst for residents of Western MA and Dukes County. Our long-term desire is to turn this into a community-run, AI and internet-based system. This system would utilize library available measurement and recording equipment and an engineering framework interfaced with a Professional Engineer at a reasonable cost to solve real life problems we all face as the economy grows.

Kendall and Carla Miller