

Traffic Safety Work Group Agenda
Thursday, October 19, 2023 - 10:30 AM
Remote Participation Via Zoom
Nantucket, MA 02554
*****AMENDED OCTOBER 16, 2023*****

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. Review request for yellow line replacement at 26 Easy Street (Continued from September 21, 2023).
2. NanTukTuk Pedicab (Continued from September 21, 2023):
 - a) Review of 2023 summer pilot program.
 - b) Review request for expanded pedicab operation for 2024 and amendments to Chapter 316 (Pedicabs) of the Town Regulations, including: § 316-1 allowing pedal assist bicycles; § 316-2(P) allowing fees for pedicab service (vs gratuity); § 316-4 (3) extending service area map; and an increase to four (4) pedicab licenses.
3. Review of loading zone and parking on Coffin Street.
4. Review request for installation of speed limit, hidden driveway signage on West Chester Street.
5. Review request for “no parking here to corner” sign on Surfside Drive at intersection of Surfside Road.
6. Review request for Belgian block rumble strips on Prospect Street to deter speeding.
7. **Sconset Civic Association: Review application for traffic calming devices (Speed Aware Radar Speed Signs) at Main Street/Milestone Road and Sankaty Road/Polpis Road.**
8. Discuss illegal parking at Sconset Comfort Station, 1 Folgers Court.
9. **Request to remove on-street parking spaces on Step Lane.**

- IV. Other Business (For topics not reasonably anticipated 48-hrs in advance of the meeting)
- V. Approval of minutes of September 21, 2023 at 10:30 AM.
- VI. Adjournment

From: info.danlemaitrephoto.com
To: [Erika Mooney](#)
Subject: 26 Easy St / Traffic Concern
Date: Friday, August 25, 2023 3:53:42 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Erika,

My name is Dan LeMaitre, and I operate the art gallery down at 26 Easy St, on the left side of the building. The town recently removed the yellow line in front of my shop, as they created a new yellow-line in front of the patio space where my landlord Billy Cassidy will be constructing his new dwelling this fall.

I wanted to write to you to address my concern on the matter. Yes, it blocks the front of my shop which I am not thrilled about as an artist with a lot of overhead in the gallery space there, and now my shop is way less visible from the street, but the real concern is the amount of traffic and congestion it is already causing.

People still parked on that yellow line when it was in front of my shop, picking someone up at the boat or grabbing stubbys, etc. but it was set back from the corner of the curb/the sidewalk. I'm already noticing that people are now parking further ahead on the corner, blocking semi trucks from turning left, creating gridlock around the corner and bringing an increase in the amount of engine noise and traffic adjacent our building and the park on the water there.

I understand you had to open up the space in front of the patio, but is there a way to get that yellow line put back in front of my shop? I really think the whole area is better off with it there, not only just us tenants at 26 Easy St.

Please feel free to give me a call at 508-221-2804 if that is easier. I would love to talk to the committee about this.

Thanks for your time,
Dan

Dan LeMaitre
Fine Art Photographer
www.danlemaitrephoto.com
[@danlemaitre](#) / 508-221-2804

From: [Michael Gormley](#)
To: [Erika Mooney](#)
Subject: Fwd: NanTukTuk
Date: Friday, September 15, 2023 9:51:42 AM

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Hi Ms. Mooney,

I would like to take your advice and just ask the select board to extend the trial period until December 31st, 2023 for the first hearing.

For the second hearing I would like to request 4 pedicab license, extend the service area map to any road that is 30mph or less, have access to the bike paths after sunset and do away with the regulation that we cannot charge.

Thank you,
Michael Gormley

Begin forwarded message:

From: Michael Gormley <mgormley17@gmail.com>
Date: September 14, 2023 at 10:52:15 AM EDT
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject: Re: NanTukTuk

Hi Ms. Mooney,

Sounds great, I'm looking forward to requesting the extension of the pilot program and will have the service area map expansion ready for you by Friday at noon.

All the best,
Michael Gormley

On Sep 13, 2023, at 2:39 PM, Erika Mooney <EMooney@nantucket-ma.gov> wrote:

Hi Michael:

I reviewed your request to extend your license to Dec. 31 (from Sept 20 as it was supposed to be a summer pilot program only) and to expand the service area to Bartlett Farm Rd/Cisco Brewery with the Town Manager and Select Board Chair and Vice Chair today. Both the Chair and Vice Chair are willing to hear your request to extend

your license to Dec. 31, but not the request for route expansion without review and feedback from the Traffic Safety Work Group and the Bicycle and Pedestrian Advisory Committee, and a review of how the summer program went. I am copying Amy Baxter (Licensing), Art Gasbarro (Traffic Safety) and Mike Burns (BPAC) so they are all up to speed. I can add the review of the service request area to the Traffic Safety agenda, but I would need a map of your proposed route first. I defer to Art if he would like any other information. I assume Mike would need a proposed map for BPAC review as well. Traffic Safety meets next on Sept. 21, and I would need your information by Friday at noon to add it to the agenda. I'm not sure what BPAC's meeting schedule is; Mike will have to let you know.

Erika

Erika D. Mooney

Operations Administrator

Town of Nantucket

16 Broad Street, Room 113

Nantucket, MA 02554

508-228-7266

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

From: Michael Gormley <mgormley17@gmail.com>

Sent: Monday, August 21, 2023 1:21 PM

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

Subject: NanTukTuk

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ms. Mooney!

1. I'm hugely eager to take you for a NanTukTuk ride in the near future, I think you'll have a blast.

2. My pedicab license expires on September 20th and I would like to extend that to December 31st, 2023. Furthermore, I would like to extend my service area map to Bartlett Farm Road so I can operate between the brewery and their parking lot. What steps can I take to get in front of the select board to request these measures?

All the best,

Michael Gormley

This email was scanned by Bitdefender

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Town of Nantucket, MA
Monday, September 18, 2023

Chapter 316. Pedicabs

[HISTORY: Adopted by the Board of Selectmen (now Select Board) of the Town of Nantucket 7-1-2011. Amendments noted where applicable.^[1]]

TOWN REGULATIONS REFERENCES

Traffic — See Ch. 375.

