

**Traffic Safety Work Group Agenda
Thursday, July 21, 2022 - 10:30 AM
Meeting Trailer - 131 Pleasant Street
And Remote Participation Via Zoom
Nantucket, MA 02554**

Join Zoom Meeting

<https://us06web.zoom.us/j/91934591465?pwd=Ym9BODc2WmZ6MUhZUndtaERmMDhuQT09>

Meeting ID: 919 3459 1465

Passcode: 119748

- I. Call to Order**
 - II. Moment of Remembrance/Silence for long-time Member & Vice-Chairman Jack Gardner**
 - III. Public Comment**
 - IV. Official Business**
 - A. Consideration of continuing Items 1, 2, 3 and 4 to a future meeting to allow Transportation Planner time to study the areas and town loading zones.**
 - 1. Review request to designate Easy Street between Cambridge Street and Broad Street as a No Standing Zone (continued from May 19, 2022).
 - 2. Discussion regarding possible loading zone on Federal Street from Noon to 4:00 PM to replace “No parking or standing” area by The Hub (continued from May 19, 2022).
 - 3. Review request to eliminate on-street parking on Coffin Street - or - make Coffin Street one way running from Union Street to Washington Street and keep on-street parking on west side of road - and - mark the dedicated loading zone on the pavement by the Lobster Trap (continued from May 19, 2022).
 - 4. Review citizen concern with loading zones and parking area blockage at 19 South Water St.
-
- 5. Review request to look at the intersection of E. Chestnut Street and Federal Street for site line visibility issues.
 - 6. Request for ADA compliant space near 22 Broadway, Sconset
 - 7. Request to extend No Parking Zone (yellow line) in front of 11 Quince Street.

8. Request for Stop Sign Driving North on the Boulevard at Clifford St.
9. Request for Stop Sign driving south on Lovers Lane at Okorwaw
10. Request to address pedestrian safety concerns on Trotters Lane
11. Request to address vehicular and pedestrian safety concerns on Vesper Lane
12. Request to address pedestrian safety concerns at Miacomet Ave/Surfside Rd.

V. Other Business For topics not reasonably anticipated 48-hrs in advance of the meeting.)

VI. Approval of minutes of ~~June 16, 2022~~ May 19, 2022 at 10:30 AM.

VII. Adjournment

From: [Libby Gibson](#)
To: [Erika Mooney](#)
Cc: [William Pittman](#)
Subject: Traffic Safety Issue
Date: Sunday, May 29, 2022 9:23:44 AM

Would you pls ADD to the next agenda, to review the intersection at E Chestnut & Federal St? Now that the courtesy vans are parking both at the end of E Chestnut and on Federal, it is impossible to see around them for pedestrians and vehicles if you are coming out of E Chestnut. Maybe they can recommend something.

C. Elizabeth Gibson, ICMA-CM
Town Manager
Town of Nantucket
(508) 228-7255

This email was scanned by Bitdefender

From: [Erika Mooney](#)
To: [COMDIS \(COMDIS@nantucket-ma.gov\)](mailto:COMDIS@nantucket-ma.gov); ["Mick Rowland"](#)
Cc: ["Arthur Gasbarro"](#)
Subject: 22 Broadway
Date: Thursday, June 23, 2022 3:30:00 PM
Attachments: [image001.png](#)

Hi Brenda and Mickey,

I received a voicemail today from Sandy Apgar of 22 Broadway in Sconset who is requesting an accessible parking space adjacent to his property, which, in looking at the GIS map, would I guess have to be on Center Street. Can you please tell me what the Commission's recommendation for this request is? And I can add it to the July 21 Traffic Safety agenda. Thanks.



Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street, Room 113
Nantucket, MA 02554
508-228-7266

From: [Sandy Apgar](#)
To: [Erika Mooney](#)
Subject: Request for Disabled Parking Designation
Date: Monday, June 27, 2022 3:00:31 PM

Dear Ms. Mooney:

To follow up my written and voicemail requests, I write to ask for permanent designation of a Disabled Parking space immediately adjacent to our house at 22 Broadway, Sconset. I have a Permanent Placard for our car, but this of course does not reserve the space and becomes a serious problem, especially during the Summer season.

In respect of Sconset's Architecture, I further request that this designation be marked only by a small, discreet sign mounted on a post, such as that you have issued for the Chanticleer Restaurant. We agree that this post could be installed in the drain channel immediately adjacent to our Center Street wing. This location is closest and most accessible to our rear entrance on Center Street.

Thank you for your consideration.

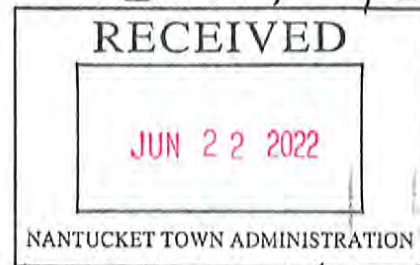
Yours sincerely,

Mahlon Apgar, IV
22 Broadway
Siasconset, MA 02564
410-382-9664

Sent from my iPhone

This email was scanned by Bitdefender

June 21, 2022 ①



To Town Administration,

I am writing to you to request the board to approve redrawing yellow street lines in front of 11 Quince Street.

At present, there is a major concern with access to my front door in an EMERGENCY. Please (see attached photos of cars blocking front entrance).

EMT would not be able to quickly enter home and bring equipment if needed.

In addition, with cars parking directly in front of the front door stairway, we are unable to approach the sidewalk with clearance.

I babysit my 2 granddaughters and I am unable to put stroller down at the landing -- this is a major safety concern. My husband is going for back surgery and is planning to spend time at the house

during his recovery period, so once again, cars blocking front doorway entrance presents a hazard,

Please also look at where the yellow lines are presently -- there is a yellow line next to driveway but cars are trying to squeeze into spot and are going over the yellow line and present another safety risk as they are blocking my entrance into my own driveway. And I cannot safely back out as I need to turn car so as not to back into neighbor's front door (Literally)

Thank you, in advance, for your consideration and please contact me if you require more supporting evidence to show that extending yellow line is necessary

PHONE NUMBER (516) 225-4423

11 QUINCE STREET

email - susan.einbinder@gmail.com

From: susan.einbinder@gmail.com
Subject: Parking at Quince
Date: March 21, 2022 at 1:22 PM
To: Joel jreinbinder@gmail.com

