

**TOWN OF PROVINCETOWN - BOARD OF SELECTMEN
MEETING MINUTES – (SPECIAL MEETING) TRAFFIC HEARING
TUESDAY, OCTOBER 24, 2017 5:00 PM
TOWN HALL – JUDGE WELSH ROOM (moved to auditorium)**

Chair Cheryl Andrews convened the open meeting at 5:00 pm noting the following:

Board of Selectmen attending: Chair Cheryl Andrews, Vice Chair Erik Yingling, Robert Anthony, Tom Donegan and Louise Venden

Other attendees: Assistant Town Manager David Gardner, Police Chief Jim Golden, DPW Director Richard Waldo and Board Secretary Elizabeth Paine

Recorder: Elizabeth Paine

Chair Andrews convened the meeting in the Judge Welsh Room and moved to move the meeting to the Auditorium.

1. Public Hearings: Annual Traffic Hearing:

Tom read the Public Hearing Notice into the record. Proposals entered as printed in the ad.

1. Request by Curtis Balom, Allan MacKinnon and Steve Cook to change the direction of one way traffic on Arch Street.

Team Recommendation: DO NOT RECOMMEND. DPW, Fire Chief and Police Chief all express concern about the turning radius and the ability to make the right hand from Commercial Street. Additional concern about the sight line of exiting onto Bradford Street. Also residents should consider their ability to maneuver into their parking spaces which are currently oriented to the current direction of travel.

Curtis Balom appeared before the Board. He has been working over the last four years with the Town to try to elevate the problem of damage to the steps. Two years of signage of no trucks, no thru traffic and speed limit signage ineffective. Very tiny street, trucks cannot make it. We are trying to avoid trucks coming straight across from Conwell. If reversing the traffic is not an option, what other options do we have?

Staff:

LV – is there a way to put a physical structure to prevent larger trucks to go down Arc Street?

TD – Fourth meeting on Arch Street. The challenge I recall is that the GPS sends truck down Arch. If you reverse the road direction, you override the GPS.

CA – is this the same sign that is put up on other roads. The sign blends in with the other streets.

RW – same sign is the same “no truck access” and “no thru”.

RA – my concern is the jam you will have of people trying to come out onto Bradford from commercial. It is going to be a nightmare reversing the traffic flow. I would like to see other type of signage. I can understand your plight in regards to delivery trucks, but to reverse a traffic flows that have been going on for years, is going to be a nightmare.

Public:

Stephen Cohen - I like the idea of two bright yellow signs. And maybe change the configuration.

Frank Thomson – 9 Johnson Street, if we reverse of parking there are going to be plenty of people who are going to have difficulties. It will be difficult for me to switch it around. Coming down and parking into my parking south is easier. If you reverse it, I would have to come all the way down to dyer street, come down commercial and then have it difficulties to park. I think the problem is signage or some other deterrent.

Selectmen

CA - I think the problem is the intersection is signage. But I think the consensus here is the signage isn't working. Perhaps a yellow sign or bigger sign. Perhaps height is an issue.

DG – Perhaps we could remove the caution Children sign and replace with the “No Trucks” and “No thru” signs. I am not sure we would be able to fit another sign next to the fence.

TD – I think there is more clutter there, we have the parking sign, church sign and town center signage. I don't think we need all those signs. Move the speed limit signs. Do you think it would help to have some reinforcement?

CB – I think signage is great as long as it great. We have had four rounds

RA – I don't know if this is feasible to have arrows on the road to prevent people to think they can go straight ahead.

LV – move that we do not recommend changing the direction of Arch Street, but direct the staff to implement better signage.

RA – seconded

4/0/0

2. Request by Sherry Dranch to designate *No Parking* just west of the White Dory Parking Lot driveway on the South side of Bradford Street adjacent to 297 Bradford Street.

Team Recommendation: RECOMMEND. Once fog lines are painted it is not clear if there will be sufficient area to park in this location due to the slope and brush along the shoulder of the road. Install a “NO PARKING” sign West of the driveway, or if possible demark the pavement.

