



Meeting Agenda

The Provincetown Board of Selectmen will hold a public meeting on Tuesday, October 25, 2016, at 5:00 p.m. in Judge Welsh Room, Town Hall, 260 Commercial Street, Provincetown, MA 02657.

1. Public Hearing: 2016 Annual Traffic Hearing. Discuss proposals and recommendations. Votes may be taken.
2. MassDOT Town Negotiation Update – DPW Director Richard Waldo and Peter O'Connor, Esq.
3. Other – Other matters that may legally come before the Board not reasonably anticipated by the Chair 48 hours before the meeting. Votes may be taken.

Posted by the Assistant Town Clerk: www.provincetown-ma.gov, 10/21/16 9:50 am dv



Provincetown Board of Selectmen
AGENDA ACTION REQUEST

Tuesday, October 25, 2016

1

2016 SPRING TRAFFIC HEARING

Proposals

Requested by: Asst. Town Manager David Gardner

Action Sought: Discussion/Approval

Proposed Motion(s)

Move that the Board of Selectmen vote to approve [not approve] Traffic Proposal # _____ [as submitted] [as revised].

Additional Information

See attached 2016 Spring Traffic Proposals.

Board Action

<i>Motion</i>	<i>Second</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>	<i>Disposition</i>



Public Hearing

2016 Annual Traffic Hearing

The Provincetown Board of Selectmen will conduct a public hearing on **Tuesday, October 25, 2016, at 5:00 p.m.** in the Judge Welsh room, Town Hall 260 Commercial St. Provincetown, Massachusetts 02657 to hear the merits of the following parking and traffic proposals that have been submitted to the Board of Selectmen for review in the 2016 Annual Traffic Hearing. Individuals filing traffic proposals or their representative must attend the hearing.

Citizen Proposals

1. Request by Rob Costa to install speed bumps on Washington Avenue to reduce speeding.
2. Request by Stephen Katsurinis and Brandon Quesnell to restore the Loading and Unloading Zone on Commercial Street in front of 404 Commercial Street.
3. Request by Mark Gallant to remove soft right hand turn lane at the intersection of Bradford Street Extension and Province Lands Road by installing jersey barriers so vehicles have to come to a complete stop before turning right onto Province Lands Road. Vehicles turning right onto Bradford Street Extension will have a hard right turn. Paint white lines where missing to define the sidewalk. Trim vegetation at the intersection.
4. Request by Mark Gallant to prohibit parking on the south side of Bradford Street east of Province Lands Road adjacent to 5 – 15 Bradford Street Extension.
5. Request by Jay Gurewitsch to paint a crosswalk on Bradford Street from the curb cut at the Northwest corner of Shank Painter Road and Bradford to the South side of Bradford Street directly in front of the picket fence.
6. Request by Jay Gurewitsch and Rik Ahlberg for Provincetown 365 to install bike racks on public lands at the following recreation and municipal destinations:
 - a) Gosnold Street Landing – install one rack of 6 bikes on landing
 - b) Police Station – Install one rack of 6 bikes next to stairs
 - c) Johnson Street Lot – Install 6 racks of up to 50 bikes in the Northeast corner of the lot by removing 5 revenue parking spaces

- d) Lopes Square – Install 4 seasonal racks of up to 40 bikes adjacent to the median
- e) Signage – install signage along Commercial Street for new bike parking areas of 20 or more spaces.

Town Board Proposals

7. Request by Herbie Hintze on behalf of the Provincetown Disability Commission to recommend that the town follow the State Law and continue to provide on-street parking at no charge to cars with a handicap placard, but charge full price for handicap parking within the Municipal Parking Lots at MacMillan Pier and Grace Hall.

8. Request by Rik Ahlberg on behalf of the Provincetown Bicycle Committee to

- a) Discontinue One-Way pavement markings along Commercial Street (do not paint in Phase III and no longer repaint on other segments of Commercial Street). The existing “one-way” signs accompanied by the “2-way bicycle traffic” signs are sufficient

- b) Add “Bicycles Allowed” or “Except Bicycles” to the existing “Do Not Enter” signs (rotary and West End Parking Lot)

- c) Add “Bicycles Allowed” or “Except Bicycles” to the existing no-turn signs (Ryder St. and Allerton St.)

9. Amend Parking Regulations to add a fine for Obstructing Marked Bike Lane
Group B Fines:

Obstructing Marked Bike Lane \$100

10. Request by Rik Ahlberg on behalf of the Provincetown Bicycle Committee to:

- a) Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Franklin Street to Pleasant Street and paint shared lane markings (“sharrows”) in the downhill travel lane. Shift and repaint center line and remove non-revenue on-street parking spaces as necessary.

- b) Paint an uphill, 5-foot wide climbing lane along Bradford Street westbound from Shank Painter Road to Conant Street and paint shared lane markings (“sharrows”) in the downhill travel lane. Shift and repaint center line as necessary.

- c) Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Shank Painter Road to Prince Street. Remove non-revenue on-street parking spaces as necessary.

Selectmen Proposals

11. Request by Selectmen Raphael Richter to block the sidewalk with a fence along North side of Bradford Street at Prince Street (Steps from Grace Hall Lot) to prevent pedestrians from walking down the north side of Bradford Street and to request that the Beautification Committee recommend a plan for use of the space to the Board of Selectmen.

J

Staff Proposals

12. Request by Parking Administrator Domenic Rosati to charge \$2.00/hr for parking within the VMCC Parking Lot outside of normal business hours.
13. Request by Rex McKinsey to remove two taxi spaces along the guardrail on Ryder Street Extension.
14. Request by Town Manager to relocated two taxi spaces along the guardrail on Ryder Street Extension to the North side of Ryder Street Extension in spaces previously reserved for Restroom Attendants and to dedicate two spaces in the MPL for Restroom Attendants.
15. Request by DPW Director Richard Waldo to approve the Striping and Parking Plan for Phase 3 Commercial Street Reconstruction between Howland and Johnson Street. Individual parking spaces will be delineated at 8 feet x 18 feet, handicap spaces, fire zones, unloading zones, and intersection clearances will also be delineated.
16. Request by Town Manager to discuss waiving the parking fees for the month of April.

Comments may be submitted in writing to the Office of the Board of Selectmen, 260 Commercial Street, Provincetown, MA 02657 or selectmen@provincetown-ma.gov by Tuesday, October 18, 2016 or in person at the hearing.

*Raphael W. Richter, Chairman
Board of Selectmen*

Town Hall, www.provincetown-ma.gov:

Provincetown Banner: October 6, 2016 and October 13, 2016



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m



Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: ROB COSTA
Address: 9 WASHINGTON AVE
Telephone: 800-894-1951 Email: artsdunetours@icloud.com
Signature: _____

Traffic Proposal/Problem (Describe in detail giving specific location)

Your Specific Recommendation

_____ The time has come for the town to seriously consider installing
_____ speed bumps on the many cross streets in town. These are
_____ becoming high-speed traffic lanes, putting the elderly, very
_____ young residents and the many pets at risk. Speed bumps
_____ would be a prudent and modest measure. The problem is
_____ getting worse and something needs to be done before someone
_____ gets hurt.

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
**Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on
Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered**

1. Request by Rob Costa to install speed bumps on Washington Avenue to reduce speeding.

Team Recommendation: DO NOT RECOMMEND

Installing speed bumps on a public road is not something staff would recommend.

Speed bumps drive traffic to other streets and increase speed on those streets as drivers try to make up time.

Speed bumps make it difficult to do street sweeping and snow removal. Washington is a narrow road primarily transited by local traffic.

Speed bumps pose a safety hazard for bikers and walkers, especially as night.

Speed bumps are expensive, become a maintenance issue and seem to be an overkill to the problem.



Provincetown Board of Selectmen
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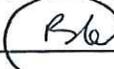
2
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Stephen Katsurinis & Brandon Quesnell

Address: 8 Dyer Street

Telephone: (508) 487-0880 Email: steve@8dyer.com

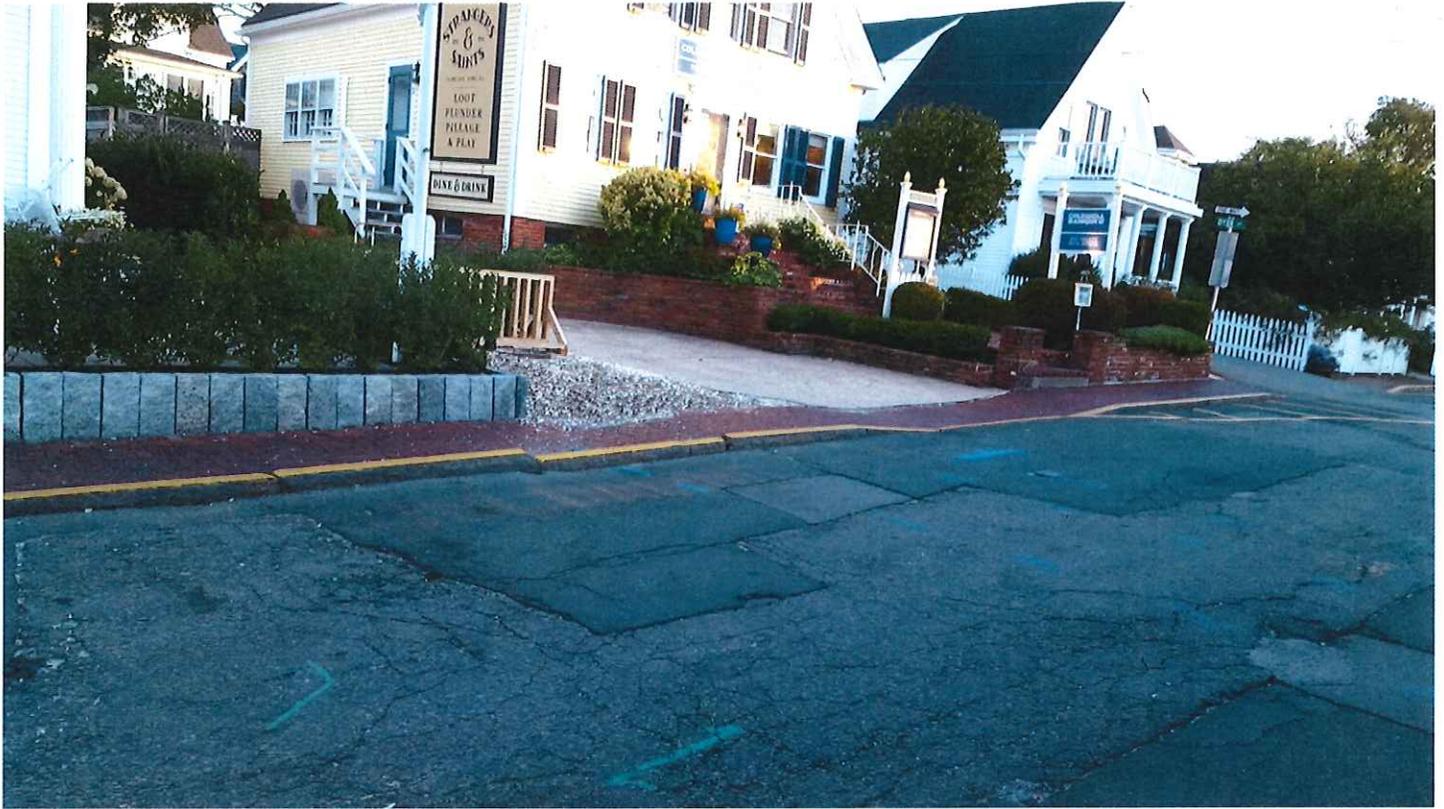
Signature:  

Traffic Proposal/Problem (Describe in detail giving specific location)

There are new restaurants and businesses that have opened on Commercial Street east of Law Street and there is no loading/unloading zone in the area.

Your Specific Recommendation

Restore the Loading/Unloading zone in front of 404 Commercial Street.



2. Request by Stephen Katsurinis and Brandon Quesnell to restore the Loading and Unloading Zone on Commercial Street in front of 404 Commercial Street.

Team Recommendation: NO RECOMMENDATION

The area between driveways adjacent to 404 Commercial Street is just over 30 feet in length, which is substandard for an unloading zone.

The nearest loading zone currently is currently several hundred feet away just west of Law Street.

The proposed stripping plan has this area defined as No Parking.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

3

Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Mark Gallant

Address: 21R Bradford St. Ext

Telephone: 617-448-0042 Email: MTGallant@aol.com

Signature: 

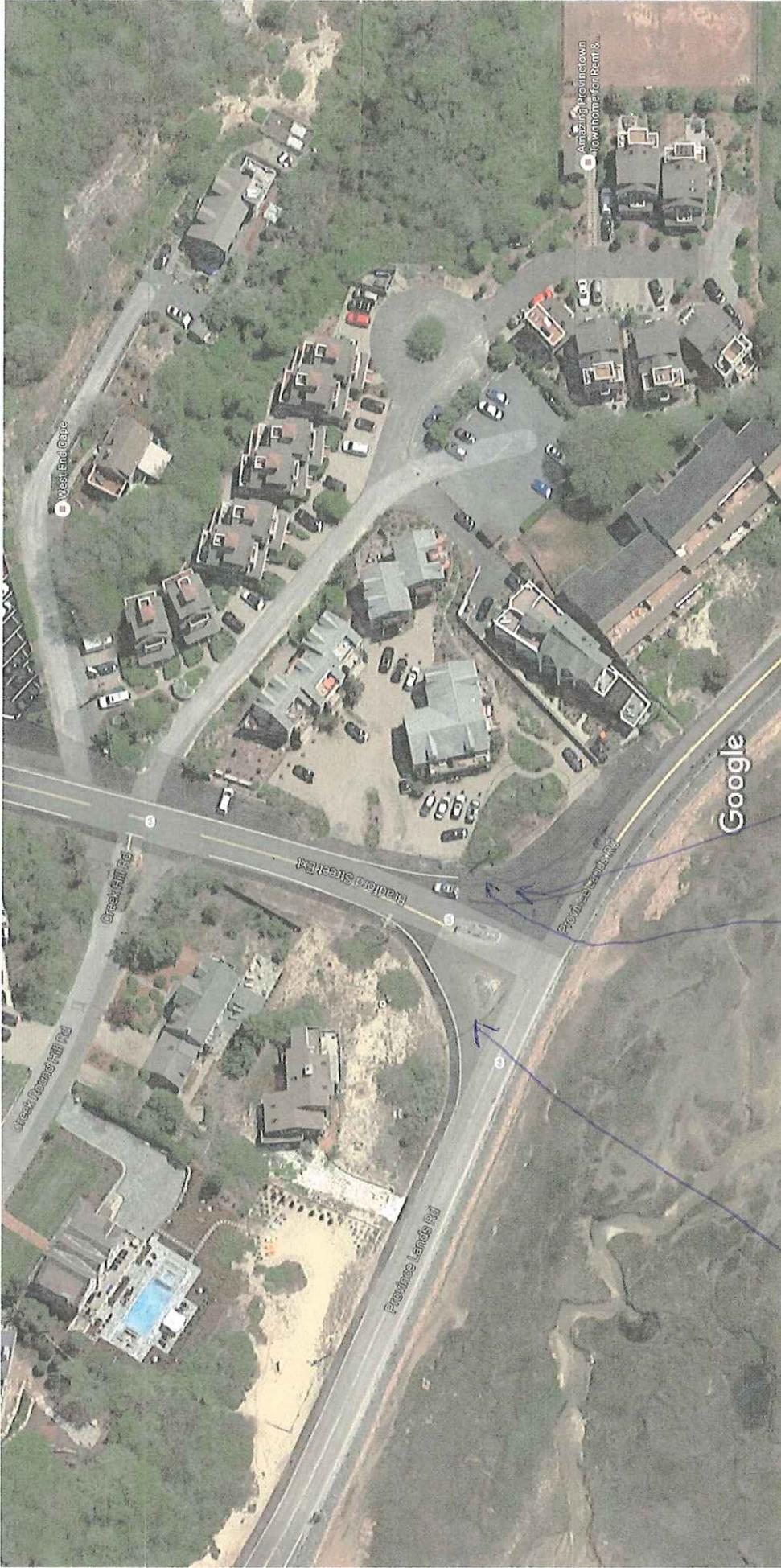
Traffic Proposal/Problem (Describe in detail giving specific location)

Intersection of Bradford St. Ext. and Province Lands Rd. Vehicles traveling west on Bradford St. Ext. turning right onto Province Lands Rd. Driver are looking at the view of the moors while turning right and crossing over the white line onto the sidewalk. Same thing is happening when turning right off Province Lands Rd. onto Bradford St. Ext. Also, drivers cannot see pedestrians because of the vegetation is overgrown on the both sides of the road.
See Google map

Your Specific Recommendation

Remove soft right hand turn lane by installing jersey barriers so vehicle have to come to a complete stop before turning right onto Province Lands Rd. Vehicles turning right onto Bradford St. Ext. will have a hard right turn. Paint white line  where missing to define the sidewalk. Trim vegetation