ATTACHMENTS

Attachment 1 - Pedicab Service Area Map

[1] *Editor's Note: The Select Board approved the codification of its regulations, as revised, 4-13-2022.*

§ 316-1. Definitions.

As used in these regulations, the following terms shall have the meanings indicated:

PEDICAB

A bicycle with three or more wheels, which is designed to transport passengers on seats attached to the vehicle, which is operated by one person, which is powered solely by human power, and which is used for transporting passengers for hire.

§ 316-2. Pedicab owners.

- A. No person shall engage in the business of transporting persons for hire in a vehicle without first having obtained a license from the Nantucket Select Board (hereinafter "Board") authorizing him/her to engage in such business. The Select Board shall set the number of pedicab owner licenses available in any calendar year at will.
- B. Pedicabs must be registered to a residential address in the Town of Nantucket.
- C. The applicant must have already had the pedicab inspected by the Nantucket Police Department in advance of receiving a license each year and submit a form completed by the Police Department to the Board upon filing an application.
- D. No pedicab license shall be issued by the Board until the applicant has presented proof of the vehicle's insurance, that the insurance policy covers no more than four passengers, including the driver, riding in the vehicle, and the applicant provides a certificate of vehicle insurance naming the Town as an additional insured.
- E. An applicant shall set forth under oath all information that the Board may require, including, but not limited to:
 - (1) The full name, address and phone number of the owner;
 - (2) The name and address of all legal and registered owners of the pedicab;
 - (3) A description of the pedicab, including trade name, if any, serial number, and body style; and
 - (4) The Physical address of pedicab storage.

- F. When a pedicab owner changes his/her address or the place at which a pedicab owned by him/her is kept, the owner shall notify the Board within three days of such change.
- G. All pedicabs shall have the business name and the business telephone number posted on rear of the cab in letters no less than three inches high and one-half inch wide. All lettering must be in the form of painted or self-adhesive contrasting lettering. (Magnetic or other removable signs are not permitted.)
- H. Hours of operation shall not exceed the hours of 6:00 a.m. to 2:00 a.m. daily. Hours of operation for applicants less than 18 years of age will not extend past 10:00 p.m. daily.
- I. Pedicab licenses shall be valid only during the calendar year for which they are issued.
- J. A license issued for any pedicab is not transferable.
- K. No placards, banners, or advertisements of any description will be permitted upon the outside of any pedicab without the approval of the Board.
- L. All pedicab operators shall maintain a neat and clean pedicab while on duty.
- M. The pedicab license fee shall be set from time to time by the Select Board.
- N. The Nantucket Police Department, under supervision of the Chief of Police, is hereby designated as the enforcement agency of these regulations and shall notify the Board of any violation thereof. Pedicab owners/operators shall comply with all regulations. Any violation of the Board's regulations or any state or local laws or bylaws may result in a suspension or revocation of the license.
- O. Pedicab owners shall notify the Board when operators leave the company.
- P. Owners/Operators shall charge no fare for pedicab service; operators shall be paid through voluntary payments or tips from passengers only.
- Q. No smoking is allowed in pedicabs at any time.
- R. The operating company will provide a shift supervisor during the hours of 6:00 p.m. to 2:00 a.m. and proof of radio contact upon request for juvenile-manned shifts.

§ 316-3. Pedicab operators.

Pedicab operator licenses are issued by the Nantucket Police Department and applications shall be filed with the Police Department, 4 Fairgrounds Road, Nantucket.

- A. The applicant must be 18 years of age or older, or 16 years of age with written parental/guardian permission.
- B. The applicant must have a valid state driver's license and/or internationally approved driver's license, and present a copy to the Board upon filing an application.
- C. A certificate of physical fitness issued by a practicing physician shall be mandatory to accompany all new applications for a pedicab operator's license.
- D. Pedicab operator's licenses shall be valid only during the calendar year for which issued.
- E. When a pedicab operator changes his/her address, the operator shall notify the Board within three days of such change.
- F. A neat and clean appearance is expected of all pedicab operators while on duty.
- G. The pedicab operator fee shall be set from time to time by the Select Board.
- H. Pedicab operators shall not, when otherwise available for hire, refuse to transport anyone requesting a ride except under the following circumstances:

- (1) The transportation requested is such that the operator may not legally accept such passenger.
- (2) The proposed passenger is disorderly, engaged in the commission of any crime, or is otherwise unfit to be transported as a passenger.

§ 316-4. Operating regulations.

A. It shall be unlawful for any person:

- (1) To operate a pedicab while under the influence of alcoholic beverages or controlled substances other than medication prescribed by a physician. No operator shall operate a pedicab within four hours of having consumed any alcoholic beverage.
- (2) To operate a pedicab in any manner that impedes or blocks the normal or reasonable movement of pedestrian or vehicular traffic unless such operation is necessary for safe operation or in compliance with law.
- (3) To operate, or cause to be operated, any pedicab upon or along any route unless the Select Board first approves such route. The Board shall approve a map designating a Pedicab Service Area which shall apply to this requirement. The Board may alter the map as it deems necessary.^[1]

[1] *Editor's Note: The Pedicab Service Area Map is included as an attachment to this chapter.*

- (4) To operate or cause to be operated at night a pedicab without using headlights and taillights.

B. There shall be no more than four passengers, including the operator, in a pedicab at any one time. Passengers being transported shall remain seated throughout the ride.

§ 316-5. Revocation of licenses.

The Board may suspend or revoke any pedicab license or operator's license for failure to comply with these regulations, state law or local bylaw. The Board shall provide notice and an opportunity for a hearing to licensees prior to taking any such action. The Board may suspend or revoke any pedicab license or operator's license immediately at the Board's discretion for public safety reasons.

NanTukTuk Summer 2023 Review

Daily Record For 2 TukTuks - Collective total of 1,887 rides completed

Date	# of rides	Comments
7/27 Th	24	Provided rides to predominantly friends only
7/28 Fr	49	Gratuity only kind of works, \$0 ride to Box from two 21 year olds
7/29 Sa	58	Most rides out of Jetties, Juice Bar and Ventuno back bar
7/30 Su	52	Target demographic is 30+ years old for gratuity and generally most pleasant
7/31 M	26	Monday has a consistent later night scene heading from Box to stubbys
8/1 T	19	Young people are a difficult demographic to have on the TukTuk
8/2 W	12	Many more conversations than rides. Very warm and receptive to NanTukTuk
8/3 Th	24	Collaborates well with traffic, multiple easy/ safe zones to let traffic pass
8/4 Fr	70	Tandem rides with group of 4-6 are most fun and successful
8/5 Sa	78	Mostly N Beach Street rides during day and then many rides after 11pm
8/6 Su	66	Easy to maneuver into small spaces to pick up/ drop off and not impact traffic
8/7 M	43	Cobblestones are more funny than bad, "Cobblestone back massage"

8/8 T	29	Lots of repeat riders on their stay, awesome business from Brant Point rentals
8/9 W	9	
8/10 Th	24	Heavy demand in light rain but no business in steady rain
8/11 F	76	Lots of people in town for the pops. A significant amount with mobility issues
8/12 Sa	125	Nonstop rides for the pops, could have given many more with more TukTuks
8/13 Su	44	
8/14 M	34	
8/15 T	25	
8/16 W	0	Day off due to knee pain and Wednesday tends to be bad

8/17 Th	0	Rain
8/18 F	62	
8/19 Sa.	69	
8/20 Su	58	Lots of day rides, had to reject 4 different rides going out of zone
8/21 M	0	Mechanic is difficult to find on island
8/22 T	0	
8/23 W	0	
8/24 Th	0	
8/25 F	70	Multiple rides rejected due to not having enough TukTuks
8/26 Sa	77	Electric assist works well for 0-10, great for getting out of traffic's way
8/27 Su	54	
8/28 M	36	
8/29 Tu	38	
8/30 W	18	
8/31 Th	18	A few rides out of ferry but still slow
9/1 F	68	
9/2 Sa	66	Both batteries died before 1am
9/3 Su	78	
9/4 M	64	Tons of business from Cru party
9/5 T	12	Had to reject several rides due to being out of service area
9/6 W	0	
9/7 Th	18	
9/8 Fr	0	Rain
9/9 Sa	62	
9/10 Su	32	

9/11 M	0	
9/12 Tu	8	Some random day time rides work post labor day
9/13 W	4	
9/14 Th	0	
9/15 F	28	misty
9/16 Sa	0	Rain
9/17 Su	38	
9/18 M	12	
9/19 Tu	6	
9/20 W	4	

Ranking of days for business: 1. Sa 2. Fr 3. Su 4. Mo 5. Tu 6. Th 7. W

Most Engaged Demographics-

1. We provided many rides for people of all ages with mobility issues. Many of these rides were too short for these people to justify an Uber or Taxi, but they were hugely relieved when there was an option to hop aboard the TukTuk. A great example of this was the dozens of people with mobility issues we provided rides to during the Boston Pops heading from the top of Bathing Beach Rd, where access was restricted to cars to the tent just past the tennis courts, or the concert at the beach and then the reverse of this after the show. Many people in this demographic are local
2. We also gave many rides to locals and tourists who simply did not want to walk. This could have been due to exhaustion from the sun, wearing heels or intoxication. People across all of these categories were hugely relieved and appreciative of the TukTuk option. Furthermore, some of them were potentially not safe and the TukTuk guaranteed them a safe ride home.
3. Many people that were on-island without a car loved the TukTuk. We have several examples of people that rode the TukTuk multiple times throughout their stay and found it to be a lovely way to experience the island as they were transported to their destination.
4. We also interacted with tons of people who never hopped on the TukTuk. As we are essentially eye level with everyone on the sidewalk people would consistently ask us for directions, general questions and recommendations. We were happy to take the time to provide any guidance that we could offer to help their island experience.
5. In general the TukTuk appealed to a very positive demographic. The vast majority of customers were lovely to work with and were excited for the experience or relieved and appreciative to have a ride.

Difficulties

1. It was difficult to find mechanics with any availability on island. This will largely be avoided next season if approved because the TukTuks will be entirely ready to go before the chaos of the season ensues and I will be much more educated/self-sufficient.
2. We were almost constantly being called and asked for rides by teenagers. This was never really a problem and we never had a bad interaction but it was our only nuisance/difficult demographic to work with.

Congestion

The TukTuks proved to have a net positive impact on congestion. There are several examples of people opting out of driving into town as they were excited for the TukTuk experience. The TukTuk is a fraction of the size of a car so consumes much less space on the road than their car would have and prevents their car from circling around in search of a parking space and then consuming a valuable parking space. Furthermore, as the TukTuk is more narrow than a car, when it is pulled over to pick up or drop off customers it has proven to be far less likely than a car to hold up traffic. There was never considerable traffic due to the TukTuk.

Electric

Electric was objectively good. It is mostly valuable for the 0-10 mph that happens more smoothly with the pedal assist. Furthermore, it helps keep pace on the uphill. This had a positive effect on traffic, the customer experience and for the rider. That being said, I think class 2 would work better than class 1 as most of the time we would only need a touch of electric which is easier to accomplish than minimal usage with class 2 than class 1. Class 2 reaps the benefits of electric while avoiding some of the negatives of the jerkiness and battery drainage experienced with class 1.

Permitted Zone of Operation

We unfortunately had to reject some rides due to our zone restriction. Being able to go to Chicken Box was great and we have no need to expand past the rotary. That being said we repeatedly found ourselves being forced to reject rides or only partially fulfill rides to the East and North due to our restrictions. The business could function more easily and with seemingly no additional stress to traffic flow if the zone was permitted to any road with a speed limit of 30mph or less. Use of the bike paths after sunset could also be a good option as the TukTuk is less than half the width of the path, well illuminated and the paths get far less use during the night. The TukTuk would yield to anyone else on the bike path

Gratuity

The gratuity system works for the most part and I would be happy to keep it as company policy. It is inclusive and lucrative enough. I want NanTukTuk to be a positive amenity to the island and the gratuity based structure helps with that as no one feels like they are getting gouged. That being said, I would like to do away with the regulation that we cannot charge as

there are situations when it makes more sense, for example with an intoxicated 21 year old. If this were approved the final price would be fair and agreed on before the ride was conducted.