Sherry Dranch – representative of White Dory Owners, exiting our parking lot is very difficult when cars are parked along the side of the road blocking the view of drivers trying to pull out onto Bradford Street. The owners of White Dory are asking for the Town to create a “No Parking” spot just west of their driveway. What we are talking about is every day hazards.

Public:

David Nicalou – this may have merit, the only thing I would say is the Provincetown tennis club isn't far from this area. During those times, they couldn't possibly have enough parking. People during those times, would be parking along the street. If something could be made during those events I would appreciate it, otherwise I see it as legitimate.

Selectmen:

TD – are you comfortable with the recommendation?

DG – part of the problem is this is a shoulder and it isn't a flat shoulder. When I look at the photo, I see a lot of cars that are encroaching on the travel lane. The 11-foot-wide travel will take you to the edge of the berm and these cars tires are over the berm. So once we paint the fog lines, the cars will be encroaching

into the travel lane and be illegal. I have feeling that this problem will take care of itself once it paints the fog space.

CA – does the town have the right to create three parking space if it wanted to?

DG – I don't think we can determine that right now.

CA – this looks like a space that has been used for space for a while. If we could create parking for 2 spots where historically they have parked for a long time instead of getting rid of all three.

RA – if you were to create no parking for that one space, would you use yellow?

RW – yellow is used for one no parking, white is used for a fog line.

TD – move to approve request #2

LV- seconded

3/1(ca)/0

3. Request by Mark Lessinger and Michael O'Connor to remove public parking spaces #428 and #429 across from 105 Commercial Street.

Team Recommendation: DO NOT RECOMMEND. Removal of public parking requires an overriding public concern. Consider alternatives like cutting back landscaped hedges or reconfigure the spaces as "COMPACT CAR PARKING ONLY".

Mark Lessinger and Michael O'Connor – present to at meeting. Requesting elimination of the parking across from their drive way. When the town widened the sideway to made it difficult to turn out of their driveway. I have noticed all summer trucks having difficult time getting past parked cars and the telephone pole directly across.

RW – to give a background of the original plan not including the parking lot and the parking being added in. We changed our rule from 18 feet to 17 feet between the parking spot and unmovable things for designated no parking.

CA – if I recall we lost a lot of parking spots when this originally happened.

TD - When this first happened we

Public:

100 commercial Street – we cannot take away parking. The spot they are talking about is tricky I will have to admit, we need the money in the coffeer. We all have small little parking on School Street. I really think we should keep the parking spot. They do have parking for four spots. They could reconfigure their property to accomidate.

Gary R – 107 Commercial Street – I speak in favor of this favor, I know you do not watnt ot get rid of parking, this is a very dangersou park of commercial street. Tourist come around the street too fast. The car gets squeed because of the cars on one side and the poles on the other. Every thing works fine if it is small cars of they are parked right against the curb. I have seen trucks back up all the way to Franklin Street. I would recommend that all four spots be made compact car.

Abigail – 101 commercial Street- we are desperate for parking. There is no justification for 4 people to have preference to parking. There is no reason for them not to reconfigure their drive way.

Stephen Smith – been there all summer, hasn't seen a problem.

Peg Ireland – feel the parking is absolutely critical for this neighborhood.

Chris Hamilton – parking is a major premium in this town. I have parked their frequently and hope the neighborhood and town can work together to find a solution.

RW – between 8 – 12 inches.

TD – motion to deny their request

CA – seconded

TD – think if you cannot somehow manage the solution on your own property. If there is a potential solution on the property, that needs to be explored first.

4/0/1(ey)

Assistant Town Manager asked to hear 4 and 5 at the same time as they are similar request with the same solution.

4. Request by Arthur Egeli to remove the public parking space west of the driveway at 382 Commercial Street.

Team Recommendation: DO NOT RECOMMEND. Removal of public parking requires an overriding public concern. Consider alternatives like installing compact spaces on each side of the driveway to increase the turning radius.

Arthur Egeli, when the lines were repainted, vehicles now block the drive way and park on the gallery patio. The loading parking was removed. Trades truck and delivery trucks will pull right into his patio area and completely block the drive way.

EY – prior to the reconstruction, this space was a compact space?

RW – it appears the curb cut was wider and the no parking was wider.

