

**Traffic Safety Work Group Agenda
Thursday, September 15, 2022 - 10:30 AM
Remote Participation Via Zoom
Nantucket, MA 02554
AMENDED SEPTEMBER 13, 2022**

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 citizen concern with loading zones and parking area blockage at 19 South Water Street (on S Beach Street Ext.).
 - 4. Review request to mark the dedicated loading zone on Coffin Street on the pavement by the Lobster Trap (continued from May 19, 2022).
 - B. **Other items for review.**
 - 1. 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 (continued from May 19, 2022).
 - 2. Review request to look at the intersection of E. Chestnut Street and Federal Street for site line visibility issues.

3. Request to extend No Parking Zone (yellow line) in front of 11 Quince Street.
4. Surfside Association: Request for two stop signs: one driving north on the Boulevard at Clifford Street; one driving south on Lovers Lane at Okorwaw Avenue.
5. Request to address pedestrian safety concerns on Trotters Lane.
6. Request to address vehicular and pedestrian safety concerns on Vesper Lane.
7. Request to address pedestrian safety concerns at Miacomet Avenue/Surfside Road.
8. Request for additional speed limit signs on Quidnet Road.
9. Request for no parking designation on west side of Mill Street between Prospect Street and Mill Hill Lane.
10. **Request for reversal of “no parking” on south side of Coffin Street, Siasconset.**
11. Commission on Disability: Request for additional accessible parking space at the end of Jefferson Avenue by Galley Beach.
12. **Review request to eliminate signs on York Street close to Old Mill.**
13. **Review request to redesign intersection of Sherburne Turnpike and Cliff Road.**

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

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

VII. Adjournment

From: [Arthur Gasbarro](#)
To: [Erika Mooney](#)
Subject: Easy St - No Standing Zone
Date: Monday, May 2, 2022 9:13:57 AM
Attachments: [EasySt_Aerial.pdf](#)

Erika,

Would you please add an agenda item for our next meeting to discuss the designation of Easy St between North Cambridge St. and Broad Street as a No Standing Zone.

Attached is a graphic for consideration, as well as photos of the delivery trucks backing up traffic.

With what is likely to be the most congested summer season the island has ever seen, I believe that this designation is needed to reduce the impact on traffic flow that occurs when the delivery trucks park in the travel lanes.

Please feel free to contact me with any questions, comments or concerns.

Thank you,

Art

This email was scanned by Bitdefender



Proposed No
Standing Zone
(No Deliveries)





From: [Ray Sylvia](#)
To: [Erika Mooney](#)
Subject: Possible Federal street loading zone
Date: Monday, May 9, 2022 9:44:30 AM
Attachments: [Web capture_9-5-2022_93515_www.mapsonline.net.jpeg](#)

Hi Erika, this is the location of the possible loading zone. Me and Jerry Mack talked and think this would help. The issue is that a large truck usually uses the opposite side (By the bulletin board by the hub) in the afternoon for deliveries. It blocks access to Federal street from Main street. If we install a loading zone across the street (on Federal Street) with a time of 12 to 4 pm, we think this will help the situation. We installed the " No parking or standing" sign by the hub but it seems to not work with the delivery trucks. If you need anymore info just let me know. Thank you! Ray

This email was scanned by Bitdefender



From: [Annie Teasdale](#)
To: [Erika Mooney](#)
Subject: hi
Date: Monday, June 20, 2022 2:36:21 PM

To Whom it may concern,

I am circling back to the issue of unloading zones in town.
Approx 3 years back I attended meetings on moving the unloading zones.
It was unanimously agreed that they needed to be redrawn and where they should be.

Time is passing and nothing has been done.
I am directly affected as my parking lot is blocked DAILY and we cannot
get in or out. Some drivers are very accommodating, some not.

I am happy to come and refresh everyone in case anyone on the committee is new
but think this issue needs to be attended to by fall.

Sincerely,
Annie Teasdale
19 so Water st

.

So rounding back to these issues.
Thank

--

Annie Teasdale
Annie and the Tees, Owner
(970) 274-1230
<https://www.annieandthetees.com/>
annieteasdale@gmail.com

This email was scanned by Bitdefender

From: [Gary McCarthy](#)
To: [Erika Mooney](#)
Cc: [Allen Reinhard](#)
Subject: Coffin Street (In Town)
Date: Thursday, May 12, 2022 2:07:15 PM

Erika- I recently spoke to Alan Reinhard (Chair of the Nantucket Road & Rights of Way Committee) who in turn directed me to speak with you about Coffin Street (the one in town in between Washington & Union Streets).

I am concerned about the safety aspects of Coffin Street- a two way road with parking on the west side of the street. At the intersection of Coffin & Washington Street on the southwest corner is the Lobster Trap. It has a dedicated loading zone (in season).



My primary concern is that the road is not wide enough for parking and two lanes of traffic. During the summer the cars are parked bumper to bumper and they stick out into the street so that 2 cars going in opposite directions is not possible. We are constantly backing up to allow cars to pass. In addition, the Lobster Trap food truck is extremely wide and it makes it extremely difficult to safely take a right onto Coffin Street from Washington Street (coming from Main Street) as there is no visibility around the large food truck.





The yellow truck above is the Lobster Trap food truck. The photo with the black jeep (mine) is going south on Coffin Street next to the silver parked car on the right showing that there is no room for a vehicle to pass it coming the other direction.

Specifically, my request is to:

- (a) eliminate parking on Coffin Street and keep it as a two way roadway, **OR**
- (b) Make Coffin Street a one way road running from Union Street to Washington Street and keep parking on the west side of the road, **AND**
- (c) Mark the dedicated loading zone area on the pavement by the Lobster Trap so that its boundaries are identified and so that the ugly parking cones and/ or empty beer kegs are not necessary.

I do wonder if at some point Coffin Street was designated as a one way road as shown on the Young's Bike Shop map?

Could you please let me know what your thoughts are and if you are in agreement the process of implementing the change? Thank you in advance for your consideration.

Gary McCarthy
12 Coffin Street

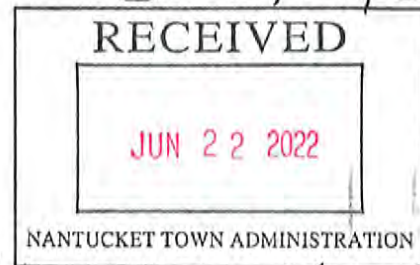
From: [Libby Gibson](#)
To: [Erika Mooney](#)
Cc: [William Pittman](#)
Subject: Traffic Safety Issue
Date: Sunday, May 29, 2022 9:23:44 AM

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

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

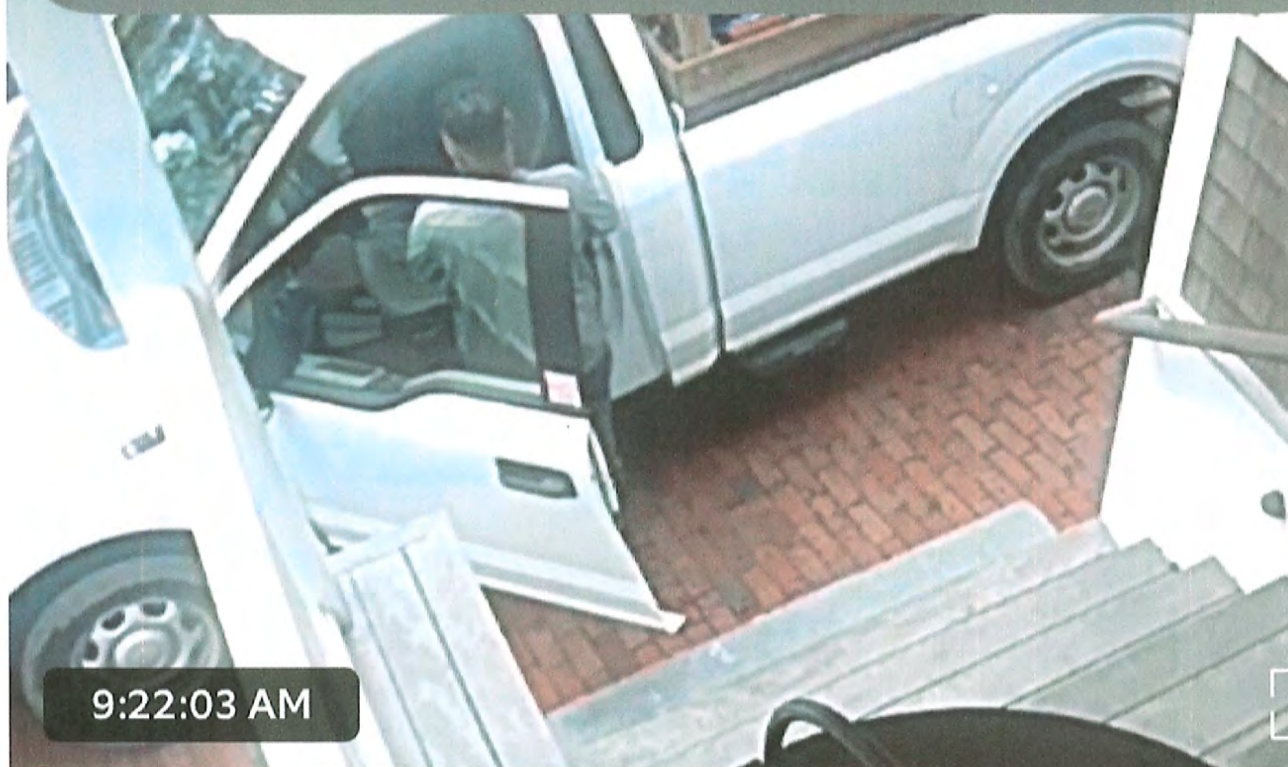
11:16



Ring

1m ago

There is motion at your Front



9:22:03 AM



TODAY



Motion

Live



9:13:15 AM



TODAY

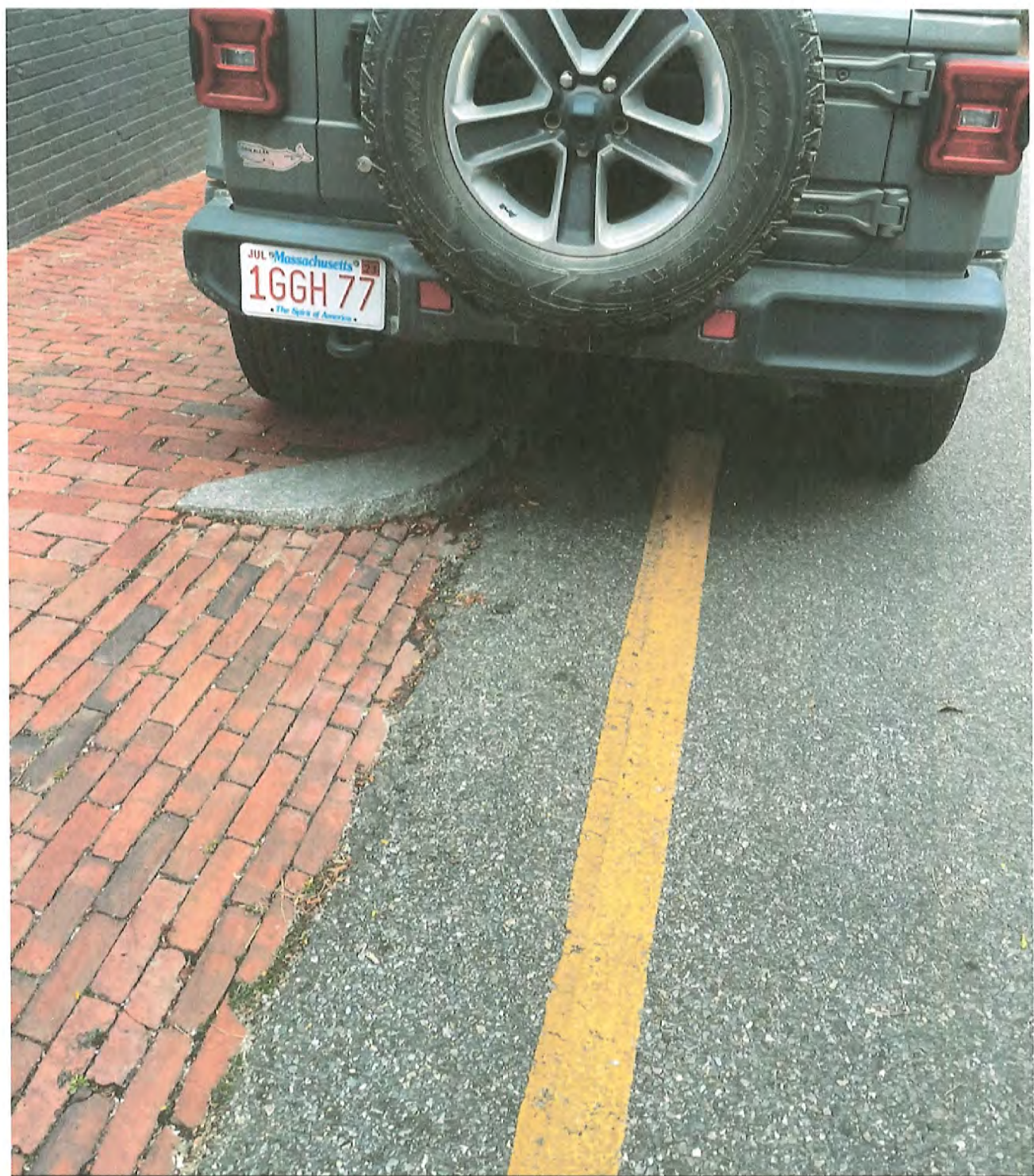


Motion



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

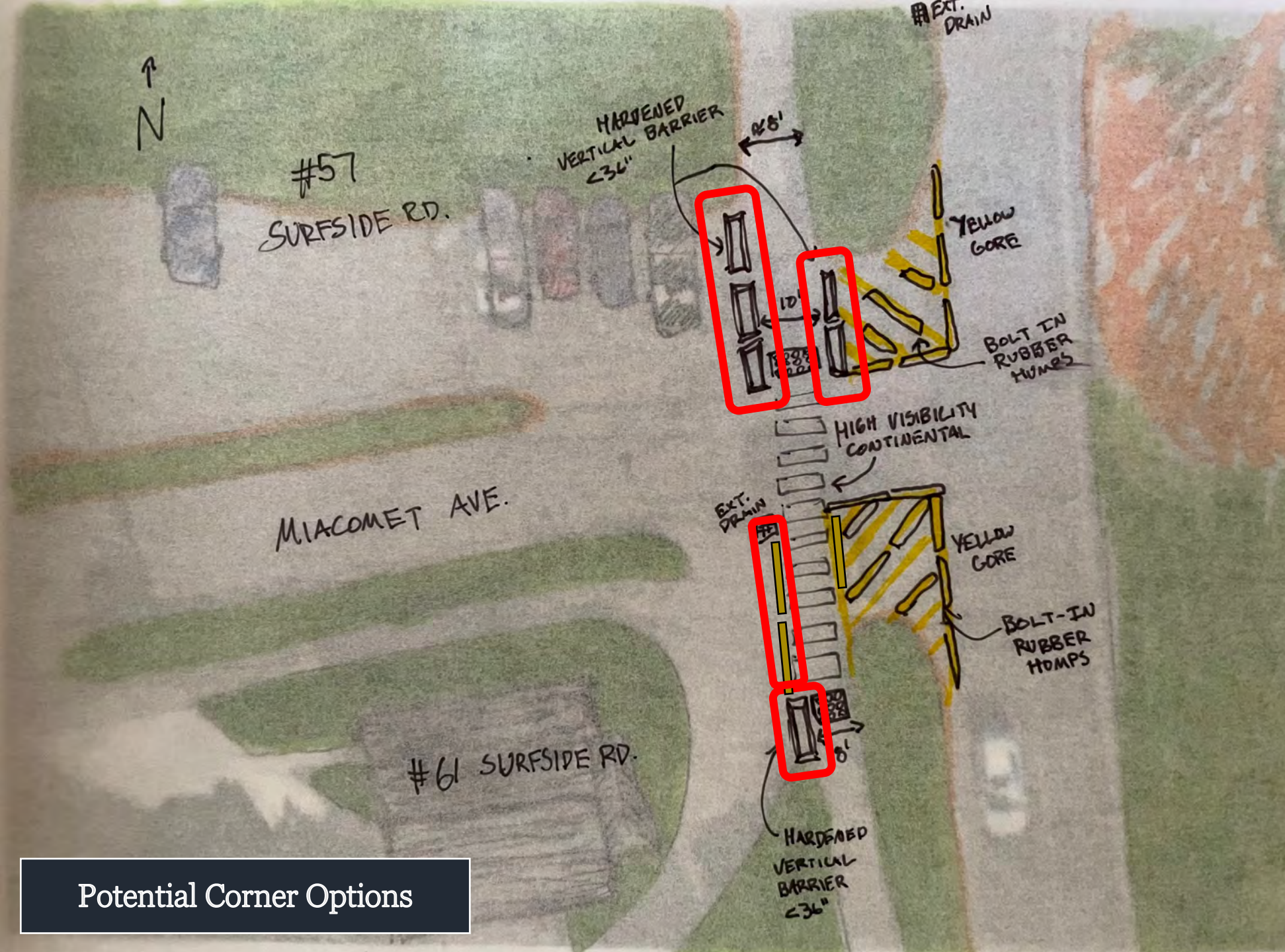
Wide corner radii promote higher turning speeds across high-quality ped/bike facility.

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

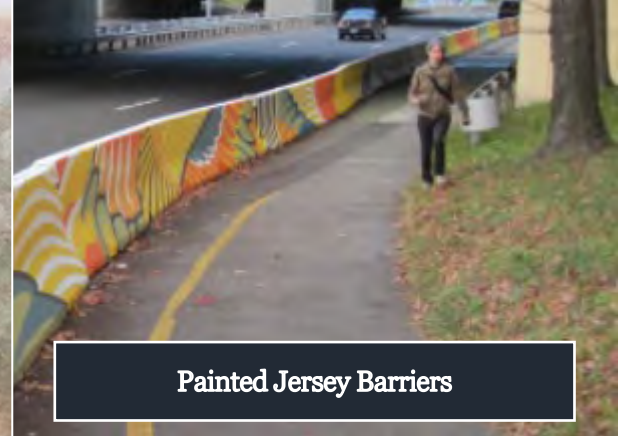
Existing Conditions & Challenges

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



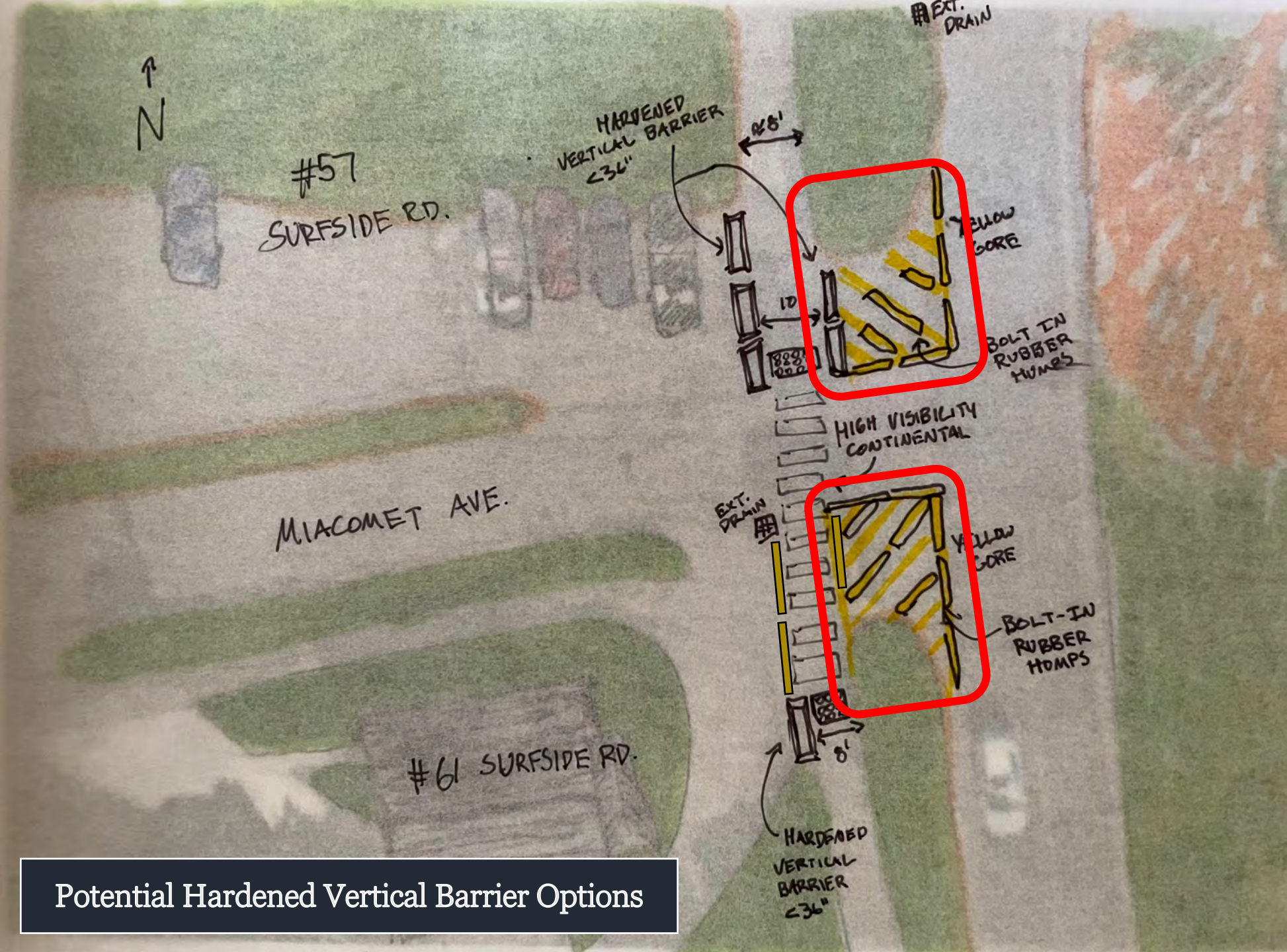
Corner Wedge – Rubber Speed Humps without Gore



