

**TOWN OF PROVINCETOWN – SELECT BOARD
TRAFFIC HEARING MINUTES
MONDAY, NOVEMBER 19, 2018 5:00 PM
TOWN HALL – AUDITORIUM**

Chair Donegan convened the open meeting at 5:03 pm noting the following:

Select Board attending: Chair Tom Donegan, Vice Chair Andrews, and Member Robert Anthony

Excused: Louise Venden and Lise King

Other attendees: Town Manager David Panagore, Assistant Town Manager David Gardner, DPW Director Richard Waldo

Recorder: Linda Fiorella

Vice Chair Andrews read the public hearing notice.

Town Manager Panagore gave an update on results of the 2017 Traffic Hearing including the Bradford Street climbing lane and the change in parking fees in March of 2018. Both were successful.

Chair Donegan described the process of the Traffic Hearing.

DPW Director Richard Waldo and two transportation engineers from Environmental Partners, Jim Fitzgerald and Benny Hung, gave a Shank Painter Road Reconstruction Project Update Presentation of the Shank Painter Road Reconstruction Project – Cape Cod Transportation Improvement Program FY2019-FY2023. The work will focus on increasing the bicycle and pedestrian accommodations on Shank Painter Road and a large section of Route 6. The plan proposes a separate bike lane from sidewalks and vehicular traffic on Shank Painter and a one lane roundabout on Route 6 at Shank Painter Road as well as signs promoting Shank Painter Road as a gateway to Provincetown. The plan also proposes a pedestrian and bike crossing on Route 6. There is the potential as well to connect to the Outer Cape Bike/Pedestrian Network. Emergency vehicle access has been incorporated into the plan, as has truck loading and unloading, parking access, and flood concerns. The National Park Service and MassDot have been consulted.

Public Comments

Jay Gurewitsch – The pedestrian area is between cars and bikes and Mr. Gurewitsch has concerns about dogs, children, and older people being stuck between two traffic areas. I'm in favor of the project but concern about putting humans between cars and bikes.

Frank Vassello – agreed with Jay and also feels the green space could incorporate wildflower meadows instead of grass.

John Vajovic – Mass highway has a program that incorporates wildflowers. Long overdue, happy to make it a gateway to Provincetown. Would like to hear more about urban design component – i.e. streetscape. Lighting, fences, signage. Elements at the entrance, maybe a sculpture instead of anchors.

Select Board Comments

The Select Board discussed with staff and the presenters the timing of the rest of the process and for more public comments, more understanding of why the bike lanes were separated from vehicular traffic lanes with pedestrian walkways in the middle, more details on the roundabout, and concerns about flooding and how involved Mass DOT will be.

Chair Donegan stated the Board would continue the discussion to the meeting on December 10th and notice the public and discuss with Director Waldo.

Select Member Anthony would like comments from the Police and Fire Chiefs.

Citizen Proposals

- 1. Request by Peter Okun to designate an unloading zone on Commercial Street adjacent to 334 Commercial Street where there is currently no parking.**

Request by Peter Okun to designate an unloading zone on Commercial Street adjacent to 334 Commercial Street where there is currently no parking.

Team Recommendation: DO NOT recommend. There is no seasonal parking in this portion of Commercial St. Congestion in this area is significant and parked vehicles could obstruct turning movements on Freeman St and deliveries to Land's End. Also private vehicles may not park in commercial loading zones. Vehicles parked for short periods of time to run into a local business could be subject to ticketing as it would be difficult for the Parking Officer to know why the vehicle was parked in the space. Creating such a space at this location creates a concern about precedence as adjacent businesses throughout Commercial Street would be seeking similar spaces.

Peter Okun presented. He stated that that with no parking for pickup or drop off people illegally park. The space in question is occupied in season by contractors. A load/unload zone will allow people to park for short periods.

Staff Recommendation – Assistant Town Manager Gardner noted that the traffic team is made up of the Town Manager, himself, the Police Chief, the Fire Chief, the DPW Director, the Highway Foreman, the Parking Administrator, and the Town Planner. Mr. Gardner stated that the Team does not recommend this proposal.