JG – this is already a pretty big curb cut and there is a large turning radius. The truck in this photo parking illegally, would get a parking ticket. It would not get towed.

Selectmen

LV – agree with the Chief, that is a huge curb cut. And I realize it is difficult to turn onto Commercial Street.

DG – we would never recommend removal parking.

RA – I agree, we should preserve parking.

EY – it seems like staff isn't recommending at all, but recommending alternatives. Could we do a 15 minutes parking?

DG – we would want to evaluate what the demands are for 15-minute parking? We cannot really solve all these issues. We are just going to move the problem down the road.

TD – so proposal 5, is proposal just a loading zone. Which is an 8am – 7 pm loading problem. I would vote no on removal and yes on loading zone.

Request denied 5/0/0

5. Request by Francesca Brenner to move the parking spot adjacent to 382 Commercial Street driveway two feet further down on each side and make each spot on either side of the driveway a 15 Minute Only Loading and Unloading Zone.

Team Recommendation: DO NOT RECOMMEND. Removal of public parking requires an overriding public concern. Consider alternatives like installing compact spaces on each side of the driveway to increase the turning radius.

Arthur Egeli – to me having the two 15 minute parking and unloading and loading zone only, it would benefit all the business around us.

DG – if we would move the spot it would affect all of the other parking.

Public

Stephan Cohen – I would suggest going with the Selectmen’s suggestion of converting one parking space into one unloading and loading spot.

Selectmen

TD – move that parking space east of 382 driveways be marked unloading spot be marked 6-12 and marked as regular parking afterwards

RA – seconded

RA – how much space do we have there regards to the curb cut?

RW – I think the curb cut is 18 foot and the parking spot is 18 foot. So you might now encourage large box truck to come and block the drive way. The applicant is making an argument the difficulty is for them to exit their driveway.

LV – delivery trucks do this, but it is a problem all over town. I don’t know, I like the idea from 6-12, but it doesn’t address the issue of pulling out and I have very little sympathy as it is such a large space.

DG – a standard of unloading zone is 40ft. the only time you see an unloading zone in a smaller space in front of an inn. I am not sure who is going to park and unload here.

4/1(ca)/0

6. Request by Stephan Cohen to install a crosswalk leading from the Riley’s Parking Lot pedestrian gate on Conwell Street to Harry Kemp Way. To install a crosswalk across Harry Kemp way and its island. To request the owners of the Riley’s Parking Lot to paint a *No Parking* zone next to the Conwell Street pedestrian access gate.

Team Recommendation: DO NOT RECOMMEND. Pedestrian amenities on Conwell Street are clearly deficient. However, staff does not recommend the installation of new crosswalks anywhere in town in areas where there are no sidewalks or handicapped accessibility. “Crosswalks to nowhere” often create a false sense of safety and may not necessarily improve a bad situation. Would require work to be done in the landscaped island that is not funded. Staff can not compel private property owners to maintain an access point that is not covered by a legal right of easement.

Stephen Cohen – I think the most dangerous area is the gate without a crosswalk. I live at that corner trying to get across the street and it is very difficult. We really need some sort of indication that pedestrian traffic is very heavy here. I also think we need a crosswalk through Harry Kemp Way through its island. Thirdly I recommend Riley’s create no parking zone by the gate. The bolder also sits on Conwell Street and creates Hazards. I recall reading some documents with Riley’s to install a pedestrian gate, and one would assume they need to provide

Public Comment:

Raphael Ritcher – I would like to speak in favor of the sidewalk from the private parking lot to Harry Kemp way. I drove down Conwell street several times and people were attempting to cross the street. There is not a crosswalk on Conwell anywhere on that street except at the highway. I am not sure about the cross walk across Harry Kemp way but I do support Conwell street.

Selectmen:

CA – I have spoken about it with staff about this issue. I am in agreement with the proposal. My main issue on the cross walk is determining where it begins and where it ends. My concern is not to end it too close to the intersection of Harry Kemp as the cars exiting onto Conwell may not see the pedestrians.

DG – we do not support crosswalks where there are no sidewalks.

TD – we about to have a retail establishment where the law office is. We are presumably going to have more pedestrians but that space is going to be used something other than it is now, I would say that we should say we should put a crosswalk here.

LV – the cross walk that is on Bradford street, there is no side walk there. People are going to continue to walk there even if we don’t have a crosswalk there. I don’t think we can change the habits. I support putting that cross walk in in the safety way it can go.

RA – I support putting in a sidewalk

TD – move to accept with actual location determined by staff across harry kemp way

RA – seconded

5/0/0

Mr. Cohen – I think both sidewalks compliment the other.

CA – It is very difficult to see people.

LV – I think encouraging people to walk across is not advised.

CA – move to deny the request. 6B

LV – seconded

5/0/0.

7. Request by Steven Katz to install stop signs on Bradford Street at the intersection of Shank Painter Road.

Team Recommendation: DO NOT RECOMMEND. A stop sign may improve the queuing issue on Shank Painter Road, but as we have experienced with previous stop sign proposals it may cause safety concerns for the intersection as compliance has been an issue.

Steven Katz, I have three points I would like to make. Number 1 is the cross walk. The people on the cross walk cannot be seen. If you were to put in a cross walk, it would give people in chance to cross. Also cars back up 8 -10 at a time on Shankpainter. From a safely stand point, there are only three roads going into town, shank painter is the widest road, and more and more traffic will be coming into town.

Public Comment:

Raphael Richter – I do not think this is the greatest idea for traffic flow through town. It is one of those things that is trying to find balance.

Selectmen

LV – we have had traffic studies that have been done over the years and I wonder if this recommendation is based on this.

DG – I don't specifically recall. Our converse is born out by history. Stop signs require compliance and new learned behavior. If I didn't think there would be another request next year to remove the sign next year, I think over time the behavior would be learned. The one thing I learned form the Ryder Street is behavior is slow to change.

TD – I fear another stop sign on Bradford would be a problem. I think one part that is worth talking about is the two turning lane prevents vision for the other turner. I think that is a great point that is being raised. I think all of the cross walks need more visibility.

CA – I think I disagree with you, if you take away the right hand turn, you are going to lengthen the lane. If you had a yield right turn, you might have a better flow of traffic. at one point we discussed a textured crosswalk.

RW – textured cross walk technology has gotten better. This intersection is being incorporated into the Shankpainter redesign.

EY – move to not approve #7

LV – seconded

5/0/0

8. Request by Nikolay Velchev to prevent buses from parking on the Ryder Street Extension overnight and to designate a spot at the Jerome Smith Lot to accommodate the P&B Bus overnight.

Team Recommendation: RECOMMEND. Staff has reached out to the management at P&B but has not yet heard back. Staff recommends that we amend the Traffic Regulations as follows:

ARTICLE 4 BUS OFFLOADING/PARKING/STOPS
4-4-1 GENERAL PROHIBITIONS

a. An off-loading area for eight (8) tour buses shall be designated, in diagonal parking pattern along the curb adjacent to the public restrooms at MacMillan Pier.56 Signs shall be erected in this area which read 'Bus loading and unloading only'.

b. Tour bus parking, after offloading, shall be designated in the Jerome Smith Parking Lot along the north guardrail area, adjacent to Route 6.

c. Plymouth and Brockton Street Railway bus offloading ~~and parking~~ for two (2) spaces, shall be so designated at the area along the curb adjacent to the MPL restrooms at MacMillan Pier, immediately east of the tour bus offloading area. P&B Bus overnight parking shall not be permitted on Ryder Street Extension and shall be accommodated at the Jerome Smith Parking Lot.

4-4-2 BUS PARKING PROHIBITIONS

No person shall park a bus upon any street within a business district at any place other than a bus stop.

No one present. Request not heard.

9. Request by Cynthia Gilman on behalf of the 24 Pleasant Street Condominium to designate a 9 foot area adjacent to the trash enclosure as a "NO PARKING ZONE".

Team Recommendation: DO NOT RECOMMEND. Removal of public parking requires an overriding public concern. Proposal would result in the equivalent of one parking space on Pleasant. The adjacent property has a similar situation where there is no parking permitted adjacent to the trash enclosure. Consider potential to move the enclosure to the rear of the property for pickup on Carnes Lane.

Cynthia Gilman present, we have a trash right next to the street. When people park in front of the trash bin, we are unable to access this. We are asking for a no parking zone be placed right in front of the trash bin. Down the road there are other areas that would allow parking.

TD – the traffic regulation allows that there is no parking allowed at gates and driveway, is there any regulations that deal with utilities?

DG – not that I know of.

Public

Stephen Cohen – it is a problem to get to the garbage bins and for trucks to get the bins.

Selectmen

LV – am little confused as to who uses these trash bins. There is no way to access the trash from the other side.

CA – I feel if we approve this, people will be approving this, people will be building more and more of these.

RA – if we choose to eliminate this parking space, could you create another space?

DG – on pleasant street, we do not delineate parking, only no parking. There is always opportunity for us to reevaluate. I know in this area there is practically room for three cars, by removing this, you will be removing parking for one space.

TD – I agree with Cheryl. This will create a president. This particular instance is hard to say no. we cannot do this across town.

DG- what is unique about this, the trash is into the hill side. They literally are sandwiched as the vehicle is going to be right up against their trash enclosures.

EY – I do see the issue you are having, but I am not inclined to approve, because we will see this all over time.

TD – is it possible to put a no parking Wednesday sign?

DG – we certainly have unique no parking signs all over town.

EY – move to not approve citizen proposal #9

CA – second

RA – the way that I look at it, is pleasant street is a very narrow street. 24 is one of the narrowest parts of the street. Where I used to live there was an enormous amount of no parking because of the driveway.

CA – I agree with you, is this entire town has transition from single family homes into condos, and it doesn't make sense to build a trash bin and then become an encumbrance of the neighborhood.

LV – what if we just do one of the two enclosures?

DG – if we delineate no parking for one bin, it might decrease the parking to 3 small cars and 2 SUV's.

4/0/1(ra)

10. Request by Linda Loren to designate four additional handicapped parking spaces within in the front row of the MacMillan Parking Lot on the West side near the exit.

Team Recommendation: NO RECOMMENDATION. Currently the MPL meets the minimum handicapped parking standard with 8 spaces inside the lot and an additional 6 just outside adjacent to Mojos. Handicapped spaces pay full fair, so the impact on revenue would be negligible. Currently the Restroom Attendants occupy two of those spaces and there is consideration to move the two electric charging spaces into the lot which might impact the proposed spaces.

Linda Loren present at the hearing. There are no time limits at spaces on Handicap spaces. You will find the same cars are the same parking spaces for a week. If there is some movement, other people will get a chance to park. If I cannot park at the Grace Lot as I cannot walk down the Hill. Other people can go to other lots. Last year we brought forth that the handicapped spots pay the same amount. Even though there is no time regulation, I can put my car in a meter spot, put my tag up and leave it there all day.

Public Comment – none.

Selectmen

CA – I know we have there is a time limit for the NPL lot.

DR – In the NPL lot, a town permit gets 2 days; a visitor gets 2 weeks.

RA – How many spots do we have now?

DG – the NPL has 8 and there are 6 more next to Mojo. The law requires us to a minimum of 8. 2 of these spots are designated as restroom attendance spots. We moved those from Ryder Street. They can be moved anywhere. The only other situation is that the Solar charging station is there as well.

EY – could we split and do 2 spots?

EY – move that the Board of selectmen citizen proposal but with 2 parking spot instead of 4.

CA – 2nd

5/0/0

11. Request by Rik Ahlberg on behalf of the Provincetown Bicycle Committee to have the Town adopt the Outer Cape Bicycle and Pedestrian Master Plan dated February 2017 as the bicycle master plan for the Town.

Team Recommendation: RECOMMEND. Master Plan is a planning document which acts as a guideline for implementation. Adopting the plan does not automatically approve each recommendation listed within but rather sets an action plan for consideration of the specific projects.

Bicycling Chair Rik Ahlberg and member Max Cliggot Pearl – the master plan gives us guidelines and reference to gauge process. WE have had some comments from the public about improvements to the walking trail at the walking/nature trail. By adopting this plan, it does not mean we will be doing every element of this plan. We ask for your support.