Corner Wedge – Rubber Speed Humps with Gore

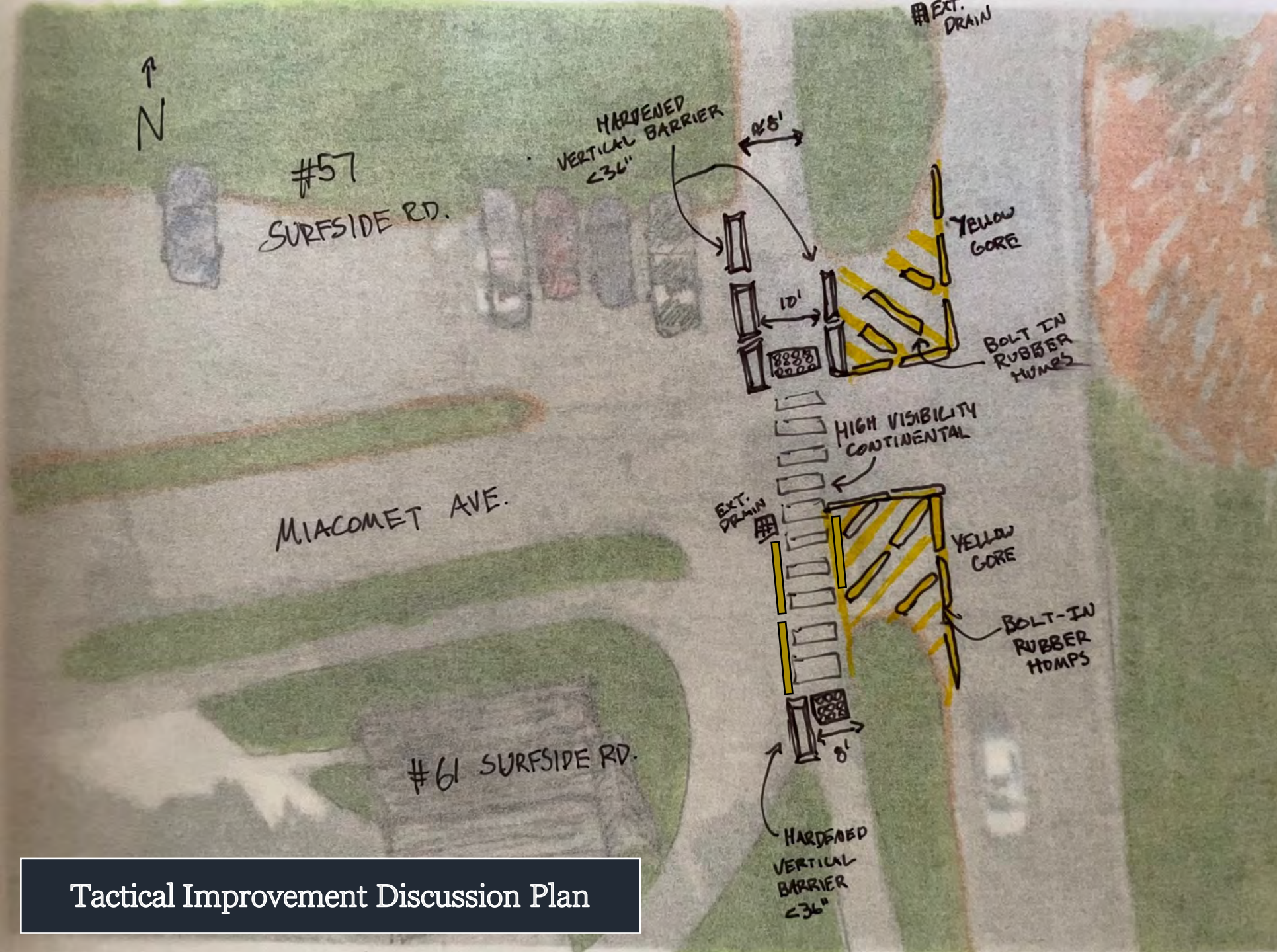


Potential Hardened Vertical Barrier Options



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



From: [Susan Burbage](#)
To: [Erika Mooney](#)
Cc: [Richard Moore](#); [Ray Sylvia](#); [Stephen Arceneaux](#)
Subject: Quidnet Rd Speed Signs
Date: Sunday, July 31, 2022 11:08:54 PM

Nantucket Traffic Safety Committee ,

On behalf of the Quidnet Squam Association, I would like to request to be added to the next Traffic Safety Work Group agenda with hopes to install additional speed signs on Quidnet Road. The paved portion of Quidnet road goes from Polpis Road to immediately slow to 30 mph, then slows again to 20 mph. Currently there is only one sign for each that are not very visible, and noticeably, are not followed.

For years the residents have complained about speeders. The paved portion of Quidnet Road is approximately 1 mile long. Cars enter off of Polpis Road, and the first and only 30 mph speed limit sign is on the right, overshadowed by a large tree. If you miss it at the turn, cars continue to race at 40-50 mph plus, often. Then the road slows to 20 mph as it approaches the more populated Quidnet village/Sesachacha Road area. Again, there is only one sign, and can quickly be missed.

We'd like to officially request a second 30 mph sign mid-way down Quidnet, and a second 20 mph, on both sides of the road. Many people walk and bike down the road to get back and forth to the pond and beach areas. There are also many commercial trucks flying down the road to access the neighborhood and Squam Road. The sides of Quidnet are also ridden with pot holes which makes it dangerous to hug the sides of the road with passing vehicles.

Thank you very much for your attention,

Susan Burbage
Quidnet Squam Association
President
Cell: 617-797-3846

This email was scanned by Bitdefender

From: [Richard Griffith](#)
To: [Erika Mooney](#)
Subject: 24 Mill Street
Date: Monday, July 25, 2022 1:51:04 PM

Erika -

Our stretch of Mill street (south of prospect) in between prospect and mill hill - does not have a no parking designation on the west side of the street - the street is not wide enough to accommodate parking on both sides of the street. Is it possible to have no parking signs put on the west side of the street?

I ask because this past weekend someone parked on the west side of the street blocking traffic. That person was ticketed and towed. They were ranting and raving like a lunatic but i understand where they are coming from as it is not marked.

Please let me know your thoughts.

Best,

Richard Griffith

This email was scanned by Bitdefender

From: [Tom Forman](#)
To: [Erika Mooney](#)
Cc: [Tanya McQueen Forman](#)
Subject: Coffin Street (Sconset) Parking
Date: Friday, August 5, 2022 1:55:34 PM
Attachments: [PastedGraphic-1.tiff](#)

Erika:

I appreciate the time you spent on the phone with Tanya yesterday, and I'm incredibly grateful for your attention to this (small but frustrating) matter. You asked for a written summary of the issue; here it is — and I'll do my best to be brief. Thanks!

We reside at 6 Coffin Street in Siasconset, on the South side of the street near the Sankaty Road intersection. Parking on on Coffin has long been prohibited on the North side of street, as indicated by a painted yellow line. But traditionally (and until recently) homeowners and visitors routinely parked in front of homes on our side, utilizing the grass strips that line most Sconset streets. This is a common practice across Nantucket, and critically important in Sconset where parking is in short supply.

In May of 2022, to the surprise of our neighborhood, a sign was installed adjacent to Coffin/Sankaty intersection: NO PARKING ON EITHER SIDE. After receiving our first citation for parking in front of our own home, we consulted with a passing Community Service Officer who confirmed her understanding that parking is now prohibited on both sides of the street for the entire length of Coffin. We respectfully request that you revisit this decision.

At the most basic level, if the goal is to ban parking up-and-down the South side of Coffin, that single sign is almost laughably inconspicuous. The street runs more than a quarter mile — there's just no way somebody parking at the far end would have any idea of this new restriction. In fact, as the North side has a painted yellow line, it certainly looks like parking is allowed on the unmarked South side.

But that's really the point: parking should be allowed on the South side of Coffin. There's just no good reason to prohibit it.

Coffin is significantly wider than neighboring side streets. If this regulation remains in effect, the only available parking for residents and visitors are single-lane side streets like Pitman and Lindberg, Lincoln and Sunset Ridge. That's incredibly unfair to the homeowners on those streets who are going to shoulder the burden of our parking. It's also unsafe, as those streets are particularly old and narrow — whereas wider Coffin really can accommodate the parked cars.

We assume the sign was erected and regulation adopted to ease congestion at the Coffin-Sankaty intersection. And there's no question: that junction needs significant rethinking. Neighbors have long advocated for a stop sign; and we agree, restricting parking on both sides of Coffin at the intersection probably makes sense and prevents accidents. But once cars have rounded that corner and entered the Coffin straightaway, prohibiting parking actually increases risk by encouraging faster speeds on empty streets. Drivers coming off Polpis road routinely head up Coffin at 40 or 50 miles-per-hour or more. Serving as a high-speed cut-thru is already challenging for this little neighborhood filled with kids, dogs, and walkers. Restricting parking

to further speed the flow of traffic just doesn't make sense. Indeed, we should be doing exactly the opposite.

Nantucket, and particularly Sconset, faces a massive parking shortfall. Eliminating these spaces flies in the face of tradition, safety, neighborhood harmony, and common sense. Of course, we should address the disastrous intersection — and prohibiting parking there may be part of a comprehensive solution. But this new sign and new restriction are the ultimate “solution in search of a problem.” We respectfully request its removal and a ruling that parking is allowed on the South side of Coffin Street in Siasconset.

With thanks,

Tom and Tanya Forman
6 Coffin Street
Siasconset, MA 02564



Tom Forman | Chief Executive Officer
917.975.9388 | www.formanproductions.com
12142 Laurel Terrace Drive
Studio City, CA 91604

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From: [COMDIS](#)
To: [Erika Mooney](#)
Cc: [Mickey Rowland](#); sarceneaux@nantucket-ma.gov
Subject: Additional accessible parking space at Galley Beach
Date: Wednesday, August 17, 2022 2:09:46 PM

Hi Erika,

I emailed Steve Arceneaux about reinstalling the accessible parking space on the east side of the access aisle and placing two accessible parking signs at the top of each space.

The Galley Beach is definitely the most preferable beach for anyone who is elderly and has ambulatory concerns. It is the one of the few accessible beaches on Nantucket.

Parking is very difficult in that area, as we all know. Our Commission is requesting an additional accessible parking space (this will be a total of 3 accessible parking spaces) in front of the parking lot on the east side of the road. (Please see the forth picture below.) If you look at wooden structure with the Rosa Rugosa bushes abutting the street, we are requesting to install the accessible parking space in the area of the black SUV in the forth picture. We want the people to be able to easily pull into the accessible space with no one parking behind them.

Thank you Erika for putting this on the next agenda for Traffic Safety.

All the best,
Brenda

Brenda McDonough
Facilitator
Nantucket Commission on Disability
508-228-8085

From: Brenda McDonough <brendamc43@comcast.net>
Sent: Wednesday, August 17, 2022 12:24 PM
To: COMDIS
Subject: Galley Beach

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Sent from my iPhone

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From: [Richard Pietrafesa](#)
To: [Erika Mooney](#)
Subject: Re: Signs at the top of York St
Date: Saturday, September 10, 2022 12:07:43 PM

Dear Erica,

Relating to the speed bumps, I just noticed that West Dover St. has speed bumps, but no signs. And it also has many, many hidden drives with owner mirrors, but no municipal signs calling out the hidden drives. I just thought that was relevant, since much of the traffic moving toward town from York St turns onto West Dover.

Thanks

Rich

On Sep 8, 2022, at 4:09 PM, Richard Pietrafesa <richard.pietrafesa@gmail.com> wrote:

Dear Erica,

Thank you for your time on the telephone this afternoon.

I live at 42 York St, and have been here for about 24 years.

A few years ago a new year-round neighbor moved into at 44 York - Maria Pino - who grew very concerned about the traffic on York St. I believe she was instrumental in having the speed bumps installed. She also grew concerned about the parking here, which was unusual during the period that the hospital was being reconstructed.

While Maria was here she worked with the Town to have three new signs installed near the corner. One announces the speed bumps, another says "No Parking this Side" on the windmill land, and the third says "Hidden Drive" (this one might have preceded Maria).

With the three signs ganged together in such a small area, it is beginning to look like Manhattan over here. :). We are very cognisant about the historic nature of this corner, and do our best to respect and maintain that. When we renovated our house, we didn't change the sight lines, we reinstalled special wood windows, screens and storms, etc.

Now that Maria has moved off island, I wanted to inquire about getting these signs removed. Everyone knows there are speed bumps on York St, and they are clearly marked on the road. There are actually two speed humps on York, and the sis the only one that is marked. The "No Parking" sign is almost completely covered by brush, so it can't even been seen by drivers. And this the only no parking sign on any of the Historic Society land, which runs almost the entire length of the street. And as far as the "Blind Drive" sign - aren't they all on this street? Our driveway is also a blind drive, as are most along this road.

Attached are some photos to show you exactly what I mean. The corner would look much more natural without these signs, and it would not, in my humble opinion, detract from safety in any way.

Thank you very much for your consideration.

Sincerely

Richard Pietrafesa

Richard C. Pietrafesa Jr.

104 Wendell Terrace

Syracuse, New York 13203-1319

☎315) 952-2831 Cell

☎315) 478-8312 Fax

pietrafesa@alum.mit.edu

rcp@post.harvard.edu



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<IMG_3587.jpeg>

Richard Pietrafesa

richard.pietrafesa@gmail.com

Richard Pietrafesa

richard.pietrafesa@gmail.com





From: [Patrick Reed](#)
To: [Erika Mooney](#); [Arthur Gasbarro](#); [Stephen Arceneaux](#); [Richard Moore](#)
Cc: [Andrew Vorce](#)
Subject: RE: Sherburne Turnpike question
Date: Wednesday, August 31, 2022 7:33:12 AM

Hi Erika,

These residents came to visit me in the office today. I think this item should go to the TSWG as it's a similar scale to the spot improvement to Miacomet and Surfside that's on the agenda.

The NP&EDC has given us some direction that we need to manage workflow/resources related to these spot improvements and I am not sure how we would fund them. But, if there are enough perhaps we could bundle some together for a design contract using UPWP resources and use a local firm to get us to a pretty basic 25% design for the MassDOT folks to clean up.

Patrick

From: Patrick Reed
Sent: Wednesday, August 10, 2022 9:59 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>; Arthur Gasbarro <arthurg3@comcast.net>; Stephen Arceneaux <sarceneaux@nantucket-ma.gov>; Richard Moore <rmoore@nantucket-ma.gov>
Cc: Andrew Vorce <AVorce@nantucket-ma.gov>
Subject: RE: Sherburne Turnpike question

Hi all,

Andrew did mention that this person had called. He is definitely correct that these types of intersections are challenging. Many municipalities are retrofitting these to T up the intersection and tighten the turning radii so folks make slower turns. This makes sense as keeping folks safe is higher priority than facilitating quick travel or convenient truck service, which are also priorities, but just a bit lower on the scale.

Improving this intersection would probably require engineering services to account for utilities and a look at appropriate offsets. (you'd need an appropriate offset length from Derrymore on the other side of the roadway and that would require looking at the speeds, visibility, etc.). I can do a quick sketch of what's likely a better option but the challenge becomes how it would get implemented and managing expectations. Does DPW have a pot of funds for spot improvements? For what it's worth, I do think these sorts of improvements are important.

Let me know how you'd want to proceed.

Patrick

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

Sent: Wednesday, August 10, 2022 8:57 AM

To: Arthur Gasbarro <arthurg3@comcast.net>; Patrick Reed <preed@nantucket-ma.gov>; Stephen Arceneaux <sarceneaux@nantucket-ma.gov>; Richard Moore <rmoore@nantucket-ma.gov>

Subject: FW: Sherburne Turnpike question

All:

Please see below. Not sure if this is appropriate to go to TSWG or if Patrick needs to review. I can't imagine this is a priority project but maybe its already on someone's list?

Erika

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

From: Andrew Perlman <andrew@gpv.com>

Sent: Monday, August 8, 2022 1:58 PM

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

Subject: Sherburne Turnpike question

Hi Erika,

I hope that you are well. It's been a while since I last connected with you and you have always been super helpful which I really appreciate. I moved to 17 Sherburne Turnpike two years ago from Lightship Lane and now have a 2 year old and a 4 year old. I've been speaking with our neighbors, and with lots of kids around we've all been concerned about the number of cars that come whipping off of Cliff Road onto Sherburne Turnpike at pretty high speeds due to the on ramp/off ramp nature of the intersection. I spoke with Andrew Vorce recently and he mentioned to me that the town is trying to do away with these types of intersections for safety reasons and replace them with traditional speed tempering "T" intersections. There are no traffic issues on Sherburne so there should be no flow issue. Andrew suggested I speak with you. Could you tell me how I might go about applying for the intersection to be changed? It strikes me that with the extra useable land recovered the town could even gain an attractive pocket park at the start of the Cliff bike path.

Thanks so much,

Andrew Perlman
17 Sherburne Turnpike
617-835-3070

--

Somebody said that it couldn't be done
But he with a chuckle replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in with the trace of a grin

On his face. If he worried he hid it.
And he started to sing as he tackled the thing
That couldn't be done, and he did it.
-Edgar Guest

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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)

Draft TSWG Minutes for May 19, 2022

- 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.

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

DRAFT