Public Comment – none

Select Board Comment –

Vice Chair Andrews – In my experience is if you put your flashers on and only there for 10 minutes you don't get a ticket.

Chief Golden – sympathetic to the problem but parking has been like this. Always been an unofficial policy for live unloading parking. Put flashers and use for 15 minutes. Designating a spot is not going to solve the problem.

Select Member Andrews MOVE to not recommend item 1.

Select Member Anthony seconded.

Vice Chair Andrews - keep working at it. I have my understanding but can't grant proposal.

Chair Donegan - work with the Police Department on better enforcement.

3-0-0

- 2. Request by Mark Berryhill and Michael Kelley to change the name of Bradford Street Extension to Dorothy Bradford Street.**

Request by Mark Berryhill and Michael Kelley to change the name of Bradford Street Extension to Dorothy Bradford Street.

Team Recommendation: NO recommendation. Public Safety has not experienced problems with emergency responses based on the existing street naming and has no strong opinion about the need to correct. A change could cause more confusion. Dorothy Bradford is not significantly distinguished from Bradford Street Extension as it still has the tendency to be shortened to Bradford.

The process for name change is included and if the Select Board is inclined, they should vote to initiate the process.

Michael Kelley –Proposing name change for safety. Extension causes confusion. Smart phone visitors causes confusing typing in to Waze. Please consider changing. Chose the name because it recognizes that women were involved in coming over on the Mayflower. Interesting way to minimize impact and minimize confusion when typing into navigation or calling 911.

Staff Rec –

Mr. Gardner – we don't have a strong recommendation either way.

Public comment –

Betty Gaudreau – nice name change to honor someone.

Select Board Comment –

Vice Chair Andrews – I love the effort put into it. Solution is two choices – new name or renumber. I get the idea but fear is visitor will see Dorothy Bradford is our local way of calling it Bradford.

Chair Donegan – I like this idea although I had thought about it being Dorothy Street and Bradford Street. My concern is it is a good idea but the Postmaster asked us to look at these years ago due to incorrectly delivered mail. I also think we can't decide Thanksgiving week. With so many seasonal folk at that end of town there has to be a better outreach. A survey in terms of the preferred street name and someone needs to be willing to go through and notify the post office and GPS companies etc. What does staff recommend for next step?

Mr. Gardner – If interested in changing but don't know what it is yet? Could initiate a mailing.

Chair Donegan – non binding resolution at town meeting? Get feedback.

Mr. Gardner – we can work with him and provide a mailing at his cost or no cost to inhabitants on the extension and give them a option to weigh in.

Select Member Anthony – on the safety issue – has there been any incidents off the top of your head.

Chief Golden – no. if you call 911 from a cell we know exactly where you are.

Vice Chair Andrews MOVE to take no action

Select Member Anthony seconded

3-0-0

3. Request by Seth Abrahamson to install a convex mirror at the intersection of Bradford and Bangs Street on the power pole on the diagonal corner adjacent to 192 Bradford Street.

Request by Seth Abrahamson to install a convex mirror at the intersection of Bradford and Bangs Street on the power pole on the diagonal corner adjacent to 192 Bradford Street.

Team Recommendation: DO NOT recommend. Staff does not support the use of convex mirrors throughout Town. Installation of mirrors becomes an ongoing maintenance concern for the staff. Convex

mirrors distort distance and is not recommended to improve safety. Convex mirrors may actually increase the Town's liability.

This particular location requests installation on the utility pole, which is not owned by the Town and we don't have permission to place items on utility poles without Eversource permission.

Grace Ryder O'Malley –Turning up Bangs Street to turn left you have to pull out pretty far before you can turn. We'd like to put a mirror on the opposite corner so you could see if cars coming down that hill.

DG – I'm empathetic. We will never support convex mirrors or traffic bumps. They do distort distance and pose a safety or liability concern and an ongoing maintenance concern for staff.

Public comment – none

Select Board Comment –

Vice Chair Andrews – I get it, but going to have to go with staff.