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered

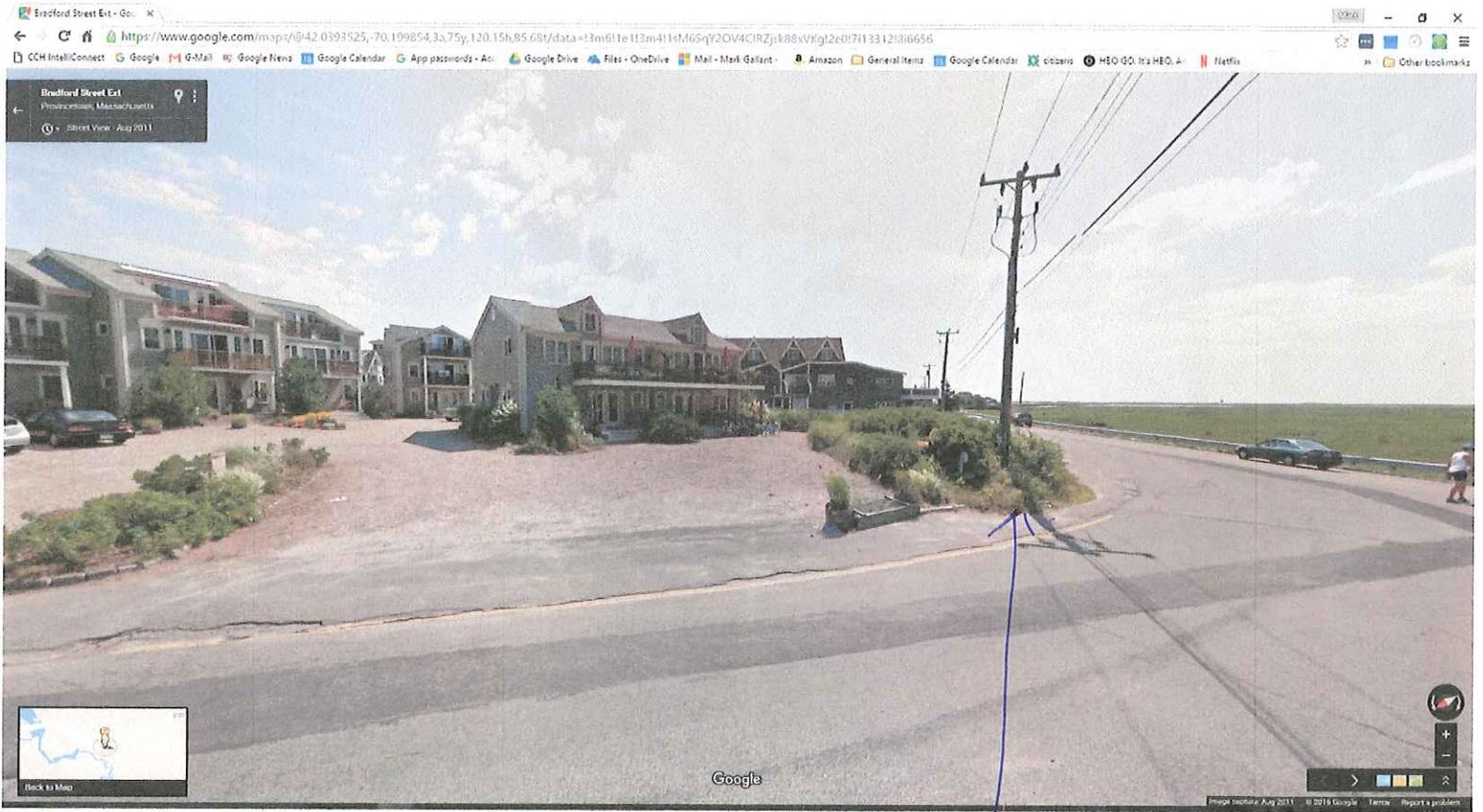


Imagery ©2016 Google, Map data ©2016 Google 50 ft

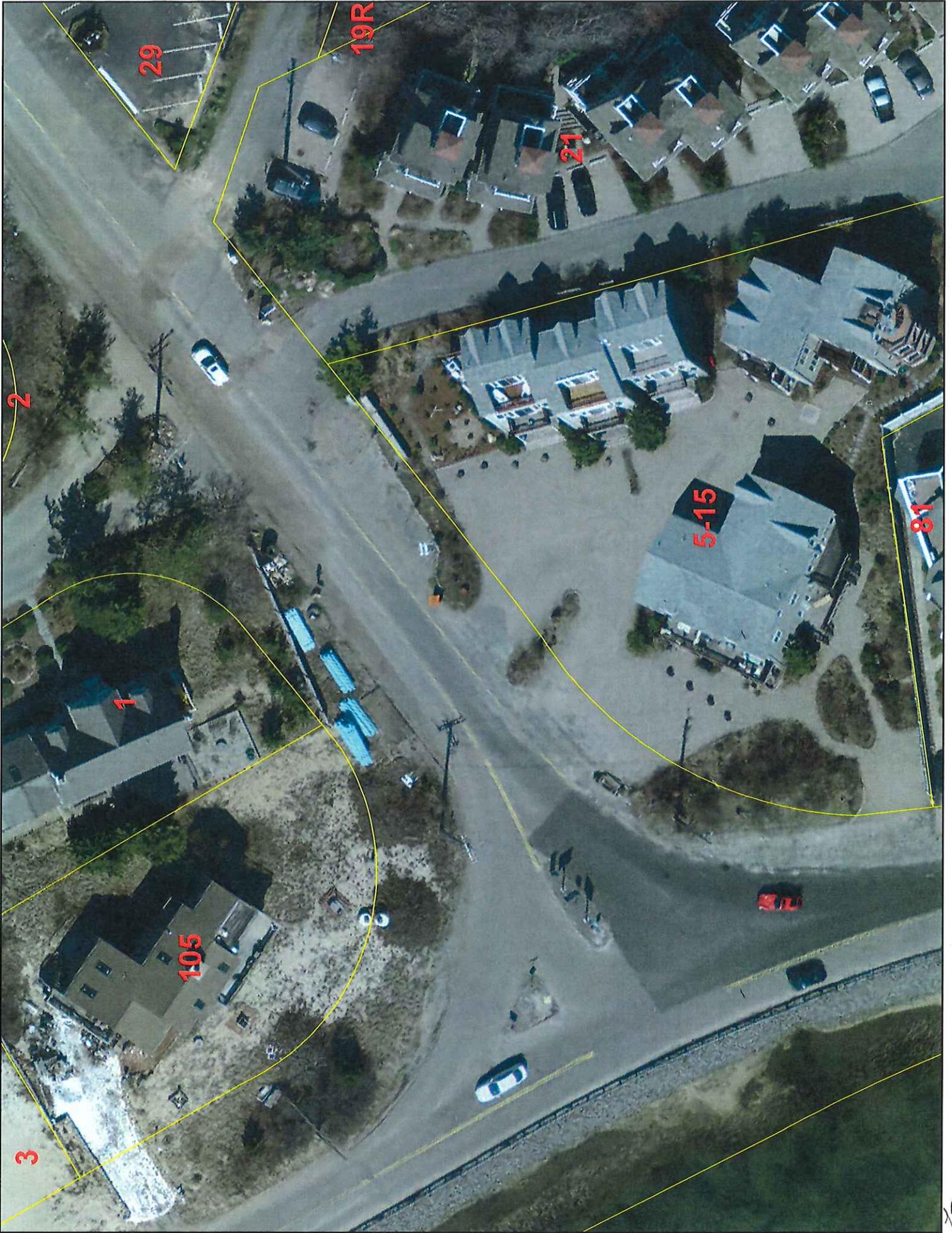
Right Turn on RD
Province Lands Rd
From Bradford St Ext

Right Turn on RD
Bradford St Ext
From Province Lands Rd

No Line



Vegetation needs to
be trimmed



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3. Request by Mark Gallant to remove soft right hand turn lane at the intersection of Bradford Street Extension and Province Lands Road by installing jersey barriers so vehicles have to come to a complete stop before turning right onto Province Lands Road. Vehicles turning right onto Bradford Street Extension will have a hard right turn. Paint white lines where missing to define the sidewalk. Trim vegetation at the intersection.

Team Recommendation: DO NOT RECOMMEND

The intersection in question is still owned by the State and we cannot affect the flow of traffic without their approval.

We would not recommend the placement of “jersey” barriers to direct traffic.

The fog line along the east side of the road at the intersection should be re-painted to better define the lane of traffic.

In our opinion the landscaping does not pose a significant sight line issue but should be maintained to town standards of 3 feet in height within 15 feet of the intersection.

This intersection, along with all others that are similar, should eventually be redesigned through the Capital Improvement Program.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
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4

Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Mark Gallant

Address: 21R Bradford St. Ext

Telephone: 617-448-0042 Email: MTGallant@aol.com

Signature: 

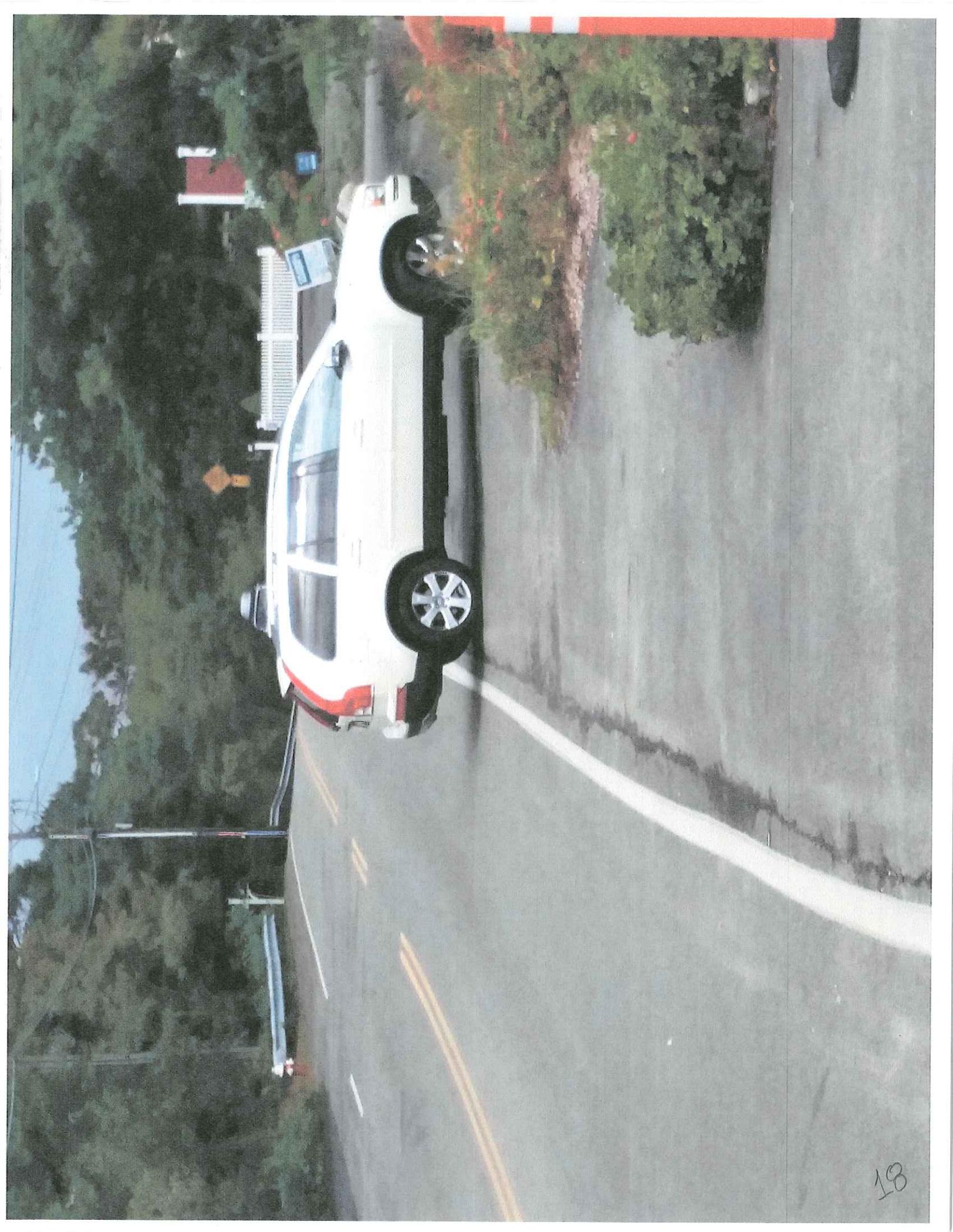
Traffic Proposal/Problem (Describe in detail giving specific location)

5-15 Bradford St Ext. cars are parking perpendicular to the road blocking the sidewalk. Pedestrians have to walk in the street. Parking department doesn't know who owns the land in front of 5-15 Bradford St. Ext. and will not issue tickets to these vehicles. See attached picture.

Your Specific Recommendation

Find out who owns this the land. The Town or 5-15 Bradford St Ext. and put up no parking signs.

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered







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4. Request by Mark Gallant to prohibit parking on the south side of Bradford Street east of Province Lands Road adjacent to 5 – 15 Bradford Street Extension.

Team Recommendation: RECOMMEND

The area of the shoulder adjacent to 5-15 Bradford Street Extension is public way.

When cars park in this area they could block either the bike lane/pedestrian path or lane of travel and therefore the area should be declared No Parking.

The adjacent condo complex should remove all signage related to “Private Parking” as this is public way and cannot be reserved for private parking.

The bike lane/pedestrian path should be defined in the area.

RECEIVED

SEP 15 2015

RECEIVED



TOWN MOB OFFICE

SEP 15 2015

**Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m**



Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Jay Gurewitsch
Address: 35 Province Road Provincetown, MA 02657
Telephone: 917-885-1506 Email: jay@arcadianyc.com
Signature:

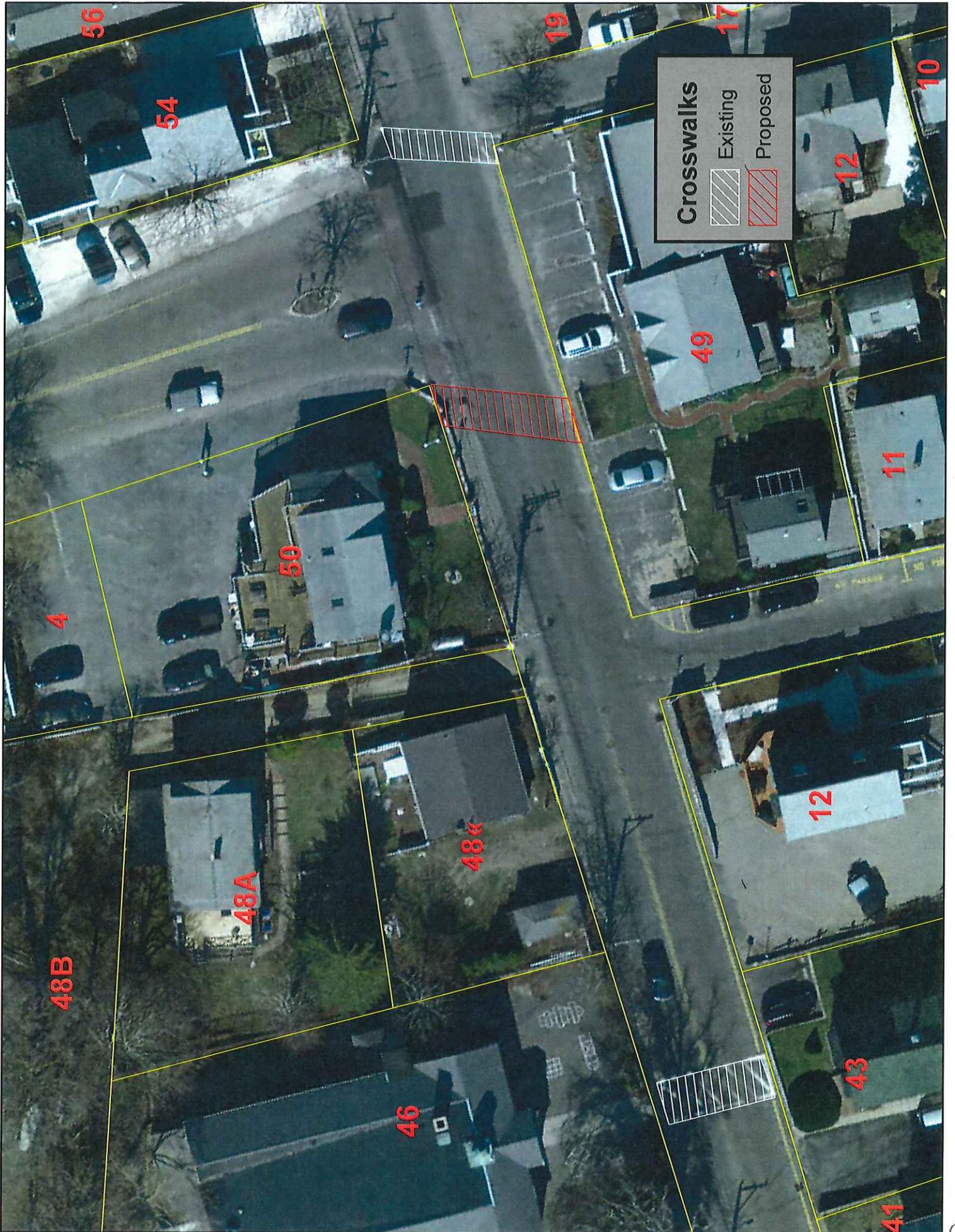
Traffic Proposal/Problem (Describe in detail giving specific location)

The CCC report shows that the intersection of Shank Painter & Bradford is one of the busiest in PTown but there is no cross walk from the NW corner of Shank Painter & Bradford to the S side of Bradford. This creates a dangerous situation regularly for pedestrians and dogs walking to and from Shank Painter and Atlantic Ave on the way to the Town Landing and Town Beach, a heavily trafficked route. CCC reports westbound traffic on Bradford past Shank Painter is the 3rd most popular route from the pier, only 1% less than Shore Road, and 430 vehicles per hour going East on Bradford St from 4-5PM, the highest level of traffic going through town by far. The Complete Streets plan for Shank Painter calls for a sidewalk on the west side of Shank Painter, ending at that intersection.

Your Specific Recommendation

Paint a crosswalk across Bradford Street from the curb cut at the Northwest corner of Shank Painter and Bradford to the South side of Bradford Street directly across, ending in front of the picket fence. It will not interfere with private property or parking in any way, and is supported by the owners of both businesses at that intersection (Salon 54 and Provincetown House of Pizza).

Empty rectangular box for additional information or comments.



Crosswalks

	Existing
	Proposed



5. Request by Jay Gurewitsch to paint a crosswalk on Bradford Street from the curb cut at the Northwest corner of Shank Painter Road and Bradford to the South side of Bradford Street directly in front of the picket fence.

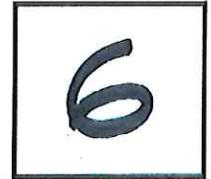
Team Recommendation: DO NOT RECOMMEND

We do not support the installation of new crosswalks where there are substandard conditions on either side. In this instance, there is no “safe landing” on the south side of Bradford Street, no sidewalk, and is surrounded by parking backing out into the street.

Bradford Street between Carver and Pleasant Street is being repaved and a crosswalk in this general area may be engineered into the design during that phase.



**Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m**



Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Jay Gurewitsch & Rik Ahlberg for Provincetown 365

Address: _____

Telephone: 617-906-5077 Email: info@provincetown365.com

Signature: *Rah*

Traffic Proposal/Problem (Describe in detail giving specific location)

Bike Racks Phase 2:

There are insufficient public bike racks in town. As a result, bikes often block sidewalks, are locked to trees, or left unsecured and vulnerable to theft.

Since town wants to be a more bicycle-friendly (see BOS 2016 Policy Goals & the 2000 LCP), we are submitting specific recommendations for four locations where there is unmet demand for bike parking. These locations are within the public right of way and we are asking for approval of these locations from the Board of Selectmen.

Your Specific Recommendation

Bike Racks Phase 2 requests:

Install bike racks on public land at the following recreation and municipal destinations:

- Gosnold St. Landing (6 bikes) - Install 1 bike rack on the landing
- Police Station (6 bikes) - Install 1 bike rack next to the stairs
- Johnson St. Lot (~50 bikes) - Swap 5 "revenue" spaces for permanent racks
- Lopes Square (~40 bikes) - Add 4 seasonal bike racks adjacent to the median
- Signage where appropriate - Install signage along Commercial Street for new bike parking areas of 20 or more spaces.

Bike Racks: Phase 2

**Traffic Hearing Presentation
Fall 2016**

**Parking & Transportation
Work Group**



Why do we need bike racks?

- We want to be a a more bicycle-friendly town (see BOS 2016 Policy Goals & the 2000 LCP)
- Recommendations to add bike racks at recreation areas and town landings are included in the 2012 Open Space & Recreation Plan and the 2012 Harbor Plan
- Existing racks in the town center don't meet demand
- Bikes blocking sidewalks are a recurring issue
- With 5 bike shops in town, there are >3,000 rental bikes
- Over 300 bicycles *per hour* use Commercial Street in the peak season
- We have the highest rate of year-round bicycle commuting to work in the state.



What's the Plan?

