

**Traffic Safety Work Group Agenda
Thursday, March 21, 2024 - 10:30 AM
Remote Participation Via Zoom
Nantucket, MA 02554**

Join Zoom Meeting

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

Meeting ID: 919 3459 1465
Passcode: 119748

I. Call to Order

II. Public Comment

III. Official Business

1. Safety Action Plan - review crash analysis prepared by Kittelson & Associates for the Nantucket Safety Action Plan.
2. Candle Street - Review Food Pantry request to change 15-minute parking space adjacent to 10 Washington Street to a loading zone.
3. Step Lane - Review request to remove on-street parking.
4. 11 Lincoln Avenue - Review request to extend yellow no parking line.
5. Sidepath Stop Sign Removal - Review recommendations for removing stop signs for path approaches to roadway intersections per §57-14 of the Town Code.
6. Milestone Road at New Street, Sconset - Review speed feedback sign summary.
7. Pleasant Street and Williams Lane - Review design alternatives to accommodate bicycle and pedestrian traffic.
8. Bike Safety Campaign - Review on-going coordination between Nantucket Chamber of Commerce, Planning, Communications, Police and Land Bank/Nantucket Conservation Foundation to encourage bike registration, wearing helmets and understanding e-bike regulations.
9. Whalers Lane - Review request from Commission on Disability for new accessible parking space on Whalers Lane at North Water Street end, adjacent to White Heron Theatre.
10. Washington Street - Review request for new crosswalk across Washington Street between numbers 66 and 68.

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

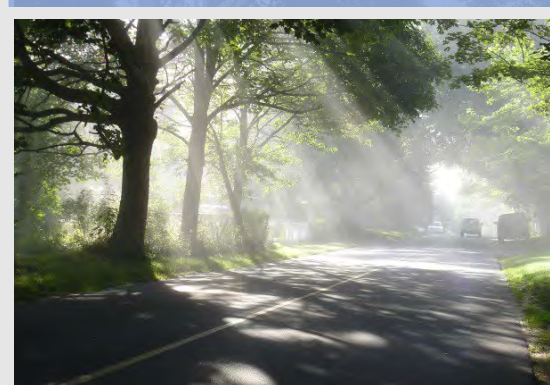
V. Adjournment



Massachusetts Rural
Transportation Planning
Organizations



Crash Data Spatial Analysis and Comparison with State Averages



SS4A Comprehensive
Safety Action Plans



Franklin Regional
Council of Governments

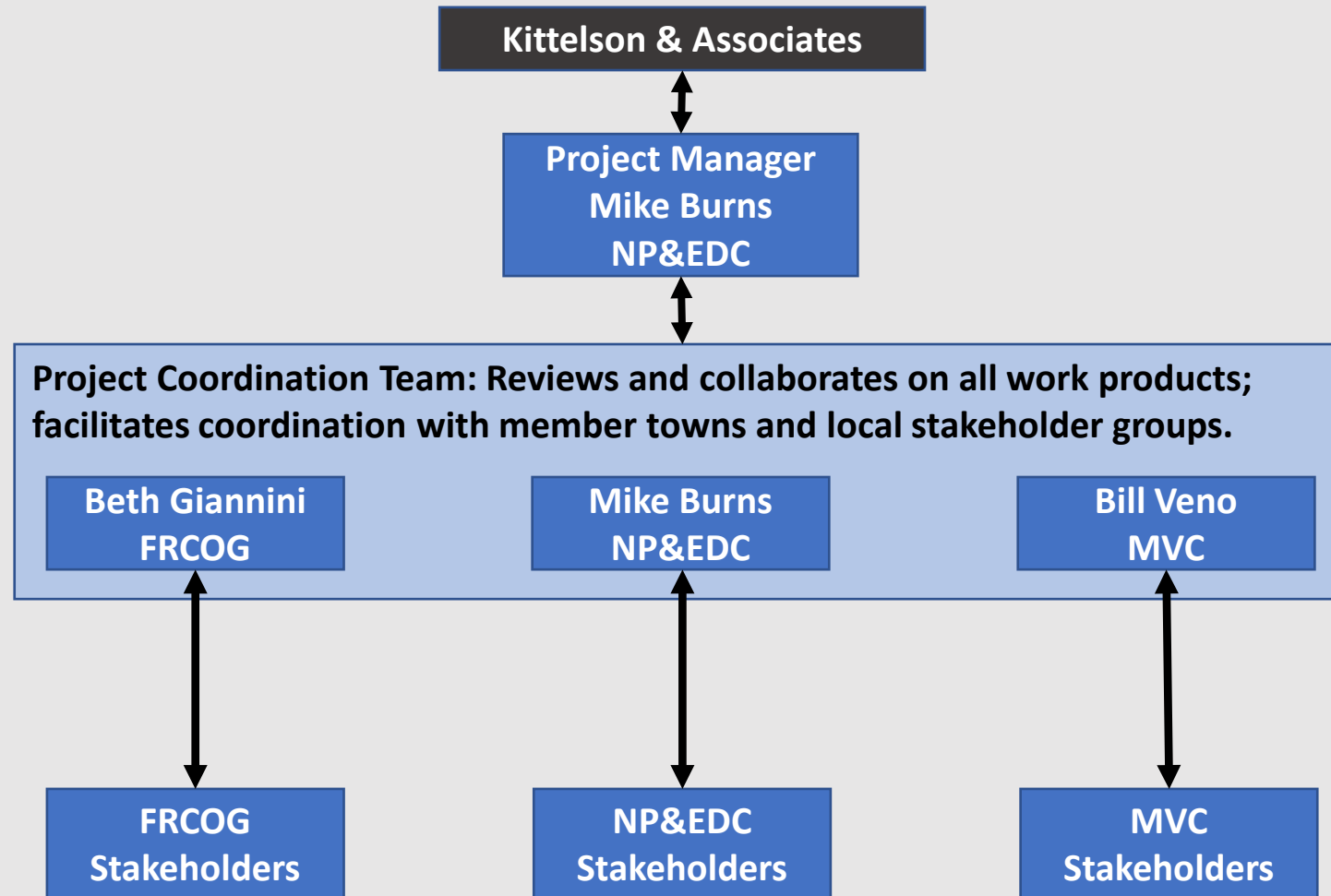


NP&EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION



Project Team



[illegible]

Task 1 – Identify High Injury Network

1A. Historical Trends

- Temporal Patterns – Time of Year and Time of Day
- Participant Characteristics – Travel Mode, Age of Participants
- Crash Character – Type of Crashes, Party Number, Contributing Factors, Weather, Road Conditions
- *Planning to use crashes 2018 – 2022 (5 years)*

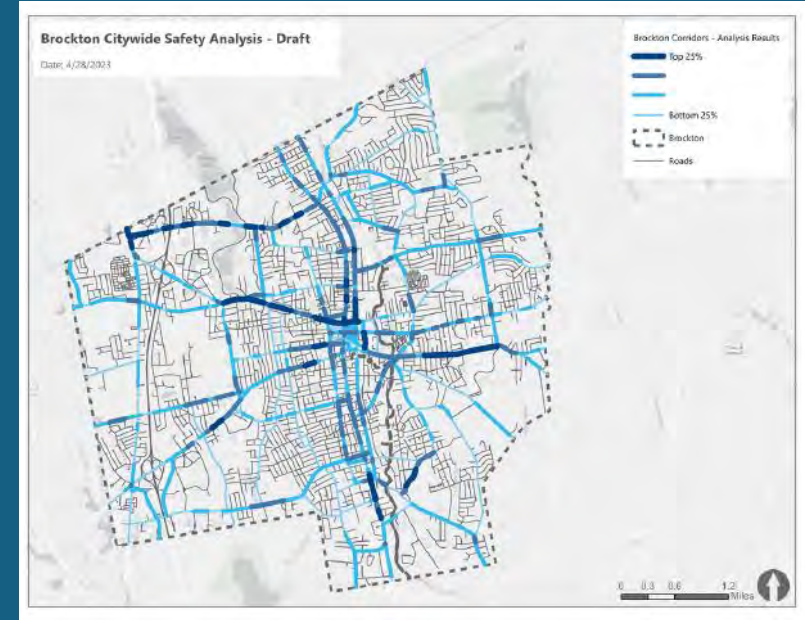
1B. Predictive Analysis

- *Screening Analysis* – Where have more and more severe crashes occur
- *Risk Ratio Analysis* – What types of road and intersections characteristics are over-represented for fata and severe crashes

1C. Finalize High Injury Network

- Use results 1A and 1B to identify priority roadways and intersections
- *Consider how you want to use the high injury network*

1B Product Examples



Crash Risk Factor Type	Minor Road Volume Under 400 AADT- Unpaved or Spur	Minor Road Volume under 400 AADT - Other	Minor Road Volume 400 to 1,000 AADT	Minor Road Volume Over 1,000 AADT	Ramp Terminal
Traffic Volume					
Intersection	Higher Entering Volumes				
Intersection Geometry and Alignment					
Intersection	Cross-Intersection (i.e., 4- legged intersection)				
Approach Classification / Speed Limit					
Primary Approach	Principal Arterial		Speed Limit 55 mph or More		Minor Arterial or Higher
Minor Approach	Major Collector or More				
Roadway Design					
Primary Approach	3 or More Lanes				
Minor Approach	2 Lanes Striped				
Intersection	Divided				

Potential Partners – Gathering Feedback

Local Public Departments

- Department of Public Works
- Fire Department
- Law Enforcement
- Public Health Department
- Education Department

State Agencies

- MassDOT

Medical and Emergency Services

- Hospitals
- Emergency 911 Services
- Community Health Centers

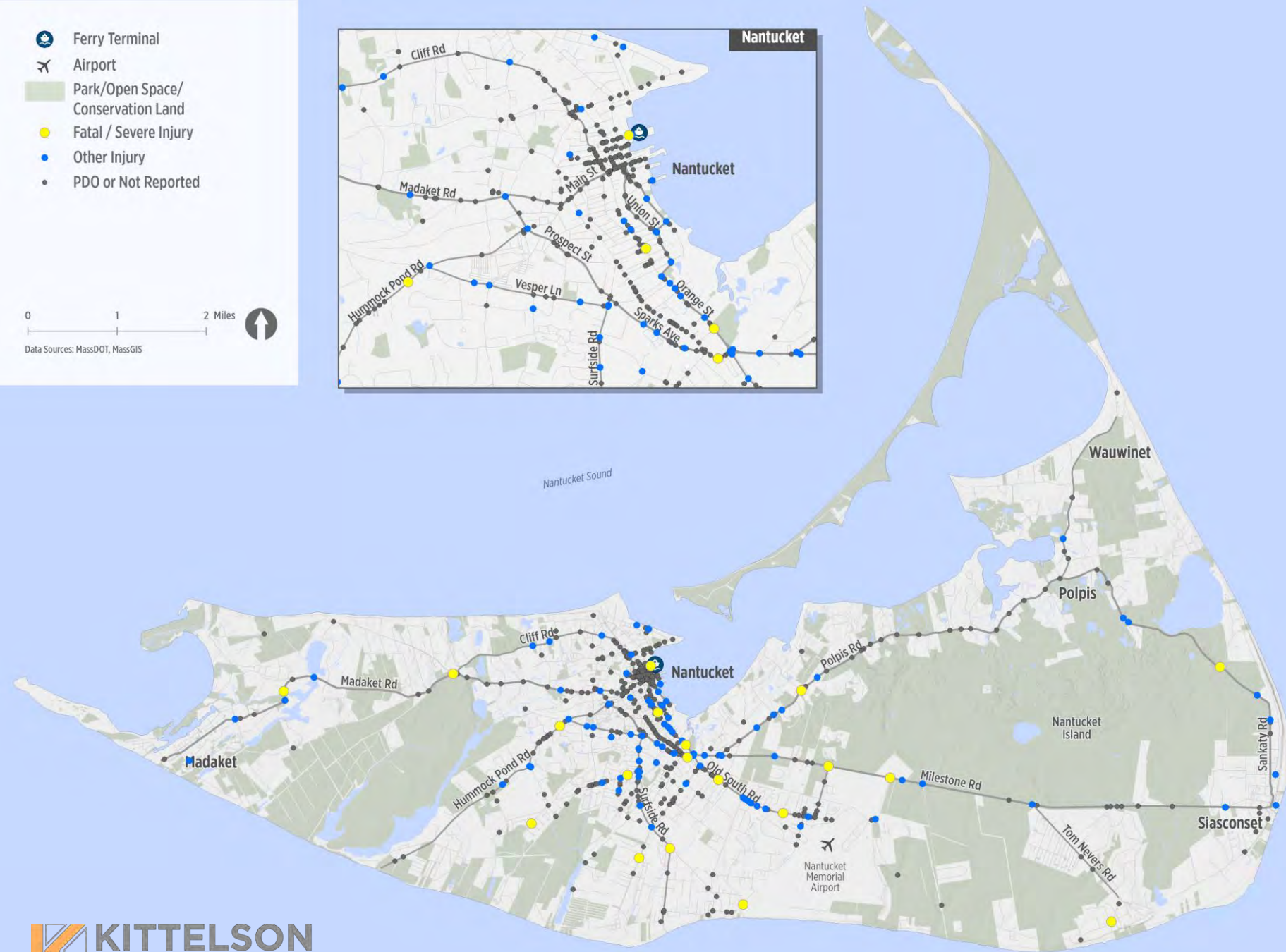
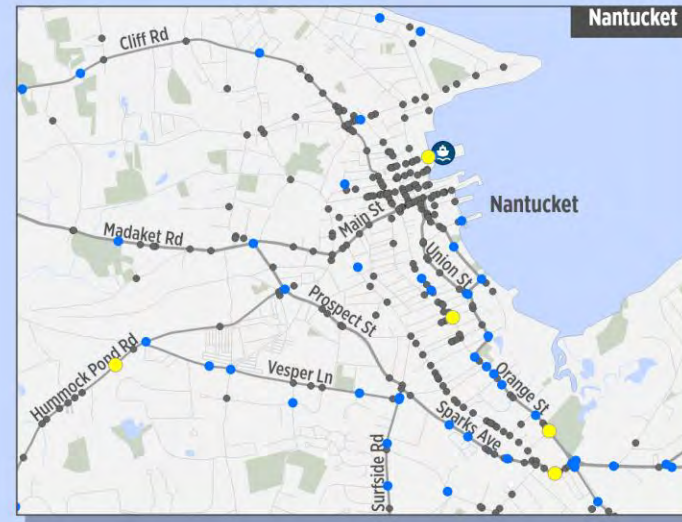
Non-Profits

- Community Based Organizations
 - Bike Coalitions
 - Public Health Advocates
 - Neighborhood Coalitions
 - Accessibility Advocates
- National Non-Profit Organizations
 - AARP
 - MADD
- Business Community
 - Chamber of Commerce

Nantucket

1,023 Crashes
19 Fatal and
Suspected Severe
Crashes

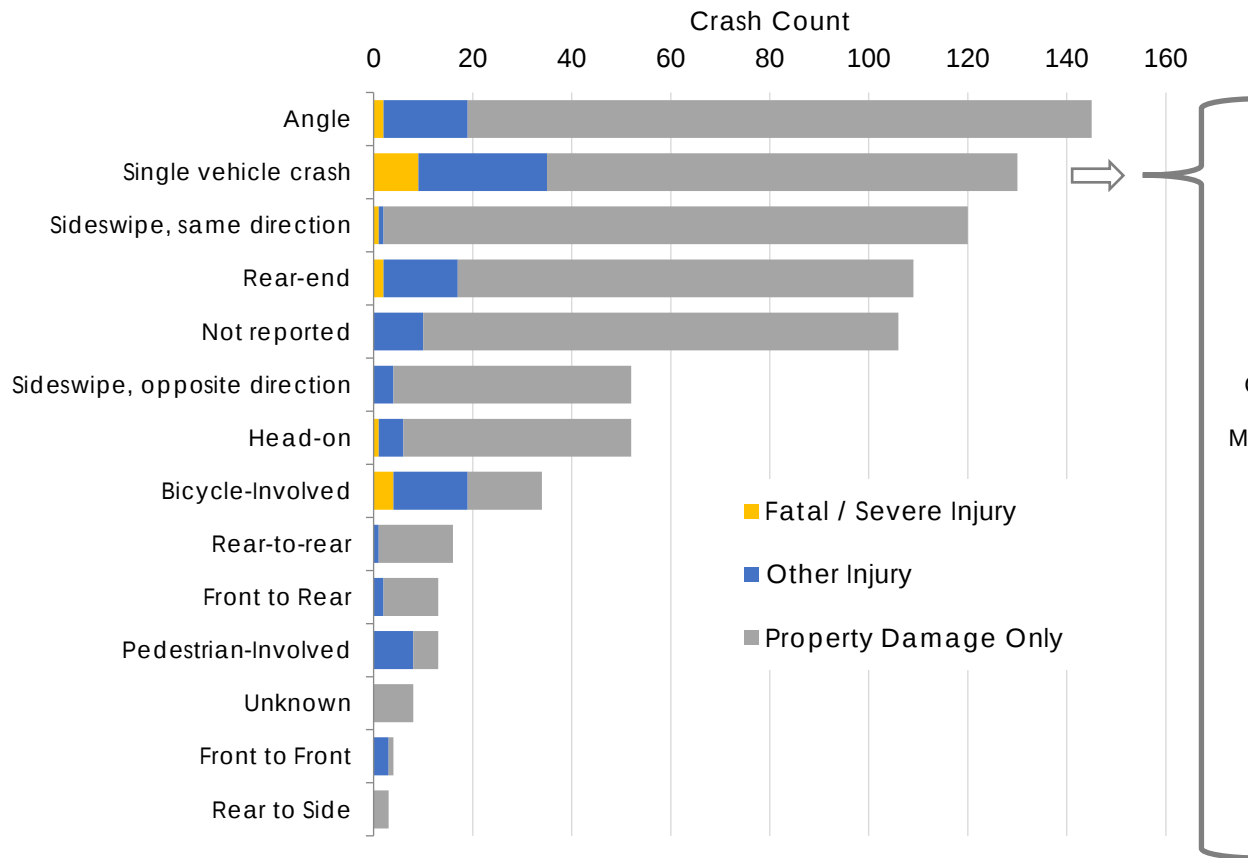
- Ferry Terminal
- Airport
- Park/Open Space/
Conservation Land
- Fatal / Severe Injury
- Other Injury
- PDO or Not Reported



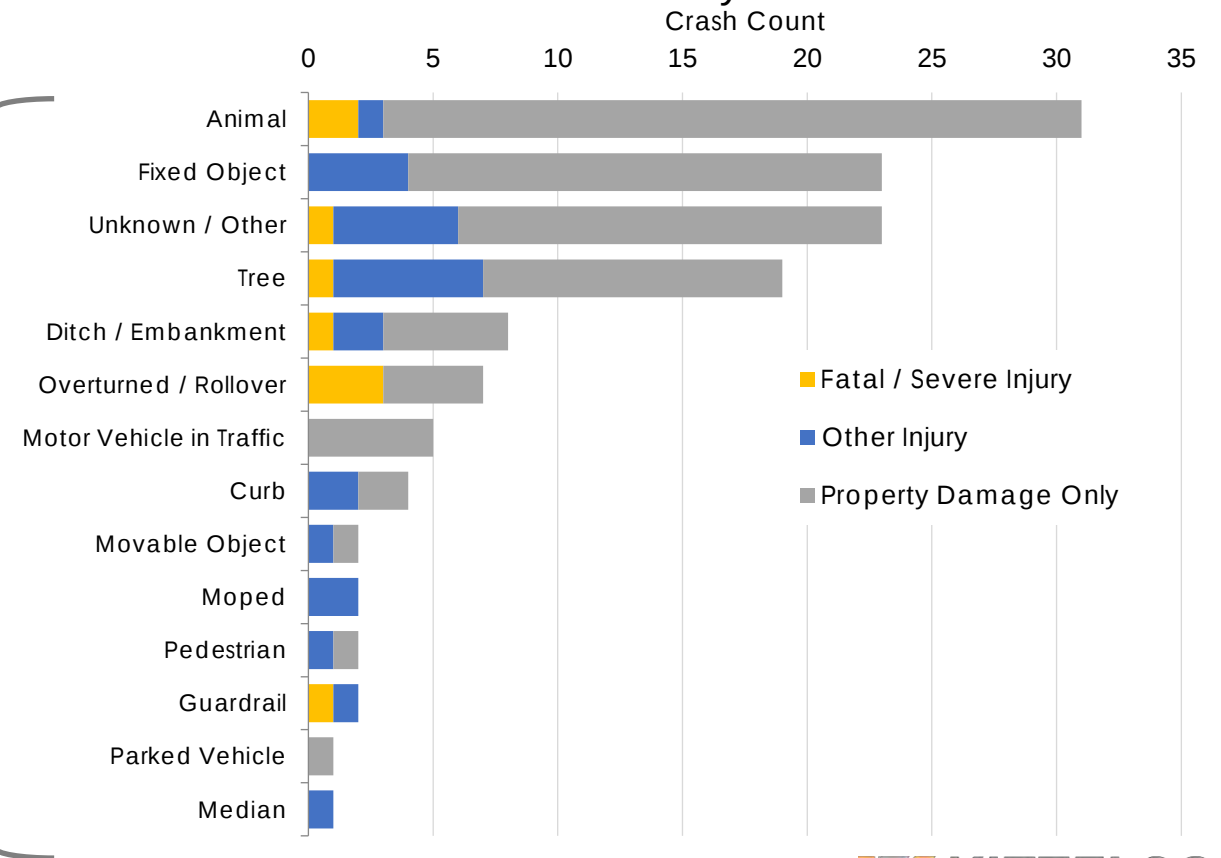
Crash Patterns

What are the most common crashes? What crashes result in injuries?