Select Member Anthony – got to go with staff.

Chair Donegan - we approved for Gabby Hanna on Brown street. It works for them. I understand our traffic orthodoxy.

Chair Donegan – MOTION to accept the proposal.

Select Member Anthony seconded.

Second Withdrawn.

Motion dies.

Vice Chair Andrews MOVE to deny request 3.

Select Member Anthony seconded

2-1(td)-0

4. Request by Ruth Feldman to install a convex mirror at the intersection of Bradford and Hancock Street on the sign post on the diagonal corner adjacent to 240½ Bradford Street.

Request by Ruth Feldman to install a convex mirror at the intersection of Bradford and Hancock Street on the sign post on the diagonal corner adjacent to 240½ Bradford Street.

Team Recommendation: DO NOT recommend. Staff does not support the use of convex mirrors throughout Town. Installation of mirrors becomes an ongoing maintenance concern for the staff. Convex mirrors distort distance and is not recommended to improve safety. Convex mirrors may actually increase the Town's liability.

Ruth Feldman – Distinct disadvantage to be the second convex mirror request. Understand the concern. Not just oncoming traffic and bicyclists have been almost taken out.

Staff Comment

Mr. Gardner – ditto.

Public Comment –

Email in opposition from Grant Hester and Steven Wiengarten.

Vice Chair Andrews MOVE that the Board deny request 4

Select Member Anthony seconded

2-1(td)-0

5. **Request by Elizabeth Gaudreau to have No Parking painted on the street across from 560-564 Commercial Street.**

Request by Elizabeth Gaudreau to have No Parking painted on the street across from 560-564 Commercial Street.

Team Recommendation: NO Additional Action Required. This property is located within the Phase 4 of Commercial Street reconstruction due to start in March and hopefully be completed by June. Phase 4 like other phases will not involve painting on the curb. The street will be demarked with crosshatch and NO PARKING painted directly on the street adjacent to the curb which is what is being requested.

Betty and Russ Gaudreau -- Last two summers everybody parks there across from our garage. Stuck in garage for 7 hours couldn't get out. Would like tags so people get that it's not parking.

Staff Comment

Mr. Gardner-- reconstruction is due to start in March. This will be accomplished once the project is complete.

Vice Chair Andrews MOVE take no action.

Select Member Anthony seconded.

3-0-0

6. **Request by Rob Costa of Arts Dune Tours for the town to designate one additional parking spot on Standish Street (formerly leased by Mayflower Trolley) as a sightseeing vehicle space pursuant to Parking and Traffic Regulations Section 6-4-2 and to issue a request for proposal to lease the space.**

Request by Rob Costa of Arts Dune Tours for the town to designate one additional parking spot on Standish Street (formerly leased by Mayflower Trolley) as a sightseeing vehicle space pursuant to Parking and Traffic Regulations Section 6-4-2 and to issue a request for proposal to lease the space.

Team Recommendation: NO recommendation.

RELATED TO ITEM 10. Art's Dune currently has 6 spaces reserved. They are considered grandfathered pursuant to the existing regulation. They paid by vehicle not by space so it is not clear that dedicating an additional space will result in any additional revenue for the Town.

6-4-2 SPECIAL BUSINESS PERMIT

A. The board of Selectmen shall specify the parking zones for sightseeing vehicles and shall designate who may use them as such. No person shall park a specially designated vehicle under these rules and orders in any other place on any street other than in those zones designated below for said vehicles.

B. Sightseeing Vehicles shall be defined as dune tour operators, trolleys, tours and other similar services that are intended to provide primarily tourist activities rather than transportation services.

C. Sightseeing Vehicles shall only use reserved parking spaces designated by the Town pursuant to a permit issued by the Board of Selectmen. Such permits shall be issued on a competitive basis pursuant to a Request for Proposals. Permits will be issued based on evaluation criteria set forth in the Request for Proposals. Permits shall be issued for terms of five years and shall be revocable for cause after a public hearing. The minimum fee for such permits shall be \$1,000 per vehicle per year.