Number of License

For the business to be viable there will have to be a minimum of 4 TukTuks. We had multiple instances when we had to reject rides because we did not have enough TukTuks. There is easily enough demand for the 4 TukTuks and they would be generally stationed in different areas. There could be up to 2 near the Harbor Stop & Shop, 1 by Chicken Box, 1 on either end of North B Street. Furthermore, we have gotten a handful of requests for rides from the Cisco satellite parking lot to the brewery and back which could be an additional station.

From: [Pittman, William](#)
To: [Erika Mooney](#)
Cc: [Amy Baxter](#)
Subject: Re: Lobster Trap
Date: Monday, October 2, 2023 3:56:52 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Amy,

As long as they can load and/or unload in 15 minutes. That is the time limit for commercial vehicles in Loading zones.

William J. Pittman
Chief of Police

On Oct 2, 2023, at 2:32 PM, Erika Mooney <EMooney@nantucket-ma.gov> wrote:

I will defer to Chief Pittman on that.

Erika

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

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From: Baxter, Amy <abaxter@police.nantucket-ma.gov>
Sent: Monday, October 2, 2023 2:32 PM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject: Re: Lobster Trap

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Since it is a commercial vehicle can they use the loading zone when loading and unloading from the MFU? We have a policy on the license for downtown parking of any Mobile Unit in a timed space for an event or other activity (no food service to the public) requires a street blocking permit.

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

Sent: Monday, October 2, 2023 11:46:48 AM

To: Amy Baxter <abaxter@police.nantucket-ma.gov>; William Pittman <wpittman@police.nantucket-ma.gov>

Cc: Arthur Gasbarro <arthurg3@comcast.net>; Mike Burns <mburns@nantucket-ma.gov>; Jerry Mack <jmack@police.nantucket-ma.gov>

Subject: RE: Lobster Trap

We offer no other on-street parking for other food trucks.

Erika

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

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From: Baxter, Amy <abaxter@police.nantucket-ma.gov>

Sent: Monday, October 2, 2023 11:41 AM

To: William Pittman <wpittman@police.nantucket-ma.gov>; Erika Mooney <EMooney@nantucket-ma.gov>

Cc: Arthur Gasbarro <arthurg3@comcast.net>; Mike Burns <mburns@nantucket-ma.gov>; Jerry Mack <jmack@police.nantucket-ma.gov>

Subject: Re: Lobster Trap

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No, we are definitely not giving them parking but they need to figure out how that can be done properly and if that means a street blocking or other conditions than fine. I just

wanted to outline the two things they need to find solutions for - and the items the Town needs to address. I want to give him some direction on where to go to deal with it if that's even possible.

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From: Pittman, William <wpittman@police.nantucket-ma.gov>

Sent: Monday, October 2, 2023 11:30:57 AM

To: Baxter, Amy <abaxter@police.nantucket-ma.gov>; Erika Mooney <EMooney@nantucket-ma.gov>

Cc: Arthur Gasbarro <arthurg3@comcast.net>; Mike Burns <MBurns@nantucket-ma.gov>; Mack, Jerome <jmack@police.nantucket-ma.gov>

Subject: RE: Lobster Trap

Amy,

The requirement that they return to base daily anticipated that they have off-street parking. Or, is the Town now providing on-street parking for food trucks in the Core District?

William J. Pittman, MPA
Chief of Police

Nantucket Police Department

4 Fairgrounds Road

Nantucket, MA 02554

Tel: (508) 228-1212

Fax: (508) 228-7246

<image001.jpg><image002.jpg>

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From: Baxter, Amy <abaxter@police.nantucket-ma.gov>

Sent: Monday, October 2, 2023 11:28 AM

To: Erika Mooney <EMooney@nantucket-ma.gov>; Pittman, William

<wpittman@police.nantucket-ma.gov>

Cc: Arthur Gasbarro <arthurg3@comcast.net>; Mike Burns <MBurns@nantucket-ma.gov>; Mack, Jerome <jmack@police.nantucket-ma.gov>

Subject: Re: Lobster Trap

All,

Officer Mack and I walked over there this morning and asked an employee to remove items from the street and have Drew Wheldon call Officer Mack to discuss. There are two 'situations' to deal with.

The first being the take out window in front of the loading zone. People can still access the window even if a truck was parked there but there are no lines marking the space and the sign is hard to see so I can see how cars will park there to block. the sign also has it as a "seasonal" zone with no dates - that should change.

Secondly, they block behind the zone because they are required to return to 'base' with their food truck daily and that is impossible with cars parking there for extended periods.

Therefore I believe they would need to go to the Town - Traffic Safety? - to see if there are some solutions or compromises here.

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

Sent: Thursday, September 28, 2023 4:37:13 PM

To: William Pittman <wpittman@police.nantucket-ma.gov>; Amy Baxter <abaxter@police.nantucket-ma.gov>

Cc: Arthur Gasbarro <arthurg3@comcast.net>; Mike Burns <mburns@nantucket-ma.gov>; Jerry Mack <jmack@police.nantucket-ma.gov>

Subject: FW: Lobster Trap

All:

Looping back on a) the Lobster Trap take out window on Coffin St and the fact that they are blocking the loading zone, and b) Traffic Safety needs to get back to its review of loading zones in all of downtown. Please see attached emails and Megan Trudel's response today. I included an email from Officer Mack with a photo of a delivery truck not being able to use the loading zone because it is completely blocked off by the Trap. Thoughts on enforcement?

Mike:

I will dig out the Traffic Safety minutes and information from last year's discussion on this loading zone in particular and how it led to the need for a look at the entire downtown.

Erika

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

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From: Megan Trudel <mtrudel@nantucket-ma.gov>
Sent: Thursday, September 28, 2023 11:02 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Cc: Jerry Mack <jmack@police.nantucket-ma.gov>
Subject: RE: Lobster Trap

Hi Erika,

The Lobster Trap is not subject to any Special Permits, and the take out use is one that is allowed by right in the CDT. Coffin Street is a public street. If the Lobster Trap is improperly blocking roadway access, putting sandwich boards in the public way, and eliminating the use of public parking spaces, that is a police matter.

