

**TOWN OF PROVINCETOWN - BOARD OF SELECTMEN
MEETING MINUTES - SPECIAL MEETING (TRAFFIC HEARING)
TUESDAY – OCTOBER 25, 2016 – 5:00 p.m.
JUDGE WELSH ROOM - 260 COMMERCIAL STREET**

Chairman Richter convened the open meeting at 5:01 p.m. noting the following attendees:

Board of Selectmen members: Raphael Richter, Thomas Donegan, Erik Yingling, Cheryl Andrews, and Robert Anthony.

Other attendees: Town Manager David Panagore, Assistant Town Manager David Gardner, DPW Director Richard Waldo, Parking Manager Domenic Rosati, and GHD Engineer Russell Kleekamp.

Recorder: Loretta Dougherty

1. Public Hearing: Annual Traffic Hearing:

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

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 overkill to the problem.

Rob Costa appeared before the Board wants more safety in his neighborhood. 9 Washington has been hit by cars one half of a dozen times. His mom was sitting in the living room and the car came into the wall. Cars are going on an incline and accelerate out of habit. People avoiding the telephone pole tend to go into his house or the bulkhead. He is looking for anything that will help the safety of the neighborhood and everyone within it. People have actually jumped onto his porch to not get hit by cars.

Staff: as listed above. Staff does know about speeding on narrow roads, but speed bumps are not the solution.

Public Comments: Steve Katsurinis would like to have something done for this challenge. He drove fast up Washington Street when he first moved here but now has slowed down. The street is really narrow and people speed all of the time. He asked staff to come up with a solution.

Rik Ahlberg takes issue with speed bumps being a hazard to bicycles. There is a difference between speed humps and speed bumps. He asked staff to look at creative solutions for streets that are being repaired.

Jay Gurewitsch spoke in favor of this. An alternative solution is to put up speed limits signs of 5 mph on extremely narrow roads.

Bill Docker has a similar problem on his street. Cars are zooming all the time. He recommended looking at speed chasms which are lower not higher than the road that are presently being used on highways. These can be spaced enough so cars can feel the bumps when they are speeding.

Selectmen: Cheryl thanked everyone for being here. This road has been on traffic hearings many times. She does not favor this proposal. The road treatment on the highway intrigues her. We are trying to find solutions that would fit all over town. She wants to figure it out with staff and is open to looking at something for these smaller streets. People do the same thing on her road; Harry Kemp Road.

Robert cannot support this and agrees with Cheryl. When you put a speed bump in the middle of the road when the road is narrow it becomes a safety issue with people having to swerve.

Tom asked Rob if all the speeding is one way or two ways. If you turn the other way around would that work?

Rob wanted to spark some conversation other than speed bumps. Anything even a speed sign would work.

Tom asked staff if it is possible for streets that are really alley like to have a different traffic pattern; it does not feel like it is the proper traffic pattern. Washington Street is not built for having traffic exit.

David P. believes that if you restrict one street they are going to race faster to go down to Johnson. The Town can try something out on a six week basis and then revert back to the original traffic pattern and see what the data shows.

Erik thanked Rob. He has reservations about speed bumps or humps. This street was not designed for SUVs or trucks. Maybe we can put the blinking traffic speed sign up on Washington.

David G. believes that the speed should not be more than 10 or 15 mph on this street. All our streets are narrow and he does not believe signs will solve the problem; we cannot enforce it but it may discourage people from going down it. We cannot set a speed limit tonight but we can put up a local traffic only or a drive slow sign.

David P. believes that the entrance is not the issue it is at the mid-block where it widens up. Put the sign after the mid-block – further up.

Raphael is not in favor of the speed bumps but he wants staff to do something. Signage is a possibility or marking on the street and when the summer comes we can put the blinking speed signs here also.

MOTION: Move that the Board of Selectmen vote to authorize Town staff to mark Washington Street with appropriate pavement markings to slow traffic.

Motion: Raphael Richter

Seconded: Robert Anthony

Cheryl asked staff to look at this and determine what the speed limit should be.

David G. recommends that if they do not have a speed limit that we bring it back.

Erik would like to see road painting.

Raphael would like to see this happen as soon as possible.

Tom would like to include road painting now.

4/1/0 (Cheryl Andrews) Motion passed.

Staff will follow-up with determining a speed limit for Washington 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.

Steve Katsurinis and Brandon Quesnell appeared before the Board. They are requesting an unloading zone. There was one here before; this is a space where trucks are stopping and unloading. It impacts traffic if it is not designated a loading/unloading zone. It makes sense to direct trucks where we want them to go. There is a lot of growth between Dyer and Johnson.

Staff: No recommendation at this point. David G. had a conversation with the property owner at 404 and even if a truck may block the driveway they are ok with that as it is temporary. The Board can always put parking spaces in the segment if they choose to do so at some point.

Public Comments: Stephen LaTosinicks. Trucks park on both sides of the street. It will alleviate this.

Rob Costa lives in the neighborhood and supports this.

Selectmen: Erik is in favor of this as we having thriving new businesses in the area.

Cheryl asked staff how the unloading zone went away.

David G. does not recall, but there was one there in the past.

Robert stated that a private owner cannot give permission to have a truck block a driveway. They cannot give permission on the public way.

Enforcement will continue to be done if the driveway is blocked.

Tom is in support of this. When you have cars, taxis, delivery trucks, oil trucks, etc. it will help bring some order to the congestion.

Raphael is willing to give it a try making sure they work with the neighbors.

MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal 2 as submitted and to create a loading zone in front of 404 Commercial Street.

Motion: Erik Yingling

Seconded: Robert Anthony

5/0/0 Motion passed.

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.

Mark Gallant appeared before the Board. He has lived in the area for the past 17 years. Cars are turning and crossing over the white line and coming onto the sidewalks.

Staff: Did not recommend and they are doubtful the state would approve such an alternative. We can handle the repainting of the road. See above for recommendations. It is a conservation area so we have to be careful what we do. This should be redesigned through a CIP. At some point, we should decide to put forth the proper resources to correct them.

David P. is doing a recap of First Pilgrim Park area and this area should do discontinuance. In a year or two this could be the town's property.

Public Comments: Rik Ahlberg does not know where the parking lot and public way part. It is unclear. He likes the idea of getting this into a CIP plan and taking some of these back from the state.

Selectmen: Cheryl asked what is safe or wrong.

David G. believes it should be a T-intersection so you can either go left or right. He would not recommend parking in the intersection. We submitted a grant request to do bike lanes but did not get it.

MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal #3 as amended, by instructing staff to install a fog line along the east side of the road at the intersection in order to better define the lane of traffic and to further instruct staff to deploy necessary landscaping measures to bring this intersection into compliance with Town standards.

Motion: Erik Yingling

Seconded: Robert Anthony

5/0/0 Motion passed.

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.

Mark Gallant stated that when they are parking on the street they are extending out onto the sidewalk and have to walk around Bradford Street.

Staff: Recommends the proposal as listed above. They can better define the pedestrian area. What is not clearly indicated is the pedestrian and bike path and delineation of the space. Parallel parking would be appropriate. They are recommending not parking at this time.

No Public Comments.

Selectmen: Tom believes you can solve it by putting in parking spaces and a kiosk in front of Victor's. This should become resident parking. He wants to maintain bike/pedestrian safety but does not wish to discuss parking this evening; discuss in the future. David G. thinks we need to maintain trash removal if parking is looked at in the future.

MOTION: Move that the Board of Selectmen vote to direct staff to prohibit parking on the south side of Bradford Street east of Province Lands Road adjacent to 5-15 Bradford Street Extension.

Motion: Tom Donegan

Seconded: Erik Yingling

Amended **MOTION:** Move that the Board of Selectmen vote to direct staff to prohibit parking on the south side of Bradford Street east of Province Lands Road adjacent to 5-15 Bradford Street Extension and to further direct staff to require the adjacent property owner remove private parking signs posted in the public way and to strip the pedestrian/bike path and follow-up with an evaluation as to whether public parking might be added to this area in the future.

Motion: Tom Donegan

Seconded: Erik Yingling

5/0/0 Motion passed.

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.

Jay appeared before the Board. The Cape Cod Commission's (CCC) report shows this portion of the intersection is the 2nd highest traffic area from both the pier into Town and coming from Route 6 into Town. It is the primary route to get to the town beach; walking dogs going down Shank Painter you need to make the zig zag with the dogs. He knows the town does not like crosswalks to nowhere. The road is going to get repaved and he wants to have all three crosswalks done at the same time.

Staff: There is no safe landing on the other side. There are a lot of existing crosswalks in Town that should not be there. Staff will not recommend a crosswalk if it is not safe. A crosswalk does affect the flow of traffic. There is a proposal later to repave Bradford Street between Carver and Pleasant and we can direct Town staff to design a crosswalk in this area.

Public Comments: None.

Selectmen: Tom believes this is a difficult intersection from all four points. He is in favor to the redesigning of this intersection and all of Shank Painter Road. Make this a priority in the solution. He cannot support this particular crosswalk.

Robert supports staff recommendation.

Cheryl you have to look every which way when you cross this street; she does not want to have a sidewalk to worry about if a crosswalk is put here. She does not want to build one without it being safe.

Jay would like for the Selectmen to say that this would be a priority it would be superb.

Raphael agrees that the proposal for the crosswalk is not appropriate because of where it lands on the south side. Atlantic Avenue crosswalk would be appropriate.

Rich paving management plan could incorporate this to look at between now and the spring.

Staff will look at the possibility of having a crosswalk in this general vicinity within the design of the repaving project on Bradford Street between Carver and Pleasant Streets and to remove the old crosswalk in front of the old Community Center.

MOTION: Move that the Board of Selection vote to lay this proposal on the table.

Motion: Raphael Richter

Seconded: Tom Donegan

5/0/0 Motion passed.

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.

Jay and Rik appeared before the Board. Rik gave background that 365 and Bike Committee has made over the past year. Everyone agrees that they need more bike parking around town. They want to get to 3 or 4 times more bike racks than they have in town. They want to expand on public land; municipal buildings and recreational areas around town. They developed standards in terms of types of racks and worked with

the Planning Committee. They standardized on signage along Commercial Street. They spent \$5K last year that purchased 60 spaces. They are asking for Johnson Street lot. See above for what they asked for. Gosnold Street is underserved. Police Station has no place to put your bike. Johnson Street lot needs more parking for bikes; so little is producing revenue. Handicapped spot does not have to be used it can be further up. Lopes Square should be used because the Pier is taking away bike parking.

Staff: Recommended at above.

Public Comments: Bill Docker we need more bike racks in town. Lopes Square deciding on public use, public space and bike parking. Beautification Committee helped place bike racks in Bus Stop Park. He is not able to determine where they would go. Lopes Sq. is extremely busy intersection used by children, vehicles, bikes. Where will they go in Lopes Square?

David G. showed him where from crosswalk to center to Coffee Pot to end of Lopes Sq. closest to the Pier – in the roadway west side adjacent to Lopes Sq. He is concerned about people parking in the street. He wants to keep Lopes Sq. as beautiful and uncluttered as possible.

Brandon Quesnell supports this proposal. His hotel offers bikes for their guests. We have increased the bike rental places in town and need more bikes racks.

Herbert Hintze Lopes Square is one of the busiest places in town. He works at the Chamber of Commerce; traffic is really a lot during the summer months. He is not in favor of this area having bikes racks. He is not in favor of taking handicapped parking space in the Johnson Street parking lot.

Selectmen: Took each item individually.

Erik read the email into the record (see addendum 1).

Staff: Recommends 6(a).

No Public Comments.

MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal 6(a).

Motion: Tom Donegan

Seconded: Cheryl Andrews

5/0/0 Motion passed.

Staff: Does not recommend in requested location 6(b).

No Public Comments.

MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal 6(b).

Motion: Tom Donegan

Seconded: Cheryl Andrews

Amended MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal 6(b) with the Police Chief's recommendation.

Motion: Tom Donegan

Seconded: Cheryl Andrews

4/0/1 (Erik Yingling-Abstained) Motion passed.

Staff: Does not recommend removing the handicapped space at the street but would support removing no more than four parking spaces as stated in 6(c) above.

No Public Comments.

Selectmen: Cheryl stated that revenue generation or not the people in the neighborhood and others who use these spots will be concerned. She recommends two spaces not four for this particular parking lot. This is a very coveted parking lot in town.

David P. the cost benefit analysis of installing and uninstalling them for two doesn't seem necessary.

Tom heard from citizens and they are strongly in support of this. He will go along with what the Board wants to do but would like to see 50 spaces.

Robert disagrees with having five spaces; we are not looking at the impact to the community. He agrees with staff re: handicapped. He will support two spaces.

Erik believes that five spots are a bit much. He can handle two or three. It is certainly year-round resident parking. He will support a portion.

Raphael agrees with Tom on this one. Based on what he saw near his home on Court Street it is much needed. He encouraged the Board to look at offering some parking on Commercial Street for these residents. He would like to support all but the handicapped spots.

MOTION: Move that the Board of Selectmen vote to replace four (4) parking spaces in the Johnson Street parking lot with bike racks.

Motion: Tom Donegan

Seconded: Raphael Richter

Erik is in favor of 2 or 3. Robert is in favor of 2 or 3.

2/3/0 (Erik Yingling; Cheryl Andrews; Robert Anthony) Motion does not pass.

MOTION: Move that the Board of Selectmen vote to replace three (3) parking spaces in the Johnson Street parking lot with bike racks.

Motion: Tom Donegan

Seconded: Raphael Richter

4/1/0 (Cheryl Andrews) Motion passed.

Tom believes this is not going to be enough. He would like to expand the one by the Parking Kiosk at the Fire Dept.

Staff: Does not recommend 6(d). This is not the right location for the downtown area, but we do need it in the downtown area.

No Public Comments.

Selectmen: Tom asked how we lost 32 bike spaces on the Pier.

Rik stated that when the Pier Corp applied for Chapter 91 the plan required taking the bike racks down and putting a new art shed there. It is state mandated and there were no public hearings by the town on this. We need to look at some town land in this area.

Cheryl wants to meet with the staff, Harbormaster and Pier Corp to discuss this issue.

Raphael would like the Bicycle Committee to work with staff regarding the staff parking lanes.

MOTION: Move that the Board of Selectmen not approve 6(d) but ask Town staff to look at other places in and around Lopes Square including the area at and near the old exist lane on the north east corner of the MPL.

Motion: Raphael Richter

Seconded: Erik Yingling

David P. stated they would still exist but be moved around. The 32 bike spaces will not be lost.

5/0/0 Motion passed.

Staff: Recommends 6(e) signage and wants to clarify that the cost should be covered in the Bicycle Committee's budget.

No Public Comments.

MOTION: Move that the Board of Selectmen vote to adopt the staff's recommendation on Traffic Proposal 6(d).

Motion: Tom Donegan

Seconded: Robert Anthony

Selectmen: Cheryl does not want to put up a new sign. For any new sign put up she wants them to recommend other signs to be taken down. Rik funding will come from the Committee and remaining amounts needed, if any, will go on their CIP.

Staff will install signage along Commercial Street for new bike parking areas of 20 or more spaces.

5/0/0 Motion passed.

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.

Herbie appeared before the Board. There has been an abuse in the MPL. Handicapped spots are used constantly. Handicapped people are showing the placards when they leave and tell staff that they only have to pay one half price. State law says they pay full price. Anyone who uses a handicapped spot should be able to pay for it. They want to make sure that everyone pays full price. He asked for two or three more handicapped spots in front.

Staff: As above.

No public comments.

MOTION: Move that the Board of Selectmen vote to adopt Traffic Proposal #7.

Motion: Tom Donegan

Seconded: Cheryl Andrews

5/0/0 Motion passed.

Raphael asked Herbie to bring request next year for adding more spaces.

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.

Rik gave the PowerPoint which is included in the Board's packet online. He would like to amend existing signage with typical standard signage allowing bikes down one way streets. We should continue educating visitors to let them know that it is okay for them to go both ways on Commercial Street.

No public comments.

Staff: a) We should have signs at all intersections on Commercial Street. There is a public safety issue with vehicles trying to turn left on Commercial Street.

Selectmen: Tom would like to have sharrows keeping to the right on Commercial Street for bikes.

Rik when they are tiny they are not affective; do it on a larger scale.

David P. this is a safety issue to educate drivers/pedestrians. Signage is better to watch out for what is coming.

MOTION: Move that the Board of Selectmen not approve Traffic Proposal 8(a) two way traffic signs.

Motion: Erik Yingling

Seconded: Robert Anthony

5/0/0 Motion passes.

MOTION: Move that the Board of Selectmen adopt Traffic Proposals 8(b) and 8(c).

Motion: Tom Donegan

Seconded: Robert Anthony

2/3/0 (Raphael Richter, Erik Yingling and Cheryl Andrews) Motion does not pass.

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.

Rik People tend to treat bike lanes as parking lanes. The Committee would like to see the town be more bike friendly. He looked at what towns are doing and small towns are using parking fines. Larger cities have raised their fines to between \$100-\$300.

Staff: No recommendation.

Public Comments: Patricia Benatti stated that new ticket books would be needed at a cost of about \$4,000-\$5,000 to get them printed. This is an added expense.

Staff: There is no problem using the tickets that we have now.

MOTION: Move that the Board of Selectmen adopt Traffic Proposal #9.

Motion: Erik Yingling

Seconded: Robert Anthony

5/0/0 Motion passed.

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.

Rik gave a brief presentation. This is a town-wide improvement project. Climbing lanes are like passing lanes for bikes so traffic can pass safely. **Staff:** Does not recommend as submitted. We believe that when repaving and redesigning the road is the time to do it. It does remove 11 parking spaces.

No Public Comments.

Selectmen: Cheryl wants to see a parking lot for the residents in this area if they remove the parking spaces.

Tom believes there has to be a balance; resident and second homeowners need to have parking. He wants to have more data and see how we can accommodate this. He will support the master bike plan.

Robert is not in favor of moving parking spaces at this time. Residents depend on the parking spaces.

Erik has trouble eliminating more parking spaces. .

Raphael supports the climbing lanes. Parking is important but there is a safety problem. Climbing lanes make a lot of sense. This would be a significant improvement to public safety even though public parking will be taken away.

Rich believes moving forward we are resurfacing and restriping it not redesigning it. It is difficult to plan in Provincetown, we do not have standards. Climbing should be done when resurfacing. We are looking at all modes of transportation when doing this.

MOTION: Move that the Board of Selectmen vote to seek the advice of Town staff on how to include bicycle climbing lanes during the reconstruction of Bradford Street.

Motion: Tom Donegan

Seconded: Erik Yingling

4/0/1 (Cheryl Andrews - Abstained) Motion passed.

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.

Raphael believes that for the short term that some sort of fencing to block off the sidewalk. It seems like an area we can improve safety here.

Staff: It is the entrance of 1/3 of all pedestrian traffic. We had a design solution for the intersection and it is in the CIP packet for FY2018. If we recognize this is substandard we hope to do this at Town Meeting.

Public Comments: Bill Docker stated that the Beautification Committee has been looking at this for 3-4 years. They would like to have it all inclusive when DPW is looking at removing the sidewalk so it is no longer there. They will plant vegetation and make it look appropriate. Make sure that people with disabilities can walk on the sidewalk on the south side and have the staircase safely revamped.

Selectmen: Erik would like to put up a fence.

Cheryl asked about the residents on the side where the sidewalk is located.

Tom has brought this up many times. This is one of the more dangerous places in town especially with lots of ice in winter. He wants to take out the sidewalk and put in a bike climbing lane. It solves all kinds of problems here.

David G. believes the solution is to remove the stairs and crosswalk to further up the hill. Move pedestrian access from the parking lot up further on Bradford which is more visible to traffic heading east on Bradford. