

**Traffic Safety Work Group Agenda
Thursday, October 20, 2022 - 10:30 AM
Remote Participation Via Zoom
Nantucket, MA 02554
AMENDED OCTOBER 18, 2022**

Join Zoom Meeting

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

Meeting ID: 919 3459 1465

Passcode: 119748

- I. Call to Order**
- II. Public Comment**
- III. Official Business**
 - 1. Request to address vehicular and pedestrian safety concerns on Vesper Lane (tabled from September 15, 2022).
 - 2. Request to address pedestrian safety concerns at Miacomet Avenue/Surfside Road (tabled from September 15, 2022).
 - 3. Request for reversal of “no parking” on south side of Coffin Street, Siasconset (tabled from September 15, 2022).
 - 4. Commission on Disability: Request for additional accessible parking space at the end of Jefferson Avenue by Galley Beach (tabled from September 15, 2022).
 - 5. Review request to eliminate signs on York Street close to Old Mill (tabled from September 15, 2022).
 - 6. Review request to remove one of two “one way” signs at the corner of Pine Street and Darling Street.
- IV. Other Business (For topics not reasonably anticipated 48-hrs in advance of the meeting)**
- V. Approval of minutes of September 15, 2022 at 10:30 AM.**
- VI. Adjournment**

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 <arthurg3@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

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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

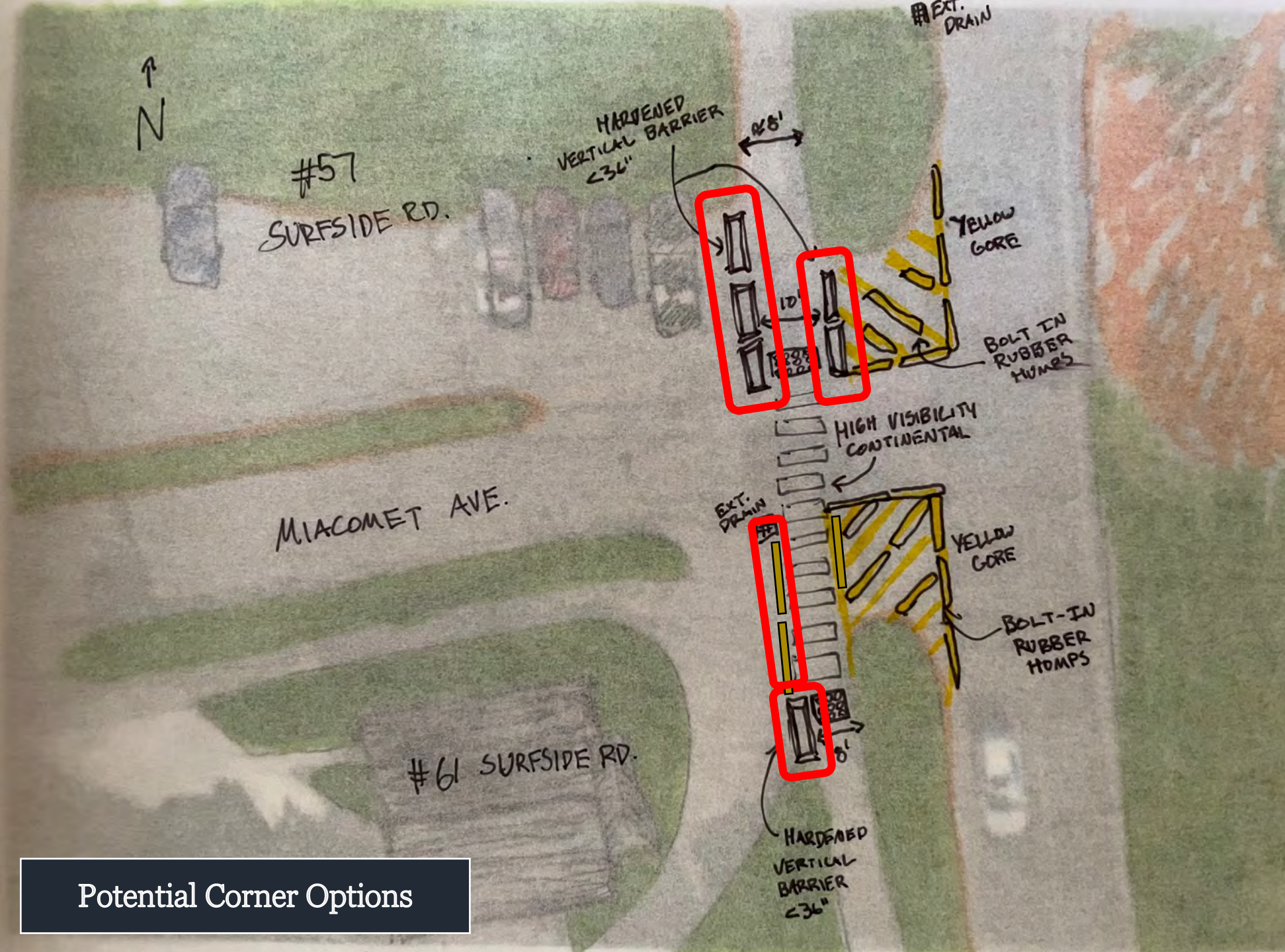
Wide corner radii promote higher turning speeds across high-quality ped/bike facility.

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

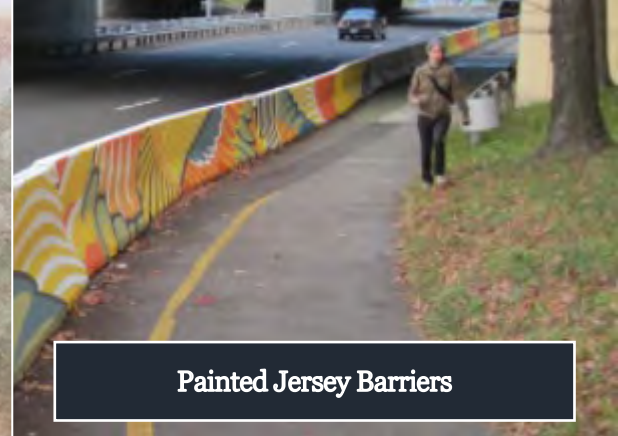
Existing Conditions & Challenges

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



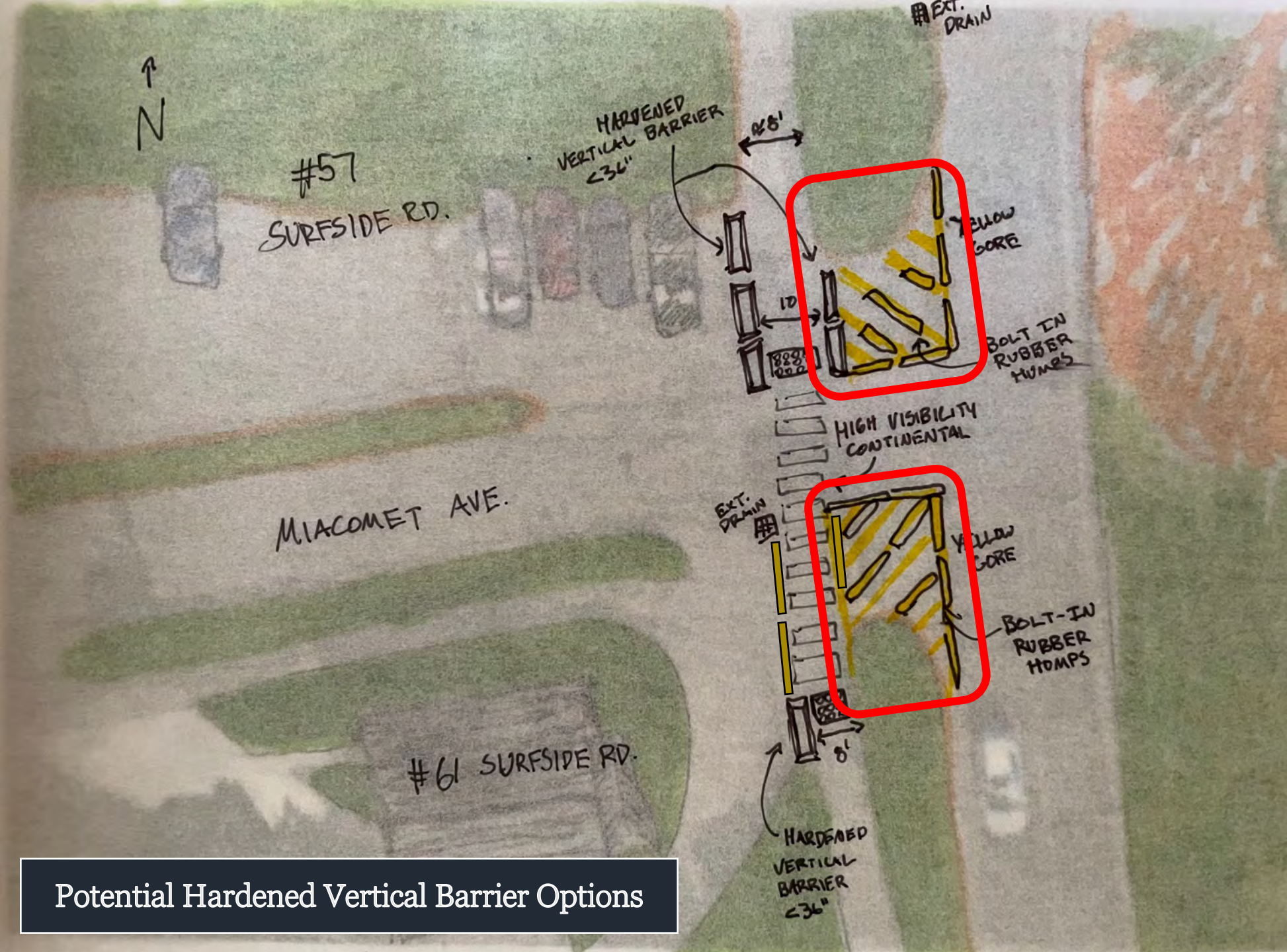
Corner Wedge – Rubber Speed Humps without Gore