Best,

Megan Trudel, AICP
Senior Planner
Town of Nantucket
2 Fairgrounds Rd, Nantucket MA 02554

<image003.png>

From: Erika Mooney <EMooney@nantucket-ma.gov>
Sent: Thursday, September 28, 2023 10:17 AM
To: Megan Trudel <mtrudel@nantucket-ma.gov>
Cc: Jerry Mack <jmack@police.nantucket-ma.gov>
Subject: Lobster Trap

Hi Megan:

Can you please help me understand the Lobster Trap take-out window? They are now using the on-street parking as a space for their menu boards and an umbrella. And the truck that makes deliveries to the Lobster Trap can no longer park in the loading zone, because that is where they now have blocked off for take out. Thanks!

Erika

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

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Aug 5, 2023



Aug 5, 2023

From: [Erika Mooney](#)
To: [Mack, Jerome](#)
Subject: RE:
Date: Thursday, September 28, 2023 10:17:00 AM
Attachments: [Lobster Trap takeout.msg](#)
[RE Lobster Trap takeout.msg](#)

See my own communications about this with NPD, attached. I just copied you on an email to Megan at PLUS.

Erika

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

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From: Mack, Jerome <jmack@police.nantucket-ma.gov>
Sent: Monday, September 25, 2023 1:43 PM
To: Erika Mooney <EMooney@nantucket-ma.gov>
Subject:

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They have a sign that states seasonal loading zone. But now they have a takeout window, a table and a chair and they blocked a couple of spots off with sawhorses. Not quite sure if they have permission for all that and why they need to block the spaces off. Clearly, the truck isn't using their loading zone.



Officer Jerry Mack
Nantucket Police Department
Neighborhood Police Officer
Downtown Core District
508-825-6510

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Oct 11, 2023



Oct 11, 2023



Oct 11, 2023



Oct 11, 2023

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



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

From: [DPW](#)
To: [Erika Mooney](#)
Subject: FW: Online Form Submittal: DPW Service Request
Date: Friday, September 29, 2023 7:58:07 AM
Attachments: [image001.png](#)

Good Morning!

Would this request below be for you?

Please let me know!

-Vanessa

Department of Public Works
188 Madaket Road
Nantucket, MA 02554
Ph: (508) 228-7200



From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, September 25, 2023 5:17 PM
To: DPW <dpw@nantucket-ma.gov>; Ray Sylvia <RSylvia@nantucket-ma.gov>; Richard Moore <rmoore@nantucket-ma.gov>; sarceneaux@nantucket-ma.gov
Subject: Online Form Submittal: DPW Service Request

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DPW Service Request

Type of Request	Town Resident
Nearest Address	
Street Name	West Chester St
Street Number	91
Unit	Field not completed.
Date of Service Request	9/25/2023

Time of Service Request	5:00 PM
Additional Location Details	<i>Field not completed.</i>
Select Division	Signs (Installation/Repair/Removal/Relocation/Inspection)
Description of Request	Since being recently paved, many vehicles traveling on West Chester, particularly between Pilgrim Road and Crooked Lane, are clearly going above the speed limit. This has put pedestrians and other vehicles in potential danger, particularly on the blind curve between house #84 and #91. There have been a number of close calls. Our humble request is that speed limit signs be erected in this area to clearly inform drivers of the expectations regarding their vehicular speed. A "Hidden Driveway Ahead" sign on the westbound side of the road on the blind curve would also be desirable. In the absence of putting in speed bumps, we hope this may curb some of the bad behavior of drivers in our area. Thanks.
Upload a picture or document:	<i>Field not completed.</i>
Priority	High (Building Envelope/Roads/Grounds/Infrastructure Repairs)
Requestor Information:	
First Name	Randy and Felicia
Last Name	Soltys
Address1	91 West Chester St
Address2	<i>Field not completed.</i>
City	<i>Field not completed.</i>
State	<i>Field not completed.</i>
Zip	<i>Field not completed.</i>
Email	randolph.soltys@regeneron.com
Phone Number	9143565681

Email not displaying correctly? [View it in your browser.](#)

From: [Walter](#)
To: [Erika Mooney](#)
Subject: Traffic Safety Advisory Committee
Date: Wednesday, October 4, 2023 1:18:52 PM

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I would like to suggest placing a
“No Parking Here To Corner” sign on Surfside Drive at the intersection of Surfside Road
It could be placed right near the
“The Wave “ stop on Surfside Drive

If any questions, please ask or if I need a picture or something else
Let me know
Thank you
Walter Flaherty
Sent from my iPhone Walter

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From: [Town Manager](#)
To: [Erika Mooney](#); [Andrew Patnode](#)
Cc: [Town Manager](#)
Subject: FW: PROSPECT STREET PEDESTRIAN + BIKE CROSSING
Date: Thursday, October 5, 2023 9:40:50 AM

For traffic safety??

Katie

*Town Administration Staff
On behalf of Town Manager
Town of Nantucket
16 Broad Street
Nantucket, MA 02554
508-228-7255*

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From: Robert Miklos <rjmiklos@gmail.com>
Sent: Thursday, October 5, 2023 8:14 AM
To: apatonode@nantucket-ma.gov; Richard Moore <rmoore@nantucket-ma.gov>; Joseph Topham <joseph@tophamdesignack.com>; Henry Mueller <hgmueLLer_2003@yahoo.com>; Meredith Lepore <meri.lepore@gmail.com>; cathy.e.lepore@gmail.com; Holly Backus <hbackus@nantucket-ma.gov>; carlson@nantucket-ma.gov; vmurphy@nantucket-na.gov; Town Manager <townmanager@nantucket-ma.gov>; Jeff Carlson <JCarlson@nantucket-ma.gov>; Jesse Bell <jbell@nantucketlandbank.org>; mary miklos <marymiklos@gmail.com>
Subject: PROSPECT STREET PEDESTRIAN + BIKE CROSSING

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Andrew,

First of all, thank you for all the good work you and the DPW staff do for all of us residents of Nantucket

Currently there is construction of a utility connection at the new house at 29 Prospect at the Pedestrian + Bike crossing to Mill Hill Park.

The temporary 'Bump' over the excavation is doing an amazing job of mitigating traffic and noise!