Nantucket: Crashes by Type and Severity



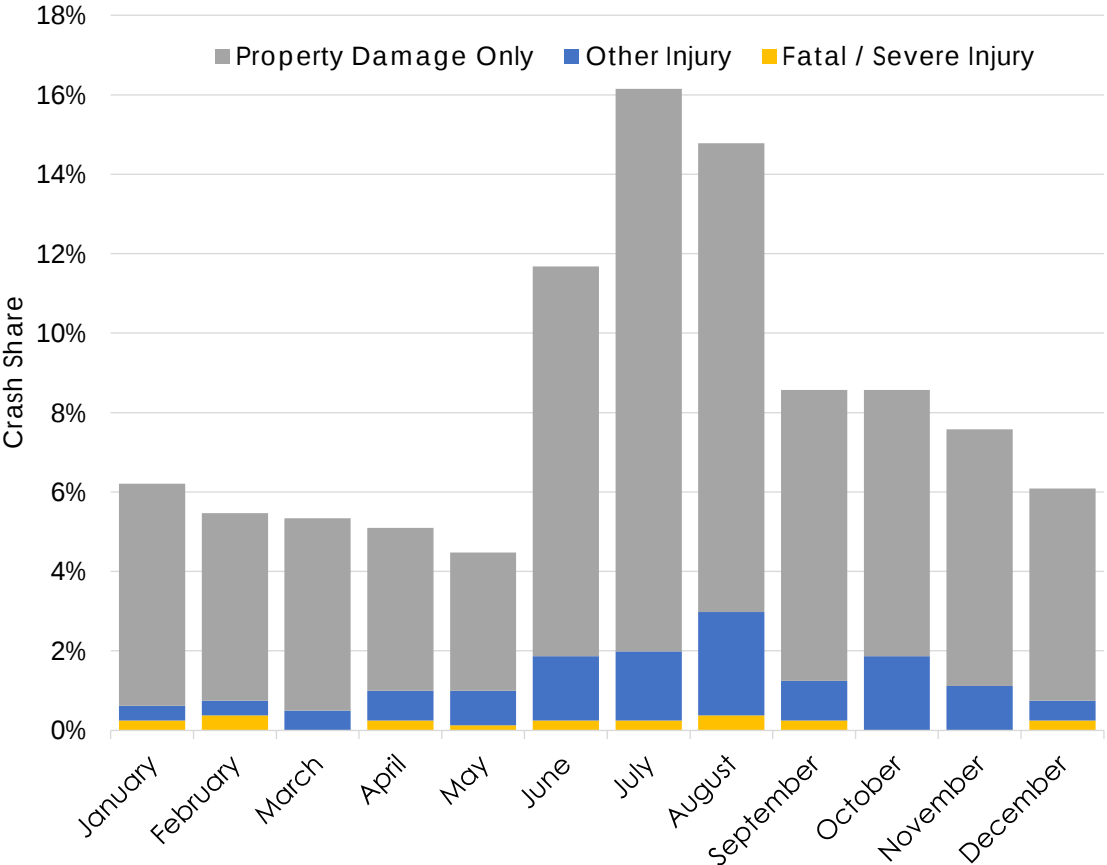
Nantucket: Single-Vehicle Crashes by Event and Severity



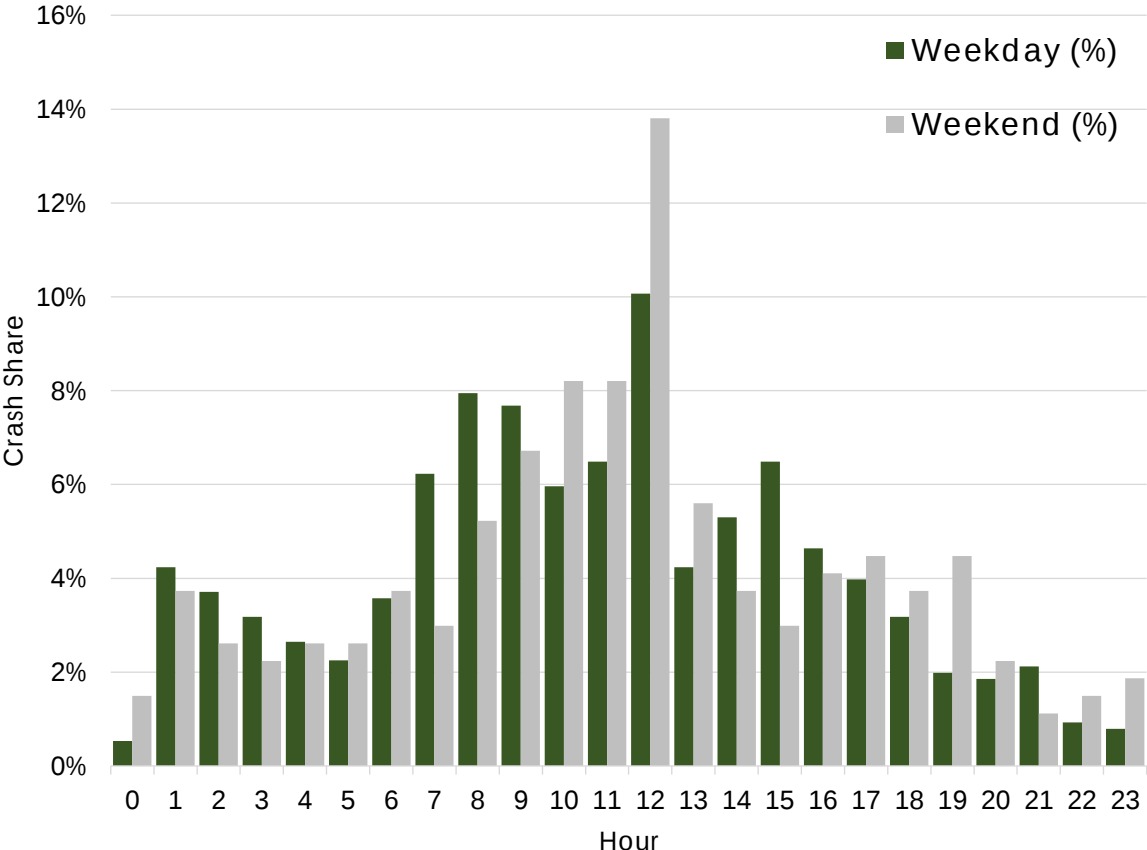
Crash Patterns

When are crashes likely to occur?

Nantucket: Crashes by Month



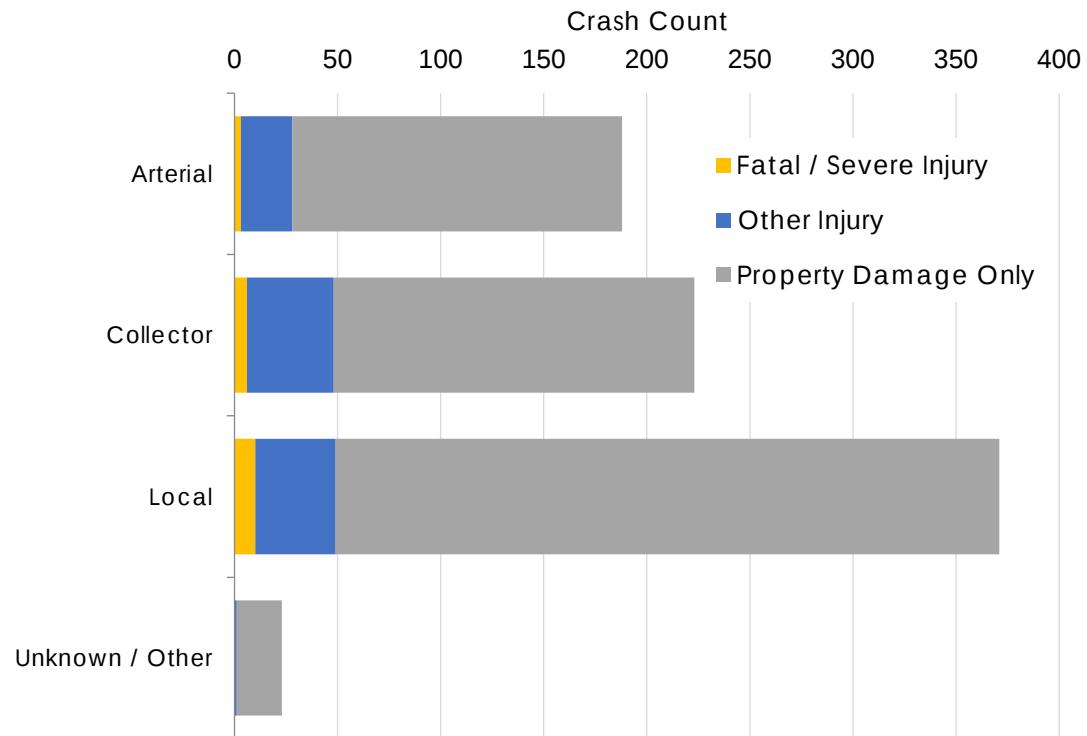
Nantucket: Crashes by Hour



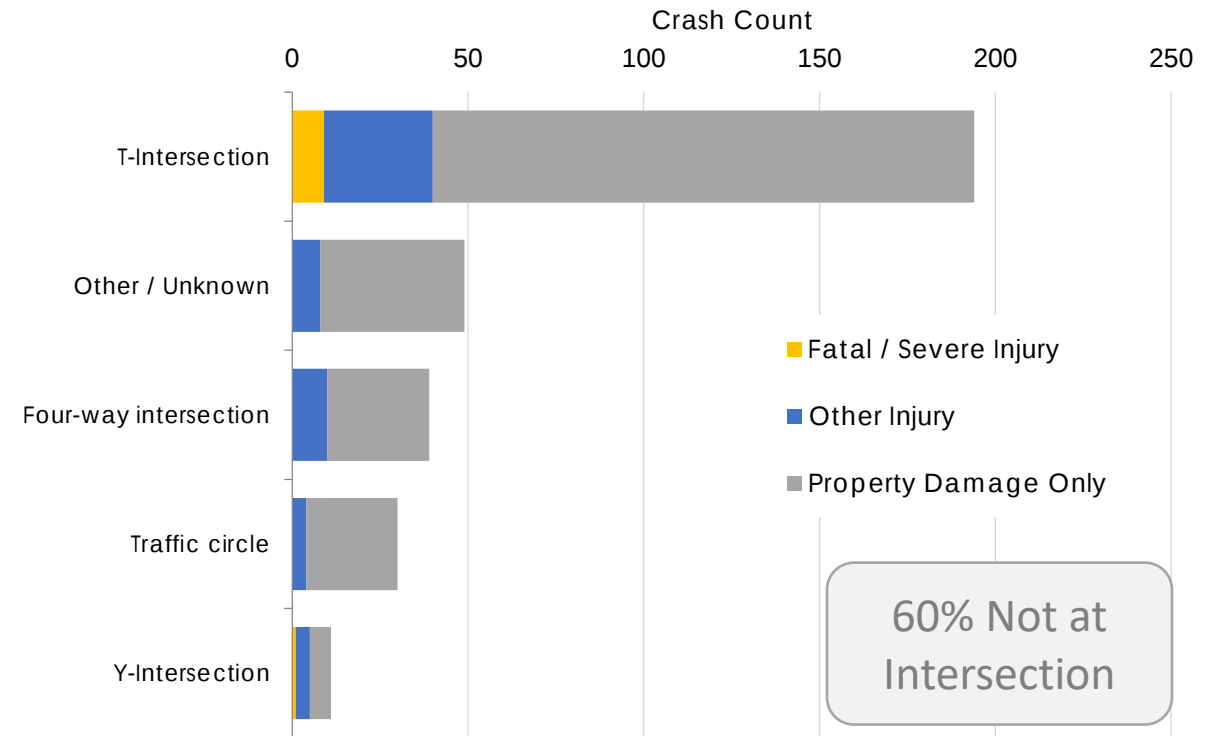
Crash Patterns

What are the types of roads / intersections where crashes are occurring?

Nantucket: Roadway Class



Nantucket: Intersection Geometry



60% Not at Intersection

Statewide Comparison

Compare patterns for reported Statewide *fatal or injury crashes*

- **Red** = 25% higher than average
- **Blue** = 25% lower than average

Crash Type and Location

Relative Severity

Injury crashes **more** severe on average

Type

↓ % Angle

↑ % Single-Vehicle Crashes

↑ % Ped-Only **Vineyard**

↑ % Head-On **Franklin**

↑ % Bicycle-Involved Crashes

↑ % Sideswipe Opp.-Dir. **Vineyard + Nantucket**

Roadway Context

↑ % Not at Intersection

↓ % Four-way Intersection

↑ % T-Intersection **Nantucket**

Roadway

↓ % Arterial

↑ % Collector + Local

Relative Severity	Statewide	Franklin	Vineyard	Nantucket
Fatal / Severe	10%	20%	14%	16%

Type	Statewide	Franklin	Vineyard	Nantucket
Angle	31%	19%	14%	16%
Rear-end	25%	21%	21%	19%
Single vehicle crash	20%	37%	32%	25%
Pedestrian-Involved	6%	4%	9%	6%
Head-on	5%	6%	4%	3%
Sideswipe, same direction	4%	2%	4%	1%
Bicycle-Involved	3%	4%	9%	15%
Sideswipe, opposite direction	3%	2%	6%	6%
Front to Rear	1%	2%	0%	0%
Front to Front	1%	1%	0%	1%
Other / Unknown	1%	1%	2%	6%

Roadway Context	Statewide	Franklin	Vineyard	Nantucket
Not at Junction	47%	64%	67%	51%
Four-way intersection	24%	14%	7%	10%
T-Intersection	20%	16%	18%	31%
Other / Unknown	3%	1%	3%	3%
Y-Intersection	2%	2%	4%	3%
Ramp	2%	1%	0%	0%
Traffic circle	1%	2%	0%	1%
Five-point or more	1%	0%	1%	0%
Not Reported	0%	0%	0%	0%

Roadway Class	Statewide	Franklin	Vineyard	Nantucket
Arterial	71%	57%	44%	22%
Collector	13%	22%	24%	40%
Local	14%	17%	29%	37%
Unknown / Other	2%	4%	3%	0%

Statewide Comparison

Compare patterns for reported Statewide fatal or injury crashes

- Red = 25% higher than average
- Blue = 25% lower than average

Time of Day

Season
% Summer Vineyard + Nantucket

Day of Week
⬆️ % Weekend*
* Varies by Jurisdiction

Time of Day
⬆️ % Midday Nantucket

Driver Age
⬆️ % Young Driver (under 25) Nantucket
⬇️ % Older Drivers (Over 64)

Season	Statewide	Franklin	Vineyard	Nantucket
Dec - Feb	25%	22%	26%	18%
March - May	23%	23%	20%	15%
June - Aug	26%	29%	37%	45%
Sept - Nov	25%	26%	17%	22%

Day of Week	Statewide	Franklin	Vineyard	Nantucket
Monday	14%	13%	16%	13%
Tuesday	15%	14%	11%	12%
Wednesday	15%	13%	14%	16%
Thursday	15%	14%	13%	16%
Friday	16%	18%	17%	13%
Saturday	14%	16%	17%	19%
Sunday	11%	12%	11%	9%

Time of Day	Statewide	Franklin	Vineyard	Nantucket
Midnight - 5 am	18%	16%	14%	15%
6 am - 9am	21%	21%	22%	24%
10 am - 4 pm	39%	42%	38%	48%
5 pm - 8 pm	16%	16%	20%	7%
9 pm - Midnight	6%	4%	7%	6%

Driver Age	Statewide	Franklin	Vineyard	Nantucket
Under 25	31%	27%	26%	18%
Over 64	21%	29%	26%	27%

Figure Summary

PowerPoint includes five maps for each jurisdiction

- Crashes by Location
- Crash Frequency for Intersections
- Severity Weighted Crash Frequency for Intersections
- Crash Frequency for Roadways
- Severity Weighted Crash Frequency for Roadways

Crash Data and Roadway Overview

Intersection Results, include

- Intersections formed by public roads
- Offset intersections summarized as a single location
- Crashes within 250 feet of each intersection

Roadway

- Public roads, excluding grade-separated highways (only applies to Franklin County)
- Crashes more than 250 feet from an intersection
- Analyzed using overlapping 1-mile segments

Crash Metrics

Maps show two different metrics for summarizing crashes

- Crash Frequency – Number of Crashes per Year
- Severity Weighted Crash Frequency – Crash frequency with additional weight given to crashes that resulted in more severe injuries
 - 10x weight for Fatal and Severe Crashes
 - 5x weight for Other Injury Crashes = 5x
 - 1x weight for Property Damage Only (PDO) Crashes

Example Scoring

Example intersection with over 5 years:

- 1 Fatal Crash, 3 Complaint of Pain Crashes, 6 PDO Crashes

Crash Frequency

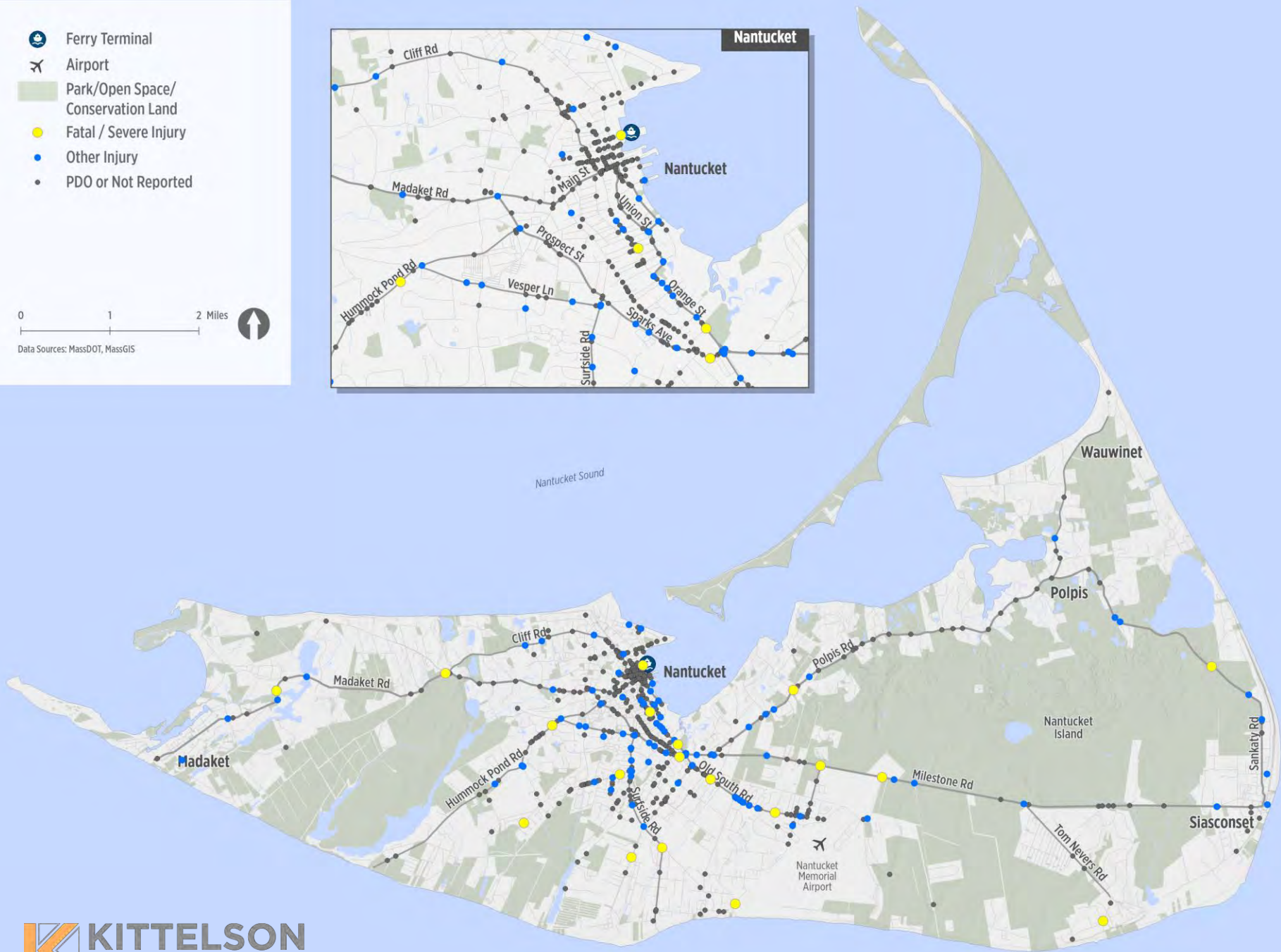
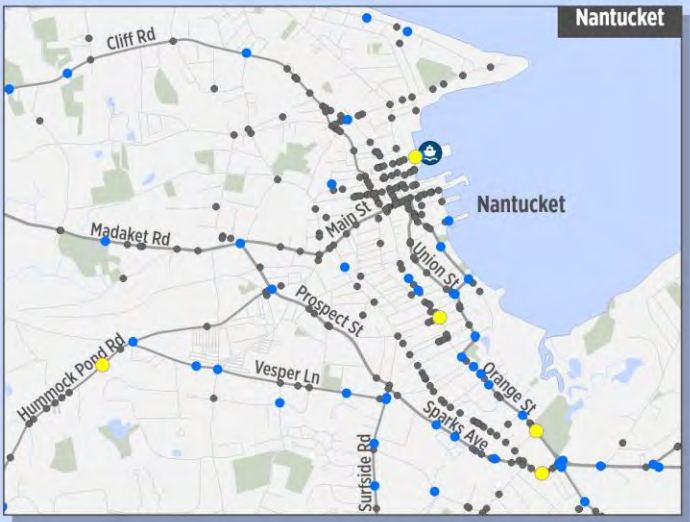
- 10 crashes / 5 years
- 2 crashes per year