D. Six (6) spaces at the corner of Standish Street and Commercial Street shall be designated for permit holders of Sightseeing Vehicles from 8:00am to 9:00pm. Any entity permitted in these designated spaces reserved for Sightseeing Vehicles during the 2014 season shall be considered grandfathered from the bidding process subject to a license agreement between the operator and the Board of Selectmen.

Staff comment –

Mr. Gardner - This relates to a later item on agenda. First space would generally be put out for RFP reserved for sightseeing tour. Other two spaces reflected in our request under item 10. There is nothing in our request that would disallow this.

Rob Costa – I use 9 trucks to take visitors out I have 6 spots there I lease property from Riley's to use spots. If there is a spot I would bid on it. Just to be able to put it out for the bid process and if not I'll have to be more creative.

Staff Recommendation – in 10 were going to make proposals to utilize those spaces. He may be required to pay a lease for the spot.

Public Comment – none

Select Board Comment -

Vice Chair Andrews – like doing nice deed for businessman but concern about taking two spaces away from the neighborhood.

Chair Donegan – assuming it is RFP'd and we get the right amount of money then I'm okay with moving it to an RFP.

Vice Chair Andrews MOVE the Select Board approve item 6

Select Member Anthony seconded

3-0-0

7. Request by Lisa West, Susan Classi, Kimberly Edwards, M LoPresti, Bonnie Catena, and Jackie May to switch the handicapped parking spot and the adjacent parking space to the south adjacent to 8 Brewster Street.

Request by Lisa West, Susan Classi, Kimberly Edwards, M LoPresti, Bonnie Catena, and Jackie May to switch the handicapped parking spot and the adjacent parking space to the south adjacent to 8 Brewster Street.

Team Recommendation: DO NOT recommend.

RELATED TO ITEM 11. Staff recommends under Item 11 to move the handicapped space to the MPL parking lot where it might be better utilized. We do not support removing any additional public parking spaces in the public way. Brewster St is Resident Permit Parking Only.

Bonnie Catena – I'm representing three units of our Brewster Street condo and one neighbor. Our request is that that parking spot be switched with the handicapped parking spot. Pictures with a car parked and one with a car trying to get out- visibility is difficult. Switched because a handicapped spot would not be occupied as frequently.

Mr. Gardner – we have a competing request under 11. We say to move two handicapped one here and one on

Prince into the lots. We don't remove handicapped spaces but we can move them. Not recommending their request specifically however it could be accommodated. Our preference is that there be two parking spaces there. But you could make it no parking.

Public Comment – none

Chair Donegan – leave it there but provides the access you're requesting.

Mr. Gardner – accept her proposition as recommended.

Chair Donegan – seems like a good solution

Vice Chair Andrews – the proposal is for clarity MOVE proposal 7 as presented by Bonnie Catena that the handicapped spot and the parking spot on Brewster Street be swapped.

Select Member Anthony seconded

3-0-0

Town Board Proposals - None

Staff Proposals

8. Request by the Town Manager to add parking to the East Side of Province Lands Road and to designate those spaces as Resident Permit Parking Only.

Request by the Town Manager to add parking to the East Side of Province Lands Road and to designate those spaces as Resident Permit Parking Only.

Team Recommendation: DOES NOT recommend. Staff raised the issued for discussion based on comments from the Select Board during recent public hearing. Staff recommends we defer any permanent parking improvement in this area until we finalize the overall design plans for the Rotary Park which is currently ongoing. Staff would like to propose a plan that includes both revenue generating and resident permit parking for this area.

Mr. Panagore – the request says Town Manager but it's on behalf of the Select Board

Chair Donegan – I was hoping to make on the other side of the street for clamming and in season resident parking only.

Mr. Gardner – would require some improvements. Currently working on a master plan for the rotary. You approved out of season parking without improvements.

Chair Donegan - would we need improvements?

Chief Golden – it is a soft shoulder.

Public Comment – none

Select Board Comment -

Vice Chair Andrews – in favor of waiting. All these cars where they are now; if someone wants to drive through and see they can't. It's beautiful and all you see is cars. Interested in seeing proposal. First landing park is in the

middle of a parking lot.

Chair Donegan –hoped the resident only area would be available for this year but if it isn't it isn't.

Chair Donegan MOVE to take no action

Vice Chair Andrews seconded

3-0-0

9. **Request by the Chief of Police to eliminate the single public parking space in front of the residence located at 12 Standish Street in order to allow vehicles to safely back out of parking spaces at the approved store front parking plan of the CVS retail establishment fronting upper Standish Street**

Request by the Chief of Police to eliminate the single public parking space in front of the residence located at 12 Standish Street in order to allow vehicles to safely back out of parking spaces at the approved store front parking plan of the CVS retail establishment fronting upper Standish Street.

Team Recommendation: Recommends. The CVS Special Permit conditions required the applicant to pursue the removal of the on-street parking space in front of 12 Standish Street.

Staff noted that there are concerns of people backing out of the spots at CVS and will hit a car and the ability of EMS to operate and added that the special permit conditions required CVS to pursue removing the space.

Public Comment – none

Select Board Comment –

Vice Chair Andrews - not in favor. My fear is this makes it easier for people to back out and turn onto Bradford street

Select Member Anthony – I'll go along with staff.

Select Member Anthony – I make a motion that we accept staff recommendation at 12A Standish. Chair Donegan seconded

2-1(ca)-0

10. **Request by the Parking Department to ~~return the former Mayflower Trolley spot to parking on Standish Street.~~ To move the handicapped parking space on the east side of Standish Street back to the west side of Standish Street in the southernmost second spot and to extend the loading zone on the northeast corner of the intersection of Standish and Commercial Street. To designate to the other ~~two~~ spaces on the west side as paid parking. Amended in red**

Request by the Parking Department to return the former Mayflower Trolley spot to parking on Standish Street. To move the handicapped parking space on the east side of Standish Street back to the west side of Standish Street in the southernmost spot and to extend the loading zone on the northeast corner of the intersection of Standish and Commercial Street. To designate to the other two spaces on the west side as paid parking.

Team Recommendation: RECOMMEND.

This will return parking spaces to Standish Street that were previously reserved for the Mayflower Trolley.

Up to three spaces are available. The first space (item 6) is requested by Arts Dune, the Second space is proposed as the handicapped space (moved from across the street) and the third space would be metered parking. The loading zone on the east side would be extended where the handicapped space is now.

6-4-2 SPECIAL BUSINESS PERMIT

~~F. One (1) space on Standish Street north of the existing Spaces identified in Section D and north of the handicapped parking space shall be designated for permit holders of Sightseeing Vehicles from 6:00am to 9:30pm. The space shall be approximately 60 feet in length.~~

Mr. Rosati – the handicapped vehicle has been hit twice. And we'd like to extend loading zone back to original configuration.

Public Comment – none
Select Board Comment

Chair Donegan -- not inclined to support. Promised two and gave away one and making one handicapped. It looks like it works. It feels like were removing a parking space where there is a shortage of them.

Mr. Rosati – keep in mind we could extend the loading zone and we need that.

Chair Donegan – we discussed putting the loading zone over by the guest house.

Vice Chair Andrews MOVE item 10 as presented by Mr. Gardner.
Select Member Anthony seconded
2-1(td)-0

11. Request by the Parking Department to move the handicapped parking space on Prince Street to the Grace Hall Lot ~~and the handicapped parking space on Brewster Street to the MPL.~~ amended

Request by the Parking Department to move the handicapped parking space on Prince Street to the Grace Hall Lot and the handicapped parking space on Brewster Street to the MPL.

Team Recommendation: RECOMMEND.

Both spaces had been created years ago based on individual requests from adjacent residents. In both situations, the resident is no longer present and utilizing the spaces so they remain largely used. Moving them to adjacent parking lots where demand for handicapped spaces is more consistent means they will get greater utilization. Brewster is a Resident Permit Parking district, but Prince Street will be turned into an open space.

Public Comment – none
Select Board Comment -

Mr. Rosati stated that the handicapped person no longer lives near the spot on Prince Street.

Vice Chair Andrews- MOVE item 11 to move handicapped space from Prince to Grace Hall
Select Member Anthony seconded
3-0-0

12. Request by the Parking Department to relocate the 4 electric charging stations to within the MPL (exact location to be determined in conjunction with the equipment redesign of the MPL being designed by Desman & Associates). And to reduce the electric charging station fee from \$0.25 per 10 minutes to \$0.25 per 30 minutes.

Request by the Parking Department to relocate the 4 electric charging stations to within the MPL (exact location to be determined in conjunction with the equipment redesign of the MPL being designed by Desman & Associates). And to reduce the electric charging station fee from \$0.25 per 10 minutes to \$0.25 per 30 minutes.

Team Recommendation: RECOMMEND

Currently the spaces are charged a rate similar to the metered spaces in town at \$1.50/hour. Once moved inside the MPL, the \$3.50/hour rate would apply, except for permit vehicles. Actual electricity cost to the town is de minimums. We are proposing \$0.50/hour charging rate on top of parking rate to recoup some costs while incentivizing the use of electric vehicles.

A typical electric car (Nissan LEAF 30kWh) takes **4 hours** to charge from empty with a 7kW home charging point and approximately **\$3.30** (electricity at \$0.11 per kWh)

ARTICLE 10 ELECTRIC VEHICLES CHARGING ZONES

4-10-1 ELECTRIC VEHICLE CHARGING SPACES

Electric Vehicle Charging spaces shall be designated by the Board of Selectmen. Parking at these spaces shall be limited to electric vehicles which are plugged in at the metered station.

4-10-2 DESIGNATION

A. ~~Two (2)~~ Four (4) parking spaces for charging of electric vehicles shall be reserved at the ~~outside the entrance booth of the MacMillan Pier Municipal Parking Lot.~~

B. ~~Two (2) parking spaces for charging of electric vehicles shall be reserved at the guardrail on Ryder Street Extension near the exit of the MPL Parking Lot.~~

4-10-3 SERVICE FEE

Electric Vehicle Charging Space fees shall be based on the time spent in the space and shall be charged at a rate of \$0.25 for every ~~10~~ 30 minutes. The fee shall apply 24 hours a day, year round.

4-10-4 PROHIBITIONS

A sign which reads, "Electric Vehicle Charging ONLY, all other vehicles may be towed" shall be placed in front of each designated space. Electric Vehicles must be connected to the meter at all times while in the space. Violators may be fined pursuant to Appendix D or towed.

Mr. Rosati – we have two spaces for them to leave cars and charge. Cars are saying there even overnight. They become prime parking spaces for expensive cars.

Chair Donegan what would happen to the spaces now?

Mr. Rosati – there should be no parking spaces there.

Mr. Panagore – Just moving the fence. There are two spaces in the travel lane and they would be moved inside. Other places this is just normal best practices.

Vice Chair Andrews - MOVE to approve item 12 as presented

Select Member Anthony seconded

2-1(td)-0

13. Request by the Parking Department to remove two 15 minute parking spaces adjacent to 164 Commercial Street and make them paid parking spaces as the adjacent unloading zone can accommodate the guest drop off for the guest houses in this area.

Request by the Parking Department to remove two 15 minute parking spaces adjacent to 164 Commercial Street and make them paid parking spaces as the adjacent unloading zone can accommodate the guest drop off for the guest houses in this area.

Team Recommendation: Recommend.

These spaces were originally designed as paid spaces attached to the kiosk at Atlantic. Just to the west of these spaces are paid spaces and just to the east of these spaces is a large unloading zone. Guest house customers may park in the unloading zone to check in and remove their luggage as long as the guest house provides a dash board placard that informs Parking Officer the reason why they are stopped in the unloading zone. This is how other guest houses along Commercial Street are treated in relation to unloading and check in.

Staff report

Mr. Gardner - these were originally designed to be paid parking spaces. Guest houses can still use with a placard. Then they should not be ticketed. This is how we treat other guest houses on Commercial Street.

Public comment –

Owner of Prince Albert guest house - A lot of history going back to 2005. Towns goals are to sustain businesses. Who will be hurt? Local guesthouses. New pot shop and lack of parking. Currently guests have to circle. People park illegally on Winthrop. Adding two more parking spots is not going to substantially impact the revenue. Tend to be used by residents. Police use those spots to monitor the end of tea dance.

Owner of Queen Vic guest house – would add that probably more revenue that comes in through ticketing. Local resident parking would not create revenue.

Select Board comment –

Vice Chair Andrews – That 15 minute spot is really useful. Revenue is nice but quality of life is more important. I'd be willing to keep you and roll one back. Probably the one closer to the West.

Chair Donegan – my sense is with a pot shop coming we should wait a year. We're going to have unknown traffic and congestion. Worried about us taking a 15 minute spot away. Pot shop has no parking. Two guest houses were purchased and came with a loading zone in front. If the parking dept comes back in a year and everything is going smoothly I might vote to adopt it.

Select Member Anthony – I feel it should be status quo. I wouldn't even eliminate one. Area generates a lot of business. Just assume leave it.

Chair Donegan MOVE not to accept article 13.

Select Member Anthony seconded

2-1(ca)-0

14. Request by the Parking Department to designate the area on Bradford Street east of Center Street “No Parking” due to the narrow shoulder.

Request by the Parking Department to designate the area on Bradford Street east of Center Street “No Parking” due to the narrow shoulder.

Team Recommendation: RECOMMEND.

The shoulder in this area is too narrow for cars to park without encroaching into the travel lane. Cars parked here are often ticketed due to encroachment.

Public Comment - none

Select Board Comment

Vice Chair Andrews – I think that parking space should stay if the hedge was trimmed properly.

Chair Donegan –Worried about even if you trim the hedge. Today I was driving on Bradford street and cars parked over the white line. Cars pull out to pass. Traffic stopping because cars in the public way. Cars will be over the line. Pedestrians will be over line further.

Mr. Waldo – I think it’s a fair assumption. Don’t think you’re going to get the full width you want cutting back the hedges.

Vice Chair Andrews – typically two cars have parked there. If you take the one away where it gets narrow, I can live with that.

Chair Donegan – more pedestrians and bicycles are going up Bradford. Used to be rarely see walking and biking there. Cars parked push everything out into the road. Sideswipes a couple of weeks ago.

Chair Donegan MOVE that we accept proposal 14
Select Member Anthony seconded
2-1(ca)-0

15. Request by the Parking Department to amend the Parking and Traffic Regulations as follows:

Request by the Parking Department to amend the Parking and Traffic Regulations relating to senior vehicle permits as follows:

Team Recommendation: RECOMMEND. Parking Regulation for senior permits is confusing and includes conflicting language relating to the ability to have more than one qualifying vehicle per household. By cleaning up the language we make it clear that a single vehicle of anyone who is over 63 years of age and qualifying for a Resident Permit will be allowed to get a Resident Senior Permit at no cost.

6-2-1 RESIDENT STATUS FOR RESIDENT VEHICLE PERMIT

A vehicle which is garaged at a Provincetown residential address and pays an excise tax to the Town of Provincetown shall be eligible for the Resident Vehicle Parking Permit. Any individual who owns a vehicle that qualifies for a parking permit must have a valid registration and driver’s license.

6-2-3 RESIDENT SENIOR VEHICLE PERMIT

The vehicle of a Provincetown resident over the age of 63 years ~~at their last birthday~~ shall qualify for a resident senior permit. Residency requirements and proof of residency are the same as the rules for Resident Passenger permits. ~~Only one (1) free senior parking permit shall be issued to each household.~~ A senior with two (2) vehicles shall only be entitled to one senior permit. ~~and both registrations have the same name and address; only one vehicle shall have a free senior permit.~~ The second vehicle shall have a \$55 resident permit. **If two seniors live at the same address shall be eligible for his/her own free senior permit.** The use of a senior resident permit shall be restricted to such times as the senior is operating, or a passenger in, the vehicle.