SAFETY CONCERNS

My wife and I have been living at 16 Prospect St. since 2010 (Greek Revival house at the corner of Mill + Prospect) and have witnessed continuous accidents, injuries and life threatening incidents. The posted speed limit is 25mph at the Old Mill and continues until the Prospect and Milk St. intersection opposite Quaker Rd.

Trucks, the majority of which are large dirt haulers, travel at upwards of 50-60 mph as the road descends toward the pedestrian crossing.

We count 10 trips back and forth per hour with large dirt haulers. They are operated by Toscano, Strang, others but there are also many more large construction vehicles.

Often needing to stop their excessive speed they use the technique of 'engine breaking' to quickly stop not anticipating congestion.

This is incredibly noisy and dangerous but also prohibited in most densely populated areas in Mass cities and towns.

Basically this important Historic District Road and Visitor Path and Bikeway has become a 'Truck Hauler Highway'!

My wife, I and our neighbors have witnessed 2 family pets killed, a woman walking outside of our house hit by a vehicle just a few weeks ago and airlifted to MGH with multiple injuries and many tourist families on bikes with small children in near fatal accidents with trucks. There have been many more incidents that we are not even aware of.

Additionally because the road narrows at this stretch and vehicles are traveling too fast, we have witnessed 4-5 tire blowouts a week for cars and trucks hitting the broken curbing.

Nantucket Auto Body emergency tow trucks can easily verify this.

Again the temporary 'Bump' only in place for a few days has done a remarkable job of mitigating traffic.

All of the cars and trucks have slowed down to a safe speed. The noise from vehicles is reduced at least by one half.

It is amazing how the behavior of drivers has immediately adjusted in a few days in response to the change in pavement.

SIMPLE RECOMMENDATION

I am an Architect from Boston involved in preservation, urban and campus planning and site+ landscape design projects.

I co-taught the Preservation Institute Summer Studio in 2020+ 2021 with Marty Hylton investigating adaptive strategies for the Washington St. corridor.

I now serve as Academic Advisor for the planning studios involved with Envision Resilience Challenge funded by ReMain Foundation.

As such I fully appreciate the complexity of these issues and the competing interests.

So I have a very simple and practical solution to this safety risk that has already been proven to be successful.

I recommend installing a granite cobblestone paving strip with the utility connection patch as used at crossings at Boys and Girls Club on Sparks Ave.

This remedy will not only avoid serious injuries on Prospect St. but will ultimately **SAVE LIVES!**

Thank you for your consideration.

Robert Miklos FAIA
Academic Advisor
Envision Resilience Challenge
16 Prospect St.
Nantucket, MA
617-331-2502



Bike Path at Mill Hill Park and Prospect St.



Truck travelling East approaching Pedestrian Bike Crossing on Prospect St.



Temporary 'Bump' at utility connection at Pedestrian Bike Crossing.



Granite Paving at Boys + Girls Club crossing on Sparks Ave.

Application for Traffic Calming Devices



ORANGE STREET

APPLICATION FEE

\$150.00 ☒ Received
(Please make check payable to "Town of
Nantucket") # 260

DATE RECEIVED AT SB OFFICE
AND FORWARDED TO TSWG

RECEIVED

OCT 11 2023

NANTUCKET TOWN ADMINISTRATION
Prepared by The Traffic Safety Work Group (TSWG)
for the Town of Nantucket

Street Organizer Information:

Name: Seonset Civic Association
Address: PO Box 360, Seonset, MA 02564
Phone Number: 646-552-5198
Signature: Karel Greenberg
Date: 10/11/23

Street Name: Milestone + Polpis / Sankaty

Requested Location(s) of Traffic Calming Device(s) and Comments:

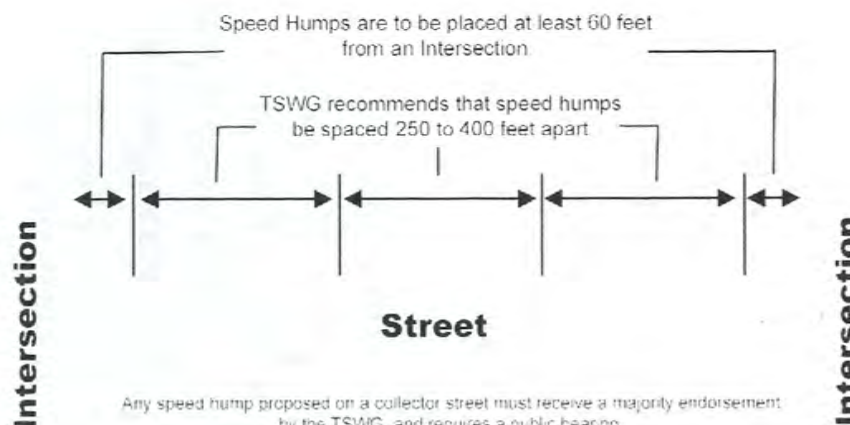
2 Speed Alert signs to be placed above existing 25mph speed limit
signs on both main entries into Seonset. at Milestone/Main and
Polpis/Sankaty. Details attached. Thank you.

For TSWG Use Only

Date Received:

Posted Speed Limit:

Before	Measurement	Date
85 th Percentile Speed		
Average Daily Traffic		
After	Measurement	Date
85 th Percentile Speed		
Average Daily Traffic		



Any speed hump proposed on a collector street must receive a majority endorsement by the TSWG and requires a public hearing

TSWG recommends, if possible, not placing speed humps within a section of the street directly in front of residential buildings.

TSWG recommends not placing speed humps directly in front of driveways.

Estimated Construction Cost of Speed Humps:

\$100 per foot of street width.

Approximately
\$1,000/speed hump for
a 10-foot wide street

Dear Traffic & Safety Working Group,
In an effort to reduce speeding in the Siasconset village, the Siasconset Civic Association is requesting two speed alert signs to be placed above existing 25mph speed limit signs on both main entries into Siasconset...at Milestone Road/Main Street (to visually include New St) and at Polpis/Sankaty Road.

The request involves:

1-Milestone Road/Main Street

The Thickly Settled sign on Milestone/Main Street should be moved to just before McGraveys Way. The 25mph sign with speed alert sign should be located where the Thickly Settled sign is currently located abutting Water Dept property.