Corner Wedge – Rubber Speed Humps with Gore

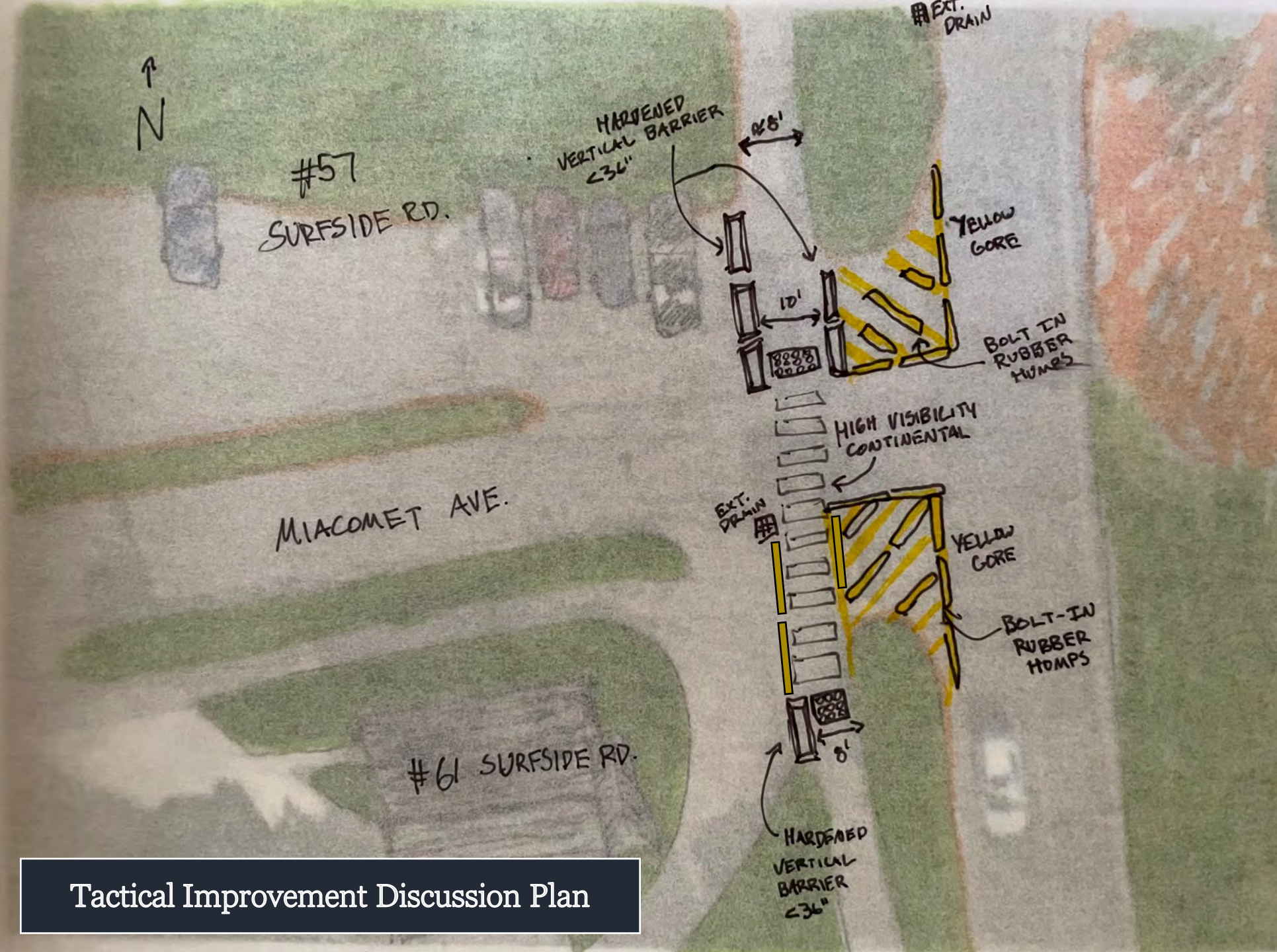


Potential Hardened Vertical Barrier Options



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: [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: [Tom Forman](#)
To: [Erika Mooney](#)
Cc: [Tanya McQueen Forman](#)
Subject: Coffin Street, Siasconset
Date: Thursday, September 22, 2022 10:52:29 AM

Erika:

Hope you're well.