S

Can u print

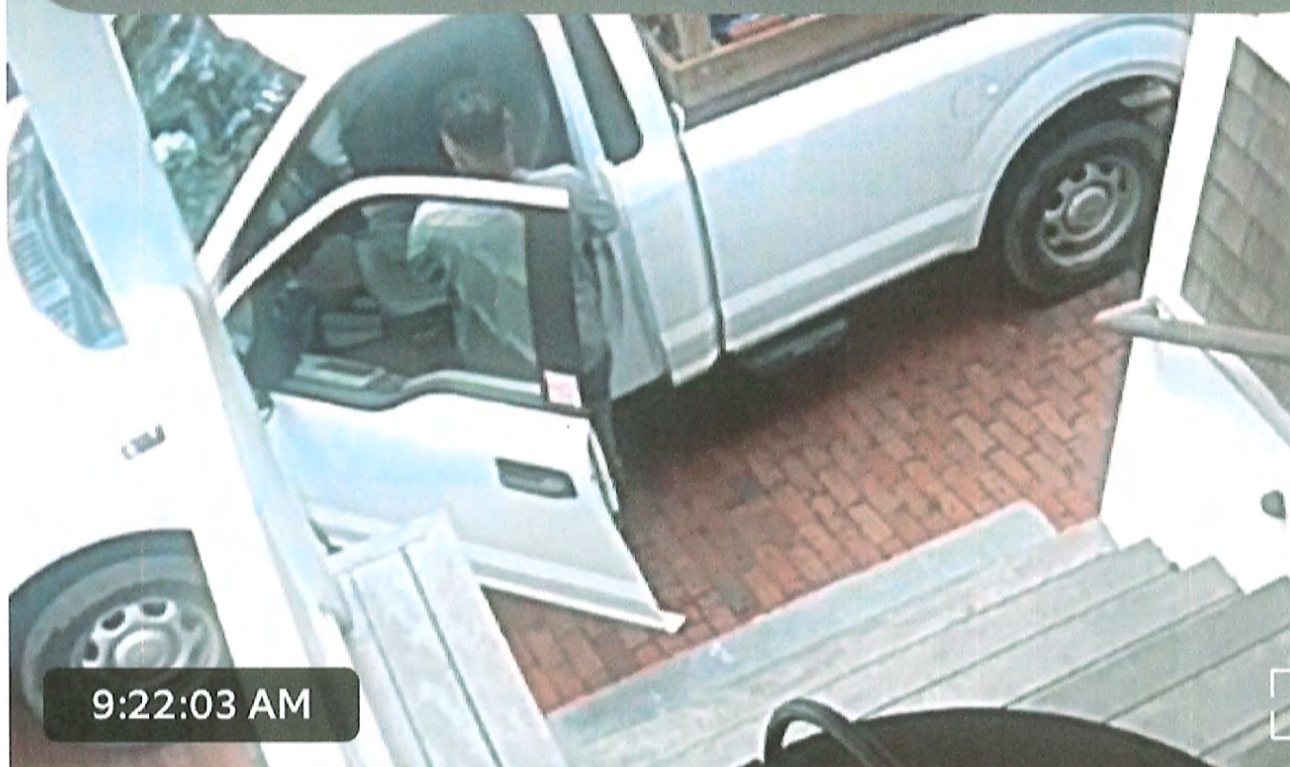
11:16



Ring

1m ago

There is motion at your Front



9:22:03 AM



TODAY



Motion

Live

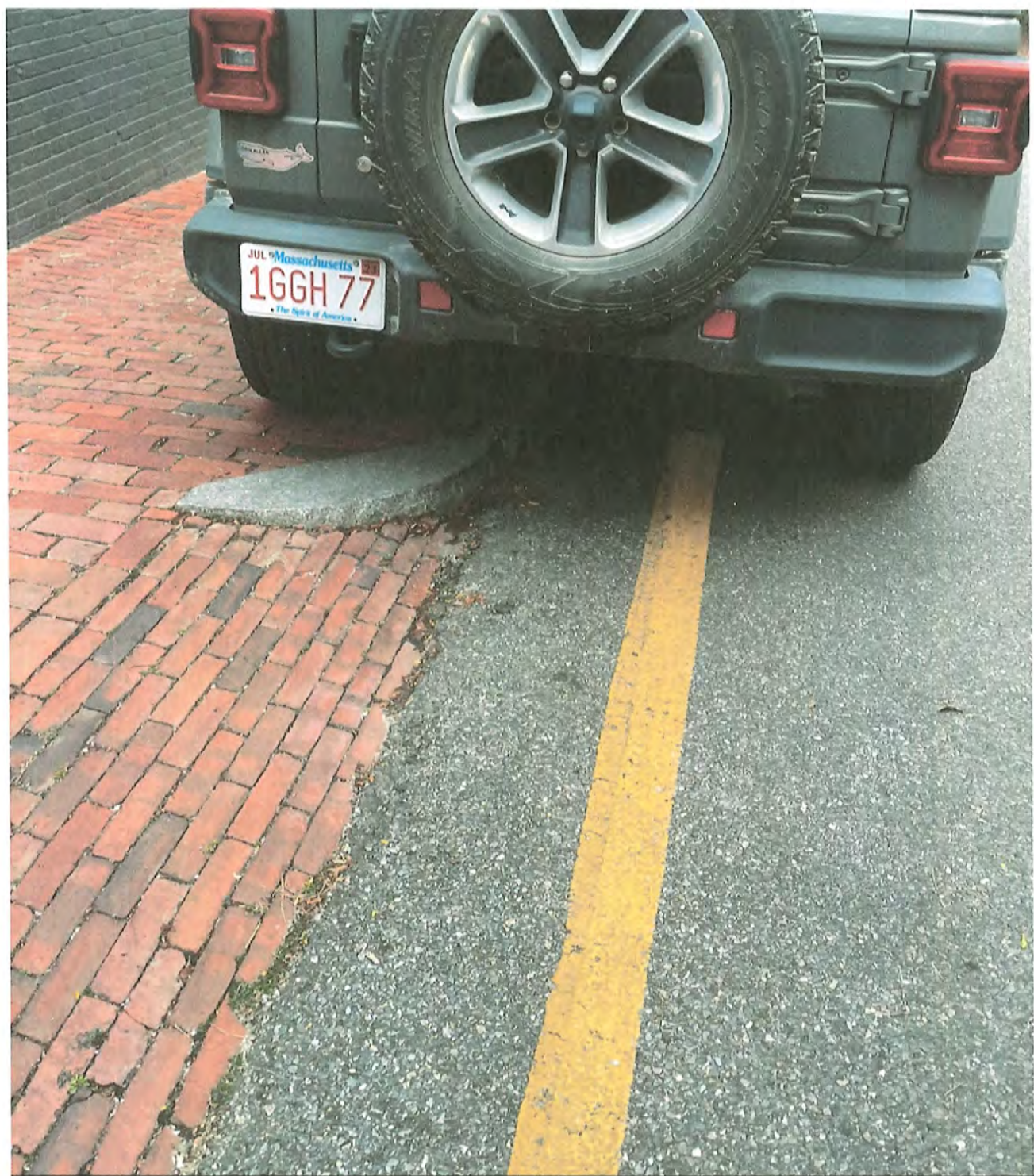


9:13:15 AM

 TODAY

 Motion  Live





* CARS ARE ALSO PARKING AND BLOCKING
entrance to DRIVEWAY AS they are extending

Beyond Yellow Line

From: [Ray Sylvia](#)
To: [Erika Mooney](#)
Cc: [DPW](#)
Subject: Re: Quince St
Date: Wednesday, June 22, 2022 2:54:52 PM

I checked this out and I can extend the yellow line but it would be losing a spot or two. Doesn't that have to go to traffic safety? There is also construction going on across the street so if I do it, the police are going to have to keep an eye on it. Contractors rarely care about yellow lines. That road is very narrow and the park on the sidewalk like a lot of areas.