2-Polpis Road/Sankaty Road

The Thickly Settled sign on Polpis Rd/Sankaty Rd should be relocated in proximity of Isobel Way. A new 25mph sign and speed alert sign should be posted where the thickly settled sign is currently just before the bike path ends and before Eldridge Lane.

With your help and guidance, we would like to review the choice of the speed alert sign and confirm locations of thickly settled signs as well as the 25 mph signs/speed alert sign. The SCA will purchase the speed alert signs and we hope that the Town will install them. We would also request that the speed alert sign be stored off site during the winter months. We can help with this.

Respectfully submitted,
Karel Greenberg
President, Sconset Civic Association

From: [Karel Greenberg](#)
To: [Erika Mooney](#)
Subject: Traffic & Safety Working Group October 19, 2020
Date: Wednesday, October 11, 2023 10:55:17 AM
Attachments: [Traffic & Safety Oct 19.docx](#)
[Screen Shot 2019-10-31 at 12.41.11 PM_640x640.png](#)

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Dear Erika,

I would like to request being added to the Agenda of the Traffic & Safety Working Group's October 19th meeting.

Representing the Sconset Civic Association, will be me and Mrs. Nell Wilson.

Will come by today with the application and check for \$150.00

Included below is an explanation of locations and example photos of the Speed Alert signs that the Civic Association would like to purchase.

Thanks so much for your time and attention.

Best regards,

Karel

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Speed Aware Radar Speed Signs
treetopproducts.com



LED Radar Speed Sign – EV12-FM
ledlighting-solutions.com

From: [michael veysey](#)
To: [Erika Mooney](#)
Cc: [Andrew Patnode](#); [Malcolm MacNab](#); [Kevin Davidson](#); [Susan Renzulli](#); [Leslie Heiden](#); [Sandy Knox-Johnston](#); [Linda Williams](#); [Dennis W. Perry](#); [RejoiceSFV Vs](#); [Gerry McCormack](#)
Subject: Traffic and Safety Meeting
Date: Monday, October 16, 2023 9:56:49 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning. Thank you for allowing me to participate in your Step Lane site meeting last week. To recap, based on the representations by the contractor and the other owner representatives, namely 1. that Step Lane, in particular, the area between the utility pole and the location of the supports for the decks on the south side of the Veranda property line will be the same as pre-fire so that emergency vehicles and large trucks can safely navigate the lane, and 2. that Step Lane will be restored, brick sidewalks and curbing, as before the fire, the Town, including the representative from the Fire Department, has no objection to the Veranda rebuild as it pertains to Step Lane. If you disagree with this recap, please let me know.

During the meeting, one of the owner's representatives, I don't remember if he was a contractor or maybe an architect (he was wearing a blue shirt), this person gave an approximation of the width of Step Lane from the utility pole to Veranda's property line. I think he said it was approximately 11 feet but this distance would have to be surveyed to get the exact distance. As a suggestion, I think it would be prudent for the Town to get this measurement.

Two other items that were discussed. 1. The neighbors request to cobblestone Step Lane. You said the Town doesn't have the budget and there are concerns about heavy rains eroding any cobblestone base due to the slope of the hill. My take-away is Step Lane will be re-asphalted. 2. We have asked that the two parking spaces at the bottom of Step Lane be eliminated. You said this was a matter for the Traffic and Safety Group meeting and it would be placed on this Thursday's meeting agenda and I would be invited to attend.

One item that I inadvertently forgot to discuss at the site meeting was a street sign for Sea Street on the south east corner of North Water and Sea Street. Is this something that should be addressed to the Traffic and Safety Group?

Thank you for your help.

Michael Veysey



Step Lane on-street parking

TRAFFIC SAFETY WORK GROUP

Minutes of the meeting of September 21, 2023. The meeting took place via remote participation using Zoom. Members present were Arthur Gasbarro, Transportation Program Manager Mike Burns, Fire Chief Michael Cranson, Police Chief William Pittman and Department of Public Works (DPW) Lines and Signs Foreman Ray Sylvia. Mickey Rowland of the Commission on Disability was not present.

I. Call To Order

Chair Gasbarro called the meeting to order at 10:32 AM.

II. Public Comment

There was no public comment.

III. Official Business

1. Review request to explore making Gardner Street one-way. Chair Gasbarro introduced the request, noting this was previously discussed at the August 17, 2023 meeting. Proponent Jeremy Bloomer noted safety issues with having two-way traffic on Gardner Street, adding that because vehicles routinely drive up onto sidewalks, the sidewalks are being impacted. Mr. Burns reviewed the packet information which was discussed in 2017 by the Bicycle and Pedestrian Advisory Committee (BPAC) but was never approved for implementation with Gardner St being one-way inbound. He noted that the traffic data from 2017 shows the traffic inbound and outbound as fairly even. Mr. Bloomer stated that the traffic has more than doubled in the last five years. Mr. Burns and Operations Administrator Erika Mooney reviewed crash data from MassDOT and the Nantucket Police Department, noting the numbers and types of accidents were minor. Curtis Barnes said the 3rd Sewer Force Main will be going down Gardner Street. Ms. Mooney corrected that it will be going on Gardner Street briefly before turning onto Liberty Street. Mr. Barnes asked if Gardner St could be widened. Ms. Mooney noted there are utility poles and a limited right of way that wouldn't allow widening. Chair Gasbarro expressed his concern that making Gardner Street one-way could increase traffic congestion in other areas and increase speeds along the corridor. Mr. Bloomer said that in regard to potential speeding, speed humps could be installed along the road; he added there are other roads travelers can take instead of Gardner Street and having to take them would only add minutes to peoples' commutes. Mr. Burns said he didn't think this was a bad idea in 2017 and recommended a pilot program to start immediately. Ms. Mooney suggested that any pilot program wait to be instituted until the sewer project has cleared the area. Mr. Bloomer suggested having a pilot program now through December. Peter Sutters spoke in favor of Gardner Street being one-way outbound. Chair Gasbarro spoke against a pilot program. Ms. Mooney said a plan is needed showing the traffic directions and how traffic will feed into and out of feeder roads. Mr. Burns moved to implement a pilot program. The motion died for a lack of a second. Mr. Bloomer asked what the process would be to move this idea forward. Some discussion followed. Mr. Bloomer asked why a pilot program could not be done. Ms. Mooney explained that it would require extensive public outreach and police details which the Town is short on. Chair Gasbarro said there is no appetite to move this forward.