Establish Baseline

- ✓ Inventory existing bike racks
- ✓ Identify possible new locations
- ✓ Develop standards based on best practices & local conditions

Expand Capacity

- ✓ Phase 1: Focus on adding racks on town land in the town center between Dyer St. and Atlantic Ave.; Redeploy DPW bike rack inventory

➔ **Phase 2: Expand racks on public land and outside of the town center at recreation and municipal destinations**

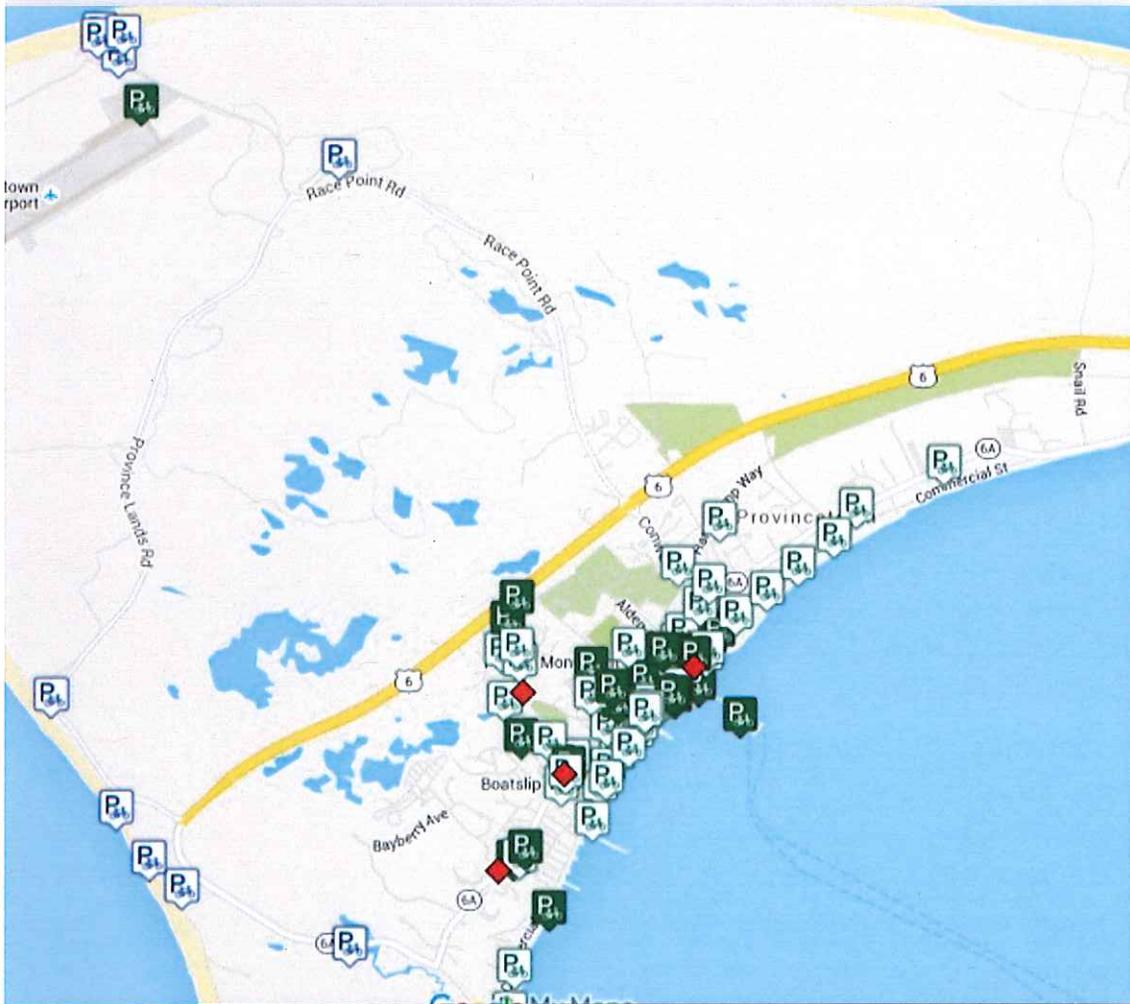
- Phase 3: Add racks in parking lots and seasonal on-street locations.

Institutionalize

- ✓ Promote public/private partnership through the Bicycle Committee rack cost sharing program;
- Establish maintenance & replacement schedule;
- ✓ Identify stable grant funding for new racks;
- ✓ Work with the Planning Board on guidelines for bike parking in Site Plan Review
- Identify town staff resources for ongoing support.



Inventory Existing Racks



- Identified over 700 bike parking spaces throughout town and the Seashore
- 250 spaces are town-owned (dark green)
- Remaining racks are in the Seashore (blue) or on private property (white) but available for public use.

Map: bit.ly/ptbikepark



Identify Possible Locations



- Locations identified through Bicycle Committee meetings, Provincetown 365 survey, Open Space & Recreation Plan, and Harbor Plan
- Yellow = Public land
- Blue = Private property

Map: bit.ly/ptbikepark



Develop Standards



Inverted U racks for surface-mount and seasonal locations



Sign installed on Commercial Street



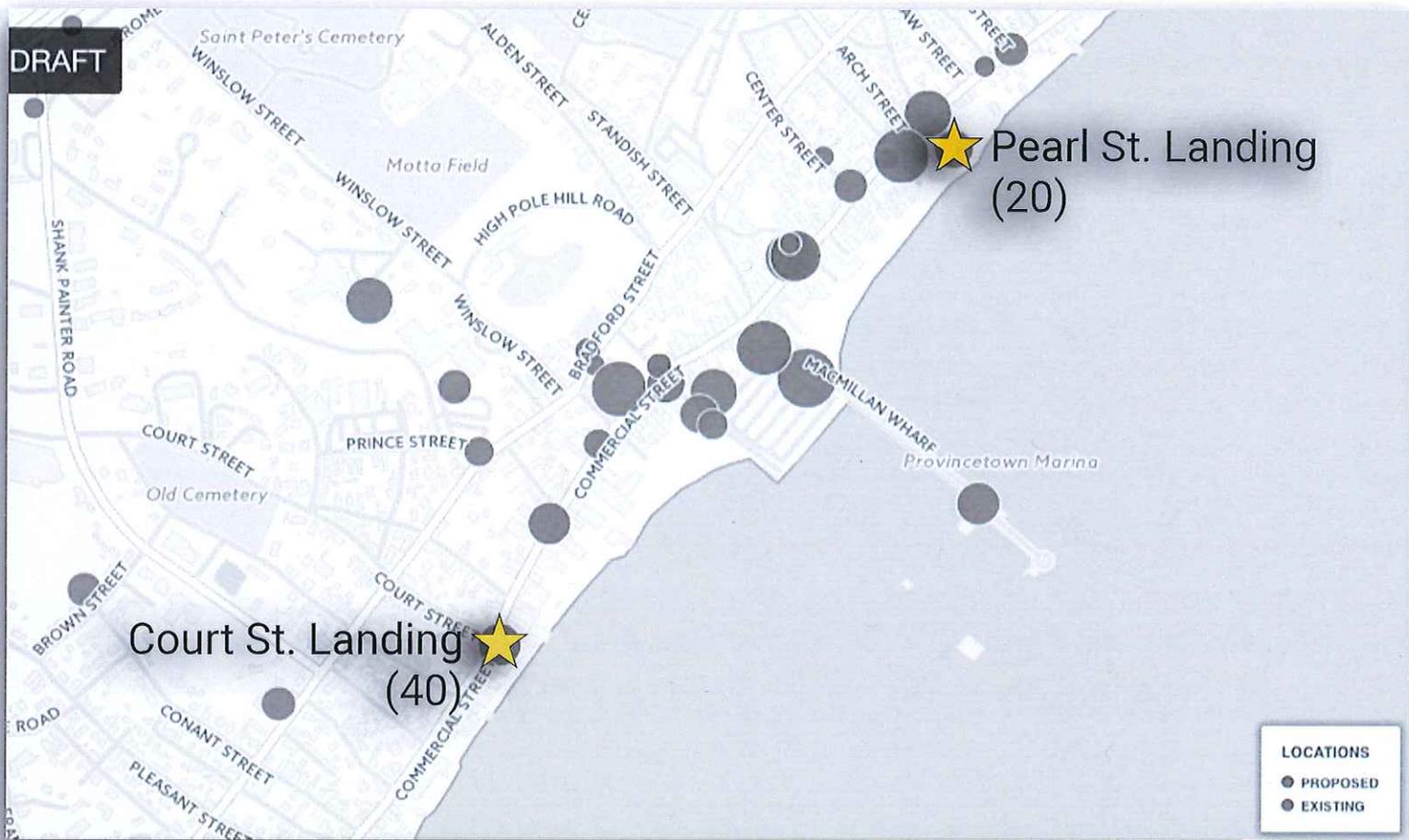
Post & ring racks for in-ground locations

Sign installed on Commercial Street

Standards based on Association of Bicycle & Pedestrian Professionals guidelines



New Racks Installed



Approved at the 2015 Fall Traffic Hearing, installed August 2016
Map data: Provincetown 365 and Bicycle Committee surveys





Court St. Landing - 61 bicycles parked in racks designed for 40 bikes!



8
57



Pearl St. Landing - New location getting significant use



9
13

Funding FY2016

Finance Committee funds: \$2,500

Bicycle Committee funds: \$2,762

Total spend FY2016: \$5,262

Purchased 60 new bike parking spaces
(six 10-bike racks)



Traffic Hearing Requests

**Bike Racks: Phase 2
Fall 2016**

**Parking & Transportation
Work Group**



PHASE 2

FY2017: New spaces for ~210 bikes

★ Open Space & Town Landings: ~70

◆ Municipal new: ~110 spaces

▲ Municipal upgrades*: ~30

★ Clapp's Pond (10)

★ Shank Painter Pond
@ Route 6 (10)

★ Shank Painter Pond
@ Ship's Way Rd. (10)

★ Hawthorne Sanctuary (10)

★ Old Colony Trail (10)

★ Nicky's Park (10)

◆ Johnson St. Lot (50)

▲ Tourism Office
upgrades (+20)

▲ Town Hall
upgrades (+10)

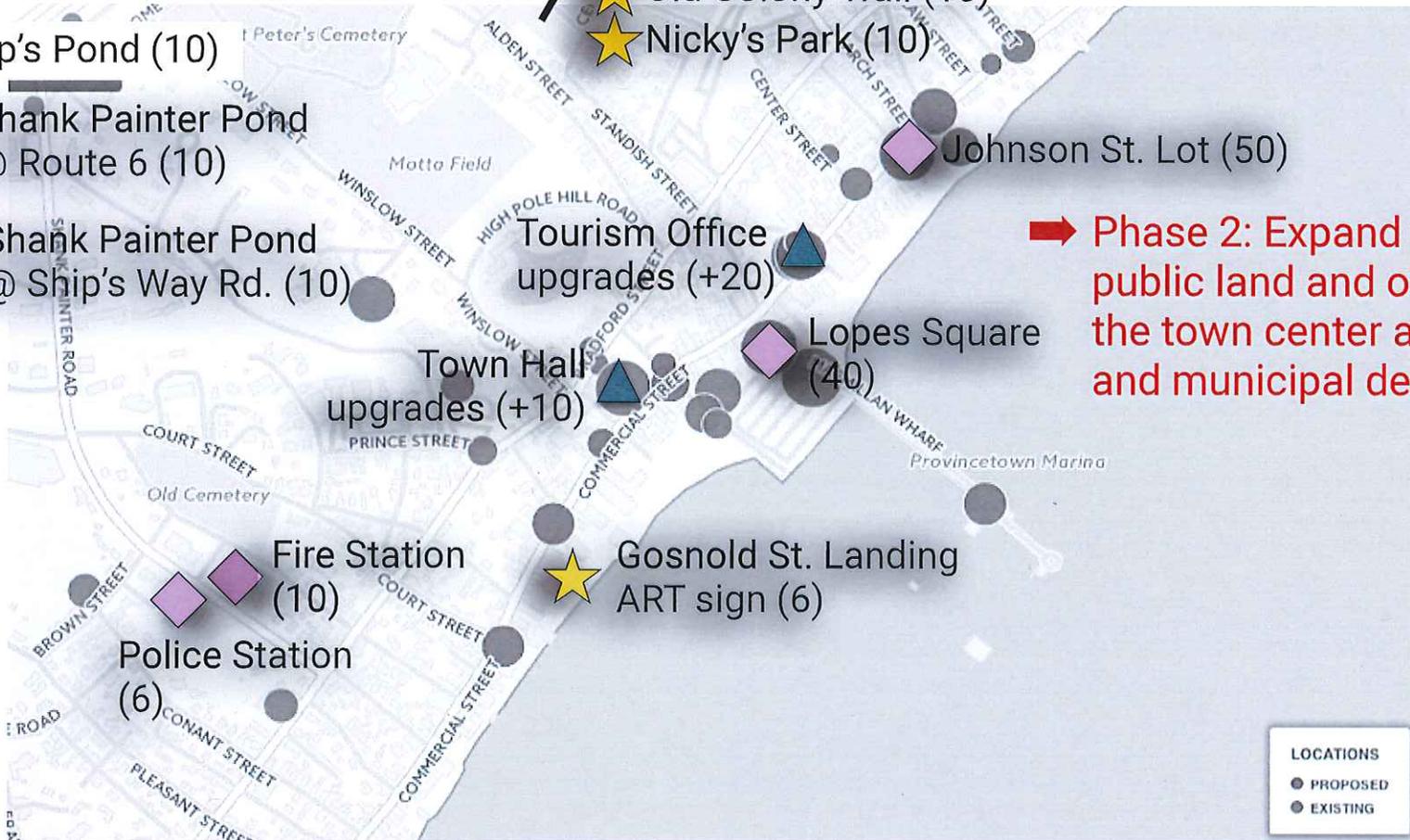
◆ Lopes Square
(40)

◆ Fire Station
(10)

◆ Police Station
(6)

★ Gosnold St. Landing
ART sign (6)

➔ Phase 2: Expand racks on public land and outside of the town center at recreation and municipal destinations



* Upgrades would replace failing & outdated racks and expand capacity

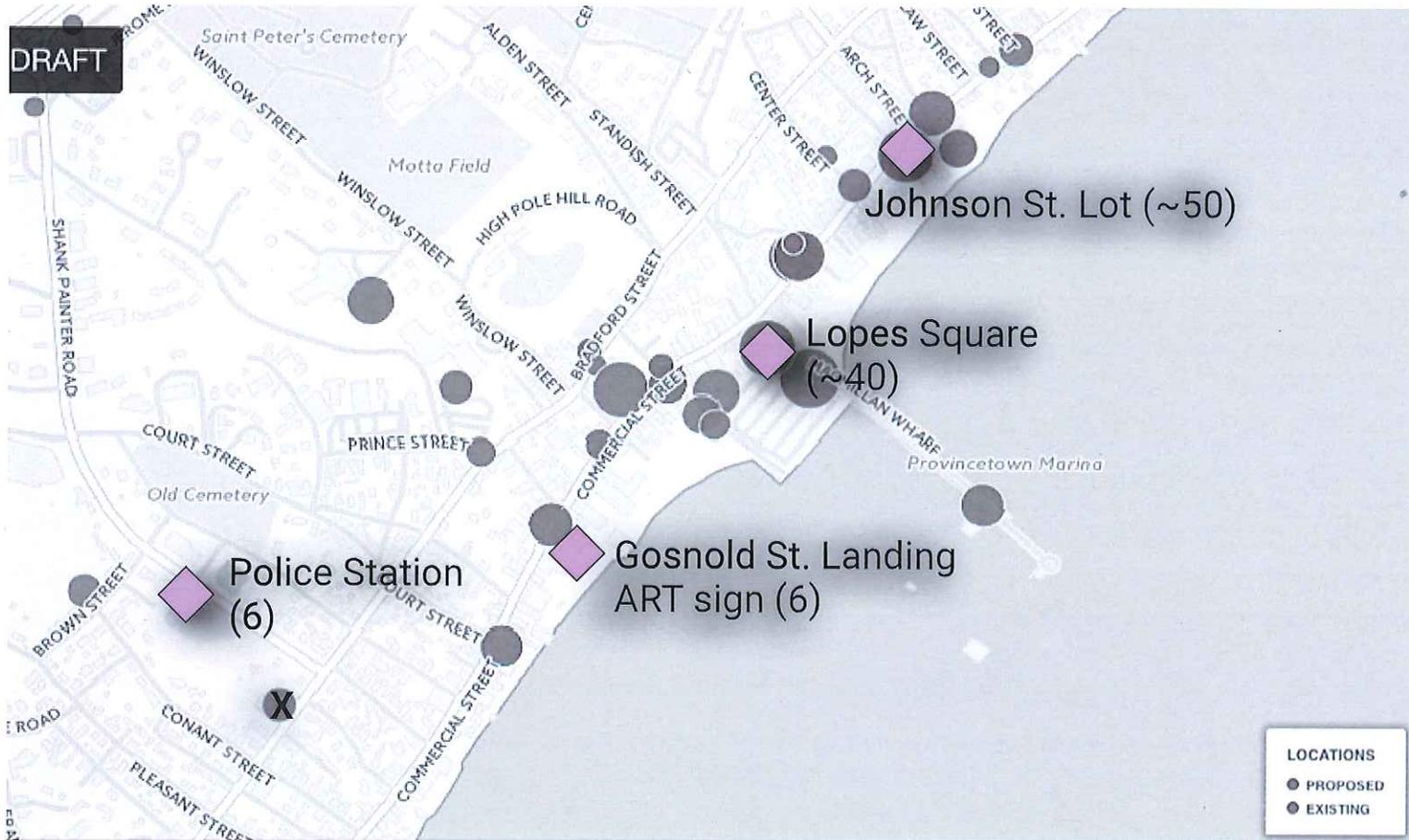
Sources: Provincetown 365; Bicycle Committee; Town Harbor & Open Space Plans



For Today's Discussion

◆ Traffic Hearing Requests

REQUESTS



Sources: Provincetown 365; Bicycle Committee; Town Harbor & Open Space Plans



Gosnold St. Landing



Add spaces for 6 bicycles



Gosnold St. Landing Concept



Create the least visual clutter by locating the rack behind the “art gallery” sign heading toward the greenery. Bikes already park here frequently.



Police Station



Add spaces for 6 bicycles



6
42

Johnson St. Lot

- Johnson Street Lot has 33 metered car parking spaces
- Over 40 bicycles park here during the peak season on the trees and sign poles
- There is one small rack for 4 bikes that is always full

Add spaces for 50+ bicycles



7
43

Johnson St. Lot Concept

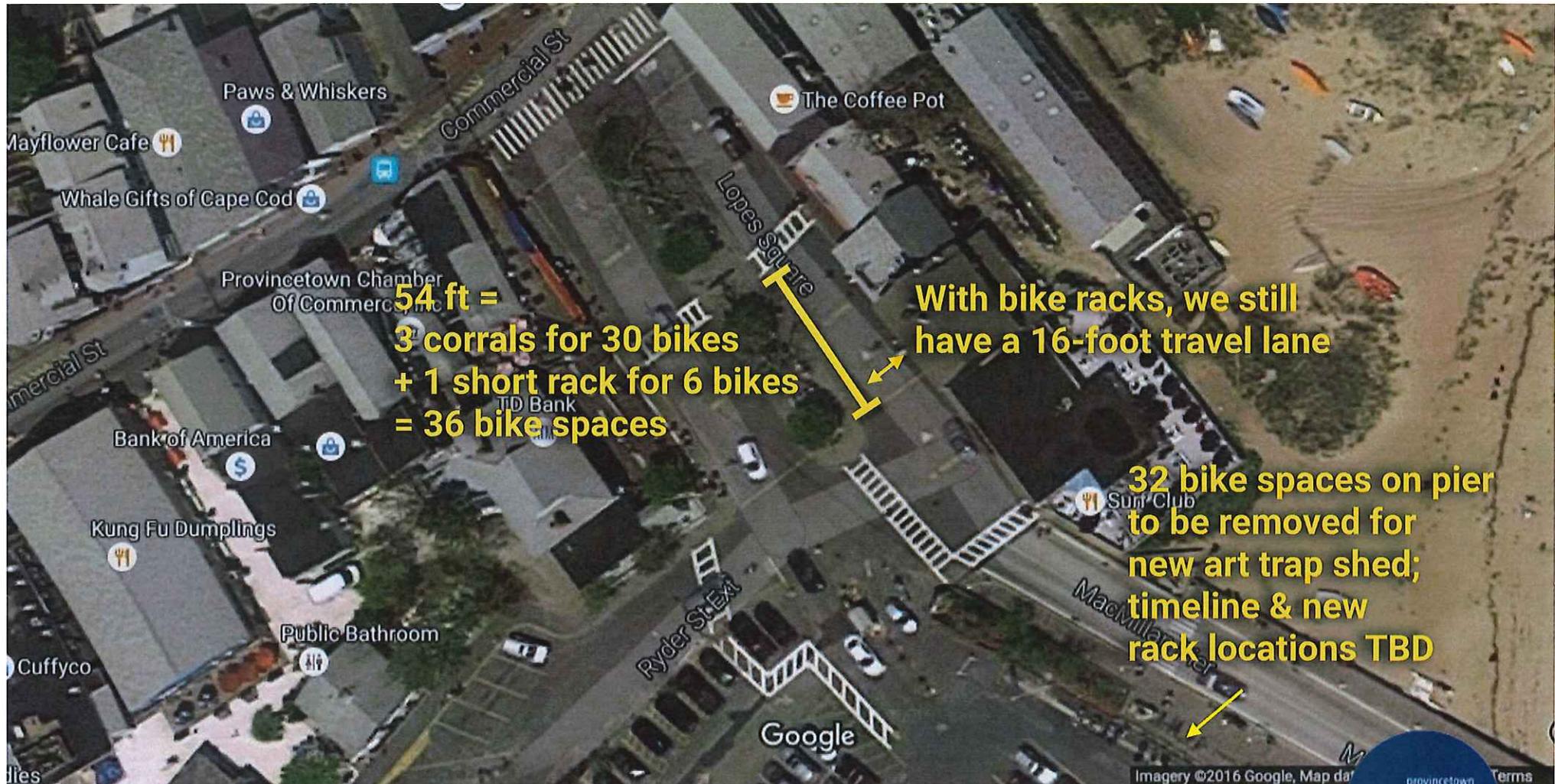


5 corral racks = 50 bikes
+ 1 short rack for 6 bikes
= ~56 bike spaces
Replaces 5 "revenue" parking spaces*

* Note: On the days surveyed, this lot was only used by 3 paid customers - all others were resident/non-resident permits



Lopes Square



Create spaces for up to 36 bicycles



9
H3

Signage

- Install signage on Commercial Street for new bike parking areas of 20 or more spaces



Sign courtesy of Provincetown DPW

Summary

- **Gosnold St. Landing (6 bikes)**
Install 1 bike rack on the landing
- **Police Station (6 bikes)**
Install 1 bike rack next to the stairs
- **Johnson St. Lot (~50 bikes)**
Swap 5 “revenue” spaces for permanent racks
- **Lopes Square (~40 bikes)**
Add 4 seasonal bike racks adjacent to the median
- **Signage where appropriate**
Install signage along Commercial Street



6. Request by Jay Gurewitsch and Rik Ahlberg for Provincetown 365 to install bike racks on public lands at the following recreation and municipal destinations:

- a) Gosnold St Landing – install 1 rack of 6 bikes**
- b) Police Station – Install 1 rack of 6 bikes next to stairs**
- c) Johnson Street Lot – Install 6 racks of up to 50 bikes in the Northeast corner of the lot by removing 5 revenue parking spaces**
- d) Lopes Square – Install 4 seasonal racks of up to 40 bikes adjacent to the median**
- e) Signage – install signage along Commercial Street for new bike parking areas of 20 or more spaces.**

Team Recommendation:

- a) RECOMMEND**
- b) DO NOT RECOMMEND in this location**
- c) PARTIAL RECOMMENDATION – It is up to the Selectmen whether they want to support the loss of revenue parking, seasonally or year round. We do not support removing the handicapped space at the street. We recommend no more than 4 parking spaces.**

It should be noted that seasonal bike racks pose a burden on DPW to install and breakdown, they would need to be stored somewhere during the winter months. Putting them up and breaking them down does become a maintenance issue for the rack itself which shortens their shelf life.

- d) DO NOT RECOMMEND**
- e) Additional signage should come from the Bike Committee's budget.**



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

7
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Herbie Hinzee Chair of Pro. Disability Comm.
Address: 10 Seashore Park Dr. Yvtee
Telephone: 508-413-9559 Email: HerbTT@AOL.COM
Signature: Herbert Hinzee

Traffic Proposal/Problem (Describe in detail giving specific location)

The MGLs require free on-street parking, even at metered parking spaces, with a handicap placard. This law does not apply to private or municipal parking lots. Handicap parking is provided for in the MPL in designated spaces and the cost is half-price. Some people abuse this privilege, park anywhere and expect to only pay half-price, sometimes by only saying they're handicapped w/out a placard.

Your Specific Recommendation

The Disability Commission voted unanimously to recommend that the town follow the state law and continue to provide on-street parking at no charge to cars w/ a handicap placard, BUT charge Full price for handicap parking within the MPL.

Parking Meter Fees

M.G.L. c. 40 § 22A:

In cities and towns that have parking meters, people who have an HP plate or display an HP placard are exempt from paying parking meter fees. However, this exemption only applies to meters, not any other type of pay to park system. Fines for parking in a handicapped parking space without a plate or placard range from one hundred dollars (\$100) to three hundred dollars (\$300). The municipality determines the exact amount. Also, violators may be towed. Enforcement is by the local police or traffic department.

7. Request by Herbie Hintze on behalf of the Provincetown Disability Commission to recommend that the town follow the State Law and continue to provide on-street parking at no charge to cars with a handicap placard, but charge full price for handicap parking within the Municipal Parking Lots at MacMillan Pier and Grace Hall.

Team Recommendation: NEUTRAL

This is a policy decision with minimal operational impact. For consistency, it should apply to both the controlled lots not just the MPL.



**Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m**



This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Bicycle Committee (Rik Ahlberg, Chair)

Address: _____

Telephone: 617-906-5077 Email: rikahlberg@mac.com

Signature: 

Traffic Proposal/Problem (Describe in detail giving specific location)

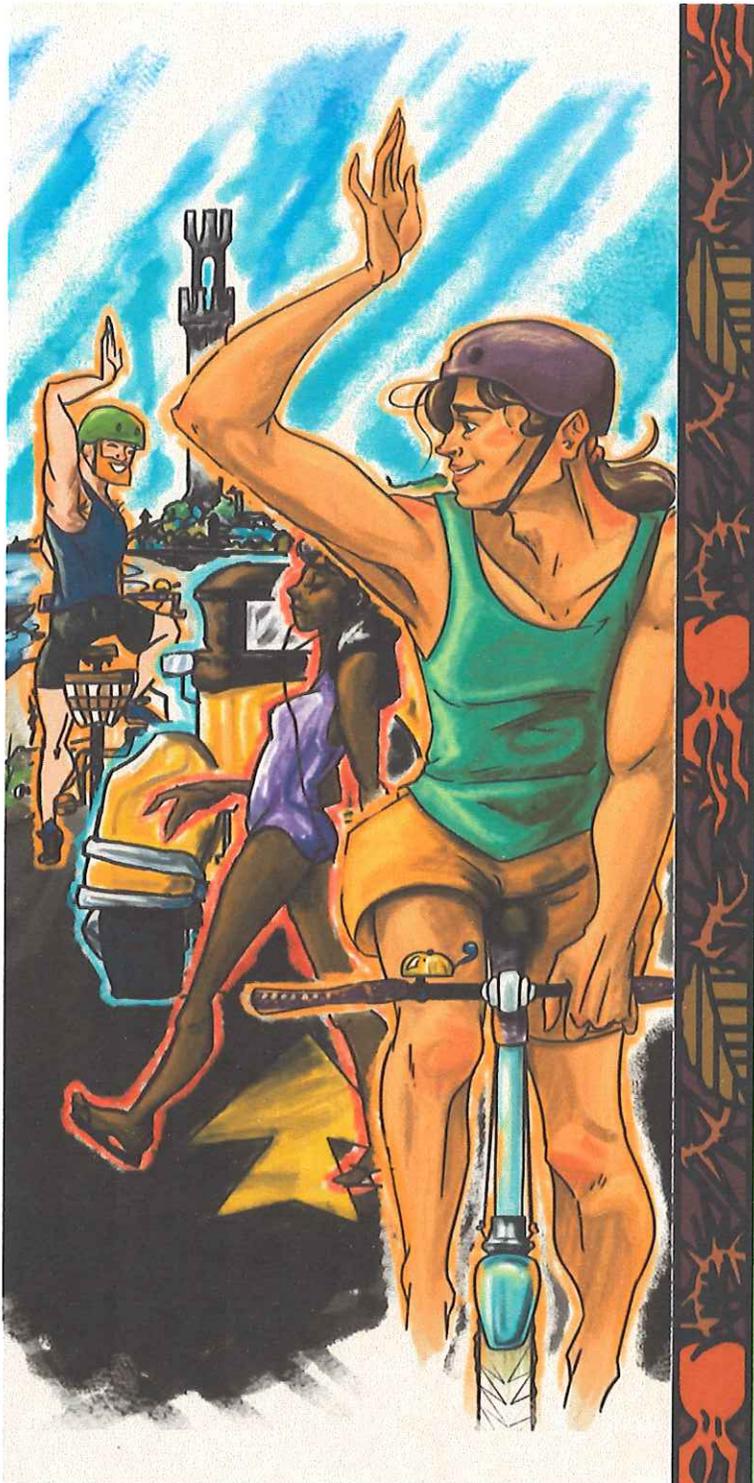
Clarify Commercial Street 2-way Bicycle Signage:

Existing signage and pavement markings are conflicting and do not accurately communicate that 2-way bicycle traffic is allowed on Commercial Street.

Your Specific Recommendation

Clarify Commercial Street 2-way Bicycle Signage (see attached presentation)

1. Discontinue One-Way pavement markings along Commercial Street (do not paint in Phase III and no longer repaint on other segments of Commercial Street). The existing "one-way" signs accompanied by the "2-way bicycle traffic" signs are sufficient.
2. Add "Bicycles Allowed" or "Except Bicycles" to the existing "Do Not Enter" signs (rotary and West End Parking Lot)
3. Add "Bicycles Allowed" or "Except Bicycles" to the existing no-turn signs (Ryder St. and Allerton St.)

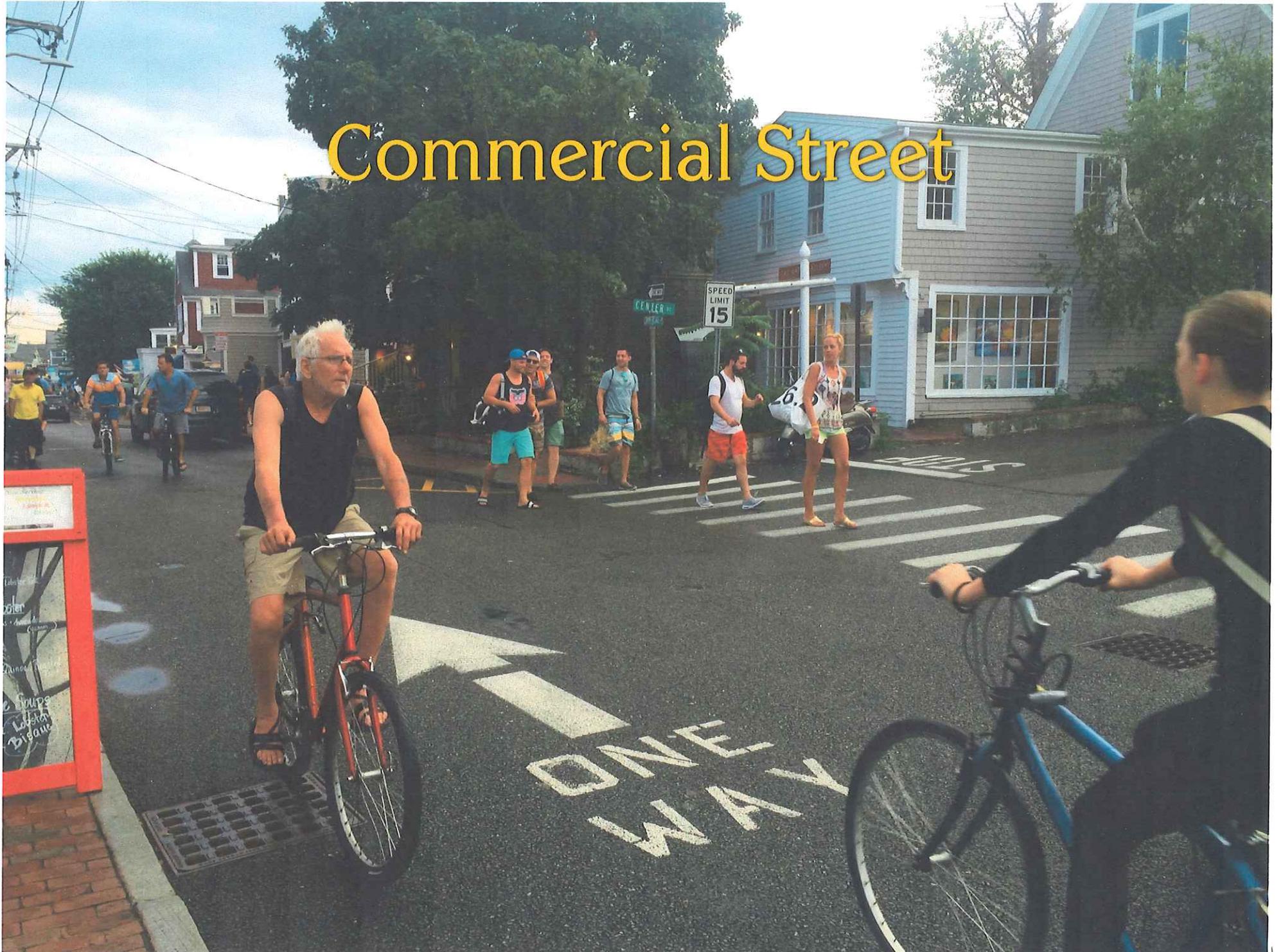


Commercial St. 2-Way Signage

Traffic Hearing Proposal
Fall 2016

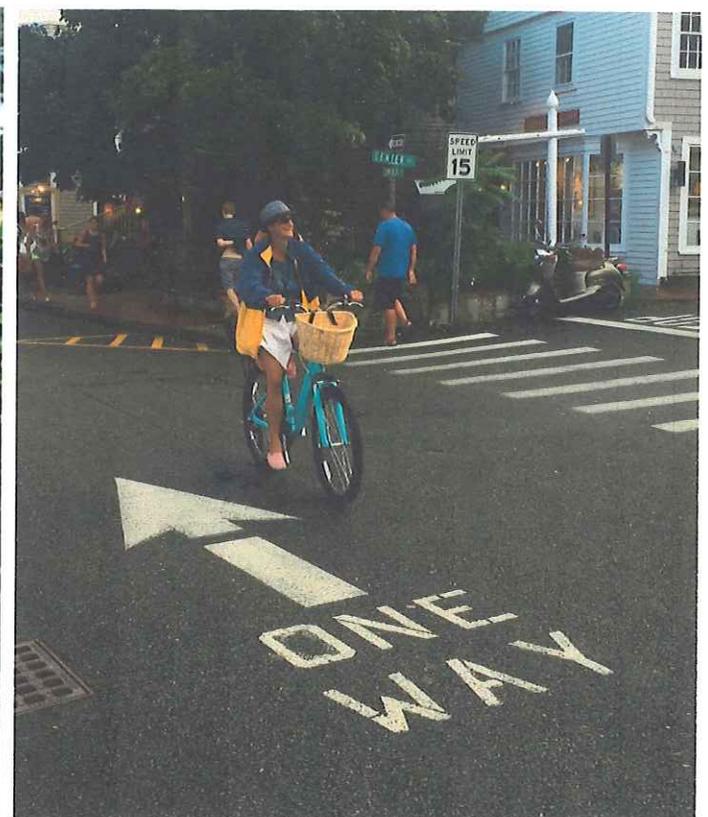
 Bike Provincetown
Provincetown Bicycle Committee

Commercial Street



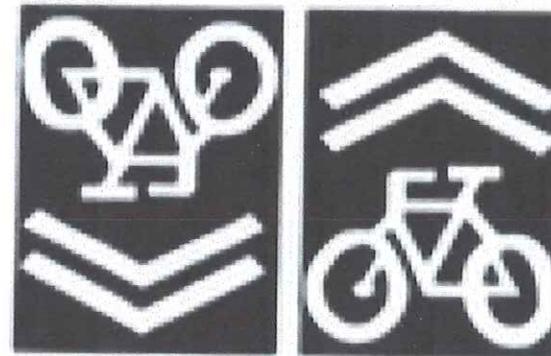
Problem

Current pavement markings and signs tell people on bikes that they're going the wrong way



Prior Work

- “2-way Bike Traffic” signs were installed at intersections with Commercial Street
- Two-way sharrows were trialed but not repainted when Phase I was reconstructed



Standard Sign Examples



MUTCD proposed standard signage



NACTO recommendation
<http://bit.ly/1JVukWO>



Example in Boston
<http://bit.ly/1TzTDQn>

Possible Options

OPTION A



OPTION B

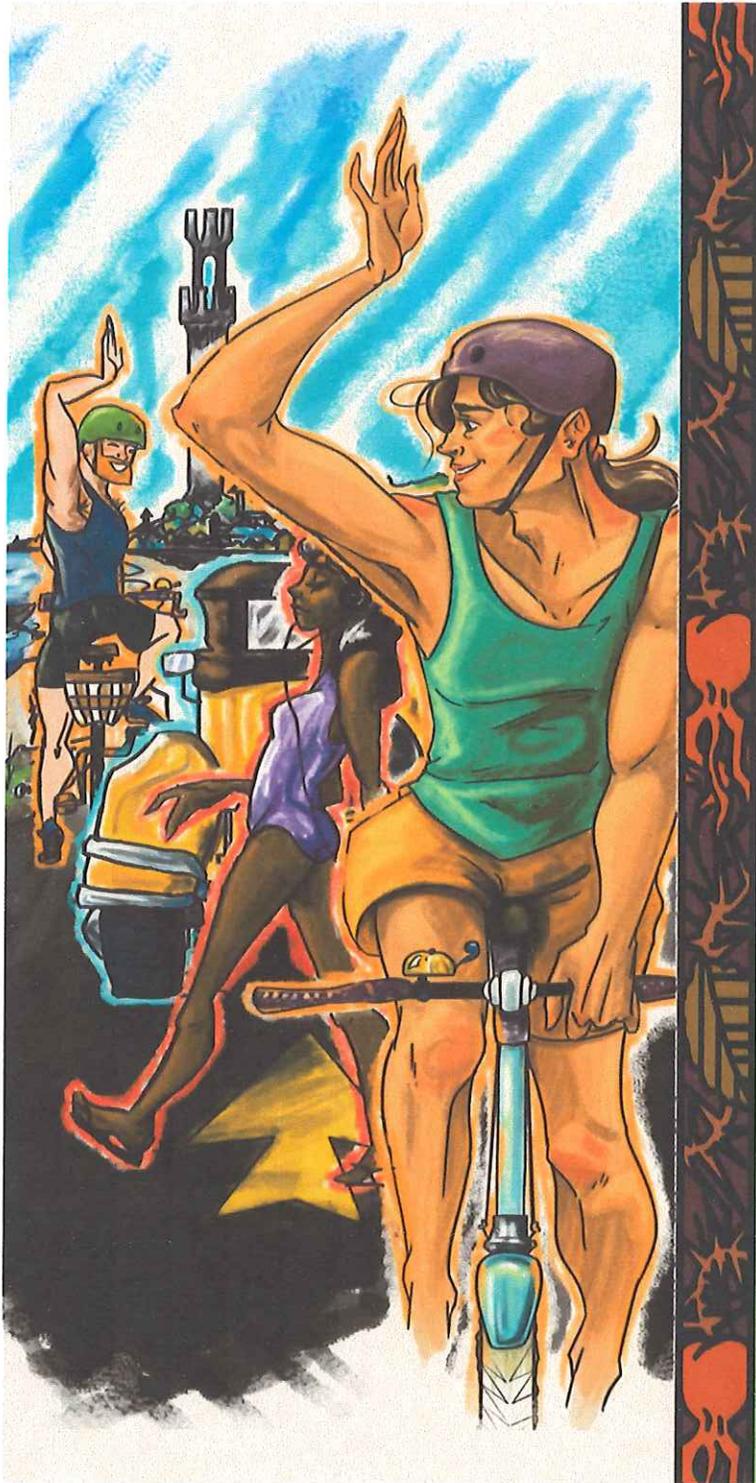


OPTION C



Requests

1. Revise “Do not enter” signs to clarify that bicycles are allowed
2. Revise “No turn” signs at Ryder Street and Allerton Street to clarify that bicycles are allowed
3. Discontinue “One-way” pavement markings



Thank you!

 Bike Provincetown
Provincetown Bicycle Committee

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8. Request by Rik Ahlberg on behalf of the Provincetown Bicycle Committee to

- a) Discontinue One-Way pavement markings along Commercial Street (do not paint in Phase III and no longer repaint on other segments of Commercial Street). The existing “one-way” signs accompanied by the “2-way bicycle traffic” signs are sufficient**
- b) Add “Bicycles Allowed” or “Except Bicycles” to the existing “Do Not Enter” signs (rotary and West End Parking Lot)**
- c) Add “Bicycles Allowed” or “Except Bicycles” to the existing no-turn signs (Ryder St. and Allerton St.)**

Team Recommendation:

- a) DO NOT RECOMMEND. Already have bike “two way” traffic signs at all intersections in Commercial Street. There is still a significant concern for vehicles turning left onto Commercial Street.**
- b) RECOMMEND the installation of “Except Bicycles” signs at these two locations.**
- c) RECOMMEND the installation of “Except Bicycles” signs at this location.**



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

9
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Bicycle Committee (Rik Ahlberg, Chair)

Address: _____

Telephone: 617-906-5077 Email: rikahlberg@mac.com

Signature: 

Traffic Proposal/Problem (Describe in detail giving specific location)

Amend Parking Regulations to add a fine for Obstructing Bike Lane:

There is no fine in our parking regulations to enforce no parking in the new bike lanes on Shank Painter Road (and the upcoming lanes on Conwell Street). Adding a fine will give an enforcement tool to discourage drivers from obstructing the bike lanes.

Your Specific Recommendation

Amend Parking Regulations to add a fine for Obstructing Bike Lane:

- Group B fines:
- Obstructing sidewalk / crosswalk \$100
- Obstructing driveway / gate \$100
- Within 20 feet of intersection \$100
- Fire Lane / Fire Station \$100
- Obstructing Public Transportation \$100
- Obstructing bike lane \$100

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**9. Amend Parking Regulations to add a fine for
Obstructing Marked Bike Lane**

Group B Fines:

Obstructing Marked Bike Lane \$100

Team Recommendation: NO RECOMMENDATION

**We are neutral as this is covered under existing
regulations and traffic laws.**



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

10
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: Bicycle Committee (Rik Ahlberg, Chair)

Address: _____

Telephone: 617-906-5077 Email: rikahlberg@mac.com

Signature: *Rik Ahlberg*

Traffic Proposal/Problem (Describe in detail giving specific location)

Bradford Street Climbing Lanes

The current layout of Bradford Street discourages people from riding bicycles due to the steep hills and combined traffic with buses, trolleys, cars, and trucks.

Painting "climbing lanes" for bicycles on the segments where they will fit in the existing road width is a simple, very low-cost improvement. Climbing lanes will define space for bicycles to operate at slower speed as they ride uphill and allow motor vehicles to pass safely.

These recommendations are also included in the Outer Cape Bicycle & Pedestrian Master Plan.

Your Specific Recommendation

Bradford Street Climbing Lanes (see attached presentation for additional detail)

1. Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Franklin Street to Pleasant Street and paint shared lane markings ("sharrows") in the downhill travel lane. Shift and repaint center line and remove non-revenue on-street parking spaces as necessary.
2. Paint an uphill, 5-foot wide climbing lane along Bradford Street westbound from Shank Painter Road to Conant Street and paint shared lane markings ("sharrows") in the downhill travel lane. Shift and repaint center line as necessary.
3. Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Shank Painter Road to Prince Street. Remove non-revenue on-street parking spaces as necessary.



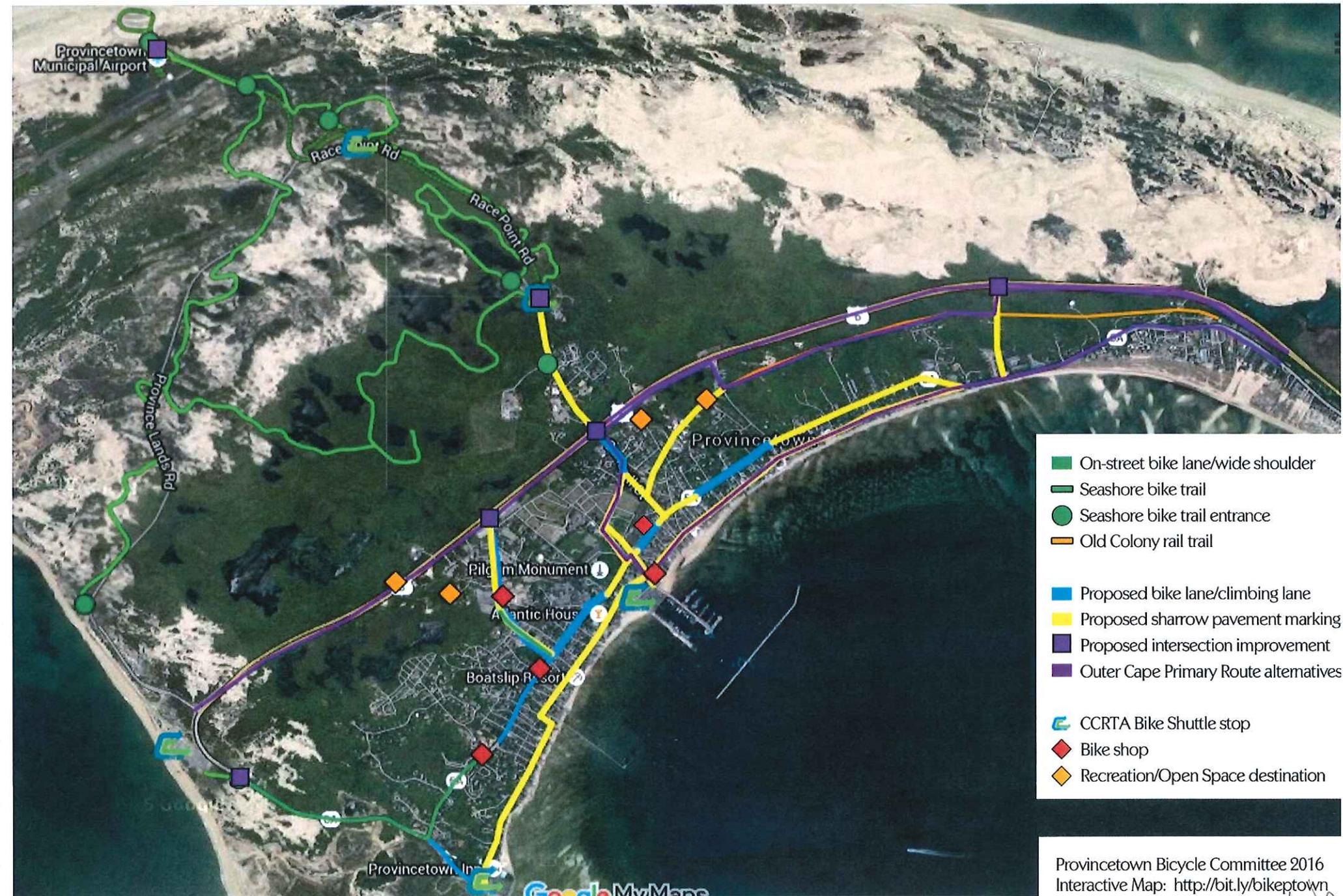
Bradford St. Climbing Lanes

Traffic Hearing Proposal
Fall 2016

 Bike Provincetown
Provincetown Bicycle Committee

PROVINCETOWN BICYCLE NETWORK

FUTURE

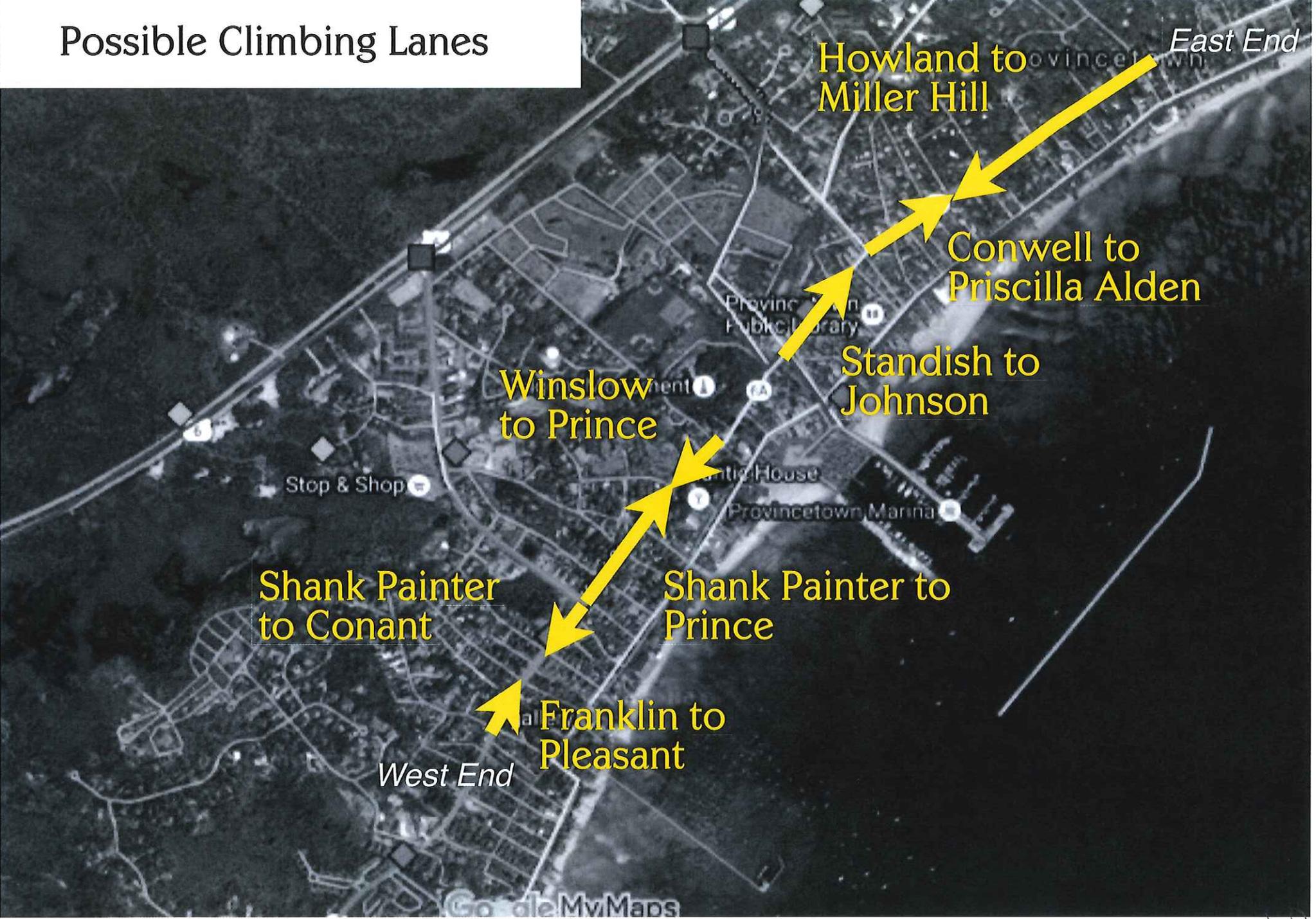


What are Climbing Lanes?



Photos: Toole Design Group

Possible Climbing Lanes

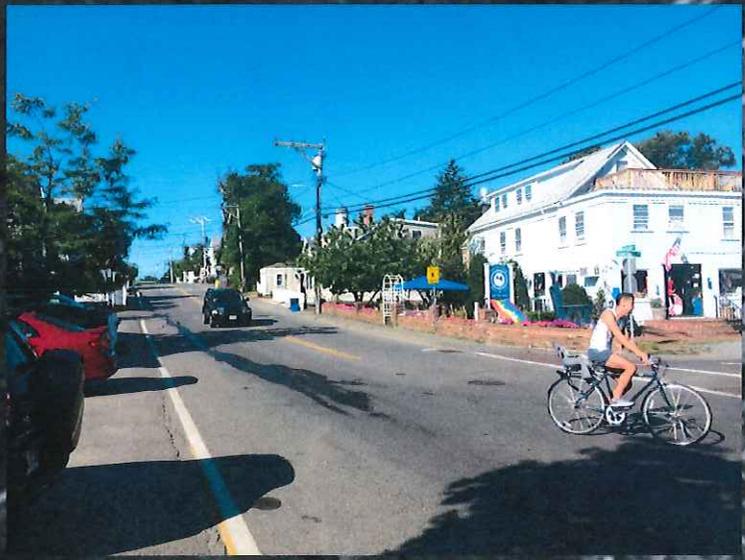
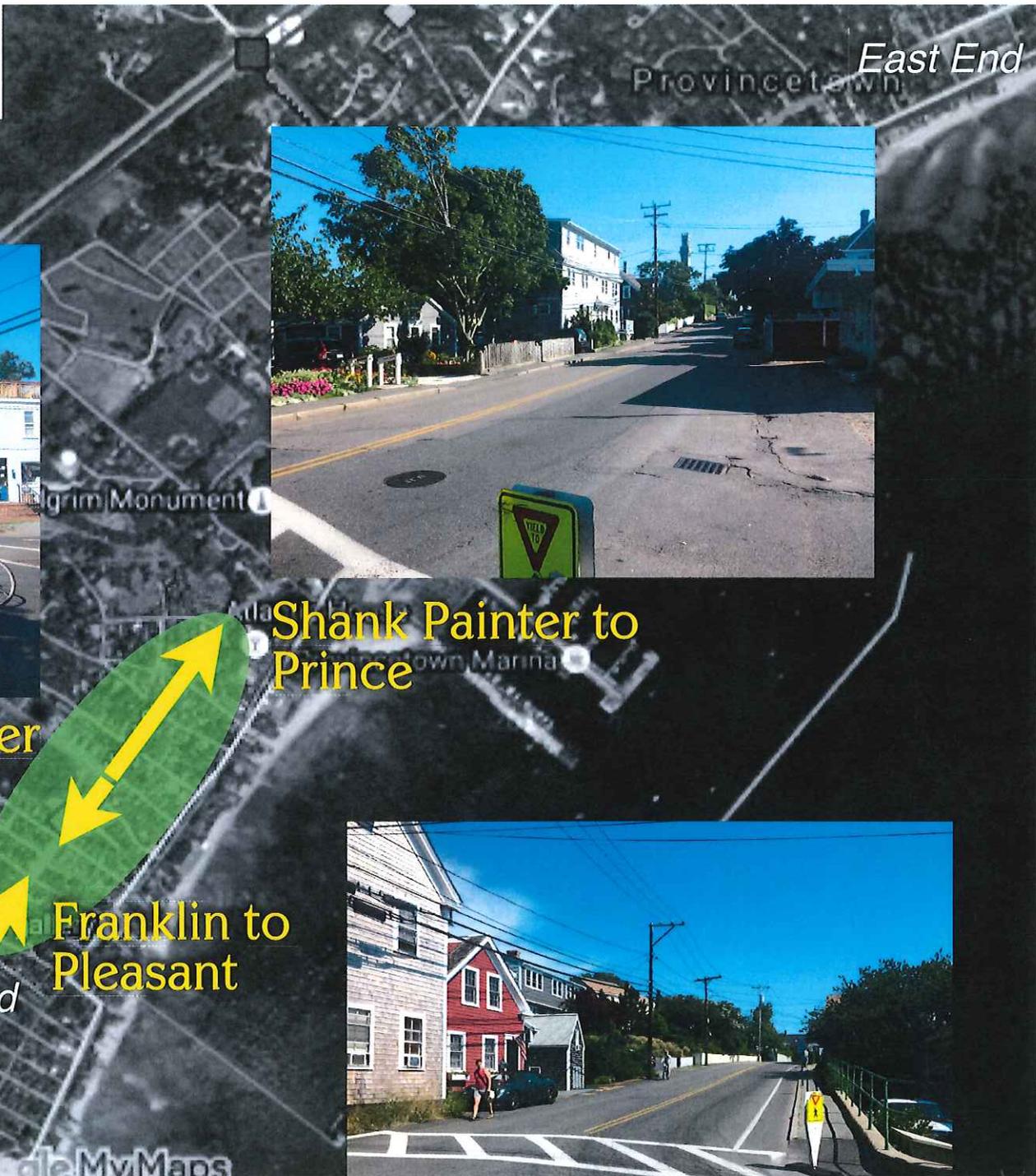


Do what we can now

- Short term
 - Where existing pavement is wide enough to add lanes with restriping
 - Where the fewest on-street spaces need to be reallocated
- Long term
 - Road reconstruction to full width of the town's right-of-way
 - Improve segments owned by MassDOT.

Bradford St. Climbing Lanes

Area of Focus



Shank Painter to Prince

Shank Painter to Conant

Franklin to Pleasant

West End



Handwritten initials or signature.

West - Shank Painter to Conant

Distance: 420 feet

Road width: 31 ft

Non-revenue on-street spaces to reallocate: 0



Looking east from Conant St.

Note: Road width is the usable road surface measured curb to berm



Looking west from Shank Painter Rd.

West - Shank Painter to Conant



RF

West - Shank Painter to Conant

Request:

- Shift yellow center line and repaint to establish two 11-foot travel lanes
- Paint a 5-ft climbing lane with bicycle symbols
- Paint sharrows downhill in the eastbound travel lane

East - Franklin to Pleasant

Distance: 580 feet

Road width: variable, 27.5 ft to 31 ft

Non-revenue on-street spaces to reallocate: 3



Looking east from Franklin St.

Note: Road width is the usable road surface measured curb to berm



Looking east near the top of the hill

East - Franklin to Pleasant

Request:

- Shift yellow center line and repaint to establish two 11-foot travel lanes
- Reallocate 3 non-revenue on-street spaces for climbing lane
- Paint a 5-ft climbing lane with bicycle symbols
- Paint sharrows downhill in the westbound travel lane

East - Shank Painter to Prince

Distance: 1,008 feet

Road width: variable, 26.5 ft to 30 ft

Non-revenue on-street spaces to reallocate: 8

- Shank Painter to Winthrop: 1
- Winthrop to Court: 5
- Court to Carver: 3
- Carver to Prince: 0



Looking east from Central St. toward Winthrop St.

Note: Road width is the usable road surface measured from curb to berm

East - Shank Painter to Prince



Central - Winthrop - Court

East

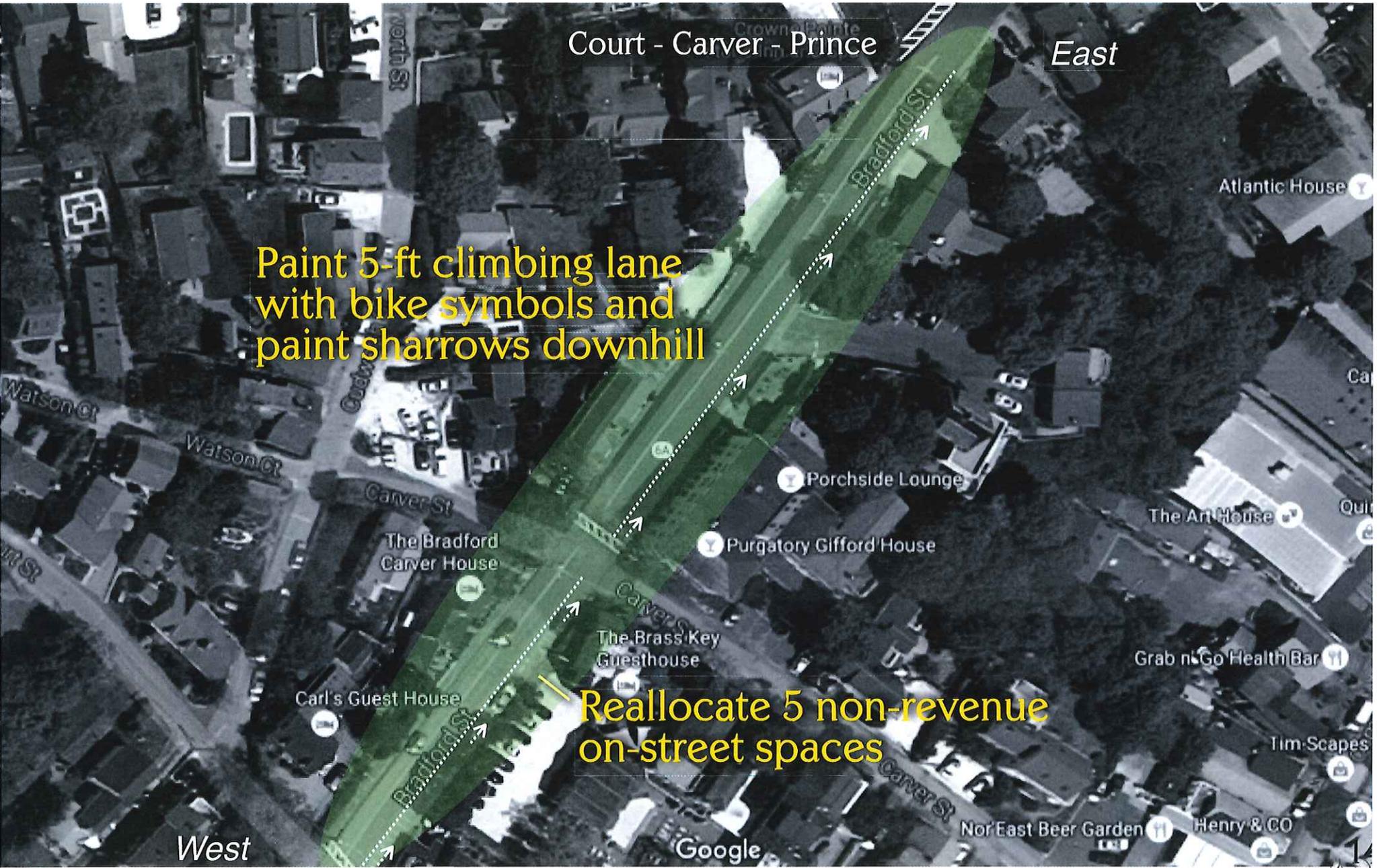
Paint 5-ft climbing lane with bike symbols and paint sharrows downhill

Reallocate 5 non-revenue on-street spaces

Existing bike lane and sharrows on Shank Painter

Reallocate 1 non-revenue on-street space

East - Shank Painter to Prince



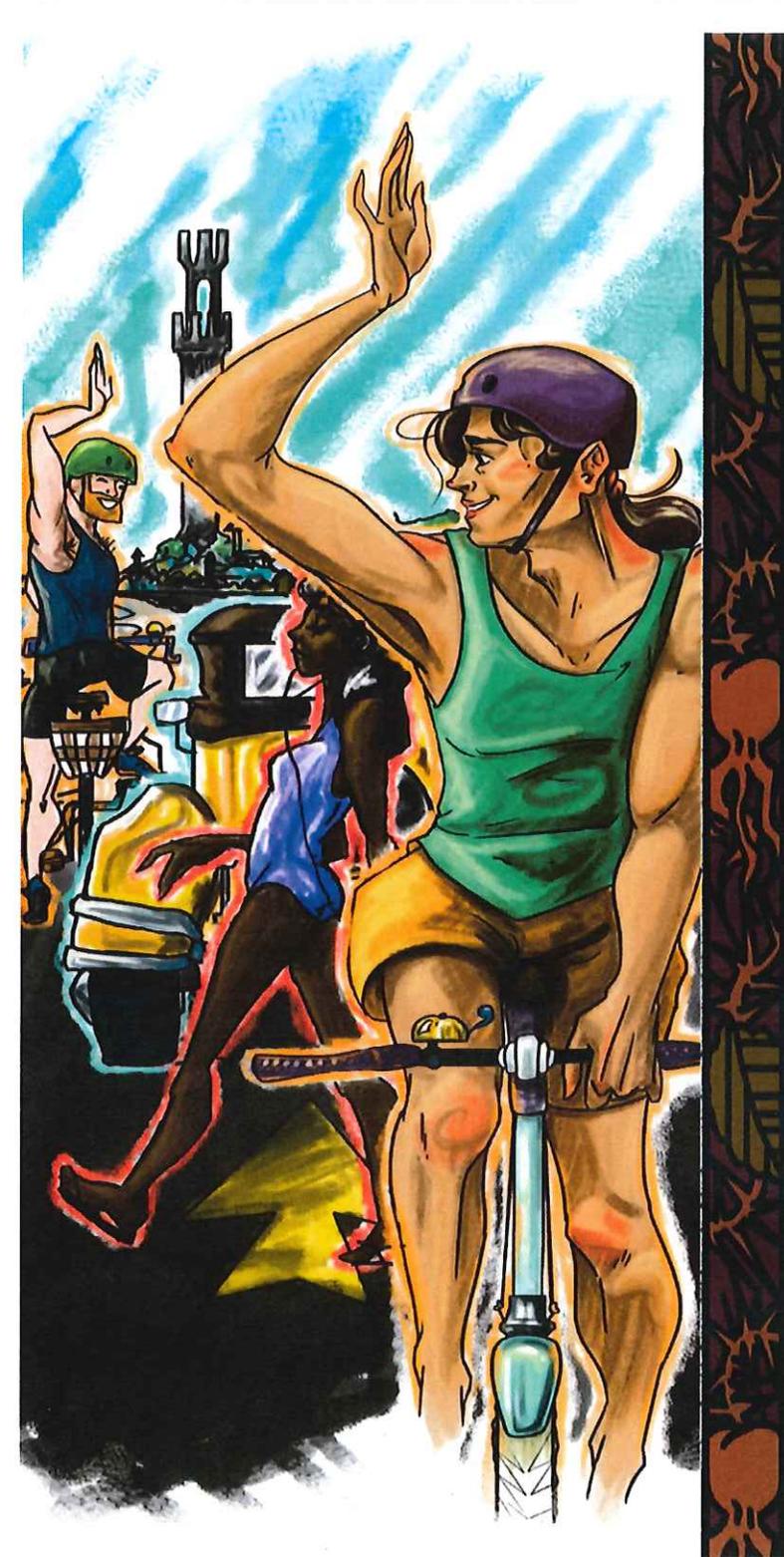
Paint 5-ft climbing lane with bike symbols and paint sharrows downhill

Reallocate 5 non-revenue on-street spaces

East - Shank Painter to Prince

Request:

- Reallocate 11 total non-revenue on-street spaces for climbing lane
- Paint a 5-ft climbing lane with bicycle symbols
- Paint sharrows downhill in the westbound travel lane.



Thank you!

 Bike Provincetown
Provincetown Bicycle Committee

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10. Request by Rik Ahlberg on behalf of the Provincetown Bicycle Committee to:

a) Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Franklin Street to Pleasant Street and paint shared lane markings (“sharrows”) in the downhill travel lane. Shift and repaint center line and remove non-revenue on-street parking spaces as necessary.

b) Paint an uphill, 5-foot wide climbing lane along Bradford Street westbound from Shank Painter Road to Conant Street and paint shared lane markings (“sharrows”) in the downhill travel lane. Shift and repaint center line as necessary.

c) Paint an uphill, 5-foot wide climbing lane along Bradford Street eastbound from Shank Painter Road to Prince Street. Remove non-revenue on-street parking spaces as necessary.

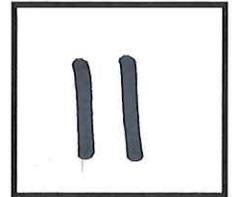
Team Recommendation: DO NOT RECOMMEND

We do not recommend repainting or realigning the centerline of the road in small segments without a redesign of the roadway.

The area on Bradford Street between Carver and Pleasant Street will be repaved. If the Selectmen are supportive of removing parking and adding a climbing lane in this segment it can be done during the engineering and design of the project.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m



Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: _Raphael Richter, Board of Selectmen (Chair)

Address: _PO Box 333, Provincetown, MA 02657

Telephone: _7747221422 Email: _rrichter@provincetown-ma.gov

Signature: _____

Traffic Proposal/Problem (Describe in detail giving specific location)

The sidewalk on the North side of Bradford St running from Prince St to the East deposits pedestrians into the middle of a dangerous hill with heavy traffic and no ability to install a safe crosswalk at its terminus.

Your Specific Recommendation

The crosswalk should be blocked with a fence at the Prince St. end and along the entire portion that faces Bradford St. so it is not accessible to pedestrians. The beautification committee should then be asked to study and recommend to the Selectmen a use for the space by January 31, 2017.

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered

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Town of Provincetown
 Bradford Street at Prince Street Pedestrian Improvements
Preliminary Construction Cost Estimate*



*Preliminary Construction Cost Estimate is based on Preliminary Design and therefore approximate in nature.

References:

- Unit Prices: based on MassDOT Average Weighted Unit Prices (Statewide and District 5) and unit prices from limited local projects (Verification by the Town is recommended.)

Assumptions:

Base Estimate:

- 3" pavement milling and 3" hot mix asphalt pavement overlay along Prince Street within project limits, retaining existing grades; no mill/overlay along Bradford Street
- Sawcut 12" from the proposed curb line to install granite curb
- Install one new leaching basin to replace existing
- Excavate existing reinforced concrete stairs and replace with fill, loam and mulch
- Full depth roadway widening consisting of 4" hot mix asphalt over 12" gravel

Add Alternate Estimate (additional potential construction not shown on plan):

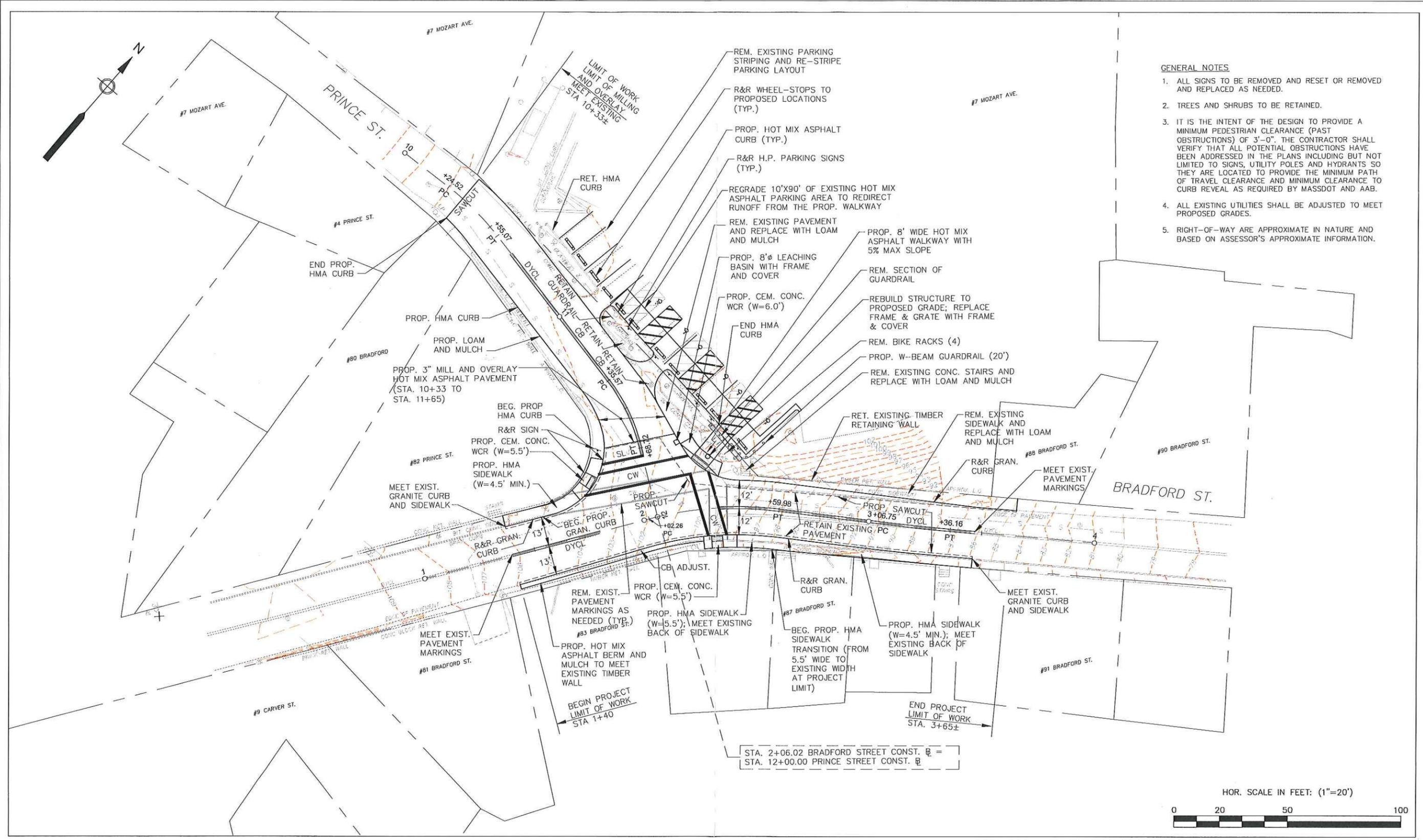
- Remove paved waterways between Prince Street and parking lot and replace with loam, mulch and additional landscaping
- Replace existing asphalt curb with granite curb along both sides of Prince Street
- Replace existing asphalt curb along parking lot side within project limits with granite curb
- Remove existing guardrail between Prince Street and parking lot
- Alter drainage for above alterations (install leaching basin in parking lot; abandon existing catch basin and leaching basin on northern corner)
- Address catch basin in middle of intersection (change-in-type to manhole and add catch basin on south corner with pipe connecting)
- 1.5" mill and overlay Bradford Street within project limits
- additional sign replacement

Item #	Item Description	Unit Price	Unit	Base		Add Alternate	
				QTY	Total	QTY	Total
1	Unclassified Excavation	\$30.00	CY	470	\$14,100	50	\$1,500
2	Gravel Borrow	\$35.00	CY	130	\$4,550	45	\$1,575
3	Fine Grading and Compacting	\$3.50	SY	360	\$1,260	90	\$315
4	Reinforced Concrete Excavation	\$500.00	CY	8	\$4,000		
5	Pavement Milling	\$10.00	SY	370	\$3,700	600	\$6,000
6	Sawcut	\$3.50	LF	700	\$2,450	70	\$245
7	Hot Mix Asphalt for Driveway	\$180.00	TON	44	\$7,920	20	\$3,600
8	Hot Mix Asphalt Sidewalks	\$180.00	TON	20	\$3,600		
9	Concrete Wheelchair Ramp	\$75.00	SY	40	\$3,000		
10	Hot Mix Asphalt	\$110.00	TON	70	\$7,700	60	\$6,600
11	Hot Mix Asphalt Miscellaneous Work (Pavement Patching for Curb Installation)	\$180.00	TON	20	\$3,600		
12	Vertical Granite Curb - Type VA-4	\$49.00	LF	150	\$7,350	340	\$16,660
13	Granite Curb Removed and Reset	\$25.00	LF	200	\$5,000		
14	Hot Mix Asphalt Curb - Type 3	\$11.00	LF	300	\$3,300		
15	Hot Mix Asphalt Berm Type A	\$15.00	LF	90	\$1,350		
16	W-beam Guardrail with Post	\$100.00	LF	30	\$3,000		
17	Removed and Discard Guardrail	\$20.00	LF	30	\$600	120	\$2,400
18	Concrete Wheelchair Ramp	\$75.00	SY	40	\$3,000		
19	New Drainage Structures (Leaching Basin)	\$8,000.00	EA	1	\$8,000	2	\$16,000
20	Drainage Structure Abandoned	\$500.00	EA	0	\$0	2	\$1,000
21	Drainage Structure Change in Type	\$2,000.00	EA	1	\$2,000	1	\$2,000
22	Drainage and Sewer Structures Adjusted	\$350.00	EA	2	\$700		
23	Loam Borrow	\$45.00	CY	30	\$1,350	10	\$450
24	Aged Pine Bark Mulch	\$75.00	CY	30	\$2,250	10	\$750
25	Removed and Reset Wheel Stop	\$150.00	EA	11	\$1,650		
26	Removed and Discard Bike Racks	\$50.00	EA	4	\$200		
27	Traffic Sign Removed and Reset	\$25.00	EA	6	\$150		
28	Traffic Sign	\$125.00	EA	3	\$375	5	\$625
29	Pavement Markings	\$1.50	LF	1500	\$2,250		
30	Pavement Markings Removal	\$1.30	LF	600	\$780		
31	Landscape	\$5,000.00	LS	0	\$0	1	\$5,000
32	Traffic Management	\$4,000.00	LS	1	\$4,000		
	Total Construction Subtotal				\$103,185		\$64,720
	Contingency (25%)				\$25,796		\$16,180
	Police Details (2 per day for one month construction)	\$50.00	HR	320	\$16,000	160	\$8,000
	Total Construction Cost				\$144,981	PLUS	\$88,900
	SAY				\$145,000	PLUS	\$88,900

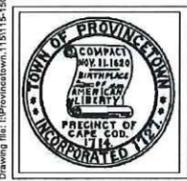
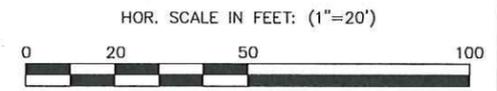
with Add Alt.:
 = \$233,881
 = \$233,900

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Drawing File: I:\provincetown\110115-1501 Transportation General Services\Task Order 4 - Bradford at Prince Pedestrian Accommodation\ACAD\Sheet\1 CONSTRUCTION PLAN.dwg Plot Date: Feb 11, 2016 2:54pm



- GENERAL NOTES**
1. ALL SIGNS TO BE REMOVED AND RESET OR REMOVED AND REPLACED AS NEEDED.
 2. TREES AND SHRUBS TO BE RETAINED.
 3. IT IS THE INTENT OF THE DESIGN TO PROVIDE A MINIMUM PEDESTRIAN CLEARANCE (PAST OBSTRUCTIONS) OF 3'-0". THE CONTRACTOR SHALL VERIFY THAT ALL POTENTIAL OBSTRUCTIONS HAVE BEEN ADDRESSED IN THE PLANS INCLUDING BUT NOT LIMITED TO SIGNS, UTILITY POLES AND HYDRANTS SO THEY ARE LOCATED TO PROVIDE THE MINIMUM PATH OF TRAVEL CLEARANCE AND MINIMUM CLEARANCE TO CURB REVEAL AS REQUIRED BY MASSDOT AND AAB.
 4. ALL EXISTING UTILITIES SHALL BE ADJUSTED TO MEET PROPOSED GRADES.
 5. RIGHT-OF-WAY ARE APPROXIMATE IN NATURE AND BASED ON ASSESSOR'S APPROXIMATE INFORMATION.



MARK	DATE	DESCRIPTION

Scale	
Date	FEBRUARY, 2016
Job No.	115-1501
Designed by	
Drawn by	
Checked by	
Approved by	

PEDESTRIAN IMPROVEMENTS AT
BRADFORD STREET AT PRINCE STREET
PROVINCETOWN, MASSACHUSETTS

CONSTRUCTION PLAN

NOT FOR CONSTRUCTION

Sheet No.
CP-1

84

11. Request by Selectmen Raphael Richter to block the sidewalk with a fence along North side of Bradford Street at Prince Street (Steps from Grace Hall Lot) to prevent pedestrians from walking down the north side of Bradford Street and to request that the Beautification Committee recommend a plan for use of the space to the Board of Selectmen.

Team Recommendation: DO NOT RECOMMEND

We do not recommend making interim or *bandade* solutions to known safety problems.

This area has been identified at previous traffic hearings as being substandard and dangerous for pedestrians. We have undertaken a design and quote to redesign the intersection and crosswalk and fix the problem. That project has been submitted to the Capital Improvement Program for consideration. We support the permanent fix to this problem.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

12
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: DOMENIC ROSATI
Address: 26 SHANKPAINTER
Telephone: 508-487-7050 Email: DROSATI@PROVINCETOWN-MA.GOV
Signature: _____

Traffic Proposal/Problem (Describe in detail giving specific location)

THE VMCC HAS 49 SPACES USED BY EMPLOYEES
REC + COA PROGRAMS DURING WORKING
HOURS + PARKING PERMITS

Your Specific Recommendation

WITH THE INSTALLATION OF THE KIOSK
I WOULD LIKE TO NUMBER SPACES AND
MAKE THEM PART OF THE WINDOW KIOSK
UPPER WINDOW SPACES 500-537 = \$2 PER HOUR
LOWER WINDOW SPACES 538-555 = \$1.50 PER HOUR
VMCC @ \$2 PER HOUR

COUNCIL ON AGING

COMMENTS FOR TOWN PARKING MEETING 9/2/16

Concerns regarding location of kiosk in VMCC parking lot:

- Since the kiosk has been put in, there has been a lot of confusion regarding parking. Many people who are looking for public parking spaces think they can park in the lot because that is where the kiosk is. When they try to pay and realize they don't have a number, they just walk into town. Thus, we have had a decrease in the number of spaces available to building guests and staff since the kiosk was installed. On one occasion, we did not have adequate parking space for the senior luncheon, which has never happened before.
People who have parked on Winslow ask where they pay. Others ask if the kiosk is for Winslow or the lot. Local residents using the building ask if they have to pay in the lot.
- The Parking Department does a great job of monitoring the lot off-hours; however, it is impossible to do so during the day. It is also not possible for VMCC staff to police the lot and report violators other than if there is a public safety concern. Ticketing would not alleviate the problem because the cars are still taking up spaces. Towing also creates issues.
- We're concerned about safety around the immediate area of the kiosk. It is next to two pedestrian crossings, used not only by pedestrians of all ages but by the children in the Recreation summer and after-school programs, and a somewhat dangerous corner. It is a sharp right turn onto Winslow with often-speeding traffic coming from the left. In addition, we have seen cars on at least two occasions pull up next to the kiosk to get out and look for information, blocking the lot.

Concerns regarding the plan to number parking spaces in the VMCC lot to charge evenings/weekends:

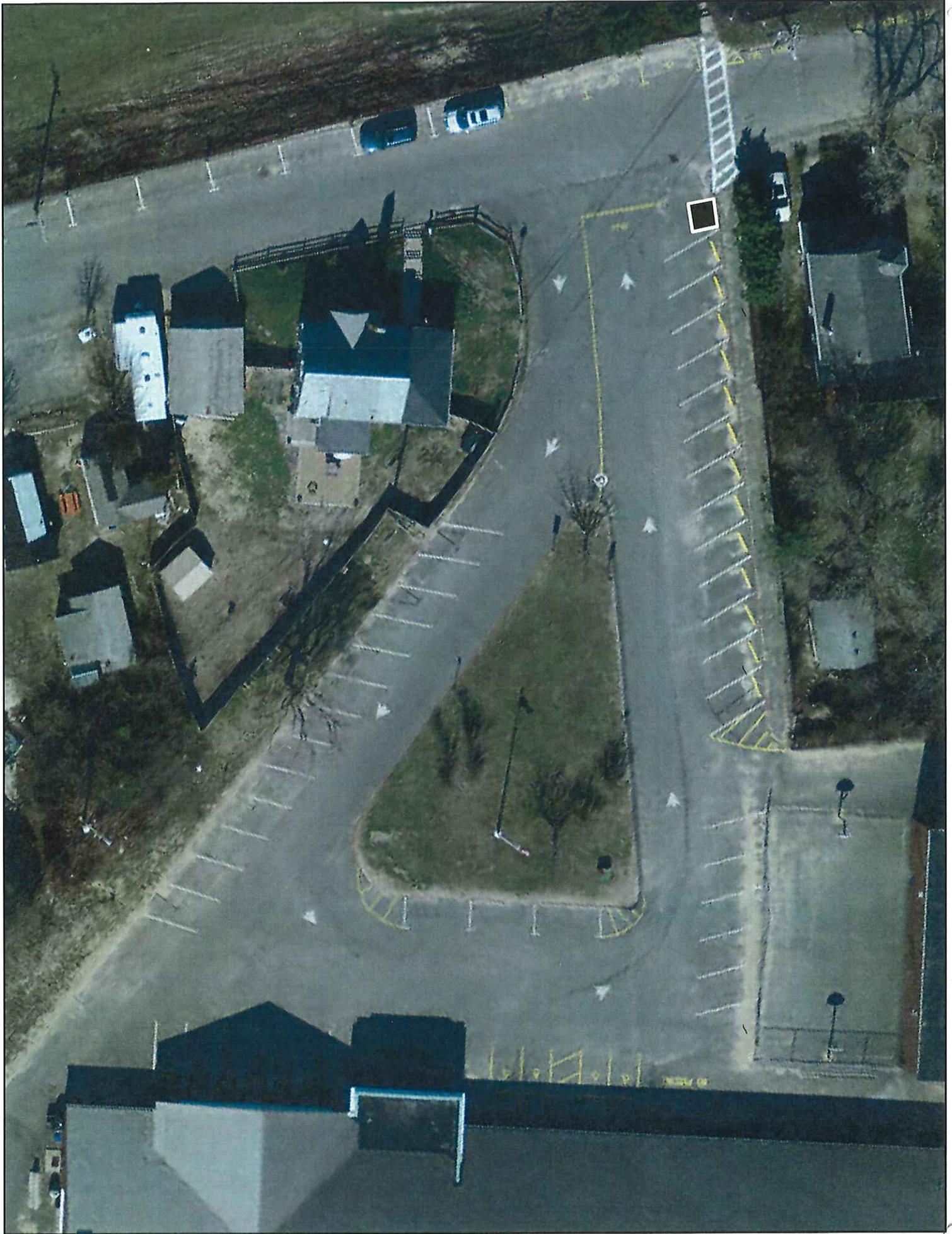
- Numbering the lot spaces would compound confusion as noted above, even with signage.
- As the town Community Center, the VMCC is a welcoming center for all residents. Although we appreciate efforts to increase revenue through parking fees, we are concerned about both the confusion numbering would create and the message that it carries to have paid parking in a public services center.

These concerns are specific to COA observations and experiences with some feedback from the Recreation Department and DPW. We feel there are solutions to make it work and are exploring options. We will work on a proposal in communication with other Departments regarding pertinent laws and safety regulations.

Thank you,

Chris Hottle, COA Director

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12. Request by Parking Administrator Domenic Rosati to charge \$2.00/hr for parking within the VMCC Parking Lot outside of normal business hours.

Team Recommendation: NO RECOMMENDATION

The addition of paid parking in this area is a policy decision.

Currently the area is PERMIT ONLY OUTSIDE OF BUSINESS HOURS. The parking in the lot is not fully utilized after hours.

Having paid parking in the lot could lead to increase enforcement issues during the program hours of the Community Center and has therefore been opposed by the Council on Aging and Recreation Department.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

13
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: REX MCKINSEY
Address: 260 COMM
Telephone: _____ Email: _____
Signature: [Signature]

Traffic Proposal/Problem (Describe in detail giving specific location)

Remove 2 Taxi spaces on guardrail
by MPL to remove choke point
for BUSES and CONTRA traffic on
Ryder Street extension

Your Specific Recommendation

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered





13. Request by Rex McKinsey to remove two taxi spaces along the guardrail on Ryder Street Extension.

Team Recommendation: RECOMMEND

The area of Ryder Street Extension adjacent to the Bus Drop-off is very congested and the two taxi stands at this location add to that congestion. The proximity to the corner make it difficult for buses to make the turn. Ryder Street Extension is a two way street and there is insufficient passage for two way traffic at this location.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

14
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

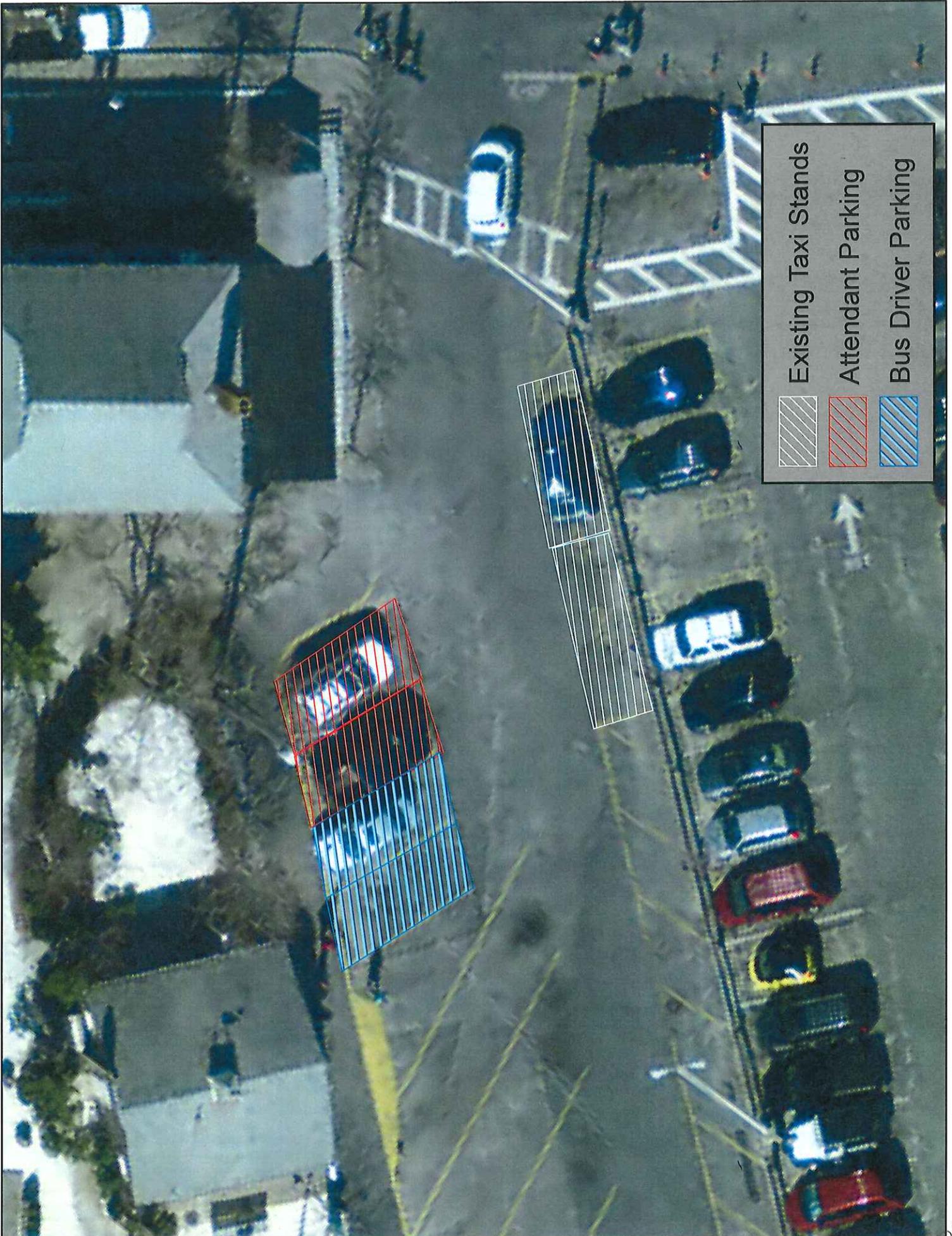
Name: TOWN MANAGER
Address: _____
Telephone: _____ Email: _____
Signature: _____

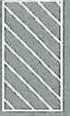
Traffic Proposal/Problem (Describe in detail giving specific location)

Your Specific Recommendation

RELOCATE TWO TAXI SPACES WITHIN RYDER ST
EXTENSION ADJACENT TO GUARD RAIL OF THE
MPL TO THE TWO EXISTING SPACES RESERVED
FOR RESTROOM ATTENDANTS AND RELOCATE
THE RESTROOM ATTENDANT SPACES INTO RESERVED
SPACES W/I THE MPL.

Traffic proposals should be brief and concise. Attach any supporting information, maps or photos.
**Individuals filing traffic proposals or their representatives MUST attend the traffic hearing on
Tuesday, October 25, 2016 at 5:00 p.m. in order for the item to be considered**



	Existing Taxi Stands
	Attendant Parking
	Bus Driver Parking

14. Request by Town Manager to relocated two taxi spaces along the guardrail on Ryder Street Extension to the North side of Ryder Street Extension in spaces previously reserved for Restroom Attendants and to dedicate two spaces in the MPL for Restroom Attendants.

Team Recommendation: NO RECOMMENDATION

The relocation of the taxi stands at Ryder Street Extension is a policy decision. If they are relocated into the Restroom Attendant spaces on the North side of Ryder Street Extension then those spaces should be relocated with dedicated spaces in the MPL to allow for access by restroom attendants.



Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m

15
Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

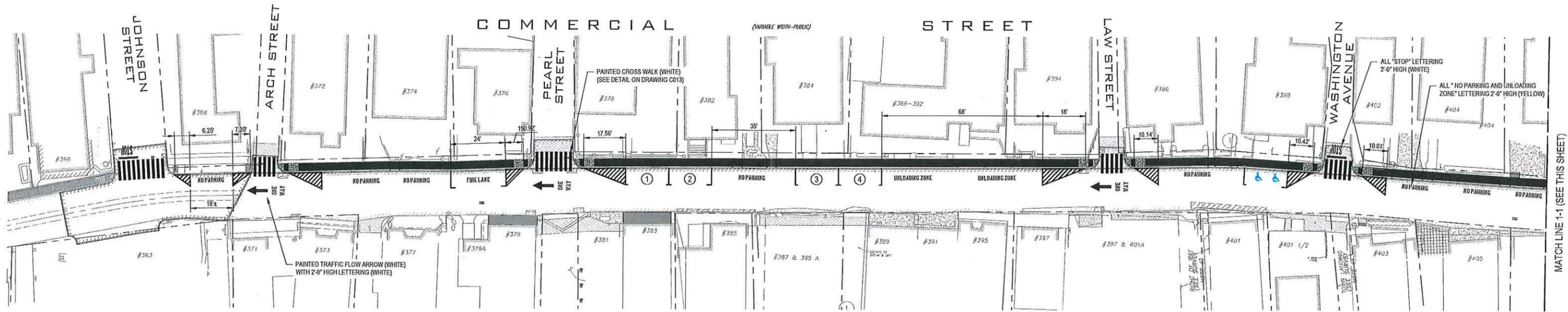
Name: Richard J. Waldo, P.E., Public Works Director
Address: 260 Commercial Street
Telephone: (508) 487-7060 Email: rwaldo@provincetown-ma.gov
Signature: _____

Traffic Proposal/Problem (Describe in detail giving specific location)

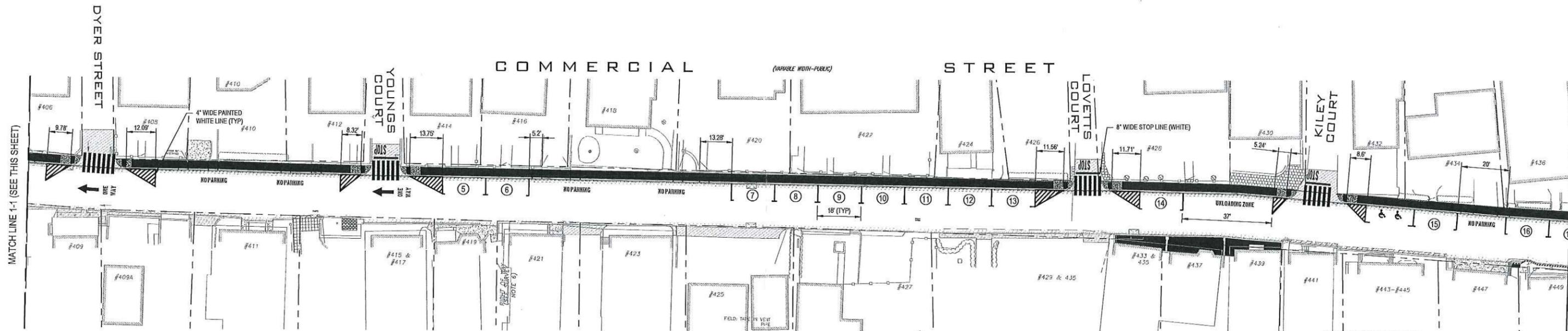
Proposed to delineate parking spaces within the phase III reconstruction area of Commercial Street.