From: Erika Mooney
Sent: Wednesday, June 22, 2022 2:03:30 PM
To: Ray Sylvia
Cc: DPW
Subject: Quince St

Ray:
Can you please review the attached, go take a look at the address in the complaint and report back on what you find?
Thanks.

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street, Room 113
Nantucket, MA 02554
508-228-7266

-----Original Message-----

From: townikon@nantucket-ma.gov <townikon@nantucket-ma.gov>
Sent: Wednesday, June 22, 2022 10:56 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject: Message from "RNP583879325C37"

This E-mail was sent from "RNP583879325C37" (IM C6000).

Scan Date: 06.22.2022 10:55:43 (-0400)
Queries to: townikon@nantucket-ma.gov

This email was scanned by Bitdefender

From: [Thomas Szydlowski](#)
To: [Erika Mooney](#)
Subject: Re: Stop Signs in Surfside
Date: Tuesday, July 5, 2022 1:30:33 PM
Attachments: [MUTCD - Stop signs.pdf](#)

Thanks for putting this on the agenda.

Our reasoning is similar in both cases. In the case of Boulevarde, the road is windy and folks drive too fast. The drivers on Clifford can't see them and find making their left turn dangerous. (Incidentally, our ad hoc area plan committee also made this recommendations, but the planning department hasn't gotten to us in almost 2 years.)

Lovers Lane is a long straightaway where drivers bomb down. A stop sign would be a speed reducing action.

Do I need to attend the meeting?

Thank you.

On Jul 5, 2022, at 10:40 AM, Erika Mooney <EMooney@nantucket-ma.gov> wrote:

Hi Tom:

Thanks for your email. I can add this to the 7/21 Traffic Safety agenda for discussion. Stop signs have to conform to MUTCD standards so the group will have to see if your request fits to that. If you could explain the reasoning for the request, that would be helpful.

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street, Room 113
Nantucket, MA 02554
508-228-7266

From: Thomas Szydlowski <tom.szydlowski@yahoo.com>
Sent: Tuesday, July 5, 2022 10:32 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject: Stop Signs in Surfside

Erika,

You are listed on the Traffic Safety Work Group web page. At the last meeting of the

board of the Surfside Association we discussed stop signs. We would like to request the town consider two new stop signs.

1. Driving North on the Boulevard at Clifford St.
2. Driving South on Lovers Lane at Okorwaw.

Is there a process for making an application?

Tom Szydlowski
President, Surfside Association

Sent from [Mail](#) for Windows

This email was scanned by Bitdefender

signs at an intersection is three or more, the numeral on the supplemental plaque, if used, shall correspond to the actual number of legs controlled by STOP signs.

At intersections where all approaches are controlled by STOP signs (see Section 2B.07), a supplemental plaque (R1-3 or R1-4) shall be mounted below each STOP sign.

Option:

The ALL WAY (R1-4) supplemental plaque may be used instead of the 4-WAY (R1-3) supplemental plaque.

Support:

The design and application of Stop Beacons are described in Section 4K.05.

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.



STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.07. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.06 STOP Sign Placement**Standard:**

The STOP sign shall be installed on the right side of the traffic lane to which it applies. When the STOP sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.26) shall be installed in advance of the STOP sign.

The STOP sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

STOP signs and YIELD signs shall not be mounted on the same post.

Other than a DO NOT ENTER sign, no sign shall be mounted back-to-back with a STOP sign.

Guidance:

Stop lines, when used to supplement a STOP sign, should be located at the point where the road user should stop (see Section 3B.16).

If only one STOP sign is installed on an approach, the STOP sign should not be placed on the far side of the intersection.

Where two roads intersect at an acute angle, the STOP sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Where there is a marked crosswalk at the intersection, the STOP sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the stop control may be improved by the installation of an additional STOP sign on the left side of the road and/or the use of a stop line. At channelized intersections, the additional STOP sign may be effectively placed on a channelizing island.

Support:

Figure 2A-2 shows some typical placements of STOP signs.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h (40 mph), the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

From: [Adam Stillman](#)
To: [Erika Mooney](#)
Subject: Trotters Lane Pedestrian Safety.
Date: Wednesday, June 29, 2022 10:33:52 AM

Hi Erika,

How are you? I am a resident of Trotters Lane and would like to address some concerns about pedestrian safety on Trotters. Would this be the correct forum? Do you know if this is already on your radar?

-I have noticed that Newtown has speed bumps and speed limit signs, and Parker Lane has speed limit signs.

-Trotters has none of these things so it ends up getting used as a cut-through from Fairgrounds to Hooper Farm and although I don't know the speed limit (no signs) I can safely there are a lot of drivers going way to fast.

-There are often people walking and kids playing, at night the issue gets worse with people walking on the side/in the road.

Please let me know how I can help.

Adam Stillman
26 Trotters Lane.
781-589-5501.

This email was scanned by Bitdefender

From: [David Chase](#)
To: [Erika Mooney](#); [DC DC](#)
Subject: Vesper Lane
Date: Thursday, June 16, 2022 10:20:32 AM

Hi Erika,

I wanted to have a discussion regarding Vesper Lane.

Safety concerns for some time.

- No speed limit posted
- Thickly settled community area 25 mph needed
- daily high speeds
- white lines are approx: 12 inches from curb: pedestrians/children
- daily high speeds morning-afternoon-evenings. autos, construction, landscape.

example:

2 trucks coming opposite directions speeds in range of 35-45 mph and two people walking on side walk in the direction of the hospital.

Many auto/trucks have wide side mirrors. A truck driving on white line may pose danger to anyone on the sidewalk.

Appreciate a conversation.

Thank you.

David Cox

From: [Patrick Reed](#)
To: [Meg Browsers](#); [Jason Bridges](#)
Cc: [Erika Mooney](#); [Allen Reinhard](#); [Arthur Gasbarro](#); [Andrew Vorce](#); [Leslie Snell](#)
Subject: RE: Miacomet Ave/Surfside Rd. intersection
Date: Friday, July 8, 2022 12:10:44 PM
Attachments: [image001.png](#)

Hi Ms. Browsers,

Thanks for the note. This item should be on the public safety work group agenda for July 21. We're hoping to have some concepts/ideas together to spur discussion about options during that meeting. In the meantime, if you'd like to call me to discuss in advance, please feel free to get in touch using my phone contact info below.