6-2-3 RESIDENT SENIOR VEHICLE PERMIT

The vehicle of a Provincetown resident over the age of 63 years at their last birthday shall qualify for a resident senior permit. Residency requirements and proof of residency are the same as the rules for Resident Passenger permits. Only one (1) free senior parking permit shall be issued to each household.

A senior with two (2) vehicles shall only be entitled to one senior permit. and both registrations have the same name and address; only one vehicle shall have a free senior permit. The second vehicle shall have a \$55 resident permit. If two seniors live at the same address shall be eligible for his/her own free senior permit. The use of a senior resident permit shall be restricted to such times as the senior is operating, or a passenger in, the vehicle.

Public Comment – none

Select Board Comment –

Mr. Gardner the existing language is internally contradictory. The change clarifies.

Mr. Panagore suggest keeping the last strike out sentence if two seniors live at the same address shall be eligible for his/her own free senior permit. (See above. Sentence in red which is where the strikethrough was removed)

Vice Chair Andrews MOVE to approve as amended.

Select Member Anthony seconded

3-0-0

16. Request by the Parking Department to amend the Parking and Traffic Regulations by increasing the rates and fees as follows:

Request by the Parking Department to amend the Parking and Traffic Regulations by increasing the rates and fees as follows:

CHAPTER 6 ARTICLE 1 PARKING PERMITS RATES AND RULES

6-1-1 RATES

Permits	Existing	Proposed
Resident	\$55	
Resident Senior (63 and older)	FREE	
Resident Commercial	\$140	
Property Owner	\$150	
Non Resident including MPL	\$350	
Non Resident excluding MPL	\$175	
Replacement Permit	\$10	
Utility Unit (Jerome Smith Lot)	\$500	
Jerome Smith 7 Day	\$50	<u>\$60</u>
Work Permit Commercial St.	\$5	
Boat Storage And Kayak Nov. 1 – March 31	\$50 up to 17 ft plus an add'l \$40 per foot up to 30 ft	
Board Member	\$5	
Fire And Rescue	FREE	
Resident Camper	\$150	
Non-Resident Camper	\$425	

**CHAPTER 7 ARTICLE 1 REGULATION OF MUNICIPAL PARKING LOTS
7-1-1 FEE STRUCTURE**

Parking Lots	Existing	Proposed
MacMillan Pier Lot 323 Spaces (10 handicapped)	\$3.50 Per Hour Maximum Daily \$35	
Grace Hall Lot 354 Spaces (8 handicapped)	\$2.25 Per Hour Maximum Daily \$25	<u>\$2.50 Per Hour</u> <u>Maximum Daily \$25</u>
Kiosk Lots	\$2 Per Hour	
Harry Kemp Johnson St. Lot Alden St. Lot Ryder St. and Lot Boatslip /Coast Guard Station School St. West End Lot Fire Station Lot VMCC Lot	31 Spaces + 2hp 33 Spaces + 2hp 32 Spaces + 2hp 26 Spaces + 3hp 19 Spaces + 1hp 29 Spaces + 2hp 44 Spaces + 2hp 26 Spaces + 1hp 49 Spaces + 2hp	
Mechanical Meters	\$1.50 Per Hour	
Jerome Smith Lot Standish St. Ptown Inn Victors Days Lot	39 Spaces + 2hp 9 Spaces + 1hp 9 Spaces + 1hp 9 Spaces + 0hp 9 Spaces + 1hp	

Team Recommendation: NO recommendation. Rates are considered a policy decision.

Public Comment – none

Select Board Comment –

**Vice Chair Andrews MOVE as presented
Select Member Anthony seconded
3-0-0**

**Select Member Anthony- Chairman question: Standish Street, agenda item on that?
Chair Donegan - not on the agenda yet, but it will be.**

Meeting was adjourned at 8:00 pm

Minutes transcribed by: Linda Fiorella