Your Specific Recommendation

Recommend the Board of Selectmen approve and/or adopt striping plan as prepared by consulting
engineer GHD, Inc for the area within the Commercial Street phase III construction zone. The
individual spaces will be 8 ft. wide and 18 ft. deep and will be placed according to said design plan. The
pavement markings will be made along with markings for handicap spaces, fire zones, unloading
zones, and intersection clearance demarkation.



PLAN 1 - COMMERCIAL STREET
SCALE 1" = 20'



PLAN 2 - COMMERCIAL STREET
SCALE 1" = 20'



STRIPING LEGEND

	CROSSWALK - 1-FT WIDE STRIPES AT 2'-0" O.C. - WHITE
	STOP LINE - 8' WIDE X 8-FT. LONG STRIPE - WHITE
	STOP TEXT - 4-FT. HIGH LETTERS - WHITE
	ONE WAY - 9-FT. LONG X 4-FT. WIDE ARROWS WITH 2-FT. HIGH LETTERS - WHITE
	PARKING DIVISION - 4' WIDE X 7-FT. LONG STRIPE - YELLOW
	FIRE LANE - 2-FT. HIGH LETTERS - YELLOW
	NO PARKING - 2-FT. HIGH LETTERS - YELLOW
	UNLOADING ZONE - 2-FT. HIGH LETTERS - YELLOW
	HYDRANT TEXT - 2-FT. HIGH LETTER 'H' - WHITE
	NO PARKING AT DRIVEWAY - 18-FT. LONG X 2-FT. WIDE WITH 4' WIDE STRIPES - YELLOW
	HANDICAP PARKING - HANDICAP BLUE
	NUMBER OF PARKING STALLS - FOR PLANNING ONLY NOT TO BE PAINTED

NOTE:
STRIPING PLAN IS SCHEMATIC AND FOR BIDDING PURPOSES ONLY. CONTRACTOR TO SUBMIT FINAL STRIPING PLAN AS A SHOP DRAWING. OWNER APPROVAL IS REQUIRED PRIOR TO ANY LINE STRIPING.



NOTES: UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN. ANYONE USING UTILITY INFORMATION AND DATA PROVIDED HEREIN SHALL CALL DIG SAFE AT 811 SEVENTY TWO (72) HOURS, 3 BUSINESS DAYS IN

1	STRIPING MODIFICATIONS	JDF	RHK		
0	FOR CONSTRUCTION	JDF	RHK	MRD	7/16

GHD Inc.
1545 Iyannough Road, Hyannis Massachusetts 02601 USA
T 1 774 470 1630 F 1 774 470 1631
E hyamail@ghd.com W www.ghd.com

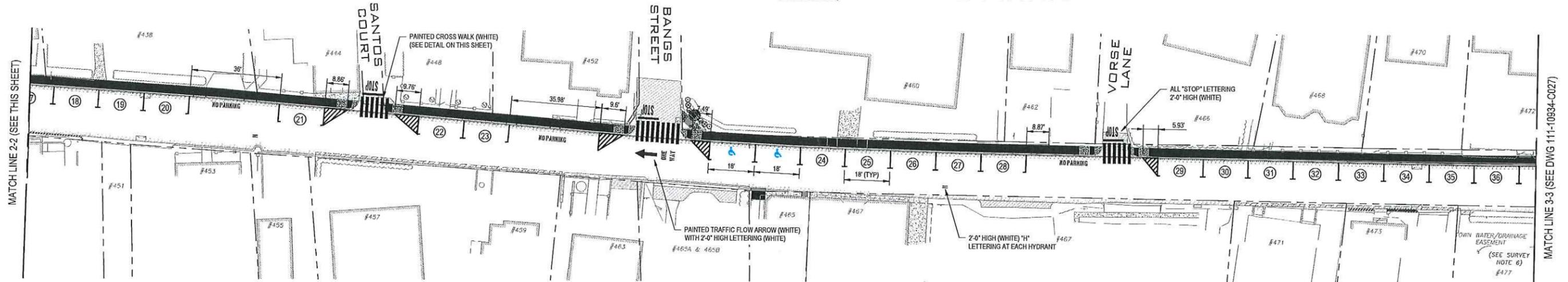
Drawn	JDF	Designer	RHK
Drafting Check	JDF	Design Check	RHK
Approved (Project Director)			
Date			
Scale	AS SHOWN		

Client
Project
Title
Contract No. 2016-R-1
Original Size
Arch. Drawing No. 111 10024 026

PROVINCETOWN DEPARTMENT OF PUBLIC WORKS
COMMERCIAL STREET IMPROVEMENTS - PHASE III
STRIPING PLANS 1 AND 2 - COMMERCIAL STREET

99

COMMERCIAL STREET (VARIABLE WIDTH-PUBLIC)



MATCH LINE 2-2 (SEE THIS SHEET)

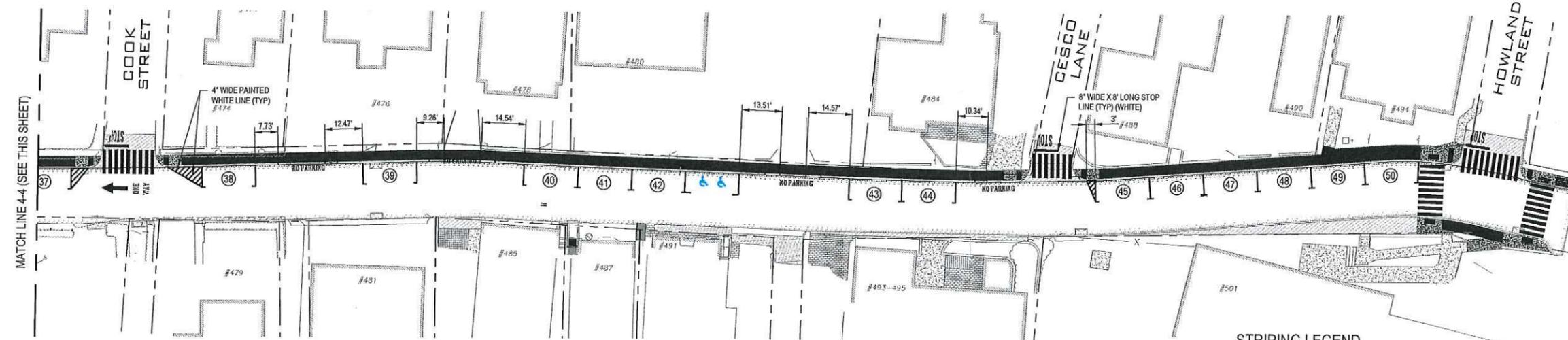
MATCH LINE 3-3 (SEE DWG 111-10934-C027)

PLAN 3 - COMMERCIAL STREET

SCALE 1" = 20'



COMMERCIAL STREET (VARIABLE WIDTH-PUBLIC)



MATCH LINE 4-4 (SEE THIS SHEET)

PLAN 4 - COMMERCIAL STREET

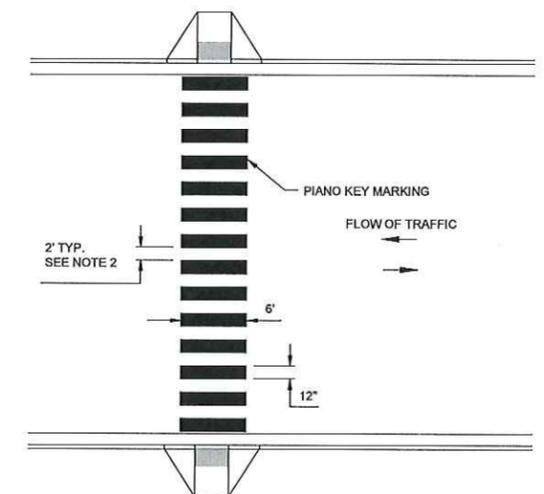
SCALE 1" = 20'



STRIPING LEGEND

	CROSSWALK - 1-FT WIDE STRIPES AT 2'-0" O.C. - WHITE
	STOP LINE - 8" WIDE X 8-FT. LONG STRIPE - WHITE
	STOP TEXT - 4-FT. HIGH LETTERS - WHITE
	ONE WAY - 9-FT. LONG X 4-FT. WIDE ARROWS WITH 2-FT. HIGH LETTERS - WHITE
	PARKING DIVISION - 4" WIDE X 7-FT LONG STRIPE - YELLOW
	FIRE LANE TEXT - 2-FT. HIGH LETTERS - YELLOW
	NO PARKING TEXT - 2-FT. HIGH LETTERS - YELLOW
	UNLOADING ZONE - 2-FT. HIGH LETTERS - YELLOW
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	NO PARKING AT DRIVEWAY - 18-FT. LONG X 2-FT. WIDE WITH 4" WIDE STRIPES - YELLOW
	HANDICAP PARKING - HANDICAP BLUE
	NUMBER OF PARKING STALLS - FOR PLANNING ONLY NOT TO BE PAINTED

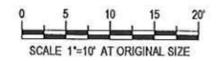
NOTE:
STRIPING PLAN IS SCHEMATIC AND FOR BIDDING PURPOSES ONLY. CONTRACTOR TO SUBMIT FINAL STRIPING PLAN AS A SHOP DRAWING. OWNER APPROVAL IS REQUIRED PRIOR TO ANY LINE STRIPING.



UNCONTROLLED OR YIELD SIGN CONTROLLED CROSSWALK DETAIL
NOT TO SCALE

- NOTES:
- MATERIAL SHALL BE THERMOPLASTIC, HOT APPLIED OR HEAT FUSED PREFORMED (90 MIL. MIN.), UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - GAP WIDTH MAY BE ADJUSTED BETWEEN 12" AND 60" TO AVOID WHEEL PATHS.

1	STRIPING MODIFICATIONS	JDF	RHK		
0	FOR CONSTRUCTION	JDF	RHK	MRD	7/16



NOTES: UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS AND RECORDS, AND THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN. ANYONE USING UTILITY INFORMATION AND DATA PROVIDED HEREIN SHALL CALL DIG SAFE AT 811 SEVENTY TWO (72) HOURS, 3 BUSINESS DAYS IN

GHD Inc.
1545 Iyannough Road, Hyannis Massachusetts 02601 USA
T 1 774 470 1630 F 1 774 470 1631
E hyamail@ghd.com W www.ghd.com

Drawn	JDF	Designer	RHK
Drafting Check	JDF	Design Check	RHK
Approved (Project Director)		Date	
Scale	AS SHOWN	This Drawing shall not be used for Construction unless Signed	

Client: PROVINGTOWN DEPARTMENT OF PUBLIC WORKS
Project: COMMERCIAL STREET IMPROVEMENTS - PHASE III
Title: STRIPING PLANS 3 AND 4 - COMMERCIAL STREET AND DETAIL
Contract No. 2016-R-1
Original Size: Arch D
Drawing No: 111-10934-C027

100

15. Request by DPW Director Richard Waldo to approve the Striping and Parking Plan for Phase 3 Commercial Street Reconstruction between Howland and Johnson Street.

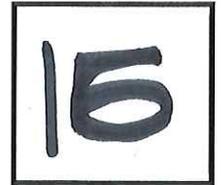
Individual parking spaces will be delineated at 8 feet x 18 feet, handicap spaces, fire zones, unloading zones, and intersection clearances will also be delineated.

Team Recommendation: RECOMMEND

We recommend the delineation of parking spaces on Commercial Street pursuant to the plan presented or as revised.



**Provincetown Board of Selectmen
ANNUAL TRAFFIC HEARING PROPOSAL
Tuesday, October 25, 2016 at 5:00 p.m**



Traffic Proposal #

This form must be returned to the Board of Selectmen's office by September 15, 2016

Name: TOWN MANAGER
Address: _____
Telephone: _____ Email: _____
Signature: _____

Traffic Proposal/Problem (Describe in detail giving specific location)

Your Specific Recommendation

DISCUSSION OF WAIVING PARKING
FEES FOR THE MONTH OF APRIL



Provincetown Board of Selectmen
AGENDA ACTION REQUEST

Tuesday, October 25, 2016

2

MASSDOT AGREEMENT UPDATE

Negotiations regarding maintenance of Route 6 and other State Owned Roads

Requested by: Town Manager David B. Panagore

Action Sought: Discussion

Proposed Motion(s)

Discussion dependent – votes to be taken.

Additional Information

DPW Director Richard Waldo and Peter O'Connor, Esq. will appear before the Board with an update.

Board Action

<i>Motion</i>	<i>Second</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>	<i>Disposition</i>

INTEROFFICE MEMORANDUM

TO: DAVID PANAGORE

CC: RICHARD WALDO

FR: PETER O'CONNOR

RE: MassDOT/ State-Town roads issues

DATE: Final 10/21/2016 Attorney-Client Privileged

This memo covers the issues related to 1.) state highways in Town such as Route 6A and portions of Conwell Street, Race Point Road, and other state roads intersecting with Route 6, and 2.) the issue of the long term maintenance of Route 6. Route 6 was discontinued as a state highway and therefore became a town road in 2002.

In early June we had proposed a global agreement for all issues related to state roads and Route 6 to MassDOT, the intent of which was to align the responsibilities for the state roads and the formerly state owned Route 6 in a manner that reflected MassDOT's and the Town's resources and interests. We had proposed that the state retain responsibility for the major capital maintenance (which we called "pavement down") for all state roads as well as for Route 6. The Town would assume responsibility for the day to day maintenance of these state roads, which included things like snow and ice removal, striping, signalization and parking regulation (which we called "pavement up"), with the exception of snow and ice removal on Route 6, which the state would continue to perform under our proposal.

On Friday, October 14, I met with the MassDOT legal department representatives (Lauren Armstrong and Eileen Fenton) about these issues. Also in the discussion were staff from MassDOT District 5 – Tom Broderick and Bill Travers, District Highway Engineer.

There was no appetite at the level of MassDOT District 5 staff to do a long term, global realignment of responsibilities such as we proposed, although the legal staff in a separate conversation did seem to understand that it did not make

sense for the Town to have responsibility for the long term maintenance of a major state highway such as Route 6.

While not losing sight of this realignment of resources with responsibilities as a possible long term goal, I believe that we can address most of the Town's objectives regarding all of these roads by different means in the shorter term. There are three short term issues that can be addressed without a global agreement:

- 1.) Snow and ice removal on Route 6;
- 2.) Improvements to Pilgrims' Park;
- 3.) Reduction of the speed limit on a portion of Conwell Street that is a state highway.

There is one long term issue that can be addressed without a global agreement, which is the long term maintenance requirements of Route 6.

ISSUES TO ADDRESS IN THE SHORT TERM

SNOW AND ICE REMOVAL

In 2002, MassDOT discontinued Route 6 as a state highway, apparently because the Town wanted to locate leaching fields for its new sewage system in the Right of Way, and MassDOT would not permit this use in a state highway right of way. As of 2002, therefore, Route 6 became a Town road. Under a 10 year agreement, and then on a year to year basis, the Town has performed snow and ice removal on certain smaller state roads in exchange for MassDOT performing snow and ice removal on the main trunk of the now town-owned Route 6. There was a period of time when the Town paid MassDOT for that service, but more recently it has been considered a fair trade for each party to maintain the other's roads. MassDOT agrees that the current year to year arrangement for snow and ice removal with the Town should continue. District 5 is open to a 3-5 year agreement, and I suggest we press for a five year agreement at a minimum.

PILGRIM PARK

MassDOT agrees to discontinue the rotary and the end of Route 6A where the park is located and it would become a town road. MassDOT would not agree to additional park-like improvements in a state road layout, especially because of the pedestrian traffic that is being invited. According to MassDOT staff, the

discontinuance process would take six months to 1 year, but MassDOT was amenable to a short term license agreement to allow the Town to take control while the discontinuance is being completed.

CONWELL STREET

The MassDOT District staff were adamant that speed limits can be changed on state roads only pursuant to the requirements of Ch. 90. For a state road (and Conwell Street is a state road from the intersection of Route 6 to Harry Kemp Way, the Town must request that MassDOT do a traffic study to establish what speeds drivers on the road currently observe, as this is a factor in evaluating what is the proper and safe established limit. The Town should immediately request that MassDOT undertake this study, while gathering the information to make its case for a lesser speed limit than currently exists, such as the “densely settled” character of the neighborhood and the existence of the dangerous curve on this portion of Conwell Street. As a starting point, the Town should describe these conditions in its written request to MassDOT to conduct the study. I requested that they review their files to see if a study had been done previously, and District 5 staff indicate that they have no record of a study having been done. This safety issue is closely connected to the bike trail improvements proposed for Conwell Street and may be a good issue for input from elected officials.

LONG TERM MAINTENANCE OF ROUTE 6

This is the problem that was created when the Town agreed to the discontinuance of Route 6 as a state highway. There was an agreement that MassDOT would continue to do capital repairs and maintenance for a period of 10 years after discontinuance, and it was anticipated that Route 6 would be repaved in this time frame, but MassDOT did not do this work. There was no plan, apparently, for how the Town would assume the maintenance of Route 6 after 2012. The Town and MassDOT have continued with a year to year agreement, described above, that has MassDOT doing snow and ice removal on Route 6. The Town has acted on some minor maintenance such as restriping and has maintaining traffic signals, but the Town has not, and probably does not have the capacity to, undertake major maintenance projects on Route 6.

There are three ways to proceed that I see:

- 1.) Try to “unwind” the discontinuance of Route 6 and re-establish it as a state highway. This is probably the most complicated way to proceed and would encounter the most resistance, at least from local district staff. The objection they raise is to the environmental issues created by the leaching fields. This may be the ultimate objective, but there are speedier and easier fixes that could be pursued beforehand to address long term maintenance issues. Additionally, the Town may not want to give up the control it has obtained over the right of way for its other uses.

- 2.) Enter into a longer term agreement as we proposed, to cover not only snow and ice maintenance but also more costly capital improvements. Because the division of responsibilities ended up somewhat “backwards,” (MassDOT still has legal responsibility for smaller state roads like Conwell Street which have more of a “local road” character, and the Town has legal responsibility for Route 6) the idea that these responsibilities should be re-aligned with resources and equipment is not hard to grasp. However, because these issues can be addressed through the State Transportation Improvement Plan (STIP) process described below, pursuing this does not seem to be an effective, or necessary, approach.

- 3.) Plan for the capital improvements that will be needed to Route 6 to be funded through the MPO process.
Highway funds are programmed for use in the state through the State Transportation Improvement Plan (STIP) produced by the Metropolitan Planning Organization (MPO) for each region of the state. The STIP is a requirement for the state to receive federal funds, and the MPO is made up of a committee of stakeholders, including some elected officials from within the relevant region. When the time comes that significant maintenance or even redesign projects are anticipated, the Town can submit a “project” to the MPO process for a “federal aid eligible” road to be funded with state and federal funds, and I have confirmed through the MassDOT Planning Office that Route 6 in Provincetown is federal aid eligible. MassDOT does, however, require that design costs for a project on a town road be paid for by the town.



Provincetown Board of Selectmen
AGENDA ACTION REQUEST

Tuesday, October 25, 2016

3

OTHER

Requested by: Town Manager David Panagore

Action Sought: Discussion

Proposed Motion(s)

Discussion Dependent – votes may be taken.

Additional Information

Board Action

<i>Motion</i>	<i>Second</i>	<i>Yea</i>	<i>Nay</i>	<i>Abstain</i>	<i>Disposition</i>