Thank you,
Patrick

Patrick Reed, AICP

Transportation Program Manager

(508) 228-7200 ext.7011 | preed@nantucket-ma.gov



From: Meg Browsers <megbrowsers@gmail.com>
Sent: Tuesday, July 5, 2022 4:02 PM
To: Patrick Reed <preed@nantucket-ma.gov>; Jason Bridges <jbridges@fairwindscenter.org>
Cc: Erika Mooney <EMooney@nantucket-ma.gov>; Allen Reinhard <allenreinhard@yahoo.com>; Arthur Gasbarro <arthur3@comcast.net>; Andrew Vorce <AVorce@nantucket-ma.gov>; Leslie Snell <LSnell@nantucket-ma.gov>
Subject: Re: Miacomet Ave/Surfside Rd. intersection

Hi all, Hi Patrick and thank you for your thoughts on this intersection. Erika thank you for passing the message along to the correct committee.

Given that most things have to go through a well-thought out and vetted process, and it seems that that is the case here too - do we have any options for a short term solution keeping the NPS students who live in that area in mind and use that intersection daily? Are there possibilities to explore including site lines, encroachment, and road painting that could help now? What about signage, repainting crosswalks, the Reis parking situation - is that parking legal? The yellow hazard signs and the broken split rail fences all send an extremely mixed message to walkers, bikers, cars, residents, patrons, etc. Can we address any potential inappropriate parking with some enforcement

to send a message? Can any of those existing things be reviewed and strengthened before school starts? I think it would go a long way with our school community to make some short term modifications/updates to this intersection and would be very much appreciated - the traffic incident was tragic and impactful for our students, and I am hopeful we can rally around our students and make any possible short term updates/improvements for their safety and peace of mind. Thank you for all you do all across the island, and thank you all for taking the time to read these concerns.

A concerned neighbor and mom,

Meg Browsers

On Tue, Jul 5, 2022 at 12:22 PM Patrick Reed <preed@nantucket-ma.gov> wrote:

Hi all,

Nice to meet you. As far as I currently know, unfortunately there is no plan for improvements at Miacomet Avenue and Surfside Road. However, I spent some time looking at this intersection last week based on another email request and agree that it's not ideal from a safety perspective. In its current form, the location of the driveway access point and parking area could create some challenging movements across the ped/bike facility. Also the amount of pavement at the intersection throat potentially allows cars to turn with wider radii at higher speeds.

I have a couple ideas about a few improvements that could help here, but we'd need an engineering study. I'd also need to catch up to speed to get a better understanding of how the town approaches spot improvements for intersections like this, if there's a queue, etc. I'll begin to do some homework on it, but please feel to check-in on it again for a progress update in a bit.

Many thanks,
Patrick

Patrick Reed, AICP

Transportation Program Manager

(508) 228-7200 ext.7011 | preed@nantucket-ma.gov



From: Erika Mooney <EMooney@nantucket-ma.gov>

Sent: Tuesday, July 5, 2022 11:06 AM

To: Allen Reinhard <allenreinhard@yahoo.com>; Meg Browsers <megbrowsers@gmail.com>

Cc: Patrick Reed <preed@nantucket-ma.gov>; Arthur Gasbarro <arthurg3@comcast.net>
Subject: RE: Miacomet Ave/Surfside Rd. intersection

Hi Meg:

I am copying Patrick Reed, our Transportation Program Manager, and Art Gasbarro, the chair of the Traffic Safety Work Group. (I don't actually sit on Traffic Safety; I am a liaison for the Town Manager.) These issues can't really be solved in one Traffic Safety meeting, and needs long-term planning done. Hopefully Patrick can tell us what, if anything, is in the pipeline for these areas.

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street, Room 113
Nantucket, MA 02554
508-228-7266

From: Allen Reinhard <allenreinhard@yahoo.com>
Sent: Wednesday, June 29, 2022 11:58 AM
To: Meg Browsers <megbrowsers@gmail.com>
Cc: Erika Mooney <EMooney@nantucket-ma.gov>; Allen Reinhard <allenreinhard@yahoo.com>
Subject: Re: Miacomet Ave/Surfside Rd. intersection

Meg,

Sorry for the delay in getting back to you. Last week's email got buried.

I am familiar with the Miacomet Ave/Surfside Road intersection. It is a challenge with all the activity in and around the site. The issue is really one of traffic safety for pedestrians, bicycles, cars and trucks. The Roads & ROW Committee deals primarily with public access issues. Your concerns regarding safety and traffic and pedestrian flow are issues the Traffic Safety Committee deals with, road layout, sight lines and traffic flow. Erika Mooney is a member of that committee and is in a better position to answer your questions. Traffic on Surfside Road has become a bottleneck with long lines in all directions approaching the 3way stop signs at Bartlett Road and the intersection at Prospect Street/Sparks Avenue. I know the town has plans to improve those two intersections. The new traffic planner for the town would be better able to find a solution for the Miacomet intersection.

Allen

On Wednesday, 29 June 2022, 09:56:25 AM GMT-4, Meg Browsers <megbrowsers@gmail.com> wrote:

Hi there! I am resending to see if perhaps the last message didn't make it through, or if there is someone else I should contact about this concern?

Thank you,
Meg

----- Forwarded message ---

From: **Meg Browsers** <megbrowsers@gmail.com>

Date: Thu, Jun 23, 2022 at 11:02 AM

Subject: Miacomet Ave/Surfside Rd. intersection

To: <allenreinhard@yahoo.com>

Hi there,

I am not sure if this is something that you have discussed at the roads/right of ways committee meetings lately, but I'd like to bring a concern about the viability of the intersection at Miacomet Ave and Surfside Road to your committee. As you likely know in light of the recent accident, that intersection is a combination of a 3 way road with one stop sign, a bike path on left and right parallel to Surfside, a bike path/sidewalk intersecting parallel to Miacomet ave, a driveway of sorts with a large parking lot to the Reis lot on one corner, a driveway/entrance to housing and Yummys and the bike shop, a nearby bus stop, erratic parking in street/on street sides for Yummys, as well as a residential drive 15 or 20 feet from the intersection on Miacomet Ave. In short, it's a mess, but during school start/stop times, it's a real nightmare. Turning onto Miacomet Ave (where I live), you are scanning for oncoming traffic, pedestrian traffic from at least 3 ways, if anyone is randomly parked in that weird Reis lot trying to exit...etc etc.

I'm no expert on urban traffic planning, but for our school kids I think something needs to be done in this location. As a start, if we could clarify what's being done with the Reis lot and perhaps fence that off properly to avoid people parking there, it would alleviate some of the confusion. Is the driveway to Yummys/bike shop able to be reconfigured at all? What about the bus stop location? Can we do more with signage?

Thank you for your time and consideration, Allen.