Severity Weighted Crash Frequency

- $10 \times (1 \text{ Fatal Crash}) + 5 \times (3 \text{ Other Injury Crashes}) + 1 \times (6 \text{ PDO Crashes}) / 5 \text{ Years}$
- 6.2 severity weighted crashes per year

Nantucket Crashes

- Ferry Terminal
- Airport
- Park/Open Space/
Conservation Land
- Fatal / Severe Injury
- Other Injury
- PDO or Not Reported



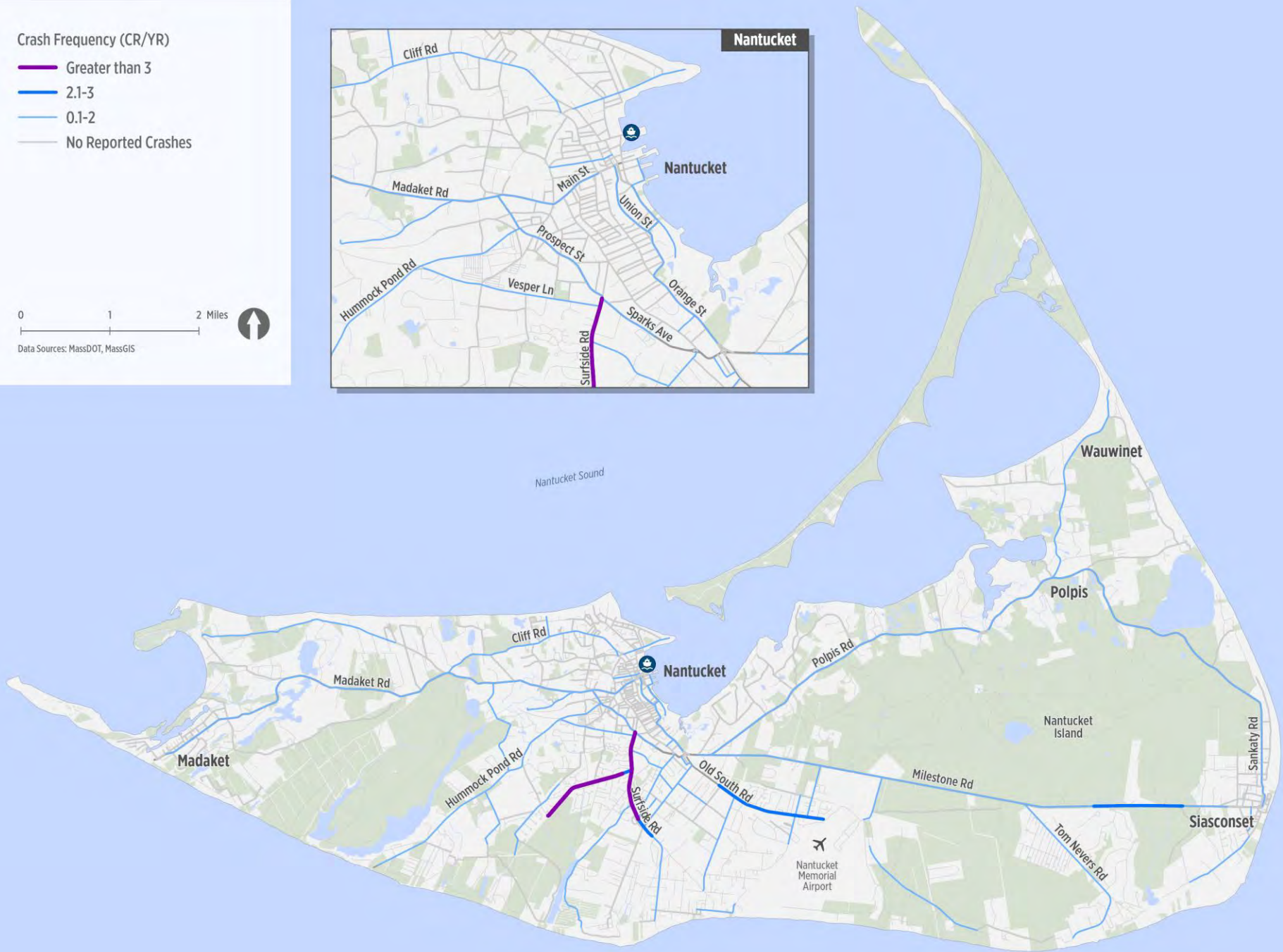
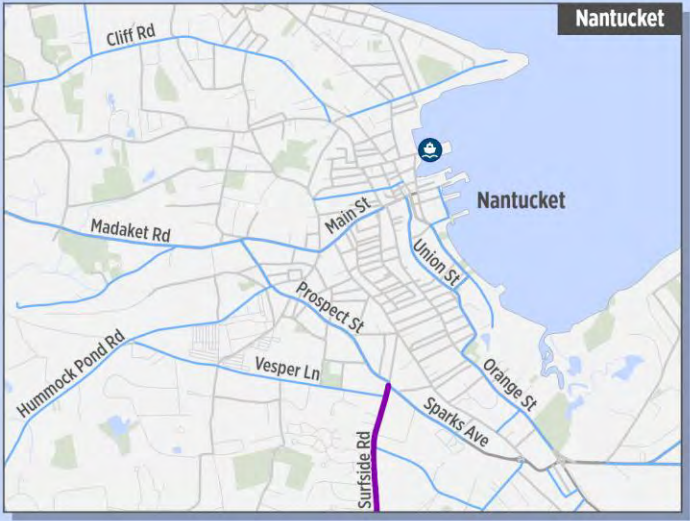
Nantucket

Roadway Crashes

Crash Frequency

Crash Frequency (CR/YR)

- Greater than 3
- 2.1-3
- 0.1-2
- No Reported Crashes



Nantucket

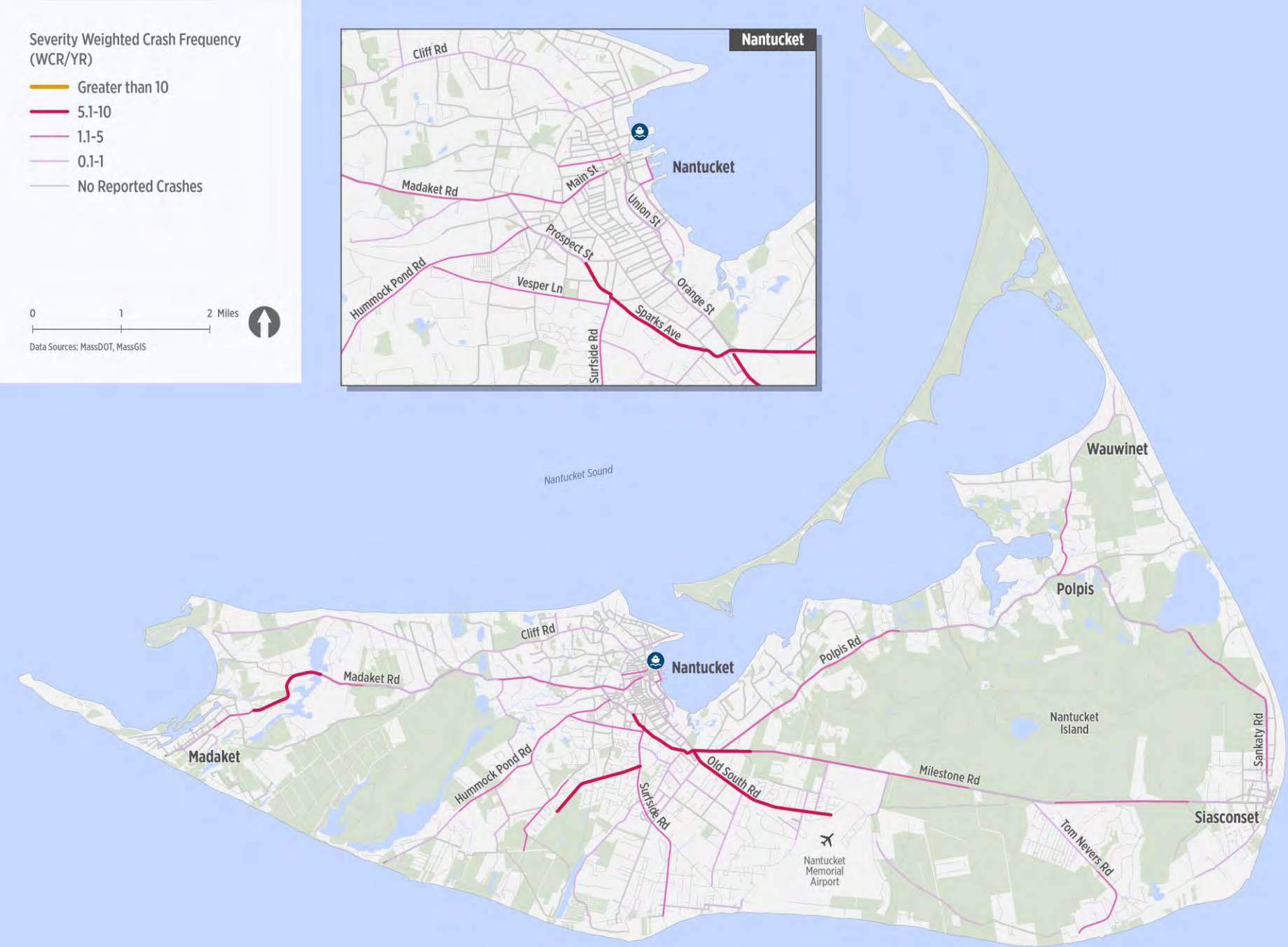
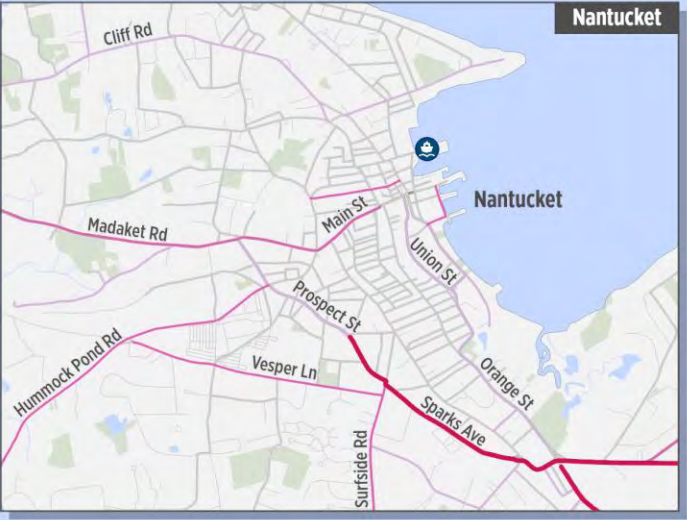
Roadway Crashes

Severity Weighted

Crash Frequency

Severity Weighted Crash Frequency (WCR/YR)

- Greater than 10
- 5.1-10
- 1.1-5
- 0.1-1
- No Reported Crashes

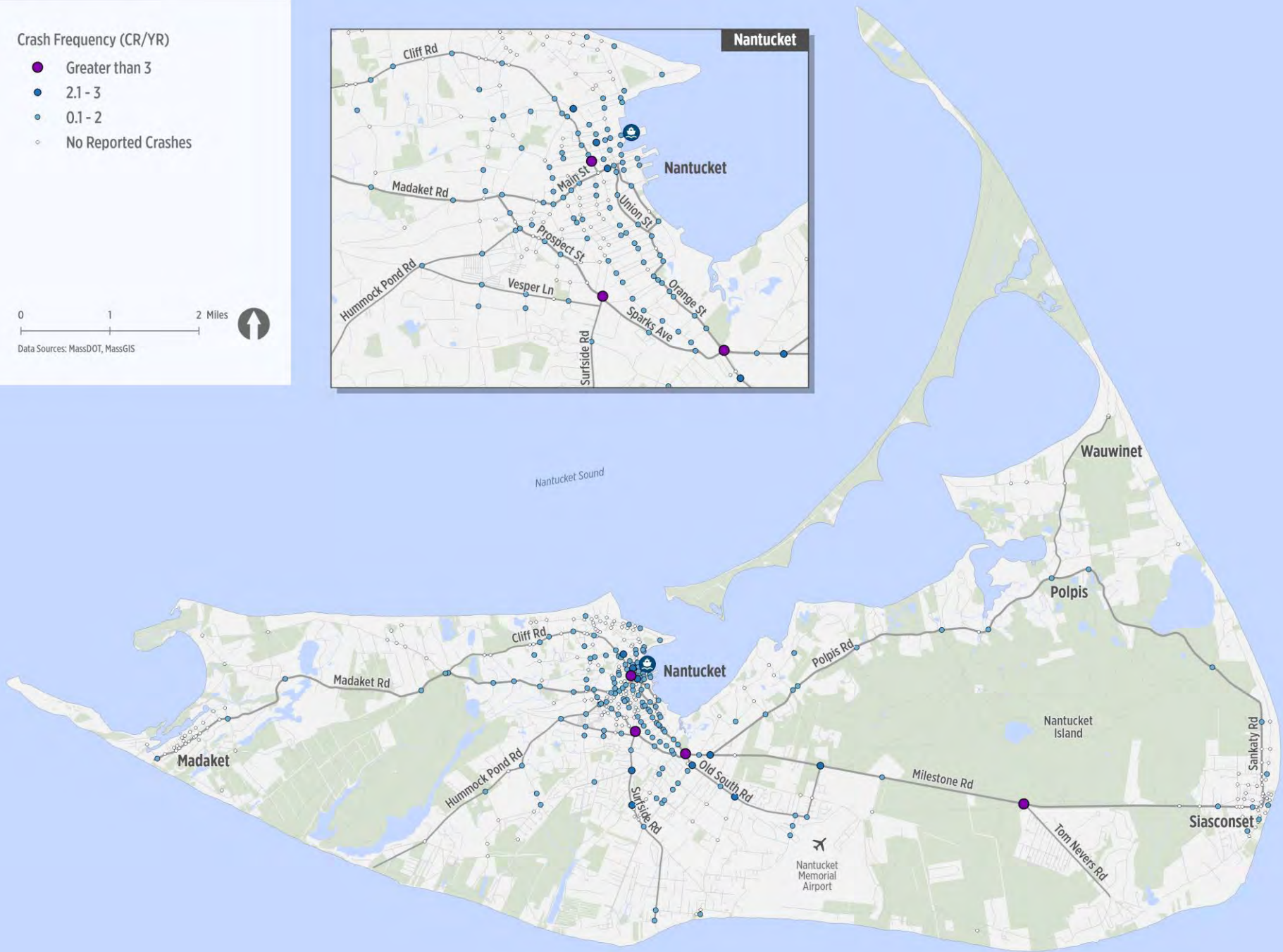
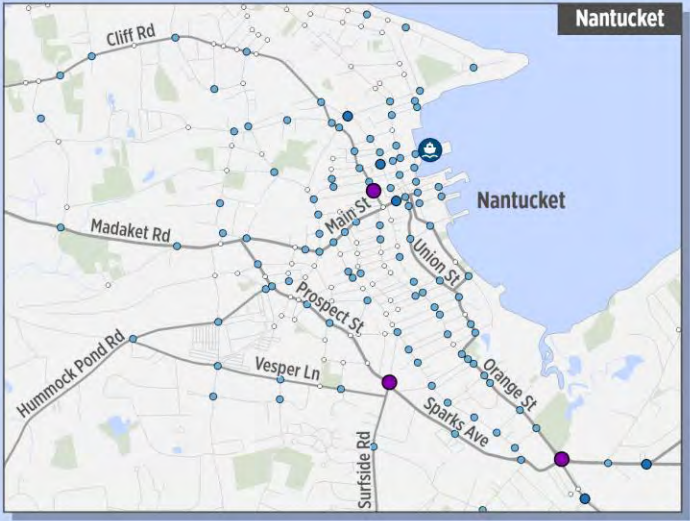


Nantucket

Intersection Crashes

Crash Frequency

- Crash Frequency (CR/YR)
- Greater than 3
 - 2.1 - 3
 - 0.1 - 2
 - No Reported Crashes



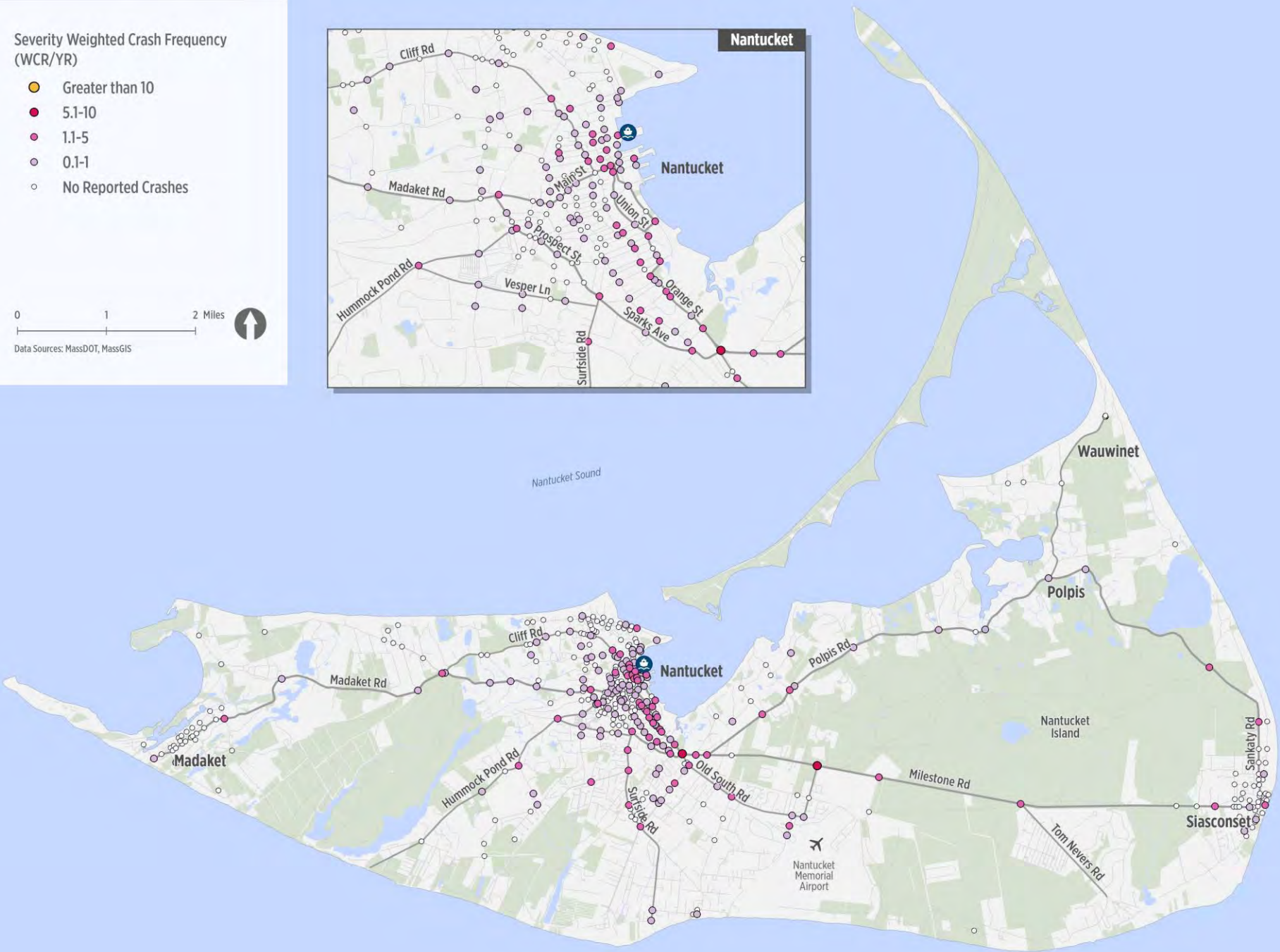
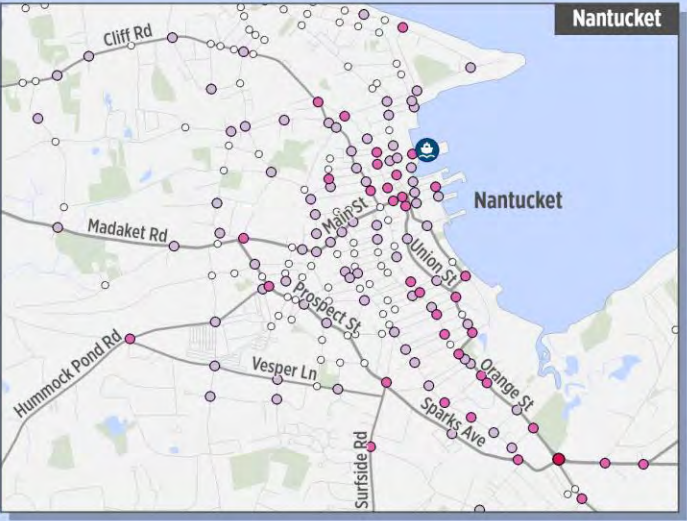
Nantucket

Intersection Crashes

Severity Weighted Crash Frequency

Severity Weighted Crash Frequency
(WCR/YR)

- Greater than 10
- 5.1-10
- 1.1-5
- 0.1-1
- No Reported Crashes





Questions?



Franklin Regional
Council of Governments



NP&EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION



From: [Ruth Pitts](#)
To: [Erika Mooney](#)
Subject: Parking
Date: Thursday, March 7, 2024 11:17:31 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.

Hi Erika, hope you had a great a vacation . I am reaching on behalf of the food pantry we really need help with the parking situation. The 15 minute spot is not respected by anyone parking, rarely ticketed, I get complaints if I hold the spot for delivery. It's pretty ridiculous this is just not a loading zone, it would certainly benefit the food pantry and several surrounding businesses. If you are unable to help please direct me to the person who would be able to.

Thank you Ruth Pitts

Sent from my iPad

Parking Time Limits and Enforcement Areas

Legend:

- Municipal Parking Lots (Green)
- Loading Zones (Yellow)
- Taxi Zones (Orange)
- Parking Restrictions:**
 - 15 Minute (Red)
 - 20 Minute (Pink)
 - 30 Minute (Purple)
 - 1 Hour (Green)
 - 2 Hour (Blue)
 - Restricted (Grey)
 - Accessible Parking (Light Blue)
 - Commercial Parking District (Red outline)
- Parking Enforcement Time Period:**
 - All Year (Yellow)
 - June 1 to Sept 30 (Pink)

Map Details:

The map shows a grid of streets in Portland, ME, with various parking restrictions and enforcement areas. The Commercial Parking District is outlined in red. The map includes a compass rose in the bottom left corner.

-  Municipal Parking Lots
 -  Loading Zones
 -  Taxi Zones
 - Parking Restrictions**
 - Enforcement Times**
 -  15 Minute
 -  20 Minute
 -  30 Minute
 -  1 Hour
 -  2 Hour
 -  Restricted
 -  Accessible Parking
 -  Commercial Parking District
 - Parking Enforcement**
 - Time Period**
 -  All Year
 -  June 1 to Sept 30

Gasbarro – He supports this. The lines installed after last August were the 1st-phase to see if it would help. Sometimes, on-street parking helps impede traffic flow and reduce speeding; that will be the tradeoff.

MacVicar – That is the case; parking helps mitigate speed. However, speeding isn't an issue on this road. No parking would be okay there.

Action **Motion to Recommend approval of no parking either side on Parker Lane.** (made by: Arceneaux) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

4. Nantucket Food Pantry: Request for loading zone on Candle Street adjacent to 10 Washington Street.

Documentation Correspondence

Discussion **Gasbarro** – Food Pantry is requesting a loading zone in front of their doors. This is a very heavily traveled road.

Janis Carreiro, Executive Director Food and Rental Assistance – We are asking for designation of a loading zone only from 2-6 on Tuesday, Wednesday and Thursday when we are busiest. People tend to park there all day when they take the boat. We bring food in from an off-site location, and we have drivers coming in frequently to load their cars with groceries to be delivered to home-bound clients. The change would impact the two parking spots in front of the Food Pantry's two doors.

Gasbarro – Asked if it could be changed to 1-hour parking, which might help to maintain turn-over and be exempt from those with residential stickers.

MacVicar – That is correct.

Gasbarro – He has a concern that an incremental loading zone would create an enforcement problem. We could, make it 1-hour parking from Salem to this point. Another thought is it would be better if the two spots start at the NRTA lot making it easier for pull in/pull out.

Rowland – This does seem to have a need, especially considering the people who use this service. It would help even with just 1-hour parking. It would make more sense to have it start at the NRTA lot.

Gasbarro – Another option is to make the 2 spots 15-minute parking rather than calling it a loading zone. That would promote an ability to regularly enforce it.

MacVicar – That is a great idea.

Carreiro – 15-minute parking that can be enforced would be a big help. Agrees limiting parking from NRTA to the door makes more sense. Pointed out it will take more than 15 minutes to unload the large van.

Gasbarro – The traffic safety is in the reduction of double parking, which pushes vehicles into the bike lane.

Arceneaux – He'd prefer a marked loading zone, but the 15-minute parking is a good compromise.

Gasbarro – Suggested starting with a single 15-minute spot and leave the location at the discretion of the DPW; the Food Bank can always come back if it is insufficient.

Arceneaux – One space won't be effective and could cause bumper-to-bumper situations.

Gasbarro – Suggested designating 25 feet.

Action **Motion to Recommend a 25-foot, 15-minute parking area opposite the Food Pantry door as positioned by the DPW.** (made by: Rowland) (seconded)

Roll-call Vote Carried 4-0//Rowland, Arceneaux, MacVicar, and Gasbarro-aye

5. Request for additional accessible parking space in front of 15 Commercial Street.

Documentation Correspondence, GIS aerial map

Discussion **Gasbarro** – This is from Chief Pittman to freshen up the current accessible parking area and create an additional ADA space in front of 15 Commercial Wharf.



NANTUCKET FOOD, FUEL, RENTAL ASSISTANCE
TWO MADAKET ROAD
POST OFFICE BOX 2597
NANTUCKET, MASSACHUSETTS 02584
WWW.ASSISTNANTUCKET.ORG

March 25, 2021

Nantucket Interfaith Council

President: Rev. Max J. Wolf
Vice President: Susan Levine
Treasurer: Dr. Terry Anne Vigil
Secretary: Rev. John P. Kelleher
www.nantucketinterfaithcouncil.org
nantucketinterfaithcouncil@gmail.com

Community Outreach Programs

Exec. Director: Janis E Carreiro
nffra@assistnantucket.org
www.assistnantucket.org

Nantucket Food Pantry

Manager: Lama Yeshe Palmo
Ten Washington Street
Tel: 508-228-7438
food@assistnantucke.org
Hours of Operation:
Tuesday, Wednesday & Thursday
4-6

**Nantucket Rental Assistance
Program**

Fuel Assistance Processing

Director: Janis Carreiro
Two Madaket Road
Tel: 508-901-1320
Fax: 508-228-8689
nffra@assistnantucket.org
Hours of Operation:
By Appointment

Jamie T. Dickinson
508-325-3559
adminassistant@assistnantucket.org

Erika Mooney
Operations Administrator
Town of Nantucket
16 Broad St
Nantucket MA 02554
EMooney@nantucket-ma.gov

Dear Ms. Mooney:

The Nantucket Food Pantry has experienced a year-round problem with vehicles parked in front of our business entrance during food distribution and delivery hours. We are located at 10 Washington Street (rear of bus station). The parking spaces in this area clearly marked as a year-round 2-hour parking limit. However, people park their vehicles in the location sometimes for days at a time. This forces us (including our staff who make large food deliveries to the pantry from our refrigerated van, other food deliveries by donors, volunteer drivers who pick up food bags for client home delivery and handicapped and elderly clients coming to the pantry for food), to double-park out in the heavily-trafficked street, which has been dangerous and disruptive to ongoing traffic flow.

Therefore, we are herein requesting a marked, year-round loading zone for the area. It would not be for all day, only certain times when we are in public operation, which would be Mondays 5:00-6:00pm and Tuesdays, Wednesdays and Thursdays 2:00-6:00pm. This would be a service to our low-income and working community.

Thank you for your consideration.

Sincerely,

DocuSigned by:

1B3ACA40010E481
Rev. Max Wolf

President, Nantucket Interfaith Council Board

DocuSigned by:

1034C4A9007219FB469
Janis E. Carreiro

Executive Director for Outreach Programs
Nantucket Food, Fuel, Rental Assistance

From: [Yeshe Palmo](#)
To: [Erika Mooney](#); [Janis Carreiro](#)
Subject: Fwd: Pics
Date: Thursday, March 25, 2021 3:20:11 PM

Dear Erika,
Here are pics to accompany the Interfaith Council's Food Pantry loading space request.

[Lama Yeshe Palmo](#)

Manager

Nantucket Food Pantry

cell:508-228-7438

www.nffra.org

food@assistentantucket.org



----- Forwarded message -----

From: **Lama Yeshe Palmo** <ypalmo2@hotmail.com>
Date: Thu, Mar 25, 2021 at 3:17 PM
Subject: Pics
To: food@assistentantucket.org <food@assistentantucket.org>









Sent from my iPhone

This email was scanned by Bitdefender

From: [Yeshe Palmo](#)
To: [Erika Mooney](#)
Subject: Additional photo for Food Pantry request
Date: Wednesday, March 31, 2021 4:54:35 PM

Dear Erika,

Please add this photo to the Food Pantry request for a loading zone. This is one of our volunteer home delivery drivers forced to double park today on Washington Street in order to pick up groceries to deliver to shut-in households.



This email was scanned by Bitdefender

From: [Yeshe Palmo](#)
To: [Erika Mooney](#)
Subject: Another for Food Pantry request for loading zone
Date: Thursday, April 1, 2021 9:05:33 AM

Dear Erika

Another picture from yesterday showing a different home delivery driver double parked in order to load groceries . We usually have 5 delivery drivers per day(although we had 30 during the shut down) plus up to ten handicapped or elderly clients who pickup, in addition to regular clients of 50-85 households per day. Plus regular truck and car deliveries of 7 per week.

This email was scanned by Bitdefender



Steve Mailloux, Manager Brant Point Courtyard – His board of directors is anxious to get this resolved. For years it wasn't an issue, but it recently changed because there is now all-day parking allowed here and increased traffic.

Gasbarro – Thanked Mr. Mailloux for getting the additional information. If you just put in a white pedestrian line, it will get covered with sand and people will park there. The proposed solution as drawn would be good. He supports a yellow line in the interim and putting this as a planning project to build a sidewalk and widen the road.

Mailloux – He suggests putting in the sidewalk on the north side and relocating the parking to the south side. An interim action might be a yellow line in front of the arbor and Unit 5.

Burns – It should be in place before the Summer season.

Action **Motion to place a yellow line front of the Arbor and in front of Unit 5 with the line as short as possible to allow for access.** (made by: Gasbarro) (seconded by: Murphy)

Vote So voted unanimously

6. Discussion regarding long-term parking on Candle Street and possible installation of accessible parking space.

Documentation Email re: Long-term parking on Candle Street

Discussion **Burns** – He discussed the accessible parking with Mr. Rowland; this is for the food pantry, which has a limited operation time. Suggest, if they are authorized, they could set cones to allow for flexible accessible parking.

Pittman – All they need for that is a street-blocking permit with the dates and times. Part of the issue is cars park there to leave on the boat; that is an issue of enforcement. We would have to prohibit long-term parking. Noted he is requesting in his budget for the addition of two parking enforcement officers.

Action **Motion to Recommend the Food Pantry apply for a street-blocking permit.** (made by: Pittman) (seconded by: Murphy)

Vote So voted unanimously

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

1. **Burns** – Next meeting is December 19; to allow for people's travel plans, suggested moving it up to December 12.
Consensus agrees.

VI. APPROVAL OF MINUTES

The minutes of October 17, 2019 were approved by the unanimous consent of the meeting.

VII. ADJOURNMENT

Motion to adjourn at 11:15 a.m. (made by: Gasbarro) (seconded by: Murphy) So voted unanimously

List of additional documents used at the meeting:

1. October 17, 2019 draft minutes

From: [Mike Burns](#)
To: [Erika Mooney](#); [Macvicar, Angus](#)
Subject: RE: Long-term Parking on Candle Street
Date: Wednesday, October 30, 2019 9:28:34 AM
Attachments: [image001.png](#)

Perhaps send this issue to COD for a recommendation that TS could review?

My initial thoughts are either to request that an accessible space be added to the Greenhound property or relocate one of the three accessible spaces within proximity of the building. Perhaps the space near the American Legion could be moved to the crosswalk between Handlebar and Greenhound, or one of the two spaces near Zero Main could be moved.



[T. Michael Burns, AICP](#)
Transportation Planner
Nantucket Planning Office
2 Fairgrounds Road
Nantucket, MA 02554
Phone: 508-325-7587x7011
Direct: 508-228-7238
FAX: 508-228-7298

From: Erika Mooney
Sent: Wednesday, October 30, 2019 9:11 AM
To: Macvicar, Angus <AMacvicar@police.nantucket-ma.gov>
Cc: Mike Burns <MBurns@nantucket-ma.gov>
Subject: RE: Long-term Parking on Candle Street

So, I just conveyed this to Ms. Palmo, and she has real concerns that when people park there long-term during the winter, it is very difficult for her elderly and handicapped clients to be able to get there. She said it is also hard to accept deliveries of the food if delivery trucks can't pull up. What, if anything, can be done to develop access/parking for the food pantry?

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket MA 02554
508-228-7266
508-228-7272 Fax

From: Macvicar, Angus <AMacvicar@police.nantucket-ma.gov>

Sent: Tuesday, October 29, 2019 2:43 PM

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

Subject: RE: Long-term Parking on Candle Street

Correct, that is when timed enforcement stops.

Angus C. MacVicar
Lieutenant

Nantucket Police Department
4 Fairgrounds Road
Nantucket, Ma 02554
Phone Number (508) 228-1212

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

Sent: Tuesday, October 29, 2019 2:34 PM

To: Macvicar, Angus <AMacvicar@police.nantucket-ma.gov>

Cc: Pittman, William <wpittman@police.nantucket-ma.gov>; Ray Sylvia <RSylvia@nantucket-ma.gov>

Subject: RE: Long-term Parking on Candle Street

Excellent, thanks. And Ray pointed out that in the Parking Enforcement Plan, that area changed from 1-hour to 2-hour parking the Monday after Stroll. Is it possible to continue enforcement after that? Or that that when it essentially stops for the winter?

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket MA 02554
508-228-7266
508-228-7272 Fax

From: Macvicar, Angus <AMacvicar@police.nantucket-ma.gov>

Sent: Tuesday, October 29, 2019 2:21 PM

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

Cc: William Pittman <wpittman@police.nantucket-ma.gov>; Ray Sylvia <RSylvia@nantucket-ma.gov>

Subject: RE: Long-term Parking on Candle Street

Erika,

I'll make sure our CSO's are paying attention to this area. I talked to Ray and the 1 hour signs are in place.

Angus C. MacVicar
Lieutenant

Nantucket Police Department
4 Fairgrounds Road
Nantucket, Ma 02554
Phone Number (508) 228-1212

From: Erika Mooney <EMooney@nantucket-ma.gov>
Date: October 29, 2019 at 9:19:02 AM CDT
To: "Pittman, William" <wpittman@police.nantucket-ma.gov>
Cc: Ray Sylvia <RSylvia@nantucket-ma.gov>
Subject: Long-term Parking on Candle Street

Hi Bill:

Yeshe Palmo from the Food Pantry stopped by our office just now asking that enforcement of the timed parking occur on Candle Street, between Wilkes Square and Salem Street. She says long-term parking is occurring and it makes it difficult for the elderly and handicapped to get to the Food Pantry. Looking online at the Parking District map (<https://www.nantucket-ma.gov/DocumentCenter/View/5661/Parking-Enforcement?bidId=>) it looks like that area is supposed to have year-round enforcement? I am not sure what the timed parking is set at but Yeshe says that the timed parking signs were taken down last winter? Can you please look into them and let me know the story so I can report back to her? Many thanks.

Erika

Erika D. Mooney
Operations Administrator
Town of Nantucket
16 Broad Street
Nantucket MA 02554
508-228-7266
508-228-7272 Fax

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

From: [Peter Ernst](#)
To: [Erika Mooney](#)
Subject: TSB- Request for extension of no parking yellow line in front of 11 Lincoln
Date: Tuesday, October 24, 2023 12:56:29 PM
Attachments: [image.png](#)

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.

To: Traffic Safety Board EMooney@nantucket-ma.gov
From: 11 Lincoln Ave
Date: 24 October 2023
Re: Request for extension of no parking yellow line in front of 11 Lincoln

Please accept this request to Town of Nantucket Traffic and Safety Board for the extension of the yellow no parking line in front of 11 Lincoln Ave. Essentially, there are no yellow lines on either side of the street across from 11 Lincoln Ave's driveway. It is very difficult to get out of the 11 Lincoln Ave drive with cars on both sides. This is especially true in the area between the telephone pole and the driveway. The owner of 11 Lincoln Ave would like lines on both sides, or, at the very least, lines on our side which are consistent with the rest of the odd numbered side of Lincoln Ave..

Please refer to the image below which has 11 Lincoln Ave on the right and the existing yellow line which we would like extended. Thank you for your consideration of this request.

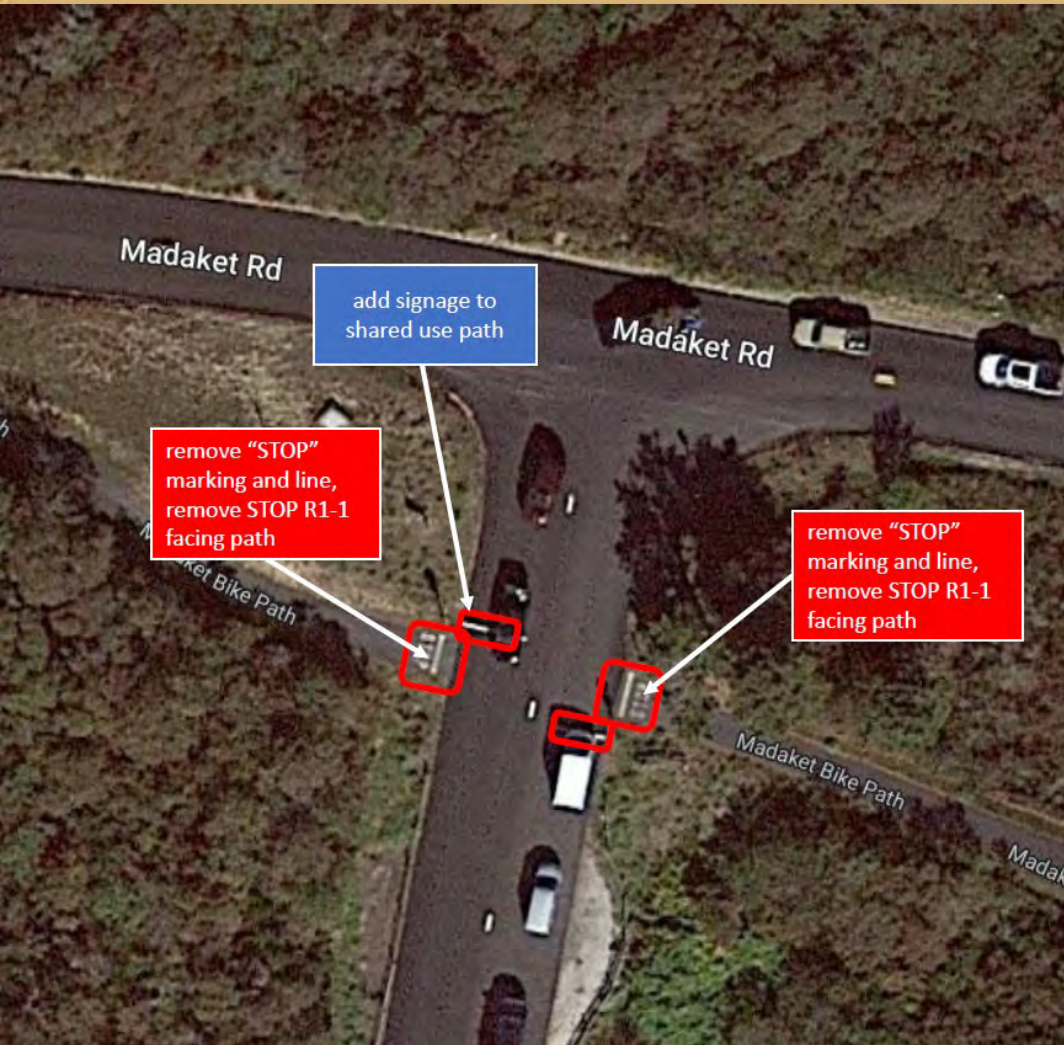


Peter Ernst
234.207.6329



11 Lincoln Ave

Sidepath Stop Sign Removal Strategy



- § 57-14. Right of way for users of multi-use / shared use paths
 - At any location at which a multi-use/shared path intersects with or is crossed by a public or private way or driveway with the exception of major intersections to be determined by the Town of Nantucket, bicyclists, pedestrians and other users of the paths shall have the right of way, and any person operating a motor vehicle shall stop and yield to such bicyclist, pedestrian or other user.
- BPAC provided recommended sign removals / additions for the Madaket, Polpis, Hummock Pond, and Milestone Road paths



Sidepath Stop Sign Removal Strategy

- BPAC Recommendation (unanimous):
 - Recommend sign removals / additions for the Madaket, Polpis, Hummock Pond, and Milestone Road paths
- Recommendations will be reviewed with Traffic Safety and Public Works
- Requested action:
 - Recommend the Select Board implement the recommended sign removals / additions for the Madaket, Polpis, Hummock Pond, and Milestone Road paths



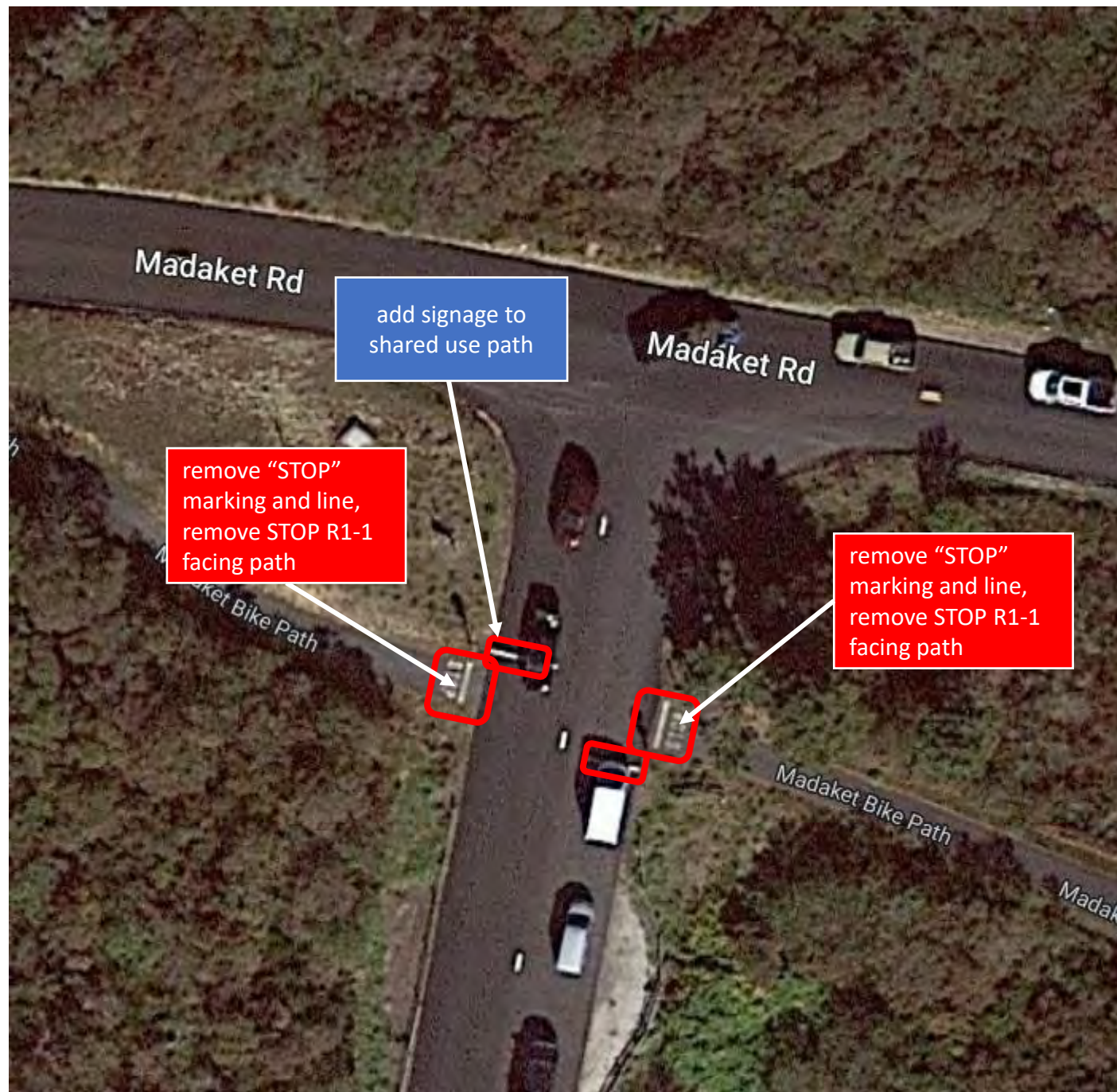
Chapter 57. Bicycles and Mopeds

Article IV. Bicycle Right of Way

§ 57-14. Right of way for users of multi-use/shared use paths.

- A. At any location at which a multi-use/shared path intersects with or is crossed by a public or private way or driveway with the exception of major intersections to be determined by the Town of Nantucket, bicyclists, pedestrians and other users of the paths shall have the right of way, and any person operating a motor vehicle shall stop and yield to such bicyclist, pedestrian or other user.
- B. At any location at which a multi-use/shared path intersects with or is crossed by a public or private way with the exception of major intersections to be determined by the Town of Nantucket, the Town shall install informative path-crossing signs and separate stop signs facing the motor vehicle approach to the intersection so that drivers of motor vehicles are warned to use all caution necessary and to yield the right of way to any bicyclist, pedestrians or other users of the path.

For the purposes of paragraphs A and B in § 57-14, a major intersection shall be considered to be the intersection between a main road, e.g., the Milestone Road, or secondary road that bears as much vehicular traffic as a main road, and a multi-use path.



Madaket Rd

add signage to
shared use path

Madaket Rd

remove "STOP"
marking and line,
remove STOP R1-1
facing path

Madaket Bike Path

remove "STOP"
marking and line,
remove STOP R1-1
facing path

Madaket Bike Path

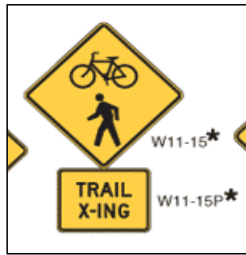
Madake

Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Starbuck	2	Yes	None Noted	Yes	Suggest High Visibility Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
South Cambridge	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Long Pond Drive	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
DPW Office	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Waste Center/Recycling Center Drive	2	Yes	None Noted	Yes*	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Massasoit Bridge Road (Driveway 154, 156, 158, 160)	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Barrett Farm	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Millbrook	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Dukes	2	Yes	None Noted	Yes	Suggest replacing STOP signs facing path with yield signs due to angle. Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Winn	2	Yes	None Noted	Yes	Strongly Suggest High Visibility Crosswalk Markings & DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Heller Way	2	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Ahab	2	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Bartlet Farm	1	Yes	Yes, one W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Somerset	2	Yes	None noted	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Aurora	1	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Suggest High Visibility Crosswalk Markings; Remove Stop Bar Adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Milk	0	Yes	Potentially OM3-L, under stop (unclear which obstruction sign intends to refer to).	Yes	Suggest maintaining existing stop sign. On northern leg of intersection, consider tactile slowing mechanism such as thermoplastic rumble strips.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
End of path	0	Yes	None		Suggest maintaining sign at trail terminus.	Maintain existing post. Add BIKE ROUTE and END Signage (D11-1bP and M4-6) where STOP sign is located.
Isobel's Way	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Sankaty Head Golf Club Driveway	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible; add high visibility pavement markings; future project should reconstruct driveway as single, perpendicular drive	On stop sign of vehicular approach, W11-15 and W11-15P in fluorescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Barnard Valley Road	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Windswept Bog/Pond (Nantucket Conservation Foundation Circular Drive)	3	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Almanack Pond Drive	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Altar Rock Road	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
129-135 Private Way (No Name/ID)	2	Yes	None	Yes, warning	Existing pavement marking (STOP) should be removed from path, if possible	None.
North Pasture Lane	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible	None.
Drew Lane	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Moors End Lane	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path; add high visibility pavement marking crossing if possible	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Kelly Road	1	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path; add high visibility pavement marking crossing if possible	Add W11-15 and W11-15P in fluorescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

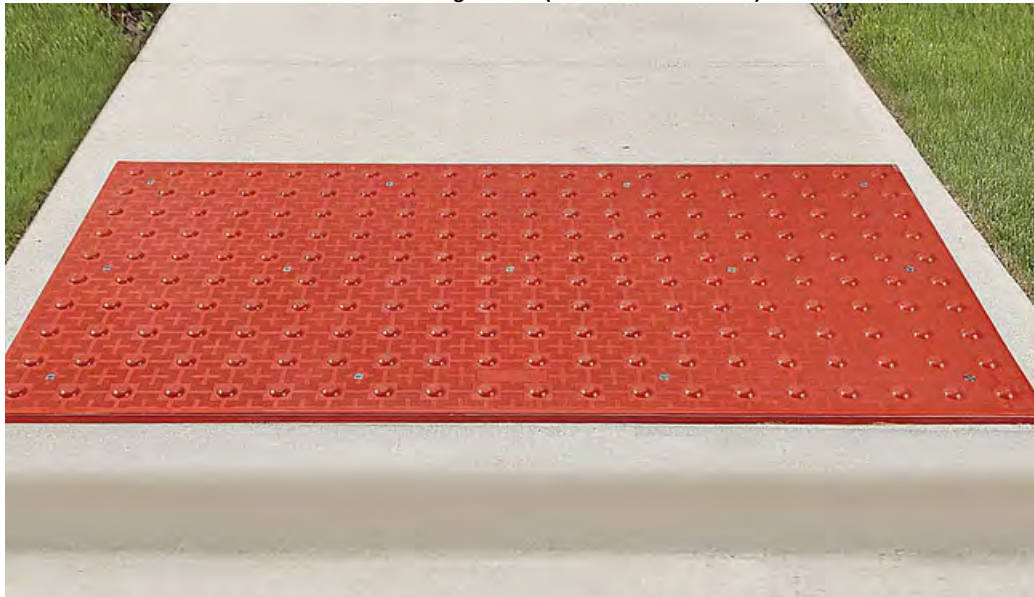
Street	Stop Signs to Remove	Path Facing Signs on Wooden Post?	Other Signs to Remove	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Tawpoot	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
Milestone Crossing	2	Yes	None	Yes	crosswalk present; note extra post without sign present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
Nobadeer Farm Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
New South Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
Russell's Way	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
Tom Nevers Road	2	Yes	None	Yes	Wide intersection with center median; crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.
Chuck Hollow Road	2	Yes	None	Yes	Wide intersection with splitter median; crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in fluorescent yellow-green mounted below stop sign.



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.



Detectable Warning Surface (AKA truncated domes)



Request for Estimate

Assessment of Path Intersections; Removal of “Nuisance” Stop Signs along Sidepaths/Shared Use Paths; Implementation of Additional Pavement Markings and Signage

Overview:

Where sidepaths/shared use paths approach intersections, the Town of Nantucket requests contractor support to document and remove:

- Existing STOP signs (R1-1); and
- STOP pavement markings and lines (where applicable) on shared use paths.

STOP treatments facing sidepaths/shared use paths have proven generally ineffective due to low compliance rates. This creates the potential for conflict between path users and motorists, who anticipate path users to stop based on the signage. The Town is pursuing a Safe Systems approach, which acknowledges that users make mistakes and privileges right of way use for the most vulnerable roadway users—in this case, path users crossing intersections.

Where vehicles traveling on a minor road approach an intersection to a major road that would require crossing a sidepath/shared use path, the Town wishes to provide:

- STOP (R1-1) or YIELD (R1-2) signs, as appropriate, to be determined by a licensed PE;
- TRAIL CROSSING (W11-15, W11-15P) signs as appropriate, to be determined by a licensed PE; and
- High visibility continental pavement markings (or alternative crossing marking treatments, as appropriate).

This scope requires a review of all signage and markings at selected paths' intersections. The contractor may wish to suggest and price additional signage and markings beyond what is discussed above to enhance intersection safety. Staff have reviewed four initial paths for this estimate and anticipate additional similar work for other sidepaths/shared use paths in the pipeline. The four paths included in this scope are:

- Milestone Road Sidepath (also known as 'Sconset Path)
- Madaket Sidepath
- Cisco/Hummock Pond Sidepath
- Polpis Road Sidepath

Included in this request for estimate, staff has provided lists of all existing intersections along the four paths with preliminary inventories of signage and markings. These lists include initial suggestions for improvements. These lists should be field verified, and an engineering assessment of safe crossing signage and markings should be developed and priced for each intersection.

Tasks:

The contractor should provide a lump sum price for tasks 1-6. Task 7 may be costed as unit price (for signage and marking installation). Note that the contractor should provide Tasks 5-7 as options to procure following finalization of tasks 1-4.

- Task 1: Field verify the existing inventory of intersections and existing signage and markings.
- Task 2: Assess each intersection in the field and propose appropriate treatments, including markings and signage facing vehicular approaches, noting the town's desire to eliminate nuisance stop signs facing shared use paths.
- Task 3: Prepare a draft memo documenting:
 - Proposed approach for each intersection
 - Unit costs of each proposal
- Task 4: Following review and comment resolution by staff (if any), finalize memo and provide signature by licensed PE for permitting purposes.
- Task 5: Prepare required permitting documents for MassDOT (for work with the Milestone Road layouts) for the full extent of improvements documented in the memo. Facilitate the MassDOT permitting process, including
- Task 6: Prepare required permitting documents for the Town (for work in the Polpis Road, Hummock Pond Road, and Madaket Road layouts)
- Task 7: Implement the improvements as documented in the memo, as amended through the permitting process. A subcontractor may be engaged to undertake this task, but in the estimate response the proposed subcontractor should endorse the provided estimate for unit pricing.

Timing:

Respondents should provide a concise estimated timeline for each task.

Questions:

Questions should be directed to DPW Director Stephen Arceneaux and Transportation Program Manager Patrick Reed at sarceneaux@nantucket-ma.gov and preed@nantucket-ma.gov, respectively.

Initial Inventories

The following pages include *initial* inventories of paths' intersections and existing treatments to aid respondents' lump sum estimates.

Madaket Road Sidepath						
Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Starbuck	2	Yes	None Noted	Yes	Suggest High Visibility Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
South Cambridge	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Long Pond Drive	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
DPW Office	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS; may need to remove STOP pavement markings.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Waste Center/Recycling Center Drive	2	Yes	None Noted	Yes*	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Massasoit Bridge Road (Driveway 154, 156, 158, 160)	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Barrett Farm	2	Yes	None Noted	No	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Millbrook	2	Yes	None Noted	Yes	Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Dukes	2	Yes	None Noted	Yes	Suggest replacing STOP signs facing path with yield signs due to angle. Suggest Crosswalk Markings, DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Winn	2	Yes	None Noted	Yes	Strongly Suggest High Visibility Crosswalk Markings & DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

Cisco-Hummock Pond Sidepath						
Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Heller	2	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Ahab	2	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Bartlett Farm	1	Yes	Yes, one W3-1 (stop ahead) signs nearby along path	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Somerset	2	Yes	None noted	Yes	Remove Stop Bar adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Aurora	1	Yes	Yes, two W3-1 (stop ahead) signs nearby along path	Yes	Suggest High Visibility Crosswalk Markings; Remove Stop Bar Adjacent to DWS	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Milk	0	Yes	Potentially OM3-L, (obstruction unclear).	Yes	Suggest maintaining existing stop sign. On northern leg of intersection, consider tactile slowing mechanism such as thermoplastic rumble strips.	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

Polpis Road Sidepath						
Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
End of path	0	Yes	None	No	Suggest maintaining sign at trail terminus.	Maintain existing post. Add BIKE ROUTE and END Signage (D11-1bP and M4-6) where STOP sign is located.
Isobel's	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Sankaty Head Golf Club Driveway	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible; add high visibility pavement markings; future project should reconstruct driveway as single, perpendicular drive	On stop sign of vehicular approach, W11-15 and W11-15P in flourescent yellow-green mounted below stop sign. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Barnard Valley	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Windswept Bog/Pond (Nantucket Conservation Foundation Circular Drive)	3	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Almanack Pond	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Altar Rock	2	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
129-135 Private Way	2	Yes	None	Yes, warning	Existing pavement marking (STOP) should be removed from path, if possible	None.
North Pasture	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible	None.
Drew	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path, if possible; could add high-visibility crossing markings at driveway crossing location	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Moors End	2	Yes	None	Yes	Existing pavement marking (STOP) should be removed from path; add high visibility pavement marking crossing if possible	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm
Kelly	1	Yes	None	None Present	Existing pavement marking (STOP) should be removed from path; add high visibility pavement marking crossing if possible	Add W11-15 and W11-15P in flourescent yellow-green to vehicular approach. See MUTCD Reference: https://mutcd.fhwa.dot.gov/htm/2009/part9/fig9b_03_longdesc.htm

Milestone Road Sidepath						
Street	Stop Signs to Remove Facing Path	Path Facing Signs on Wooden Post?	Other Signs to Remove?	Stop or Warning Sign at Vehicular Approach to Path?	Other Notes	New Signs Suggested
Tawpoot	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Milestone Crossing	2	Yes	None	Yes	crosswalk present; note extra post without sign present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Nobadeer Farm Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
New South Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Russell's Way	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Tom Nevers Road	2	Yes	None	Yes	Wide intersection with center median; crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Chuck Hollow Road	2	Yes	None	Yes	Wide intersection with splitter median; crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Tawpoot	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Milestone Crossing	2	Yes	None	Yes	crosswalk present; note extra post without sign present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Nobadeer Farm Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
New South Road	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.
Russell's Way	2	Yes	None	Yes	crosswalk present	Currently already signed with a stop at vehicular approach; suggest 11-15 and W11-15P in flourescent yellow-green mounted below stop sign.

Appendix 1 - Citizen References

Manual on Uniform Traffic Control Devices (MUTCD) References



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.



Additional Reference: Photo of Detectable Warning Surface (DWS), also referred to as Truncated Domes





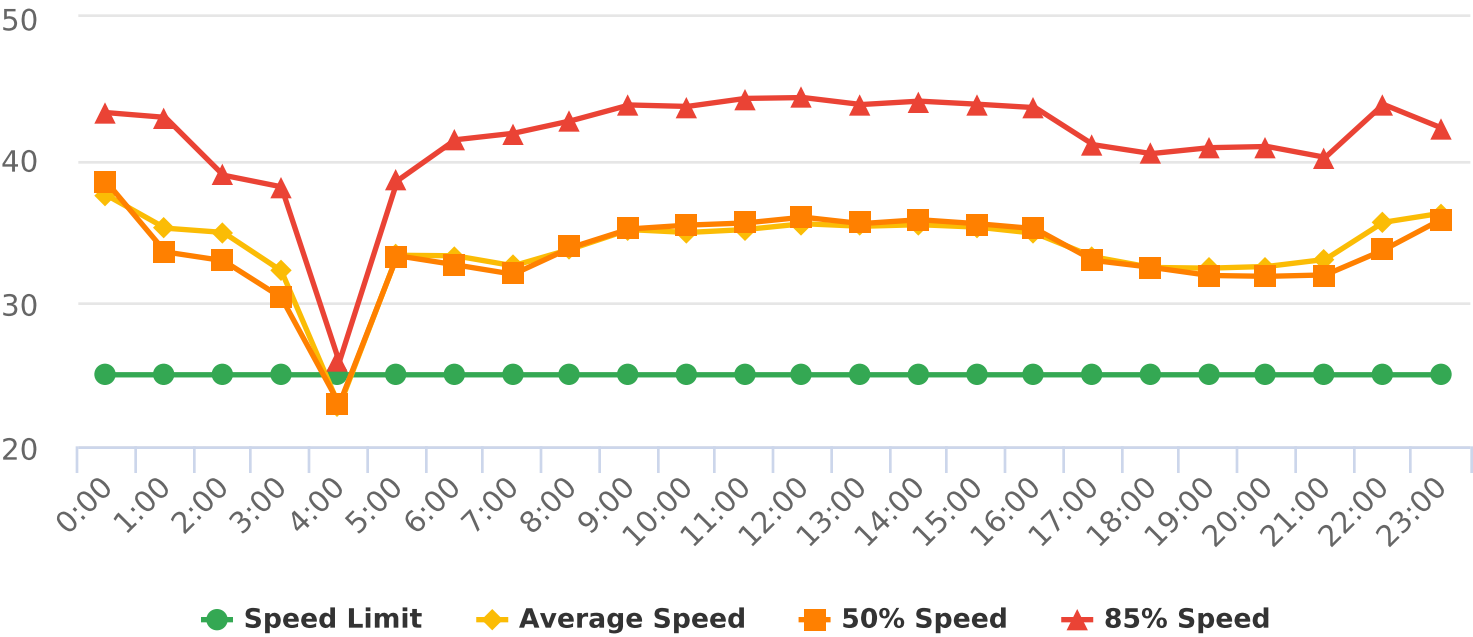
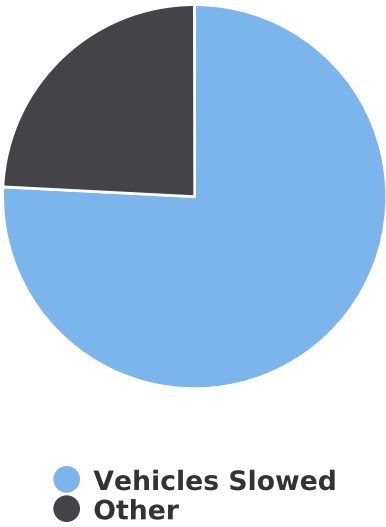
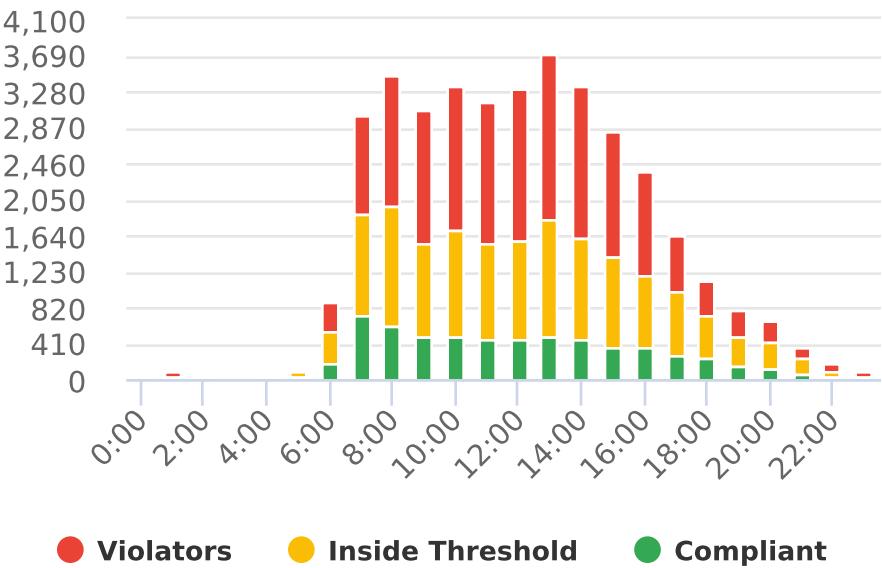
Start: 2024-02-02
End: 2024-02-26
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Overall Summary

Total Days of Data: 22
Speed Limit: 25
Average Speed: 34.56
50th Percentile Speed: 34.66
85th Percentile Speed: 43.22
Pace Speed Range: 30-40

Minimum Speed: 10
Maximum Speed: 100
Display Mode: Display Off, Speed Display
Average Volume per Day: 1712.6
Total Volume: 37677





Extended Speed Summary

Milestone Rd @ New St, EB

Start: 2024-02-02

End: 2024-02-26

Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10

Speed Range: 1 to 150

Time	Sign Mode	Speed Limit	Total # Vehicles	Total # Violator	% Violator	Avg # Vehicles	Avg # Violators	Min Speed	Max Speed	Avg Speed	50% Speed	85% Speed	Sign Effectiveness
0:00	Display Off, Speed Display	25	54	26	48.1%	2.6	1.2	10	63	37.5	38.4	43.3	68.4%
1:00	Speed Display, Display Off	25	77	36	46.8%	3.7	1.7	12	72	35.2	33.6	43.0	74.1%
2:00	Display Off, Speed Display	25	37	17	45.9%	1.8	0.8	12	68	34.9	33.0	38.9	81.1%
3:00	Speed Display, Display Off	25	15	8	53.3%	0.7	0.4	14	43	32.3	30.4	38.1	60.1%
4:00	Display Off, Speed Display	25	20	5	25.0%	1.0	0.2	10	41	22.8	23.0	25.9	59.9%
5:00	Speed Display	25	131	55	42.0%	6.2	2.6	10	52	33.4	33.3	38.6	79.5%
6:00	Speed Display	25	893	359	40.2%	42.5	17.1	10	61	33.3	32.7	41.4	79.5%
7:00	Speed Display	25	3003	1115	37.1%	143.0	53.1	10	66	32.6	32.0	41.9	75.9%
8:00	Speed Display	25	3453	1494	43.3%	164.4	71.1	10	62	33.8	33.9	42.8	76.0%
9:00	Speed Display	25	3072	1535	50.0%	139.6	69.8	10	62	35.1	35.2	43.9	75.2%
10:00	Speed Display	25	3354	1656	49.4%	152.5	75.3	10	60	34.9	35.5	43.7	75.2%
11:00	Speed Display	25	3157	1604	50.8%	150.3	76.4	10	79	35.1	35.6	44.3	75.8%
12:00	Speed Display	25	3324	1734	52.2%	158.3	82.6	10	78	35.6	36.0	44.4	75.4%
13:00	Speed Display	25	3704	1872	50.5%	176.4	89.1	10	80	35.4	35.6	43.9	75.5%
14:00	Speed Display	25	3329	1707	51.3%	158.5	81.3	10	66	35.5	35.8	44.1	74.3%
15:00	Speed Display	25	2839	1438	50.7%	135.2	68.5	10	63	35.3	35.6	43.9	76.1%
16:00	Speed Display	25	2372	1175	49.5%	113.0	56.0	10	63	34.9	35.2	43.7	77.1%
17:00	Speed Display	25	1649	644	39.1%	78.5	30.7	10	83	33.2	33.0	41.1	75.4%
18:00	Speed Display	25	1112	385	34.6%	53.0	18.3	10	86	32.5	32.5	40.5	74.5%
19:00	Speed Display	25	782	282	36.1%	37.2	13.4	10	74	32.5	31.9	40.9	77.9%
20:00	Speed Display	25	654	239	36.5%	32.7	12.0	10	64	32.6	31.9	41.0	75.7%
21:00	Speed Display	25	370	133	35.9%	18.5	6.7	10	70	33.1	32.0	40.2	79.5%
22:00	Speed Display	25	193	97	50.3%	9.7	4.9	10	100	35.7	33.7	43.9	84.6%
23:00	Speed Display	25	83	43	51.8%	4.2	2.2	14	55	36.3	35.9	42.3	84.4%



Start: 2024-02-02
End: 2024-02-26
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Total Volumes/ Avg	37677	17659	46.9%	1783.3	835.4	10	100	33.9	33.6	41.5	75.5%
Total/Avg w/o Feedback	12	7	58.3%	0.6	0.3	27	51	37.0	36.0	41.3	95.3%
Total/Avg w/ Feedback	37665	17652	46.9%	1782.8	835.1	10	100	33.9	33.5	41.5	75.3%

Pleasant Street and Williams Lane Design Alternatives for Bike and Pedestrian Improvements

Nantucket Complete Streets: Circulation Alternatives Analysis

Pleasant St, Sparks Ave,
Williams Lane

September 21, 2023



Pleasant Street and Williams Lane Design Alternatives for Bike and Pedestrian Improvements

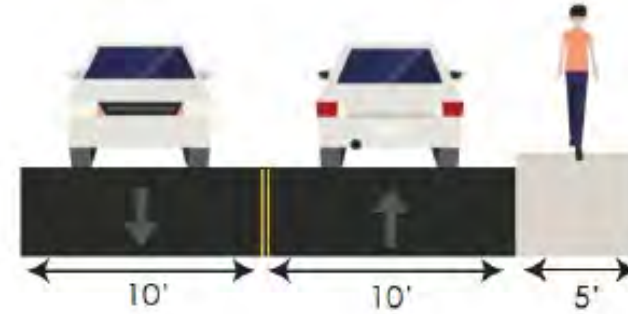
- The Pleasant St and Williams Ln design evaluated both one-way and two-way traffic flows
- <https://nantucket-ma.civilspace.io/en/projects/pleasant-street-and-williams-lane-complete-street-improvements>
- Two-way traffic flow:
 - Preserved existing traffic flow conditions
 - Did not provide separate facility for bicycle users
 - Had greater impact to abutting properties and utilities
 - Had a greater cost
- One-way traffic flow:
 - Restricted traffic flow options
 - Added additional delay to the overburdened Four Corners intersection
 - Provided accommodation for both bicyclists and pedestrians
 - Minimal to no impact to abutting properties and utilities
 - Least costly alternative



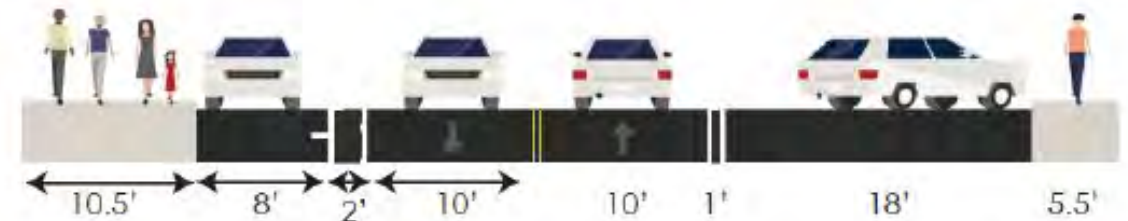
Alternative 1



1 PLEASANT STREET (FACING SOUTH)



5 PLEASANT STREET (FACING NORTH)





Requires permanent easement of
1,135 SF

Alternative 1

PLEASANT STREET FACING SOUTH



Existing by Back Street

PLEASANT STREET FACING NORTH



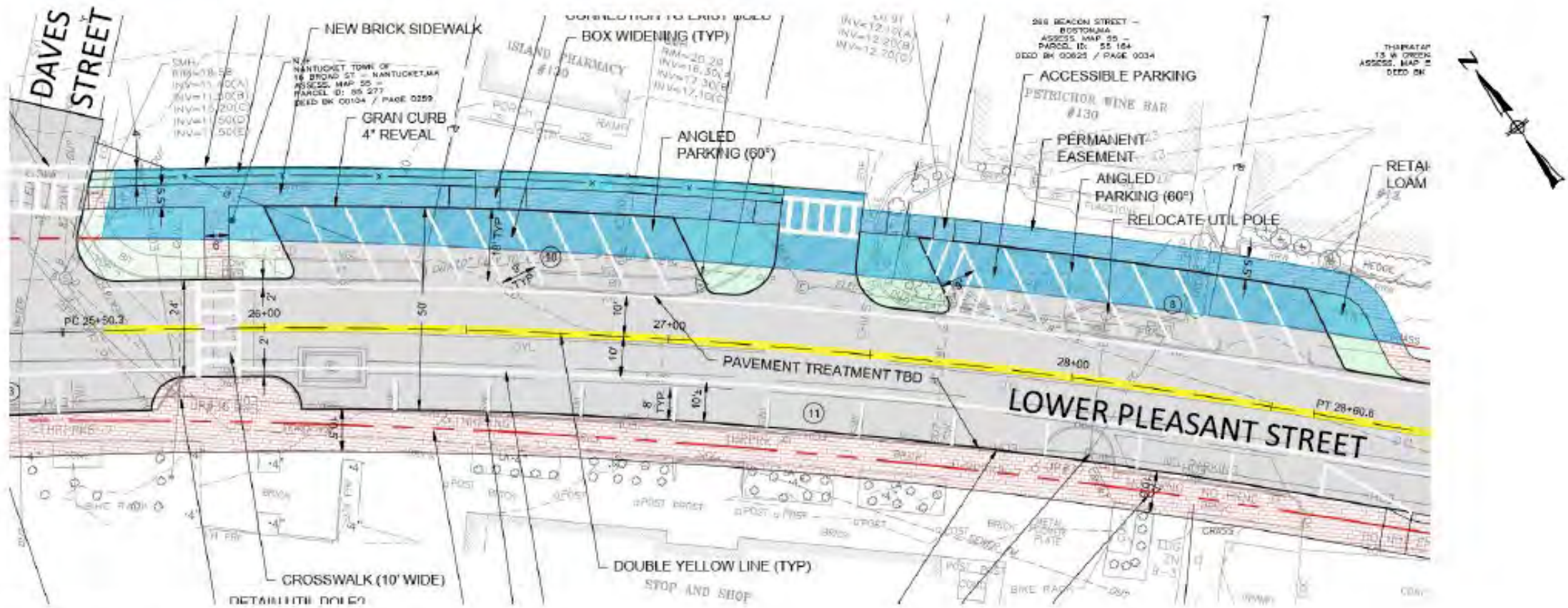
Alternative 1

PLEASANT STREET FACING NORTH



Alternative 1

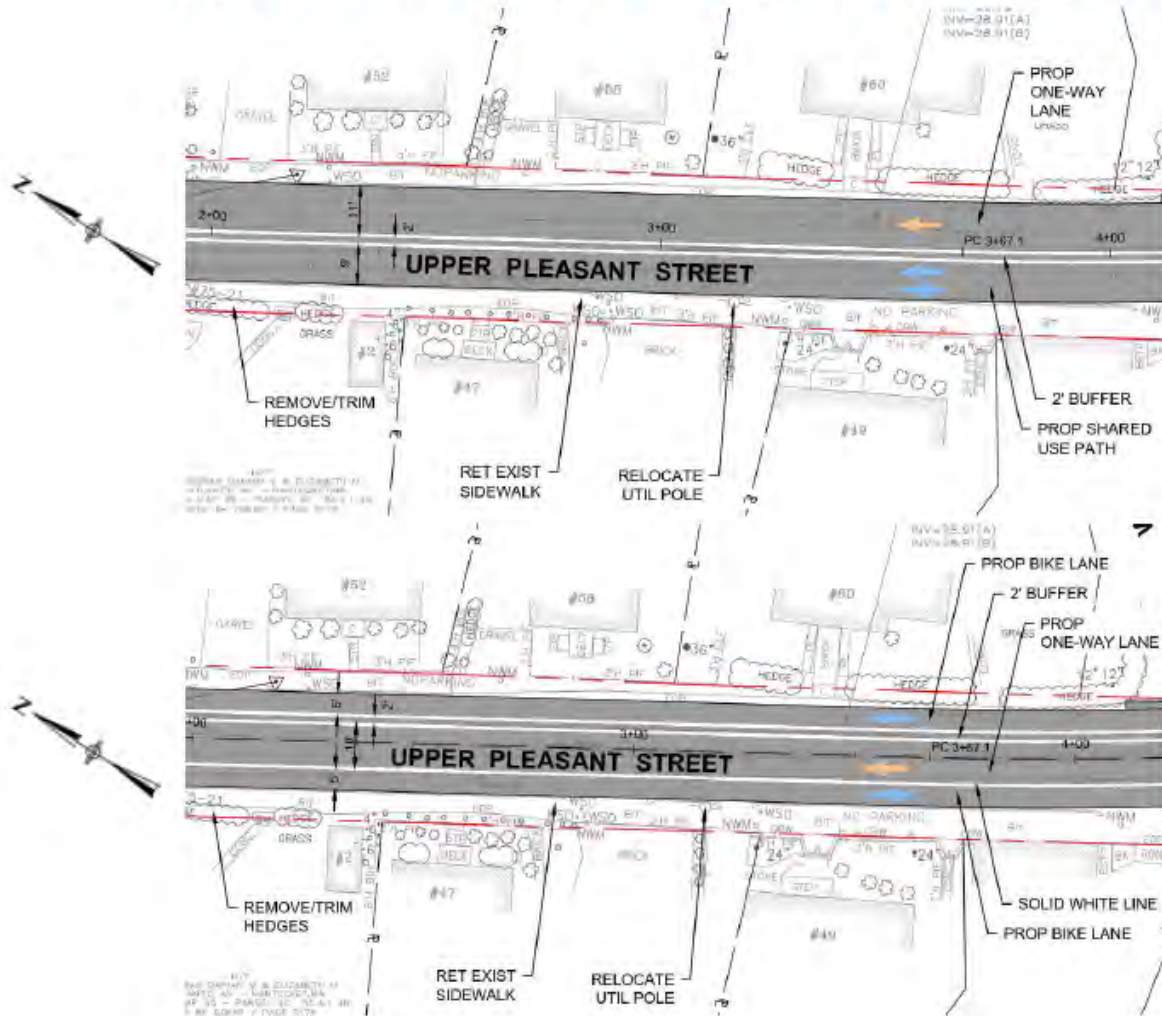
Focus Area – Angled Parking



Requires permanent easement (in blue) of 5,680 SF
Requires relocation of utility poles

Shortens crossing distances
Maintains / increases parking

Alternative 2 – One-Way Configuration from Five Corners to Williams Street



Option 1:

Modify to 11' One-Way Travel (Northbound) along right side of roadway.

Add 9' Shared Use Path on left side.

Option 2:

Modify to 11' One-Way Travel (Northbound) in center of roadway

Add 5' bike lane to both sides of roadway with 2-ft buffer for counterflow side.

Both Options:

No modifications to exist sidewalk. Requires widening of road in some narrower areas.

No Permanent Easement required

PLEASANT STREET FACING SOUTH



Alternative 2 – Option 1

PLEASANT STREET FACING SOUTH



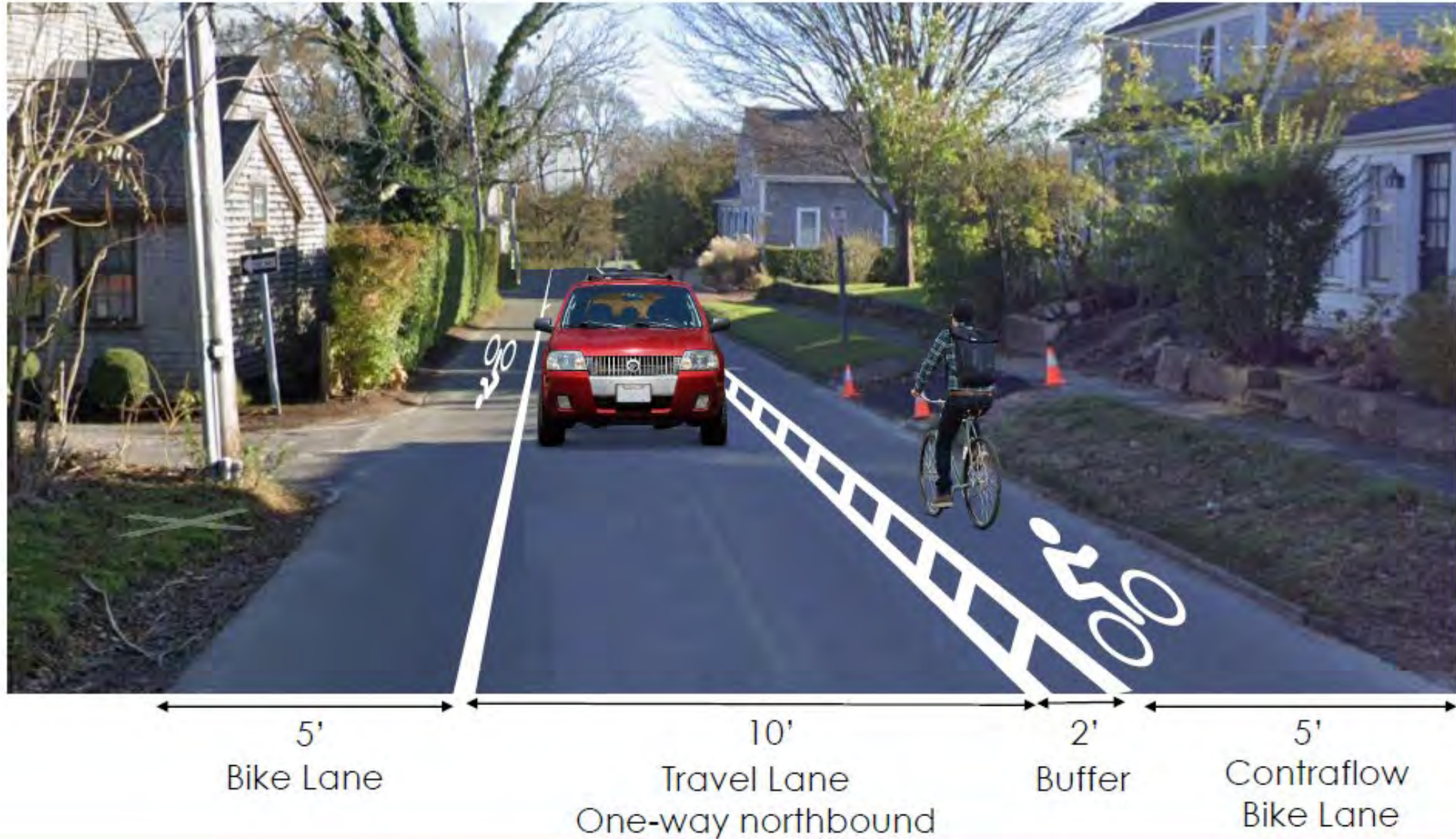
10'
Travel Lane
One-way northbound

2'
Buffer

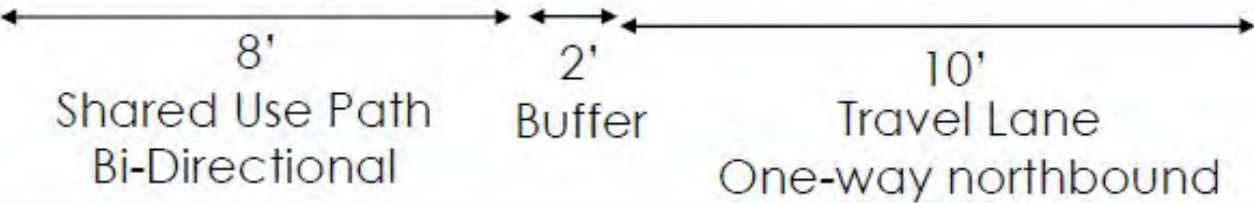
8'
Shared Use Path
Bi-Directional

Alternative 2 – Option 2

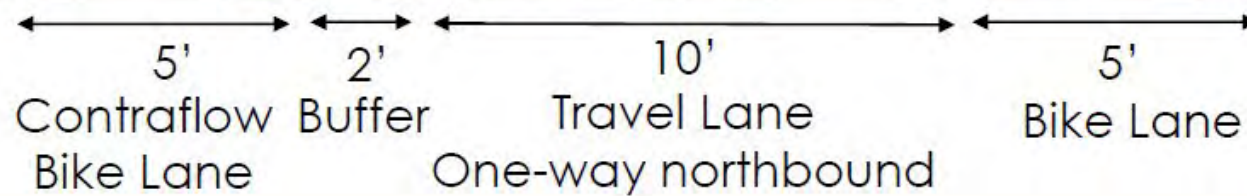
PLEASANT STREET FACING SOUTH



Alternative 2 – Option 1

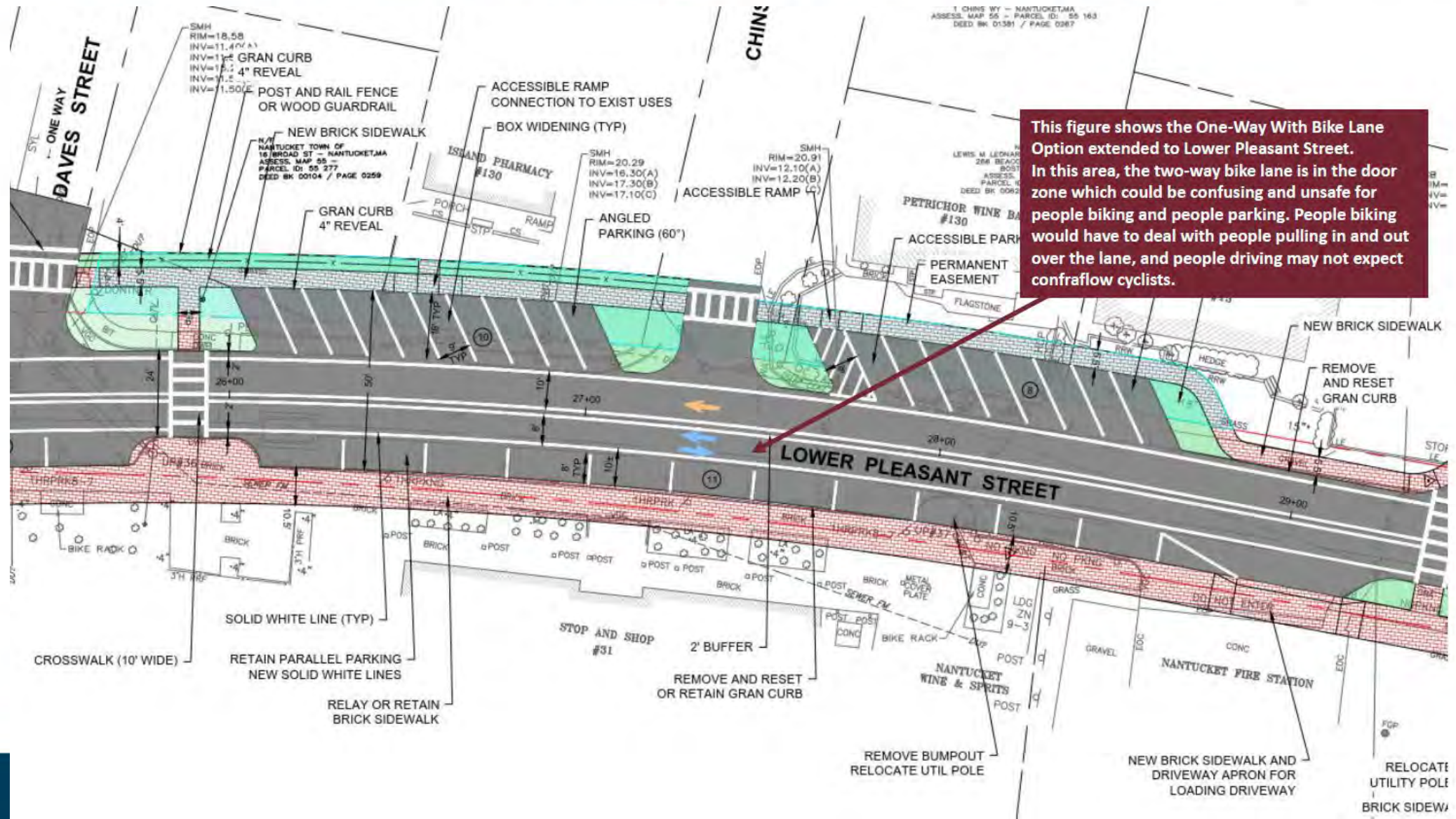


Alternative 2 – Option 2



Alternative 2

Focus Area – Angled Parking



This figure shows the One-Way With Bike Lane Option extended to Lower Pleasant Street. In this area, the two-way bike lane is in the door zone which could be confusing and unsafe for people biking and people parking. People biking would have to deal with people pulling in and out over the lane, and people driving may not expect contraflow cyclists.



Focus Area – Angled Parking



Williams Lane Alternatives

Alternative 1 – Two-Way Full Reconstruction

Alternative 2 – One-Way Configuration

WILLIAMS LANE FACING WEST

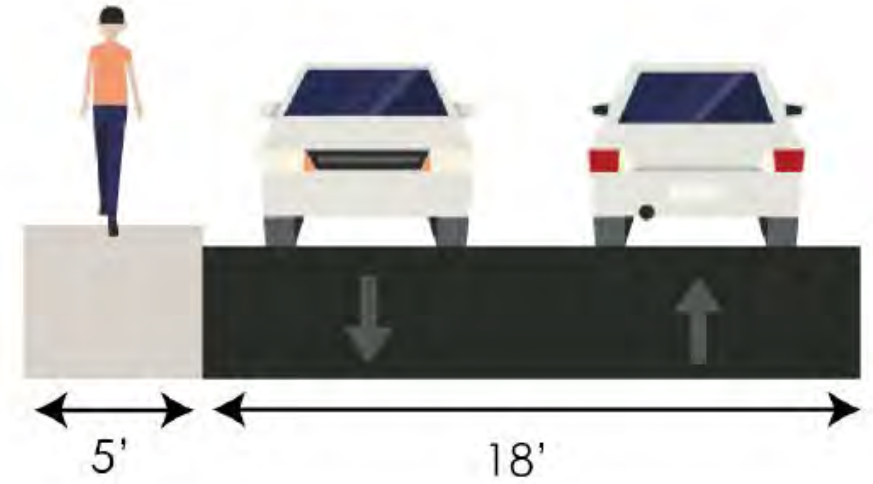


Road width varies but generally ~18-20'

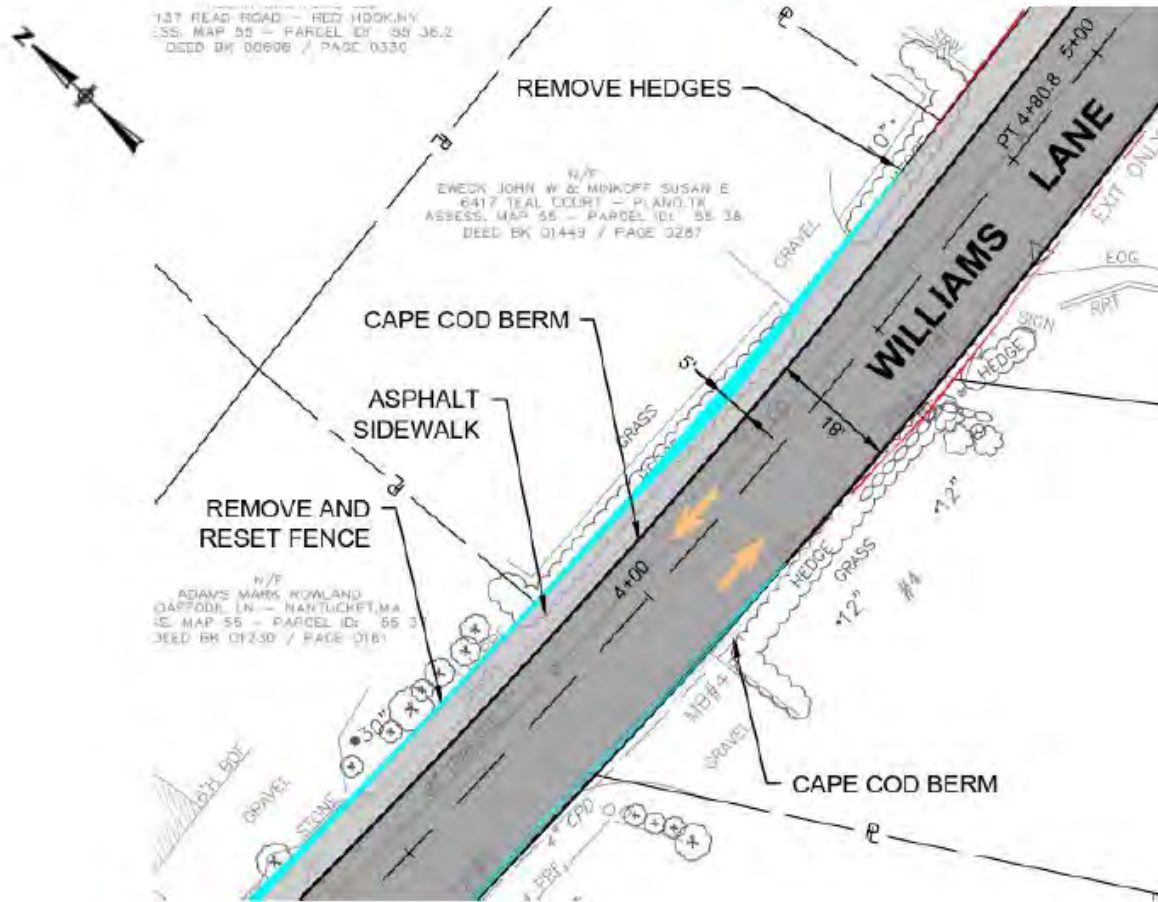


3

WILLIAMS LANE (FACING EAST)



Alternative 1 – Two-Way Full Reconstruction



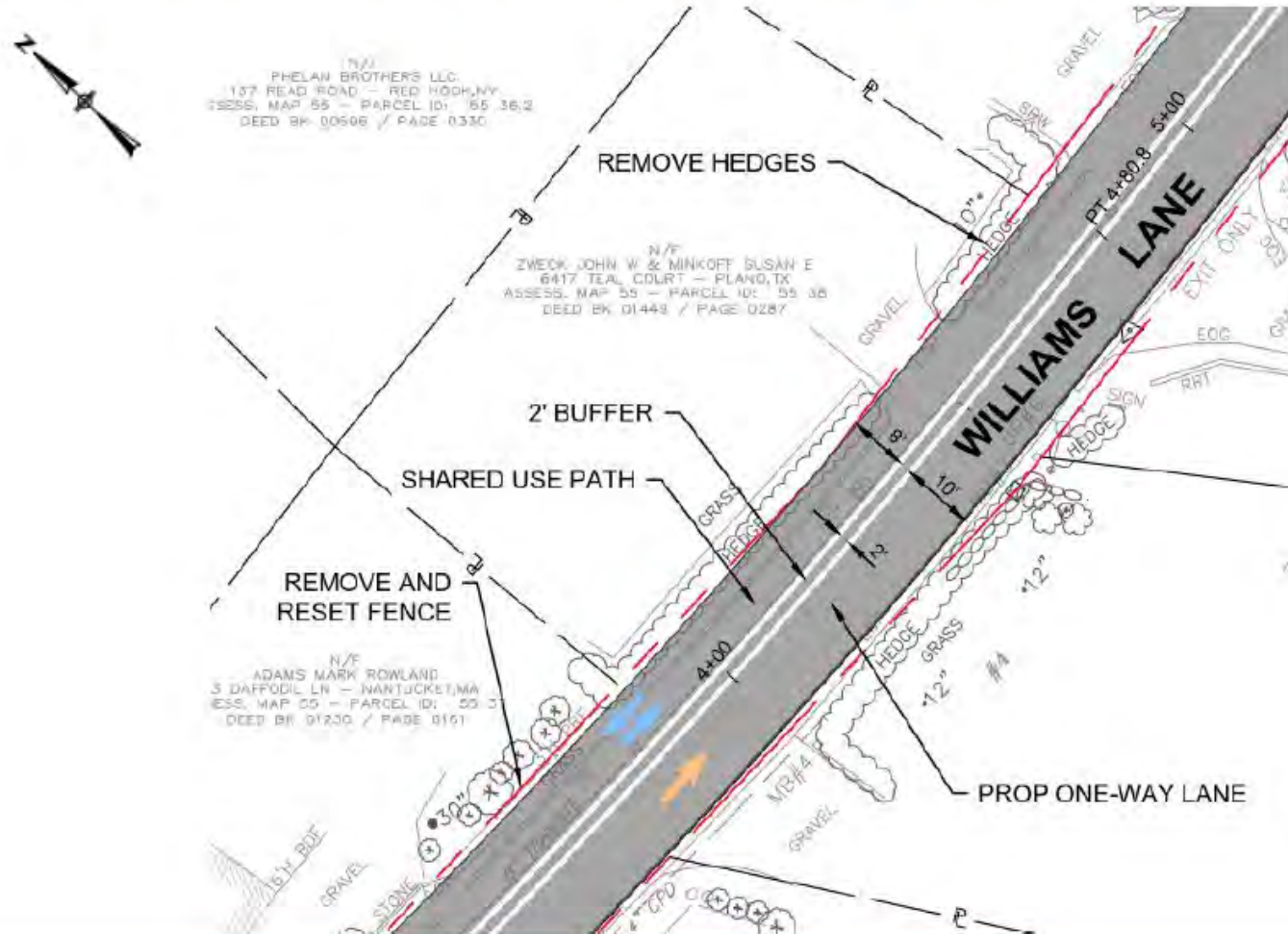
Maintain Two-Way Travel on 18' foot roadway

Add a 5' sidewalk on the north side

Requires a permanent easement of 270 SF to accommodate the sidewalk/shared use path

Alternative 2

One-Way Configuration Widened



Modify to 10' One-Way (westbound) travel along left side of roadway.

Add 8' shared use path on right side of roadway.

Widen existing road width but remain within existing right-of-way.
No permanent easements required.

WILLIAMS LANE FACING WEST



Pleasant Street and Williams Lane Design Alternatives for Bike and Pedestrian Improvements

Preliminary Cost Estimates

SPARKS AVENUE, PLEASANT STREET, WILLIAMS LANE ALTERNATIVES ANALYSIS								
TOWN OF NANTUCKET								
Item No.	Unit	Item Description	Unit Price	PLEASANT STREET			WILLIAMS LANE	
				ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 2 - OPTION 2	ALTERNATIVE 1	ALTERNATIVE 2
120.1	CY	UNCLASSIFIED EXCAVATION	\$ 62.00	\$77,500.00	\$72,850.00	\$72,850.00	\$55,800.00	\$49,600.00
151	CY	GRAVEL BORROW	\$ 215.00	\$184,900.00	\$161,250.00	\$161,250.00	\$129,000.00	\$107,500.00
170	SY	FINE GRADING AND COMPACTING - SUBGRADE AREA	\$ 27.00	\$83,160.00	\$72,360.00	\$72,360.00	\$58,320.00	\$48,600.00
402.1	TON	DENSE GRADED CRUSHED STONE FOR SUB-BASE	\$ 187.00	\$88,825.00	\$98,175.00	\$98,175.00	\$65,450.00	\$65,450.00
450.23	TON	SUPERPAVE SURFACE COURSE - 12.5 (SSC - 12.5)	\$ 310.00	\$62,000.00	\$68,200.00	\$68,200.00	\$46,500.00	\$46,500.00
450.32	TON	SUPERPAVE INTERMEDIATE COURSE - 19.0 (SIC - 19.0)	\$ 310.00	\$102,300.00	\$111,600.00	\$111,600.00	\$74,400.00	\$74,400.00
470	TON	HOT MIX ASPHALT BERM	\$ 29.00	\$1,160.00	\$290.00	\$290.00	\$870.00	\$870.00
702	TON	HOT MIX ASPHALT SIDEWALK OR DRIVEWAY	\$ 465.00	\$48,360.00	\$2,790.00	\$2,790.00	\$29,295.00	\$900.00
751	CY	LOAM FOR ROADSIDES	\$ 325.00	\$16,250.00	\$16,250.00	\$16,250.00	\$8,125.00	\$8,125.00
765	SY	SEEDING	\$ 37.00	\$9,250.00	\$9,250.00	\$9,250.00	\$5,550.00	\$5,550.00
864.04	SF	PAVEMENT ARROWS AND LEGENDS REFLECTORIZED WHITE (THERMOPLASTIC)	\$ 10.00	\$0.00	\$2,750.00	\$4,750.00	\$0.00	\$2,100.00
866.106	FT	6 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$ 2.00	\$0.00	\$4,400.00	\$5,980.00	\$0.00	\$2,600.00
866.112	FT	12 INCH REFLECTORIZED WHITE LINE (THERMOPLASTIC)	\$ 6.50	\$0.00	\$0.00	\$0.00	\$1,360.00	\$1,300.00
867.106	FT	6 INCH REFLECTORIZED YELLOW LINE (THERMOPLASTIC)	\$ 2.00	\$4,440.00	\$0.00	\$0.00	\$7,090.00	\$0.00
TOTAL				\$678,145.00	\$620,165.00	\$623,745.00	\$481,760.00	\$413,495.00
CONTINGENCY				35%	\$237,350.75	\$217,057.75	\$218,310.75	\$168,616.00
ADJUSTED TOTAL					\$915,500.00	\$837,300.00	\$842,100.00	\$650,400.00
PERMANENT EASEMENT AREA REQUIRED					1135 Sq. Ft.	None	None	270 Sq. Ft.



Pleasant Street and Williams Lane Design Alternatives for Bike and Pedestrian Improvements

INTERSECTION	Existing Two-Way		One-Way	
	LOS	DEL*	LOS	DEL*
Pleasant Street at York Street, & Atlantic Avenue (5 Corners) - AWSC				
Overall Intersection	C	17	C	16
Sparks Avenue at Atlantic Avenue (Offset 4-Way) - AWSC				
Surfside Road - NB	F	203	F	306
Atlantic Avenue - SB	D	26	F	182
Sparks Avenue - WB	F	134	F	217
S Prospect Street - EB	F	99	F	182
Overall Intersection	F	137	F	225
Sparks Avenue at Williams Lane - TWSC				
Sparks Avenue - EB	A	1	A	1
Sparks Avenue - WB	A	0	A	0
Williams Lane - SB	D	26	A	0
Overall Intersection	A	3	A	1
Pleasant Street at Williams Lane - TWSC				
Pleasant Street - EB	A	0	A	0
Pleasant Street - WB	A	2	A	0
Williams Lane - NB	B	12	B	12
Overall Intersection	A	2	A	1
Pleasant Street at Sparks Avenue & Pleasant Street - Roundabout				
Pleasant Street - SB	A	8	A	0
Sparks Ave - EB	A	10	A	8
Hooper Farm Road - NB	B	15	B	12
Sparks Ave - WB	B	14	C	17
Overall Intersection	B	12	B	12



Pleasant Street and Williams Lane Design Alternatives for Bike and Pedestrian Improvements

- BPAC Recommendation (unanimous):
 - Conduct a pilot of the one-way alternatives for Pleasant St and Williams Ln and, if deemed not viable, then pursue the design alternatives with two-way traffic flow on Pleasant St and Williams Ln
- LRTP Survey Respondents (Visioning and Prioritization Surveys):
 - 60% - Invest more in sidepaths (highest investment priority)
 - 94% - Support for accommodating all users (Complete Streets Policy)
 - #1 Capacity Improvement – More space for active transportation (walking/biking)
 - #1 Concern – Traffic Congestion
- Requested action:
 - Recommend the Select Board conduct a pilot of the one-way alternatives for Pleasant St and Williams Ln and, if deemed not viable, then pursue the design alternatives with two-way traffic flow on Pleasant St and Williams Ln.





Bike Safety Campaign



Nantucket Planning & Economic Development Commission
Nantucket Transportation Planning Organization



Bike Safety Campaign – Focus Areas



- Incentivize Bike Registration
 - Distribute Bike Safety Brochure – Rules of the Road
 - Helmet Sticker
 - Notice of Helmet Availability with Registration (via Sheriff if needed)
 - Nantucket-themed E-Bike Classification Sticker
- Encourage Wearing Bike Helmets
 - Helmet Sticker
 - Available helmets through Nantucket Sheriff's office (not marketed)
- Share E-Bike Classification Regulations
 - Classification Stickers
 - Class 1&2 on Paths (no Class 3s allowed)
 - No E-Bikes on Conservation Trails



Incentivize Bike Registration

- Requirement:
 - §57-3 “All bicycles operated on the streets of Nantucket shall be licensed, and the registration plate shall be displayed on the rear of the bicycle.”
- Distribute Bike Safety Brochure
 - Needs Updating
- Nantucket-themed Stickers Incentive
- Cost Incentives (free?)
- Other Incentives?
 - Utilize the school resource officer/school administration
 - Bike lights



 **Town & County of
NANTUCKET, MA** **BICYCLE REGISTRATION**

Permit #: _____

Bicycle Owner

Last Name: _____ First Name: _____

Nantucket Address: _____ Date of Birth: _____

Phone #: _____ Email: _____

Permanent Address: _____

City: _____ State: _____ Zip: _____

Bicycle Information

Manufacturer Name: _____ Model Name: _____ Sex: M / F

Descriptive Type: _____ Color: _____ Secondary Color: _____

Serial #:

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Other descriptive markers: _____



Encourage Wearing Bike Helmets

- “Brain Bucket Nantucket 2024” Sticker
- Distributed with Bike License
- Notice of Available Helmets through Nantucket Sheriff’s Office
 - o Sheriff Helmets would not be publicized

(insert examples)



Share E-Bike Classification Regulations

■ Nantucket-themed Classification Stickers

MGL c 85 §11B ³/₄ (f) Manufacturers and distributors of electric bicycles shall apply a label that shall be permanently affixed, in a prominent location, to each electric bicycle containing the classification number, top assisted speed and motor wattage of the electric bicycle.