Public Comment

Celine G – 774 Commercial Street – speaking for Provincetown conservation trust, in regards to the path on Sail Road, we are extremely appreciative of the work being done to improve bicycling pathway and strongly encourage the support of Route 6. We are encouraging the selectmen supporting the master plan but to discourage the hardening along snail path walk way in the 12 acres of nature path. Approve the Bicycle Plan less the hardening the green way, Old Colony pathway walking path.

Sherry Dranch – if you pave this it may decimate and destroy the cedar swamp that is with in this area.

Selectmen

Police Chief Jim Golden – for the record, both the Police and Fire Chief, not sure the last time the Police and Fire Chief were on the same page, but we both have concerns about the reduction of the 4 to 2 lanes of the highway. I really advocate for strong public safety.

EY- I appreciate all the hard work you have been doing for the last several years. I would like to see this evolve.

EY – move that we approve proposal 11 but we regard more input from public safety and conservation.

TD – 2nd.

TD – I understand the concerns from Snail Road to Howland. I think we walked it with conservation with bicycling committee. I think next we need to adopt this, it is not going to happen in the moment, the next moment is how we build this out piece by piece. I believe between Rt 6 and whistle stop there is a way to figure this out. We have a base plan to figure this out. I am not dismissing what is being said, but I think it a good to have a frame work.

RA – I am ready to adopt the plan as long as it is a working plan.

CA – my experience is that there is a difference between accepting this plan verse adopting.

LV – we need to lay out a plan. We need to have an overall account to take into account to consider when these plan come in. it is too bad that people cannot ride bikes down there. It is a beautiful way to get from snail to Howland without having to go on Bradford and commercial. I am willing to adopt this plan.

3/2(ca&ra)/0.

12. Request by Selectmen Tom Donegan to remove the sidewalk on the North side of Bradford Street adjacent to the Grace Hall Parking Lot and install a bike climbing lane or extend the garden to the curb.

Team Recommendation: RECOMMEND. The Bradford / Prince Street intersection reconstruction is already included in the Town’s CIP for FY2019 at \$265,000. The plan calls for the removal of the side walk and the slight realignment of the roadway for better sight lines at the intersection and to allow for a handicapped accessible sidewalk on the South side of Bradford leading up to the stairs at Masonic Place. We believe that the design can be altered slightly to widen the west bound lane to the north enough to create a bike climbing lane while still accommodating a sidewalk of sufficient width on the south side. This might involve some additional construction costs to move or shore-up the retaining wall. If approved, staff may request an additional \$90,000 to the CIP to cover the additional work. The project was pushed up to ensure that it was completed by 2020. Do not recommend extending the landscape out to the curb.

TD – if you remove the sidewalk, it would make sense to put the bike climbing lane. I think this an excellent opportunity to have a bike climbing lane. The curb would come off, the pavement would be brought to the level of the road, and create a bike climbing lane.

DG – I think it is important to note that the stairs go away. Remove the stairs, have the exit at grade and have the cross walk go directly there and across the street. The side walk on the south side of Bradford Street will be widened. The existing plan calls for us to removing the side walk and mulch it. I support the request to redesign the current area to widen the walk as much as possible to allow additional space to go up the hill and also widen the sidewalk on the south side.

RW – where the curbing now, we didn’t want to undermined the wall. If we are going to bump out curbing, we will need more funds to cover the additional cost to sure up the wall.

RA – the only question that I ask is that the cross walks will be at the top of the hill which I totally agree with. With the CIP do you plan on making the sidewalk wider?

DG – the side walk on the south side will be widened to the stairs to the extent that we have additional space. 5 foot at the top intersection and narrow as it goes down.

TD – accept 12 by widening the road way up to the wall

eY – 2nd.

5/0/0

13. Request by Selectmen Tom Donegan to add public parking on Bradford Street Extension in the vicinity of Harbor Hill and to designate it as a Resident Permit Parking Zone.

Team Recommendation: NO RECOMMENDATION. Staff evaluated the entire stretch between Province Road and West Vine Street. Nowhere along that stretch is there any area to add more than one space without either significant fill or cutting which would require a retaining wall and therefore significant public improvement costs. The one area that would make the most sense is the long stretch of

undisturbed area directly adjacent to Harbor Hill. This area would require the loss of brush and some trees as well as a retaining wall in some places as much as 6 feet. Based solely on the length of the area there is potential to add as much as 10 spaces. Preliminary costs to survey and design is estimated at \$___.

TD – Harbor Hill is about to become a year round housing complex verse a summer condo. There are only 26 spaces currently. And all along Bradford Street there is encroachment. Right now none of it is marked no parking. It is all legal parking and I think ultimately we need to regulate it and put in signs and spots.

RA – I like the first option of having staff work further on it.

TD – my concern is that when they fill up, the extra cars will park in the neighborhood and cause contention.

CA – is that currently marked at a biking lane? It also appears some sort of wood retaining wall, do we have any idea who put them there?

DG – I would assume that was put there by the town, but I am not sure.

Public Comment

Michael Kelly – 15 Bradford Street Ext – it is a blind curve, it hill. It is very narrow. People get very frustrating. That is a natural dune, so parking should have been considered when buying it. I am not sure how people would park there. If you have ever been on that hill during a storm there is significate wash away that occurs. I hope there is a public hearing on this if it is discussed further.

Rob T – will echo the previous comment as well. If you put parking any where along that way, it is a very hectic road. I hope there can be something one site to expand the parking.

Mark d – I agree with everything being said, what is missing is it a blind spot and there is no street light. At night it is very dangerous.

Selectmen

DG – much of the area is in ConCom are and would require public notice.

LV – I think we all know when we look at plans for Harbor Hills, it would be prudent to have the staff and harbor hill trust take a step back and see other option. I would welcome a full blown proposal and look at all the action.

CA – am not going to support this until I understand what this means. I think staff is going to need direction.

RW – I did talk to our survey, the cost would be around 60k to do a survey and design, it is an estimated 80K for a final design.

TD- how much did we pay for Victor's project?

RW – I think we incorporated it into a project that was already being done.

RA – this is the first I have heard is that conservation may be an issue.

RW – we have a budget to consider for us attending meetings.

TD – I think it would be good for staff to come back with a preliminary cost and design.

EY – how much right away do we have and how wide is the road?

RW – the road is 30 ft and the right away if 50 ft.

DG – any work in this area would require conservation hearing.

EY-move that the Board of selectmen adopt 13 pending CIP request for approval for the parking.

Motioned withdrawn.

DG – what rich has done is identify the next step, would have cost associated with it of 60k. the next step would be to submit to the CIP. The point of scale is the entire street of Bradford street extension. Oppen Lane to Point Street.

TD - West Wine to Province land Road. I believe is the scope of what needs to be looked at. I feel we need a clear idea from staff what is involved in this whole stretch. I think we need a staff report, and the next step is commissioning a CIP.

LV – I think we need to have a plan here to look at all of the options.

TD – motion: ask staff to review the option for creating additional parking between Oppen Lane and Point Street on Bradford Street extension.

RA – 2nd.

CA – is it possible to get a staff report without spending money.

RW – the report is going to a recap of what we are going through now. Anything further would need a survey.

TD – what is the right thing to do on Bradford Street extension.

RA – I think the fire and police be involved in this to access the public safety.

LV – how many parking spots are you looking for?

DG – as many parking spots as possible. Our approach all over town is to maximize parking all over town. This will be resident parking only and it would be available to everyone. We have to respond to the request. When the proposal came before us, we went to investigate this. We have in essence a quote of what it would be to go further.

TD – we can wait until everyone moves in and the abutter and tenants are vying for parking. There would be more cars for few parking spaces and I think voting yes would allow us to get prepared for more parking spaces.

LV – I would have thought there would be some more options. It seems this is the only option. I guess I don't know enough about this.