Per the suggestion of the Traffic Safety Working Group last week, I connected with Lynn Filipski at the Siasconset Civic Association. She confirmed what I conveyed: the SCA likes the current placement of the Coffin Street sign, just thinks the wrong sign was installed with the wrong messaging. I'm told she communicated this to you directly.

DPW seemed to share Lynn's assessment at the meeting; I think we were all in agreement that a "No Parking Here to Corner" was more applicable than the current "No Parking Either Side." Sounds like the issue was ultimately just actual sign availability, which I certainly understand.

I'm hopeful this all means we're now in complete agreement and the sign can be swapped when available and at the DPW's convenience. I'm happy to attend another Working Group meeting if required (it was genuinely interesting!) but suspect that won't be necessary. The condition the Group proposed was buy-in and guidance from Lynn and her hardworking team — since we all see it same way, is it safe to assume sign will be swapped?

If there's something required of me to push this forward, just say the word. Otherwise, I'll wait and watch with gratitude for you all.

Again, thanks so much for your attention to this matter. It's small stuff, I know, but does impact our days on Nantucket. I'm appreciative that you're making life a little easier for us, and hope we can get this done soon.

Cheers.

TF

—TF/iPhone/end.transmission—

From: [Lynn Filipski](#)
To: [Erika Mooney](#)
Subject: Fwd: Parking Question
Date: Wednesday, September 21, 2022 11:17:45 AM
Attachments: [PastedGraphic-1.tiff](#)
[PastedGraphic-1.tiff](#)

Erika,

The civic association is fine with a sign that says no parking here to corner immediately to the east of the Forman's property. It would be advisable to include a yellow line as well to make it legally enforceable for parking tickets.

Thanks.

Lynn Filipski

Sent from my iPhone

Begin forwarded message:

From: Tom Forman <tom@formanproductions.com>
Date: September 15, 2022 at 3:18:23 PM CDT
To: lynn.filipski@gmail.com
Cc: sconsetcivic@gmail.com, Tanya McQueen Forman <tanya@tanyamcqueen.com>
Subject: Re: Parking Question

Lynn:

Thanks so much for prompt response. And thanks, doubly, for the update. That intersection is treacherous and terrible — reworking it into a true four-way is surely the most comprehensive solution; but yeah, even a simple stop sign would slow the lunatics a little. To extent our voice is helpful in any way, we'll continue to monitor and jump in when appropriate. Grateful you're fighting the fight.

I'll take you up on offer to forward your perspective to Erika, as it will mean most coming from you. If you don't mind cc'ing me, that will allow me to (politely) stay on top of situation.

This will be a small win for all, perhaps mostly the Formans and Cheeks, who appreciate both safety issues at the intersection... and our neighbor's green grass. I dreaded telling a plumber to just park in front of somebody else's house. This is a good outcome and fair for all.

Thanks for your help. Grateful for you.

TF

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

On Sep 15, 2022, at 3:00 PM, lynn.filipski@gmail.com wrote:

Tom and Tanya:

We proposed some modifications to the TSWG two years ago to alleviate the potential for accidents on Coffin Street near the triangle. We appreciate the “no parking either side” sign but agree that it is most effective immediately place to the left of your driveway indicating “no parking here to corner.” The town should paint a yellow line as well since Chief Pittman indicated that parking tickets are only legal if there is a sign and a yellow line.

The Planning Department is studying how to make the intersection safer and eliminating the exit ramp from Sankaty Road is being considered. They would try to make a normal intersection where Nosegay, Coffin and Shell Street meet. Alternatively, they could place a stop sign at the end of the exit ramp so drivers would be forced to stop and look ahead. Hopefully, they will ask for comments before they commit to a plan. This also has been under consideration for two years but they recently have added a traffic planner who is now getting up to speed on the issue (no pun intended). It is a miracle that there have been no accidents here since I regularly see bikers going the wrong way on the exit ramp and drivers still take the corner too fast without considering there may be pedestrians on the road.

I am happy to forward this email to Erika thus confirming we agree with your assessment. Thank you for your kind words for the civic association team.

Best,
Lynn Filipski

From: Tom Forman <tom@formanproductions.com>

Sent: Thursday, September 15, 2022 1:26 PM

To: sconsetcivic@gmail.com

Cc: lynn.filipski@gmail.com; Tanya McQueen Forman
<tanya@tanyamcqueen.com>

Subject: Parking Question

Lynn and Team:

Hello and happy September! I hope you're all well.

At your convenience, I wonder if we can chat about parking on Coffin Street, either informally or in the appropriate SCA forum. Thanks in advance for your advice and guidance.

Here's what's up — I had occasion to speak with the Traffic Safety Work Group about the new "No Parking Either Side" sign that was recently erected on Coffin Street. They shared two interesting observations. 1) They agree it should have been a "No Parking Here To Corner" sign (they were apparently out of that particular sign, which is the most Nantucket thing ever) and they're game to make the switch. 2) Per the original request of the Civic Association, they'd propose placing the sign at the corner of Coffin and Pitman.

From our perspective, that second part is not ideal.

We're grateful parking has been officially eliminated at/around the Sankaty intersection, and agree there should be no parking at all on the North side of the street. But we genuinely believe visitors can safely park on the grass apron in front of our home at 6 Coffin. We've spoken at length to the other neighbor who would be impacted the move, David and Kathy Cheeks. They share our view that parking should be allowed in front of 6 and 8 Coffin to ease congestion on Lindberg and Pitman. Basically, our guests should park in front of our homes — not our neighbors. Seems fair.

Nobody knows better than the residents of Coffin Street that the Sankaty intersection is a nightmare; I couldn't be more supportive of your efforts to unsnarl. Please let me know how I can be helpful there! Simultaneously, I'd ask for your support with this minor parking issue at our home and hope we can jointly propose to the TSWG that the "No Parking Here To Corner" sign be placed immediately East of our driveway, close to its current location. Erika Mooney indicated all that's required is a note confirming we see it same way. I'm hopeful we do and can tell her as much.

How best to discuss further? We're headed off-island for a week, but back by next weekend if there's any desire to stand on the street and stare at the traffic together. Will be funny, if nothing else.

Incredibly grateful for your consideration and all that you do for our

Village. Thanks (again) for your tireless efforts on behalf of our special neighborhood.

Best,

Tom Forman
917.975.9388

<image001.png>

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

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





Erika Mooney

From: Stephen Solomon <sjssports1@gmail.com>
Sent: Monday, July 25, 2022 9:32 AM
To: Erika Mooney
Cc: Laura
Subject: Remove ONE WAY sign in front of 21 Pine Street

Dear Ms. Mooney-My name is Stephen Solomon and my wife Laura and I are the owners of 21 Pine Street at the corner of Darling Street and Pine Street. As you can see from the photo below, there are two "ONE WAY" signs on our corner- one at the end of Darling Street and one on Pine Street next to the fire hydrant and directly in front of our house. We believe the Pine Street sign is redundant, unnecessary and detracts from the beauty of our historic home. If that sign were removed, it would not change the safety of the corner as the sign on Darling is sufficient to direct any driver to the left. Accordingly, we respectfully request that the Nantucket Traffic Safety Work Group remove the ONE WAY sign on Pine Street as an unnecessary eyesore. Thank you for your cooperation.

Sincerely, Stephen Solomon

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TRAFFIC SAFETY WORK GROUP

Meeting Trailer
131 Pleasant Street
Nantucket, Massachusetts 02554
www.nantucket-ma.gov

~~ Minutes ~~

Thursday, September 15, 2022

Staff in attendance: Operations Administrator Erika Mooney; Town Minute Taker Terry Norton
Attending Members: Arthur Gasbarro (chairman); Interim Fire Chief Marty Greene; Police Chief William Pittman; Commission on Disability Chair Milton Rowland; Transportation Program Manager Patrick Reed; DPW Lines and Signs Foreman Ray Sylvia

I. CALL TO ORDER

Called to order at 10:32 a.m.

II. MOMENT OF REMEMBRANCE/SILENCE FOR LONG-TIME MEMBER AND VICE CHAIR JACK GARDNER

III. PUBLIC COMMENT

None

IV. OFFICIAL BUSINESS

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.
Documentation: email from Art Gasbarro with aerial map and photo of Easy Street.

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.
Documentation: Email from Ray Sylvia with aerial GIS map.

3. Review citizen concern with loading zones and parking area blockage at 19 South Water Street.
Documentation: Email from Annie Teasdale.

4. Review request to mark the dedicated loading zone on Coffin Street on the pavement by the Lobster Trap.
Documentation: Email from Gary McCarthy with photos of Coffin Street.

Chair Gasbarro stated the four items listed above are global issues and will be reviewed and addressed over the winter months and will be looked at in aggregate vs. piecemeal. The Work Group consensus was to move on to the other matters.

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.
Documentation Email from Gary McCarthy with photos of Coffin Street.

Discussion **Gasbarro** – Reviewed the situation predicating the request.
Sylvia – He believes the loading zone is seasonal.
Reed – He looked at this; he doesn't know that turning into one-way is feasible; it is a tight road. We could look at more tactical solutions that keep it two-way and retains parking. The parking in place keeps traffic moving slow.
Pittman – There have been no accident reports other than a hit-and-run car with minimal damage. The big problem is the food truck using the loading zone for parking; suggested restricting parking to passenger vehicles only. A loading zone shouldn't be used beyond loading-unloading. Also stretches of parking are blocked off for use by Rafael Osona. We need to see drawings with measurements.
Gasbarro – suggested taking no action.
Rowland – It doesn't make sense to change the traffic flow. There is a yellow line on both sides at Washington Street. The loading zone could be eliminated to prevent vehicles from jamming up when turning onto Coffin Street.
Discussion followed about possibly moving the loading zone to Washington Street in front of the Lobster Trap.

Action **Consensus to take no action.**
Roll-call vote N/A

2. Review request to look at the intersection of East Chestnut Street and Federal Street for site line visibility issues.

Documentation Email from Town Manager

Discussion **Mooney** – Courtesy van parking is on East Chestnut Street and Federal Street; when they pull out of East Chestnut Street, it's hard to see traffic coming from Broad Street.
Pittman – He's looked at this; the issue is as described. The traffic is generally slow along Federal Street, so the likelihood of accidents is low. The only solution he sees is eliminating van parking in front of Visitor Services which is problematic.
Gasbarro – Suggested swapping the spot with the town employee parking on East Chestnut Street.
Mooney – The only official parking is by the sheriff's office. Suggested swapping the courtesy van parking on Federal with the timed public parking East Chestnut Street.
Discussion of Ms. Mooney's suggestion.
Discussion on the motion

Action **Motion to relocate courtesy van parking to East Chestnut Street from Federal Street to the official parking spaces with a time limit subject to having Mr. Sylvia to meet with Visitor Services.** (made by: Pittman) (seconded)

Roll-call vote Carried 6-0//Pittman, Rowland, Reed, Sylvia, Greene, and Gasbarro-aye

3. Request to extend No Parking Zone (yellow line) in front of 11 Quince Street.

Documentation Letter and photos from property owner

- Discussion **Mooney** – Susan Einbinder, owner 11 Quince Street, is concerned about parking in front of the front door impeding emergency access and people parking on the yellow line. She had the Fire Prevention Officer inspect this; he felt the access was sufficient through the side gate. This is one of the few properties without a yellow line in front of the door on Quince Street.
Einbinder – She cannot access her home through her front door or safely step down onto the sidewalk; feels she has a right to access her home through her front door. This is a safety item. Cars parking across the yellow line block accessibility to her driveway. Asks that the yellow line be extended to cover her front door.
Rowland – Looking at the street view, we could switch the parking to the north side of the street where the sidewalk is wider. The Einbinder's side is better for wheelchair access than the other but is blocked by vehicles. He'd like to take a better look at this.
Reed – Asked if anyone knows the number of entryways on each side of the road. He's inclined to extend the yellow line per Ms. Einbinder's request. If we move parking across the street, you would want to look at turning radii at the driveways. He thinks the loss of one parking is acceptable in this case
Sylvia – Doesn't think a full space would fit between her drive and door. If you switch to the other side, you'd still need yellow lines to allow backing out of driveways.
Greene – His concern would be setting a precedent.
- Action **Motion to extend the yellow line in front of 11 Quince Street as requested.** (made by: Reed) (seconded)
- Roll-call vote Carried 4-2//Sylvia, Rowland, Reed, and Gasbarro-aye; Greene & Pittman-nay

Mr. Greene left the meeting at 11:16 AM.

4. Surfside Association: Request for two stop signs:

a. one driving north on the Boulevard at Clifford Street

Documentation Email from Thomas Szydlowski; MUTCD Guidelines

Discussion **Mooney** – Stop signs are not used for speed control.

Tom Szydlowski – Surfside Association brought up both these spots as dangerous based upon visibility. Speed is an issue but most of the issue is the angle and not being able to see cars coming north on Boulevard.

Rowland – He thinks a 3-way stop is a good idea at this location.

Reed – Wasn't in favor at first but seeing how there is already a stop sign on the Boulevard, he is in favor. He added the angle of the intersection warrants a 3-way stop.

Gasbarro – Agrees with Mr. Reed. Typically he wouldn't support the through road being stop-controlled; however, the combination of adverse conditions support a fully controlled intersection.

Action **Motion to recommend the installation of a stop sign at this location.** (made by: Rowland) (seconded)

Roll-call vote Carried 5-0//Rowland, Reed, Pittman, Sylvia, and Gasbarro-aye

b. one driving south on Lovers Lane at Okorwaw Avenue.

Documentation Email from Thomas Szydlowski; MUTCD Guidelines

Discussion **Gasbarro** – Reviewed the request and noted that there is a stop sign on Okorwaw Avenue at Lovers Lane.

Tom Szydlowski – This was more for speed attenuation. If the brush on the northeast corner of the intersection would facilitate visibility at the stop sign.

Mooney – As a resident, brush cutting on both corners would be very helpful.

Sylvia – DPW recently trimmed Okorwaw but not the intersection. He'll add it to the list.

Action **DPW to trim brush.**

Roll-call vote N/A

5. Request to address pedestrian safety concerns on Trotters Lane.

Documentation Email from Adam Stillman

Discussion **Adam Stillman**, Trotters Lane – He sees people coming off Fairgrounds Road and speeding down Trotters Lane; there are no sidewalks or night lighting. Since speedbumps went in on Newtown Road, this has become the alternate cut through. Asked if there was consideration of the effect on speed bumps on Newtown Road on other streets.

Mooney – Trotters is now being used as a cut through. Newtown Road is slated for repaving and sidewalks but hasn't been scheduled yet; speed humps are an interim solution. Regarding the flickering streetlight, contact National Grid. Trotters is heavily traversed by school children in the morning; suggest a "Slow Children" sign.

Reed – We can look at doing a study with speed counters; he wouldn't be opposed to hearing the Work Group's thoughts on implementation of speed humps. Asked about speed limit signs; suggested signs at each end to see if it makes a difference.

Mr. Greene returned to the meeting at 11:26 AM.

Pittman – The speed humps were contentious, and this committee voted against them. The Select Board voted to put in the speed humps. We get regular complaints about people trying to avoid the speed humps and trucks and trailers making noise going over them. The Select Board adopted the 25 MPH speed limit island-wide unless posted otherwise. The DPW started getting requests for new speed-limit signs and implemented a policy that they won't put them up unless the Traffic Safety Work Group recommends them. Studies have said that signs don't stop speeding; it's enforcement, traffic calming, and design.

Gasbarro – He'd support a speed limit sign at each end of the road.

Sylvia – You can put the Slow Children and speed limit on the same post.

Action **Motion to install a 25 MPH speed-limit sign at each end of Trotters Lane.** (made by: Reed) (seconded)

Roll-call vote Carried 6-0//Sylvia, Rowland, Reed, Pittman, Greene, and Gasbarro-aye

6. Request to address vehicular and pedestrian safety concerns on Vesper Lane.

Documentation Email from David Chase
Discussion **Mooney** – Reviewed the request as laid out in Mr. Chase’s email.
Reed – Suggested tabling in hopes Mr. Chase can attend.
Action **Tabled for representation.**
Roll-call vote N/A

7. Request to address pedestrian safety concerns at Miacomet Avenue/Surfside Road.

Documentation Email thread between Patrick Reed and Meg Browsers; email from Art Gasbarro; Miacomet Avenue & Surfside Road Tactical Safety Improvements presentation
Discussion Not opened at this time.
Action **Tabled for representation.**
Roll-call vote N/A

8. Request for additional speed limit signs on Quidnet Road.

Documentation Email from Quidnet Squam Assn.; email from Rick Atherton
Discussion **Mooney** – They are asking for 20 MPH signs on both sides; that is unenforceable because 25 is the minimum speed Island wide.
Sylvia – This road is posted 30 MPH at the Wauwinet end and 20 MPH at the other end.
Pittman – Part of Quidnet Road is private; the 20 MPH is on the private section. The 30 MPH is on the public section; he doesn’t think Quidnet meets the criteria for “thickly settled.” What’s being asked is not possible; we can ask the Select Board if they want to reduce the speed from 30 MPH to 25 MPH.
Gasbarro – Suggested taking no action and asking the requester to make it to the Select Board.
Action **No action at this time.**
Roll-call vote N/A

9. Request for no parking designation on west side of Mill Street between Prospect Street and Mill Hill Lane.

Documentation email from Richard Griffith
Discussion **Richard Griffith**, 24 Mill Street – Explained the parking situation precipitating this request. Asking for parking only on one side of Mill Street. There are only 4 homes on this section, and they support this request and asked him to make this request. The people parking on the west side are associated with homes on the that side. Brush clearing might also be helpful.
Gasbarro – Restricting parking to one side makes sense.
Action **Motion to eliminate parking on the west side of Mill Street.** (made by: Pittman) (seconded)
Ms. Mooney will speak with Real Estate Specialist Ken Beaugrand about possible encroachments on Mill Street and Prospect Street.
Roll-call vote Carried 6-0//Sylvia, Rowland, Reed, Pittman, Greene, and Gasbarro-aye

10. Request for reversal of “no parking” on south side of Coffin Street, Siasconset.

Documentation Email from Tom Forman; photo

- Discussion **Tom Forman**, 6 Coffin Street – Parking on Coffin Street had been allowed on the grass apron on the south side and no parking on the north. In May, a sign appeared prohibiting parking on both sides the full length of Coffin Street. We tried to abide by it, but it was frustrating. It pushed on-street parking off Coffin Street, which is wide, onto the single-lane side streets. It eliminated dozens of parking spaces. Removing parking allowed people to drive faster along Coffin Street. Parking should be eliminated at the intersections but not the whole of Coffin Street.
Gasbarro – He recalls the ‘Sconset Civic Association put this request forward; wonders if the intent was misinterpreted.
Sylvia – No parking should be at the corner with the yellow line going to Lindberg Avenue. He can swap out the sign with one “from here to corner” sign.
Pittman – Suggested checking with the Civic Association to ensure a “here to corner” sign is in keeping with their intent.
- Action **Tabled to the next meeting.**
- Roll-call vote N/A
11. Commission on Disability: Request for additional accessible parking space at the end of Jefferson Avenue by Galley Beach.
- Documentation Email from Commission on Disability Facilitator; Photos
- Discussion **Rowland** – Asking for a 3rd accessible spot.
Gasbarro – Asked if its’ likely all 3 would be used at the same time. Wonders how a compliant space would impact the roadway and making turning movements into the parking lot on the left.
Pittman – He’s not opposed but asked if doing this create a lot of empty accessible spaces. There are a lot of elderly who don’t have handicapped stickers. He’d like to table this to look at it.
- Action **Tabled.**
- Roll-call vote N/A
- Mr. Rowland left the meeting at 11:15 AM.
12. Review request to eliminate signs on York Street close to Old Mill.
- Documentation Email from Richard Pietrafesa; Photos
- Discussion **Richard Pietrafesa**, York Street – This is a case of “sign creep”; reviewed the street signs which have been added over the years. Asked if there’s a way to reduce the number of signposts. The No Parking sign is completely covered by growth and not visible.
Sylvia – Explained the signage. The No Parking sign actually stopped people from parking on the yellow line.
Consensus – Supports removing the Blind Drive sign.
Reed – The Speed Hump sign is there by guidance.
Discussion about moving the Speed Hump sign to the location of the Blind Drive sign.
- Action **Tabled to the next meeting.**
- Roll-call vote N/A
13. Review request to redesign intersection of Sherburne Turnpike and Cliff Road.
- Documentation Email from Andrew Perlman
- Discussion **Mooney** – Reviewed the request to straighten the intersection.
Reed – It would be good to get feedback on this. The best outcome would be a standard T intersection; as designed, turns onto Sherburne Tpk are taken quickly. An offset intersection with Derrymore isn’t desirable. He asked members if they thought a redesign is worth pursuing.
Gasbarro – He’d support putting this on the traffic planning list. From the charge of this Work Group, a 90-degree turn would promote safety.
- Action **Tabled.**
- Roll-call vote N/A

V. OTHER BUSINESS (Topics not reasonably anticipated 48 hours in advance of meeting)

1. Pittman – In the Old North Wharf, when pulling out onto Easy Street, parking on the right was indented; too many vehicles are parking there and block access out of Old North Wharf. The solution would be a yellow line from the drain to the intersection. There's plenty of room for 3 vehicles to park, if they park correctly.
Gasbarro – He supports this; he's experienced it. It falls under the 15' of an intersection rule. Have the DPW put the yellow line from the bottom of the ADA panel to the west side of the catch basin.
Sylvia – He'll put it on the list.

VI. APPROVAL OF MINUTES

1. The minutes of May 19, 2022
Action **Motion to approve.** (made by: Pittman) (seconded)
Roll-call vote Carried 5-0//Sylvia, Reed, Pittman, Greene, and Gasbarro-aye

VII. ADJOURNMENT

- Action **Motion to Adjourn at 12:32 pm.** (made by: Pittman) (seconded)
Roll-call vote Carried 5-0//Sylvia, Reed, Pittman, Green, and Gasbarro-aye

List of additional documents used at the meeting:

1. Draft minutes of May 19, 2022