■ Bike Safety Brochure Notices:

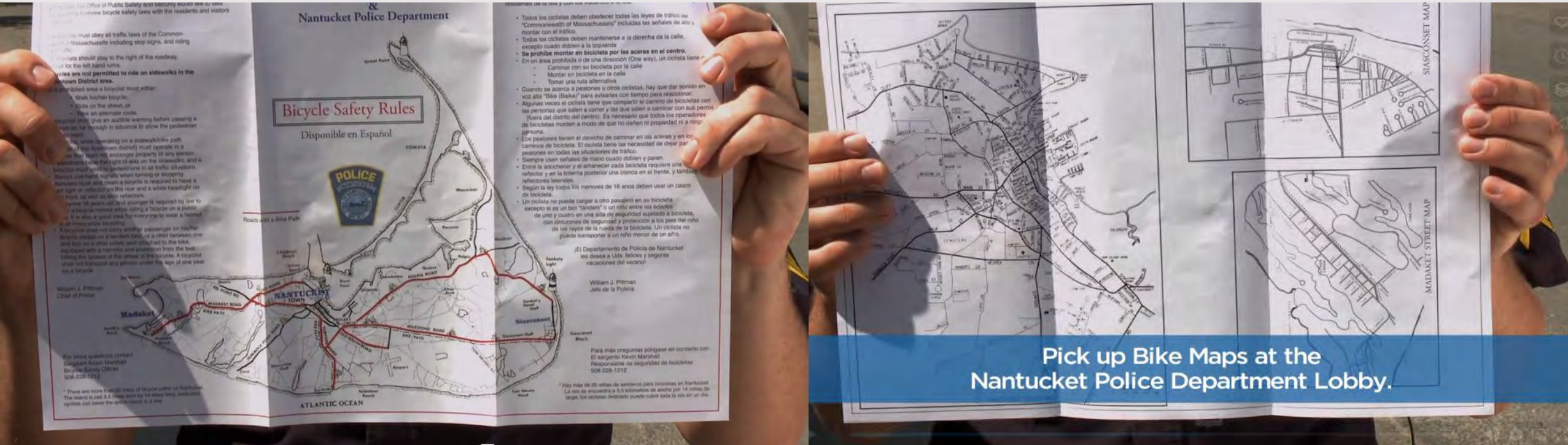
- o Only Class 1 & 2 on Paths, Not Class 3
- o No E-Bikes on Conservation Trails (Land Bank/NCF)



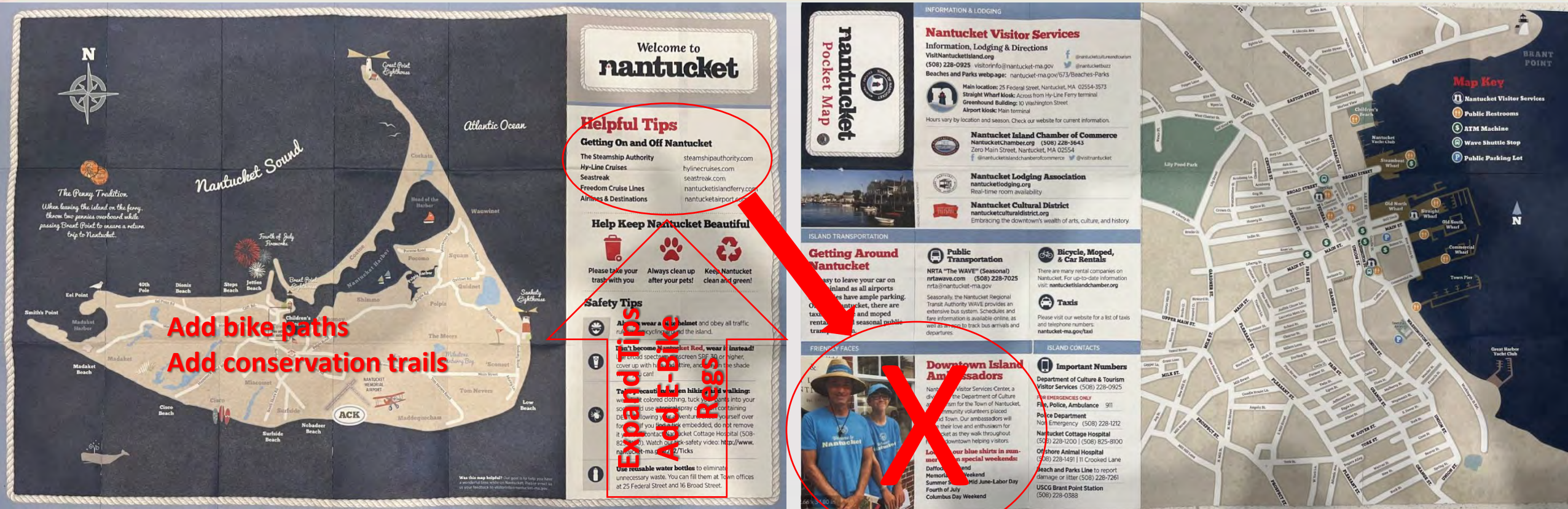
VS



Edits to Bike Safety Brochure and/or Nantucket Pocket Map



Edits to Bike Safety Brochure and/or Nantucket Pocket Map



Bike Safety Rules of the Road (edits on-going)

Laws pertaining to bicyclists and bicycling in Massachusetts: MGL [Chapter 85, Section 11B](#)

Your rights

- You may ride your bicycle on any public road, street, or bikeway in the Commonwealth, except limited access or express state highways where signs specifically prohibiting bikes have been posted.
- You may ride on sidewalks outside business districts, unless local laws prohibit sidewalk riding.
- You may use either hand to signal stops and turns.
- You may pass cars on the right.
- If you carry children or other passengers inside an enclosed trailer or other device that will adequately restrain them and protect their heads in a crash, they need not wear helmets.
- You may hold a bicycle race on any public road or street in the Commonwealth, if you do so in cooperation with a recognized bicycle organization, and if you get approval from the appropriate police department before the race is held.
- You may establish special bike regulations for races by agreement between your bicycle organization and the police.
- You may have as many lights and reflectors on your bike as you wish.
- At night, you must wear ankle reflectors if there are no reflectors on your pedals.
- You must notify the police of any accident involving personal injury or property damage over \$100.

Your responsibilities: you MUST do these things

- You must obey all traffic laws and regulations of the Commonwealth.
- You must use hand signals to let people know you plan stop or turn, though this is not required if taking a hand off the handlebars would endanger the bike rider.
- You must give pedestrians the right of way.
- You must give pedestrians an audible signal before overtaking or passing them.
- You may ride two abreast (side by side), and on multi-lane roads bicyclists must stay in the rightmost lane. MA law states that a bicyclist (and any driver) must permit passing when safe and "not unnecessarily obstruct" a passing vehicle, but a bicyclist may control a travel lane to avoid road edge hazards (bad pavement etc.) and danger zones (door zone, approaching intersection, etc.).
- You must ride astride a regular, permanent seat that is attached to your bicycle.
- You must keep one hand on your handlebars at all times.
- If you are 16 years old or younger, you must wear a helmet that meets U.S. Consumer Product Safety Commission requirements on any bike, anywhere, at all times. The helmet must fit your head and the chin strap must be fastened.
- You must use a white headlight and red taillight if you are riding anytime from 1/2 hour after sunset until 1/2 hour before sunrise.



Bike Safety Rules of the Road (edits on-going)

Your responsibilities: you MAY NOT do these things

- You may not carry a passenger anywhere on your bike except on a regular seat permanently attached to the bike, or to a trailer towed by the bike.
- You may not carry any child between the ages of 1 to 4, or weighing 40 pounds or less, anywhere on a single-passenger bike except in a baby seat attached to the bike. The child must be able to sit upright in the seat and must be held in the seat by a harness or seat belt. Their hands and feet must be out of reach of the wheel spokes.
- You may not carry any child under the age of 1 on your bike, even in a baby seat; this does not preclude carrying them in a trailer.
- You may not use a siren or whistle on your bike to warn pedestrians.
- You may not park your bike on a street, road, bikeway or sidewalk where it will be in other people's way.
- You may not carry anything on your bike unless it is in a basket, rack, bag, or trailer designed for the purpose.
- You may not modify your bike so that your hands are higher than your shoulders when gripping the handlebars.
- You may not alter the fork of your bike to extend it.

E-Bike Responsibilities

- Only Class 1 and 2 E-Bikes are allowed on paths, not Class 3 E-Bikes
- E-Bikes are not allowed on natural surface trails or sidewalks

Your responsibilities: equipping your bike

- Your bike must have a permanent, regular seat attached to it.
- Your brakes must be good enough to bring you to a stop, from a speed of 15 miles an hour, within 30 feet of braking. This distance assumes a dry, clean, hard, level surface.
- At night, your headlight must emit a white light visible from a distance of at least 500 feet. A generator-powered lamp that shines only when the bike is moving is okay.
- At night, your taillight must be red and must be visible from a distance of at least 600 feet.
- At night, your reflectors must be visible in the low beams of a car's headlights from a distance of at least 600 feet. Reflectors and reflective material on your bike must be visible from the back and sides.
- Penalties
- Violations of any of these laws can be punished by a fine of up to \$20. Parents and guardians are responsible for cyclists under the age of 18. The bicycle of anyone under 18 who violates the law can be impounded by the police or town selectmen for up to 15 days.

Penalties

- Violations of any of these laws can be punished by a fine of up to \$20. Parents and guardians are responsible for cyclists under the age of 18. The bicycle of anyone under 18 who violates the law can be impounded by the police or town selectmen for up to 15 days.



Motorist Rules of the Road re: Cyclists (edits on-going)

Motorist Responsibilities (see MGL [Chapter 89, Section 2](#) and [Chapter 90, Section 14](#))

- Motorists and their passengers must check for passing bicyclists before opening their door. Motorists and their passengers can be ticketed and fined up to \$100 for opening car or truck doors into the path of any other traffic, including bicycles and pedestrians.
- Motorists must stay a safe distance to the left of a bicyclist (or any other vehicle) when passing. Motorists are also prohibited from returning to the right until safely clear of the bicyclist.
- Motorists must pass at a safe distance of 4 feet. If the lane is too narrow to pass safely, the motorist must use another lane to pass, or, if that is also unsafe, the motorist must wait until it is safe to pass.
- Motorists are prohibited from making abrupt right turns (“right hooks”) at intersections and driveways after passing a cyclist.
- Motorists must yield to oncoming bicyclists when making left turns. The law expressly includes yielding to bicyclists riding to the right of other traffic (e.g., on the shoulder), where they are legally permitted but may be more difficult for motorists to see.
- Motorists may not use a hand-held mobile device while driving, or while stopped in a travel lane (including bike lanes).
- Motorists may not use the fact that bicyclists were riding to the right of traffic as a legal defense for causing a crash with a bicyclist.



From: [COMDIS](#)
To: [Erika Mooney](#)
Cc: [Mickey Rowland](#); [Brenda McDonough](#)
Subject: New accessible parking space
Date: Tuesday, February 20, 2024 11:34:40 AM

Hi Erika,

I hope that you had a great weekend.

The Commission on Disability would like to request a new accessible parking space on Whalers Lane at South Water Street. The new accessible parking space would be adjacent to The White Heron Theater Company. There are no accessible parking spaces in that neighborhood, and elderly people and people with an ambulatory disability would greatly benefit from having an accessible parking space adjacent to The White Heron Theater Company while they are attending a performance at the theater.

Whalers Lane is a paved road and perfect for an accessible parking space.

Can you please put this request on your next Traffic Safety agenda.

Thank you, and please let me know if you have any questions.

All the best,
Brenda

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

Lane
Massachusetts



From: [Christopher Wolfe](#)
To: [Mike Burns](#); [Erika Mooney](#)
Cc: [Jesse Bell](#)
Subject: RE: Requesting new cross walk on Washington Street
Date: Wednesday, February 14, 2024 11:33:16 AM
Attachments: [image001.png](#)
[image002.png](#)

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.

Mike

Thank you for addressing the email situation. The email used was the mail address which resolved from the website.

I will mark my calendar for March 21st.

Thank you

Chris Wolfe
603 493 6097

From: Mike Burns <mburns@nantucket-ma.gov>
Sent: Wednesday, February 14, 2024 11:27 AM
To: Christopher Wolfe <chris@mnrtechnology.com>; Erika Mooney <EMooney@nantucket-ma.gov>
Cc: Jesse Bell <jbell@nantucketlandbank.org>
Subject: RE: Requesting new cross walk on Washington Street

Hi Christopher – I see that Erika’s email looked odd in your message, so I’ll respond and recopy her. Please know that the meeting tomorrow was rescheduled to March 21. I did share your request with Land Bank staff, Erika, and the Traffic Safety Chair, and we do intend to discuss this at the next meeting.

To ensure that you get a link to the meeting, please visit the Traffic Safety website and select the agenda for the next meeting under Agendas & Minutes - <https://www.nantucket-ma.gov/456/Traffic-Safety-Work-Group>

Thanks.

Mike

T. Michael Burns, AICP

Transportation Program Manager
Nantucket Planning & Economic Development Commission
2 Fairgrounds Road, Nantucket, MA 02554
508-325-7587 ext. 7011



From: Christopher Wolfe <chris@mnrtechnology.com>

Sent: Wednesday, February 14, 2024 10:57 AM

To: EMooney@nantucket-ma.gov <IMCEAUNDEFINED-EMooney+40nantucket-ma+2Egov@namprd17.prod.outlook.com>

Cc: Jesse Bell <jbell@nantucketlandbank.org>; Mike Burns <mburns@nantucket-ma.gov>

Subject: Requesting new cross walk on Washington Street

Importance: High

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.

Dear Erika:

in preparation for the Feb 15th working group meeting. I had spoken with a Mike Burns about the cross-walk situation at 66 Washington Street and the adjacent land bank property (see email below). He had connected me with a gentleman in the planning office regarding this matter and we had discussed this item coming on the agenda for Feb 15th and I was hoping to receive a zoom invitation to attend the meeting remotely.

if you could please share, that would be great.

Thank you

Christopher Wolfe
66 Washington/68 Washington (Cabin and Cottage).

From: Christopher Wolfe

Sent: Tuesday, January 16, 2024 7:05 AM

To: mburns@nantucket-ma.gov

Cc: Jesse Bell <jbell@nantucketlandbank.org>; Val Oliver <AckVal62@gmail.com>; Richard Wolfe <rwolfe0010@gmail.com> <rwolfe0010@gmail.com>

Subject: Requesting new cross walk on Washington Street

Mike:

Val Oliver provided your contact details for this question.

We own the two cottages at 68 Washington St and we have found crossing Washington to the parking on Meader St can be treacherous, especially in the evening. the closest crosswalk is 400 ft away at the town docks. drivers actually speed up and even with our cell phone flash lights flickering, will keep coming on, and then say the nasty at you as you try to cross the street, with elderly in tow. it's truly amazing.

With 70 Washington St departing any moment now (maybe its already gone), one should expect more and faster vehicle traffic, and more pedestrian traffic.

as you can see, the next crosswalk is ~ 400ft to the left in the image. Crossing at Washington St extension simply adds more walking distance to parking, with a total length to Meader of ~300ft. any person with any sort of mobility issues is faced with a dangerous situation, or a lengthy walk.

The proposed location is at the property line between the landbank park and our cottage "Cuddy." a crosswalk there would service the needs of the park as well as protection of our owner, Richard Wolfe (soon to be 94) and our guests.

We will certainly contribute to installing this crosswalk, for the safety of all concerned.

Thank you,

Christopher Wolfe
603 493 6097



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.

From: [Mike Burns](#)
To: [Arthur Gasbarro](#); [Erika Mooney](#)
Subject: FW: Traffic Safety - Requesting new cross walk on Washington Street
Date: Monday, January 29, 2024 8:26:15 AM
Attachments: [image001.png](#)
[image002.png](#)

As a follow up to the crosswalk request on Washington St, see the Land Bank staff's response below.

T. Michael Burns, AICP

Transportation Program Manager
Nantucket Planning & Economic Development Commission
2 Fairgrounds Road, Nantucket, MA 02554
508-325-7587 ext. 7011



From: Jesse Bell <jbell@nantucketlandbank.org>
Sent: Thursday, January 25, 2024 8:06 PM
To: Mike Burns <mburns@nantucket-ma.gov>
Cc: Eleanor Antonietti <eantonietti@nantucketlandbank.org>
Subject: RE: Traffic Safety - Requesting new cross walk on Washington Street

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Hi Mike,

Following up on this again with additional thoughts. We had a staff meeting today where we discussed 70 Washington Street and the consensus was that this was a dangerous location for a crosswalk... and that the one crossing Washington Street further down the road toward GHYC was the safest one for pedestrian traffic given the intense use of this road by trucks and other vehicles. While I recognize that crosswalks on town roads are not the Land Bank's purview, I felt it was important to pass along our opinion.

Thanks,
Jesse

From: Jesse Bell
Sent: Friday, January 19, 2024 6:03 PM

To: Mike Burns <mburns@nantucket-ma.gov>
Cc: Eleanor Antonietti <eantonietti@nantucketlandbank.org>
Subject: RE: Traffic Safety - Requesting new cross walk on Washington Street

Hi Mike,

I think your comments about locating closer to Meader Street make sense. By “eastern park” I assume you mean the former NISDA property at 73 Washington St? My only thought is that we are in the process of kicking off Washington Street planning with the Town (about to sign the MOU), which I’m sure you will be involved in at appropriate times, and maybe the location of another crosswalk should be analyzed as part of that effort? Happy to talk further about this over the phone or on a quick Zoom if you want to review.

Thanks!
Jesse

From: Mike Burns <mburns@nantucket-ma.gov>
Sent: Wednesday, January 17, 2024 1:42 PM
To: Jesse Bell <jbelle@nantucketlandbank.org>
Cc: Eleanor Antonietti <eantonietti@nantucketlandbank.org>
Subject: FW: Traffic Safety - Requesting new cross walk on Washington Street

Hi Jesse – please see request below. Christopher mentioned that the crossing is intended to provide crossing protection for his property and the Land Bank park. I’m curious if the crossing could be located closer to Meader St and use the sidewalk ramp at that intersection instead of a midblock crossing without a ramp. I’m also curious if the Land Bank would support a crossing to either park, and if the eastern park (not sure of the name) could have the crossing access rather than the western park.

Let me know if you have a strong opinion on the crossing location, and if it’s necessary.

Thanks.

Mike

T. Michael Burns, AICP
Transportation Program Manager
Nantucket Planning & Economic Development Commission
2 Fairgrounds Road, Nantucket, MA 02554
508-325-7587 ext. 7011



From: arthurg3@comcast.net <arthurg3@comcast.net>
Sent: Wednesday, January 17, 2024 1:34 PM
To: Mike Burns <mburns@nantucket-ma.gov>; Erika Mooney <EMooney@nantucket-ma.gov>
Subject: RE: Traffic Safety - Requesting new cross walk on Washington Street

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.

Thank you

From: Mike Burns <mburns@nantucket-ma.gov>
Sent: Wednesday, January 17, 2024 11:58 AM
To: Erika Mooney <EMooney@nantucket-ma.gov>; Arthur Gasbarro <arthurg3@comcast.net>
Subject: Traffic Safety - Requesting new cross walk on Washington Street

FYI see below for the February 15 Traffic Safety meeting. I'll follow up with the Land Bank staff to review the request.

T. Michael Burns, AICP

Transportation Program Manager
Nantucket Planning & Economic Development Commission
2 Fairgrounds Road, Nantucket, MA 02554
508-325-7587 ext. 7011



From: Christopher Wolfe <chris@mnrtechnology.com>
Sent: Tuesday, January 16, 2024 7:05 AM
To: Mike Burns <mburns@nantucket-ma.gov>
Cc: Jesse Bell <jbell@nantucketlandbank.org>; Val Oliver <AckVal62@gmail.com>; Richard Wolfe

(rwolfe0010@gmail.com) <rwolfe0010@gmail.com>

Subject: Requesting new cross walk on Washington Street

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Mike:

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We will certainly contribute to installing this crosswalk, for the safety of all concerned.

Thank you,

Christopher Wolfe
603 493 6097