A concerned neighbor and mom,

Meg Browsers

This email was scanned by Bitdefender

From: [Arthur Gasbarro](#)
To: [Erika Mooney](#)
Subject: FW: Miacomet Ave & Surfside Road Concept
Date: Tuesday, July 19, 2022 3:05:01 PM
Attachments: [image001.png](#)
[MiacometAve_SurfsideRd_Spot_Improvement_Discussion_Draft.pdf](#)

Hi Erika,

Welcome back, hope that you had a great vacation.

Can you please add this to the packet.

Thank you very much,

Art

From: Patrick Reed <preed@nantucket-ma.gov>
Sent: Tuesday, July 12, 2022 5:27 PM
To: Arthur Gasbarro <arthurg3@comcast.net>
Cc: Andrew Vorce <AVorce@nantucket-ma.gov>
Subject: Miacomet Ave & Surfside Road Concept

Art,

See the attached discussion materials for spot improvements at Miacomet Ave and Surfside Road.

I put together a very basic cost estimate, but my guess is the DPW would have many/most of these materials around (paint, DWS, maybe concrete barriers or wheelstops). I think the main cost item would be the spike-in speed humps.

Let me know what you think and if you think I should make any changes. One thing to note is that the pavement is really rough here today. Also curious if you have any background about how the Town has approached any of these kinds of spot improvements in the past.

Patrick

Patrick Reed, AICP

Transportation Program Manager

(508) 228-7200 ext.7011 | preed@nantucket-ma.gov



Miacomet Avenue & Surfside Road Tactical Safety Improvements

Draft for Discussion - 7.12.22

No separation between ped/bike facility and private parking area allows vehicles to turn across and/or obstruct path

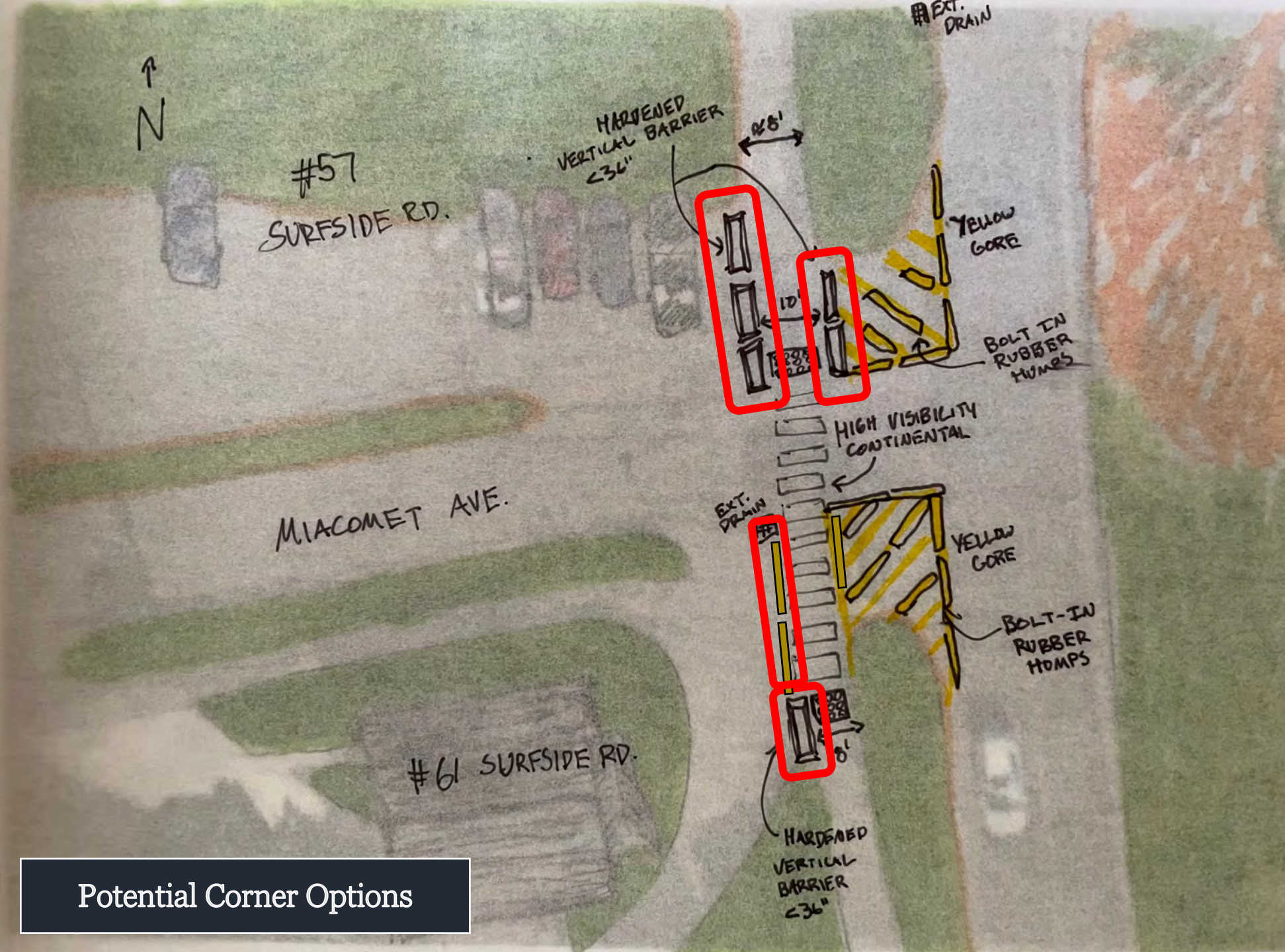
Wide corner radii promote higher turning speeds across high-quality ped/bike facility.

Existing driveway too close to intersection and has no separation from ped/bike facility

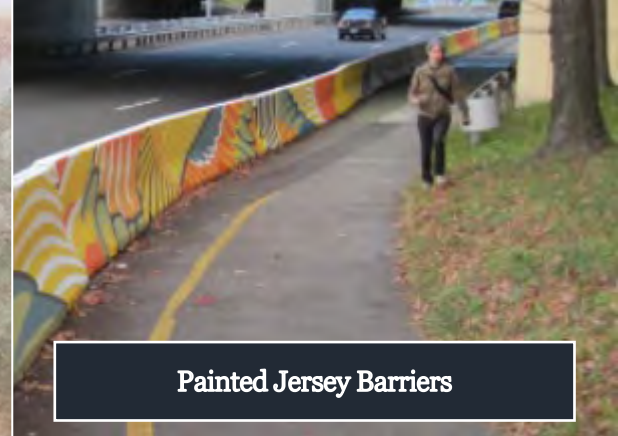
Existing Conditions & Challenges

Pavement Conditions





Potential Corner Options



Painted Jersey Barriers



Weighted Planting Barriers



Rubber Speed Humps or
Concrete Wheel Stops

Corner Square – Rubber Speed Humps with Gore



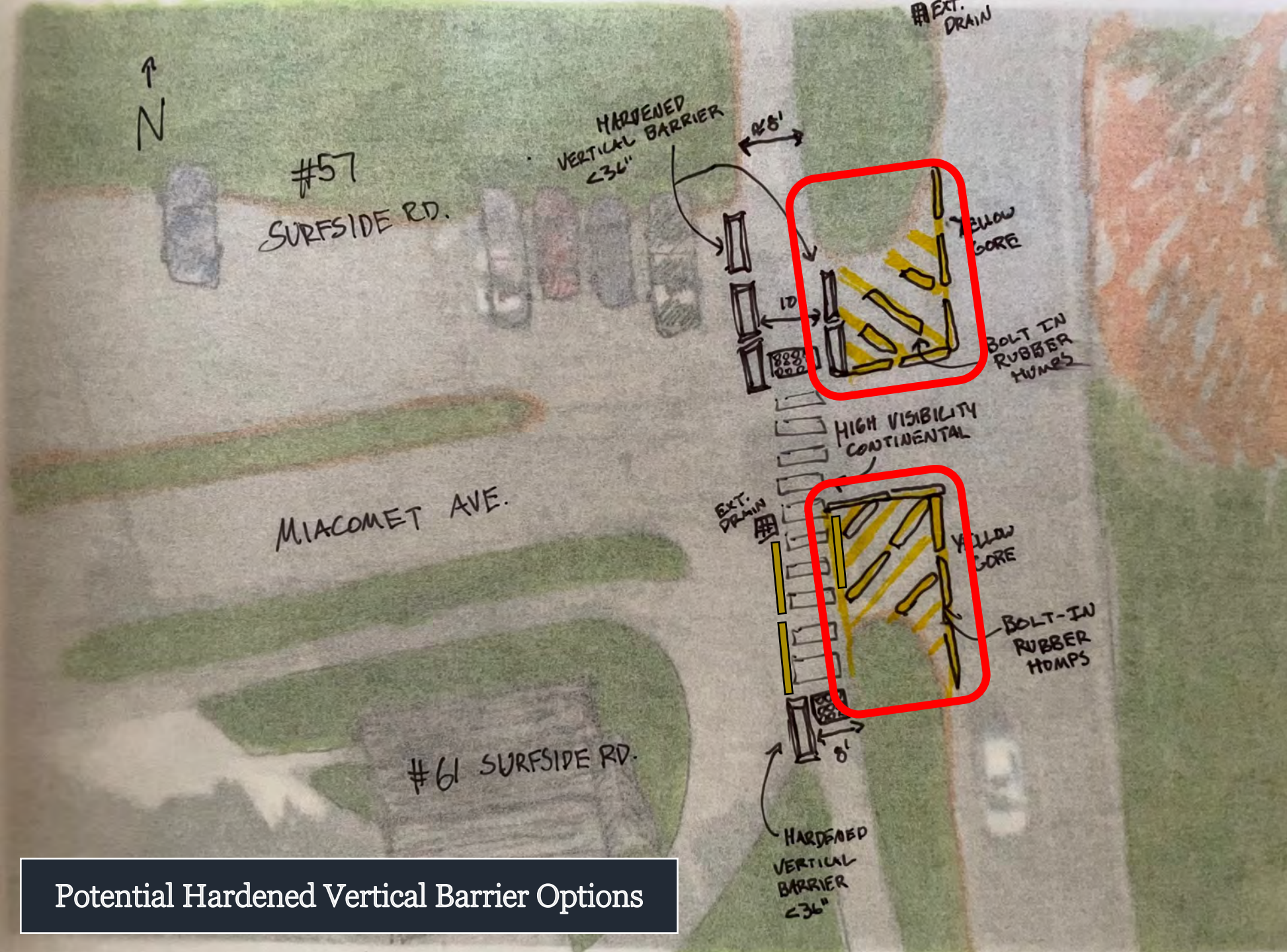
Corner Wedge – Rubber Speed Humps without Gore



Corner Wedge – Rubber Speed Humps with Gore

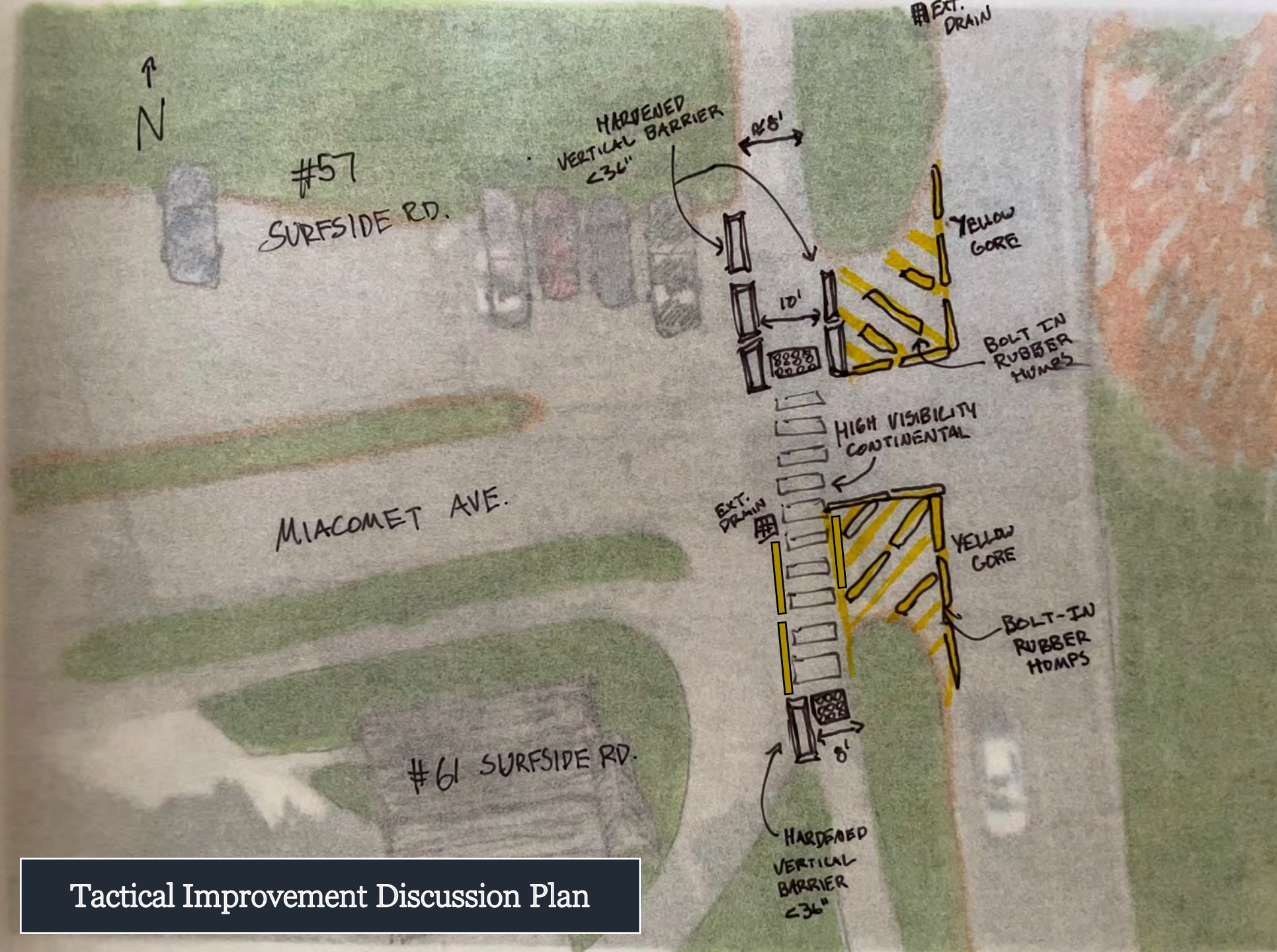


Potential Hardened Vertical Barrier Options



Planning-Level Estimate:

- Appx. 30 small 6' long speed humps and asphalt spikes (\$145 each)
- Appx. 4-6 F-shape concrete barriers (\$1,300 each)
- Appx. 4 2'x5' detectable warning strip panels (\$570 each)
- Appx. 75 linear feet of high visibility crosswalk markings (\$50/linear foot)
- Appx. 200 linear feet of gore striping (\$1.50/linear foot)
- 2 stop bars appx. 18'-20' wide (\$20/linear foot [width])
- Estimate \$18,880-\$23,600





TRAFFIC SAFETY WORK GROUP

Remote Participation Via Zoom

Nantucket, Massachusetts 02554

www.nantucket-ma.gov

~~ Minutes ~~

Thursday, May 19, 2022

Staff in attendance: Operations Administrator Erika Mooney; Lines and Signs Foreman Ray Sylvia; Town Minute Taker Terry Norton

Attending Members: Arthur Gasbarro (chairman); Jack Gardner (vice chairman); Fire Chief Stephen Murphy; Commission on Disability Chair Milton Rowland; Transportation Program Manager Patrick Reed

Members Absent: Police Chief William Pittman; Department of Public Works (DPW) Director Stephen Arceneaux

Late attendee: Jack Gardner at 10:49 am

I. CALL TO ORDER

Called to order at 10:36 a.m.

Agenda adopted by unanimous consent

II. PUBLIC COMMENT

None

III. OFFICIAL BUSINESS

1. Review request for an additional accessible parking space in front of the American Legion, 21 Washington Street.
 - Documentation Emails: Neville Richen dated March 2, 2022 and Brenda McDonough dated April 19, 2022; GIS aerial map
 - Discussion **Mooney** – Reviewed the request. Commission on Disability is in favor of this request.
Rowland – We think that strip can use another accessible space; we thought of putting it closer to the coffee shop just beyond the yellow line.
Terry Norton, Post 82 Adjutant – Reviewed American Legion Post 82 discussion, which concurred with Mr. Rowland's recommendation.
Gasbarro – He would be inclined to defer to Commission on Disability and the applicant.
 - Action **Motion to recommend installation of a new accessible parking space in front of 17 Washington Street.** (made by: Rowland) (seconded)
 - Roll-call Vote Carried 4-0//Rowland, Murphy, Reed, and Gasbarro-aye
2. Review request for accessible parking space on Sunset Hill Lane at rear of 35 West Chester Street.
 - Documentation Emails: John Tooker dated April 4, 2022 and Brenda McDonough dated April 19, 2022; GIS aerial map
 - Discussion **Mooney** – Reviewed the request; disclosed this property is owned by a distant relative.
Gasbarro – It makes sense to have the accessible parking in the first space after the yellow line so it's easy to get into and out of.
Rowland – He agrees the first space after the yellow line makes sense.
Reed – Asked if a space can be removed once it's no longer necessary.
Gasbarro – Yes.
 - Action **Motion to recommend installation of new accessible parking space in the first spot on Sunset Hill after the yellow line.** (made by: Gardner) (seconded)

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- Roll-call Vote Carried 5-0//Rowland, Reed, Murphy, Gardner, and Gasbarro-aye
3. Review request for “Drive Slow Blind Driveway” sign before the driveway to 107 Madaket Road heading southwest due to overgrown evergreen trees.
- Documentation Email: Dan Brownell dated March 22, 0222; photo
- Discussion **Mooney** – Reviewed the request. Trees are overgrowing and impeding sight visibility. She should probably pass it on to the Real Estate Specialist to research and possibly send an encroachment letter to the property owner; though that can be time consuming. Suggested continuing the discussion on the placement of a sign in the meantime.
- Gasbarro** – The question is if the trees are in the public way or on private property. Survey stakes placed along the road might be in order. This is just west of Maxey Pond Road.
- Murphy** – The visibility line doesn’t look terrible; asked if there is a speed issue.
- Rowland** – In the photo, it seems there is quite a bit of visibility from the driveway; perhaps they are driving too fast. Asked for clarification on what constitutes an encroachment: tree trunks and/or the branches.
- Brownell** – He thinks fixing the issue with the trees encroaching is the correct course of action.
- Action **Motion to defer to the Real Estate Specialist for possible encroachment of trees located at 2 Maxey Pond Road.** (made by: Rowland) (seconded)
- Roll-call Vote Carried 5-0//Rowland, Reed, Murphy, Gardner, and Gasbarro-aye
4. Review request for crosswalk across Airport Road at Miller Lane or Evergreen Way.
- Documentation Email: Kathy Adams dated April 26, 2022; GIS aerial map
- Discussion **Mooney** – Reviewed the request. There is a crosswalk at Nantucket Inn with stairs. There is a bike path access at the end of Miller Lane. We should investigate with the planning office concerning the importance of the crosswalk at Nantucket Inn.
- Gasbarro** – Wonders who a crosswalk at Miller Lane would serve; there is no shoulder on the west side. Evergreen has a sidewalk and more residences and would space them better.
- Murphy** – His concern with Evergreen is its proximity to the curve. He’s concerned a crosswalk would provide a false sense of security for those crossing the street. At Miller Lane, there is a more viable line of sight; though there are drainage points for the Airport.
- Rowland** – He leans more to Miller Lane. The crosswalk at the Inn serves the Inn.
- Discussion about exact location for a crosswalk at Miller Lane: south side between catch basins.
- Murphy** – Suggested engaging the Airport so as not to be working against any of their plans.
- Discussion on the motion:
- Sylvia** – Asked if an asphalt landing on the other side would be part of this.
- Gasbarro** – His thought is to put them in the grass. Landings could be added later.
- Action **Motion to recommend installation of a crosswalk across Airport Road at the south side of Miller Lane.** (made by: Rowland) (seconded)
- Roll-call Vote Carried 5-0//Rowland, Murphy, Reed, Gardner, and Gasbarro-aye
5. Review request to designate Easy Street between Cambridge Street and Broad Street as a No Standing Zone.
- Documentation Email: Art Gasbarro dated May 2, 2022; GIS aerial map; photo
- Discussion **Gasbarro** – He feels the use by delivery trucks in this spot, as well as the back of the Dreamland, causes traffic to back-up along Washington Street as far as Salem Street and affects the overall circulation pattern.
- Murphy** – We created a no-standing zone at the Hub and it’s ignored; he’s leery about the effectiveness of doing this.
- Gasbarro** – He was hoping to make this improvement for this summer; we’d have to talk to the Police about enforcement. He suggested deferring this matter to next month for Police input.
- Reed** – Asked if the Town has pursued no standing zones during a specific time frame.