RA- I am going to support the motion as it seems staff is already ahead of us. They have already done diligence

3/2(ca&lv)/0

14. Request by Selectmen Tom Donegan to increased crosswalk visibility in accordance with MassDOT Guidelines.

Team Recommendation: NO RECOMMENDATION. The Town has 17 crosswalks on Bradford Street between Shank Painter Road and Conwell Street. The current MassDOT preferred standard is the “Striping Ladder” or “Continental Pattern”. The Parallel Bar and Zebra Pattern (diagonal striping) are considered acceptable. If the Selectmen would like to increase the visibility by painting the entire crosswalk in yellow paint, we can do that as well.

TD – the sidewalks need more visibility. I think by painting the entire side walk it would improve public safety.

Public Comment

Rik Albert – I would love to see town standardize sidewalks around town. Yellow is the high visibility for sidewalk. I would love to see one or two consistence sidewalks through town.

Selectmen

LV – it would really be helpful to have a brighter color on Bradford Street

CA – do we have a cost of this?

RW – I don't have a cost; it would take about 2 weeks to send out guys to repaint all the sidewalks. One of the problems we have had is it creates a slippery surface.

LV – is there a paint that makes it less slippery

JG – the issues is when it is repainted.

TD – I think one example is the cross walks across the street, people just walk right across. If we are able to encourage people to stay on the cross walk.

EY – approve 14

TD – 2nd.

5/0/0

15. Request by Selectmen Tom Donegan to have the Selectmen review parking permit fees for the 2018 Parking Season.

Team Recommendation: RECOMMEND. Art 7 April 2017 STM funded \$25,000 for the analysis of the Parking Control System and Revenue Collection System for the Town Parking Lots. The consultant has been brought onboard to review and make recommendations on the rates and overall parking control software for the town's parking system. The consultant's report may be available as early as December 2017. However, actual counts in the lots may not be available until the summer of 2018.

The Manager recommends Permit and Fee review should be done comprehensively once the data is made available.

Withdraw until parking study is done.

16. Request by Selectmen Tom Donegan to paint fog lines on Bradford Street and other roads per the recommendation of Town Staff to define the lane of travel in order to provide better enforcement of parking and other encroachments into the public way.

Team Recommendation: RECOMMEND. This is appropriate wherever there is un-delineated parking along the shoulder of a road. Town staff has evaluated all town roads and at this time recommends that we pursue fog line striping along Bradford Street on the East End. DPW will request an increase in the budget to cover the additional cost.

TD – this came about from my walk, the fog lines are currently only until Howland, and this will allow a better understanding of where people can park.

DG – The DPW can cover it for the spring, but the painting budget will be sufficient to cover all the additional paint.

RW – for this we increased the line item by 5 thousand dollars.

CA – would we be losing parking?

JG – all of these spaces are grade a spaces, I also believe this will cause more ticketing.

CA – I think the implications are bigger than what we have discussed.

LV – how soon can you figure out how many parking spaces would you lose?

DG- what this does is it defines the travel lanes. There are going to be plenty of mini parking, there may not be accommodation for a truck or suv. If the vehicle is extended into the travel lane, they should not be parking there.

LV – maybe one of the thing is that many of the people who have been encroaching all along there, will no longer have the large parking. Is there any way to stake where the public right away ends?

DG – it will encourage people to remove their encroachment to get their cars into those spots. This allows the parking department to know when the violation occurs

EY – move to approve 16

TD – 2nd

4/1(ca)/0

17. Request by Parking Administrator Domenic Rosati to designate parking space #2 on Ryder Street as “COMPACT CAR ONLY”.

Team Recommendation: RECOMMEND.

Domenic Rosati - if we make space # 2 a compact car only it would elevate some of the parking issues.

CA – what is the difference between #2 and #3?

JG – what we are trying to do is to increase the approach visibility.

TD – What is a compact car? If there is one parking space that I have open, I have a compact car.

LV – I see big trucks parked there and you need to get into the other lane to get to the intersection. I don't see what a big burden this is. And I am in favor of anything that improves visibility.

TD – is it clear to the driver to put no trucks instead of compact cars?

JG – I think we are hoping to get a small win, which is we prefer a smaller vehicle there, not a big mammoth truck there.

TD – move to adopted 17

EY - 2nd

4/1(ca)/0

Without objection the meeting was adjourned at 8:40 pm

Minutes transcribed by: Elizabeth Paine