2. Review speed and traffic count data for Gold Star Drive. Mr. Burns reviewed the traffic data in the Work Group's packet from two locations along Gold Star Drive, noting the data shows that the roadway doesn't warrant speed humps. Jane Valero noted that the roadway is dangerous and becomes more of a concern every year as Gold Star has become more of a cut-through. She said she feels 25 MPH is too fast for the road. Chair Gasbarro said Gold Star Drive is unique, like Newtown Road, as it provides a cut-through and speed data is only one criteria. He asked if speed humps should be considered as a deterrent to the use of the road. Mr. Burns states that was the rationale behind the speed humps on Newtown Road. Mr. Burns

moved to recommend a speed hump between 3 and 5 Gold Star Drive. Chief Pittman voiced concern that the Valeros seems to be the only ones making the request; he asked if anyone else is asking for speed humps. Ms. Valero answered affirmatively, noting another request was made years ago and had abutter support. Ms. Mooney noted the process for traffic calming devices, noting once Traffic Safety makes its recommendation, the proponent must demonstrate neighborhood support by submitting a petition signed by at least two-thirds of abutting property owners who support the application and are willing to accept 100% of the cost of installing speed humps. Mr. Barnes said the residents who park along Gold Star Drive are already providing traffic calming with their parked vehicles. Chair Gasbarro seconded the motion; by roll call vote: Mr. Burns – Yes; Mr. Sylvia – Yes; Chief Cranson - Yes; Chief Pittman – No; Chair Gasbarro – Yes; so voted.

3. Review request for yellow line replacement at 26 Easy Street. Chair Gasbarro recused himself from this matter. Dan LeMaitre, a tenant at 26 Easy Street, reviewed the request, noting his frustration as he explained that the new parking on Oak Street at 26 Easy Street, as result of a curb cut application recommended by Traffic Safety and approved by the Select Board, is blocking visibility to his shop; he added that he feels it is hard for freight vehicles to turn left onto Easy Street from Oak Street. Mr. LeMaitre said the new parking configuration is not good for the area and is creating more congestion. Chief Pittman noted there should be a yellow line 20' from the intersection per the Traffic Regulations and moved to install one. Mr. Sylvia noted there is already an existing yellow line at the intersection measuring 15'. Chief Pittman withdrew his motion. Mr. LeMaitre said even with the yellow line, people park on the yellow line. Ms. Mooney asked if a sign could be placed noting no parking here to corner. Mr. Sylvia said he can check. Mr. Burns said it sounds like illegal parking is creating a problem. He noted he has some ideas he would like to flesh out for next month. The Work Group was in consensus to hold this to the next meeting.

4. NanTukTuk Pedicab:

a) Review of 2023 summer pilot program; b) Review request to extend 2023 pedicab license to December 31, 2023; c) Review request for expanded pedicab operation for 2024 and amendments to Chapter 316 (Pedicabs) of the Town Regulations, including: § 316-1 allowing pedal assist bicycles; § 316-2(P) allowing fees for pedicab service (vs gratuity); § 316-4 (3) extending service area map; and an increase to four (4) pedicab licenses. This matter was held to the next meeting for the applicant to be present.

5. Review proposed relocation of crosswalk currently crossing Broad Street at Center Street to crossing Gay Street at Center Street. Ms. Mooney and Mr. Sylvia reviewed the request to relocate an existing sidewalk on Broad Street to Gay Street. Mr. Burns moved to recommend the crosswalk relocation; seconded by Chief Pittman; by roll call vote: Mr. Burns – Yes; Mr. Sylvia – Yes; Chief Cranson - Yes; Chief Pittman – Yes; Chair Gasbarro – Yes; so voted.

IV. Other Business (For topics not reasonably anticipated 48-hrs in advance of the meeting). Chair Gasbarro said that at last night's Select Board meeting, a member raised concerns about vehicles parking on bike paths. Chief Pittman said signage is needed; that there has to be notice or else no parking cannot be enforced. Chair Gasbarro asked how this differs from 25 MPH signage. The Work Group consensus was to add this to the next agenda.

Mr. Mooney gave updates on last month's other business matters discussed. Mr. Burns have an update on a proposed roundabout on Milestone Road at Nobadeer Farm Road.

V. Approval of minutes of August 17, 2023 at 10:30 AM.

Chief Pittman moved approval of the minutes as presented; seconded by Mr. Burns; by roll call vote: Mr. Burns – Yes; Mr. Sylvia – Yes; Chief Cranson - Yes; Chief Pittman – Yes; Chair Gasbarro – Yes; so voted.

VI. Adjournment

Chief Pittman moved adjournment at 11:34 PM; seconded by Mr. Sylvia; by roll call vote: Mr. Burns – Yes; Mr. Sylvia – Yes; Chief Cranson - Yes; Chief Pittman – Yes; Chair Gasbarro – Yes; so voted.

Approved the day of October 2023.

DRAFT

**TRAFFIC SAFETY WORK GROUP
SEPTEMBER 21, 2023 – 10:30 AM
REMOTE PARTICIPATION VIA ZOOM**

List of documents used at the meeting:

- III. 1. Email from Jeremy Bloomer, re: Garner St; Garnder St usage average data; photos and sketches of Garnder St existing and proposed; aerial photo of Gardner St showing road widths
- III. 2. Traffic Calming Device Application for Gold Star Dr and Milestone Ln; letter from Anthony Valero; copy of application fee; GIS map of Gold Star Dr and Milestone Ln; speed and volume data analysis for Gold Star Dr between # 3 and 5; speed and volume data analysis for Gold Star Dr near Milestone Ln
- III. 3. Email from Dan LeMaitre re: yellow lines at 26 Easy St
- III. 4. Email thread from Michael Gormley/NanTukTuk; Chapter 315/Pedicabs of the Code of the Town of Nantucket
- III. 5. Photo of existing crosswalk at intersection of Broad St and Cener St; photo of proposed new crosswalk location on Gay St at Center St
- V. Draft minutes of August 17, 2023