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Gasbarro – Right now the only one with a time-limit is at the Hub; he’s seen no change in behavior. We have provided quite a few loading zones and some with time limits. The more frequently conditions change, the harder enforcement gets

Rowland – This is a bad situation all summer; he would like to deal with it now.

Discussion on the motion by Mr. Rowland to approve the request; seconded by Mr. Murphy for discussion.

Murphy – We were successful once in bringing trucking company representatives to the table to provide them the opportunity to correct the situation. Those companies need to buy into this.

Gasbarro – He would recommend making the designation then informing the delivery companies.

Mooney – Noted the closest loading zone would be on the strip and South Beach Street extension, which is a long way to haul some deliveries.

Gasbarro – They could park in front of the old Schooners, or on Oak Street; an alternative is for the companies to adjust their delivery time not to conflict with the arrival of the ferry. We need to consider the overall public good regarding traffic downtown and getting to and from the boat.

Gardner – Explained why the truck which delivers at the Hub sits there so long.

Reed – Agrees with the intent but he doesn’t have enough context at this time. He wants to hear from the Police regarding that approach since it would involve enforcement. He also wants to know how companies would service that location.

Action Motion to Recommend approving a no-standing zone. (made by: Rowland) (seconded)
Withdrawn
Deferred to next month for by unanimous consent.

Roll-call Vote N/A

6. Review request for crosswalk across Prospect Street at Joy Street.

Documentation Email: Natalie Barrett dated May 4, 2022; GIS aerial map

Discussion **Mooney** – Reviewed the request. People tend to speed going toward Milk Street.

Rowland – Crossing Prospect is a hazard with quick moving traffic; he supports this. Suggested putting it at the driveways on Prospect to the north side of Joy Street, where there is no parking.

Gardner – Agrees that’s a good spot.

Murphy – Asked which is better regarding line of sight.

Gasbarro – Feels there is more visibility of and for the pedestrian on the north corner.

Reed – He thinks two crosswalks would be in order: at the south side of Joy then crossing Joy. Doing that puts the crosswalk for Prospect going to the sidewalk.

Rowland – He prefers the north side; those aprons are on Town property.

Action **Motion to recommend installation of a crosswalk across Prospect Street at the northwest side of Joy Street.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-1//Rowland, Reed, Gardner, and Gasbarro-aye; Murphy-nay

7. Discussion regarding possible loading zone on Federal Street from Noon to 4:00 PM to replace “No parking or standing” area by The Hub.

Documentation Email: Ray Sylvia dated May 9, 2022; GIS aerial map

Discussion **Gasbarro** – Reviewed this request; on the south side of Federal Street, the loading ramps extend into the crosswalk. The Main Street loading zones are sometimes not used in favor of using the space at the Hub.

Sylvia – They are having issues with the delivery at that corner; they just take and pay the tickets. The current location makes it very difficult to turn off Federal from Main due to lack of visibility. It might be good to look at overhauling all the Town loading zones and including the delivery companies in that discussion.

Mooney – Suggested deferring this to next month to get the police and delivery companies involved in the discussion.

Gasbarro – Thinks that's a good suggestion as well as looking at loading zones in the core district.

Murphy – This committee has been very kind with loading zones. He's not in favor of this change; we have a no standing and no stopping area, which is being disregarded. Moving it across Federal still makes that corner very tight. Officer Mack should be included in this discussion since he's down there all the time.

Action **Deferred to next month by unanimous consent.**

Roll-call Vote N/A

8. Review request to eliminate on-street parking on Coffin Street – or – make Coffin Street one way running from Union Street to Washington Street and keep on-street parking on west side of road – and – mark the dedicated loading zone on the pavement by the Lobster Trap.

Documentation Email: Gary McCarthy dated May 12, 2022; photos

Discussion **Gasbarro** – Disclosed he did work for Mr. McCarthy at this address in the past. With one-way streets, you have to consider the flow of traffic.

Sylvia – The trailer in one of the pictures is usually left there for several hours using the loading zone as a personal parking space. With the cones, it makes it difficult to deliver to the American Legion and The Lobster Trap.

Murphy – There is a similar situation at the Brotherhood. He feels the police should be in this discussion as well.

Gasbarro – He would have a hard time with the number of parking spaces that would be lost with eliminating parking.

Mooney – She will ask Mr. McCarthy to be here for that discussion as well.

Action **Deferred to next month by unanimous consent.**

Roll-call Vote N/A

9. Review request for curb cut at 26 Easy Street resulting in elimination of one offstreet parking space.

Documentation Letter from Art Gasbarro dated April 11, 2022; GIS map; Curb Cut/Driveway Access permit application; site plan; photo; GIS aerial map

Discussion **Gasbarro recused himself from this matter and Mr. Gardner acted as Chair for this item.**

Arthur Reade, Reade, Gullicksen, Hanley, & Gifford LLP, for Not-so-Easy, LLC – Reviewed the request. The net result is no loss to street parking since the eliminated spot would be picked up closer to Easy Street.

Rowland – He's not opposed due to the net gain. Asked why parking is on the north side; the south side would allow parking the full length of Oak Street.

Reed – Generally he agrees with the intent; from a best practices perspective, introduction of curb cuts into walking areas is not advisable. He would want to abstain from voting.

Rowland – His concern is would the curb stones allow the 3' required for wheelchair access.

Art Gasbarro, Nantucket Engineering & Survey, for the client – Explained how walkability would be maintained.

Action **Motion to recommend approval of curb cut application as long as the sidewalk maintains accessibility.** (made by: Murphy) (seconded)

Roll-call Vote Carried 3-0//Murphy, Rowland, and Gardner-aye; Reed abstained and Gasbarro recused

IV. OTHER BUSINESS (To include topics not reasonably anticipated 48 hours in advance of meeting)

1. None

V. APPROVAL OF MINUTES

1. The minutes of October 21, 2021.

Action **Adopted as drafted by unanimous consent.**

Roll-call Vote N/A

VI. ADJOURNMENT

Action **Motion to Adjourn at 12:13 pm (made by: Rowland) (seconded)**

Roll-call Vote Carried 5-0//Rowland, Gardener, Murphy, Reed, and Gasbarro-aye

List of additional documents used at the meeting:

Draft minutes of 10/21/2021

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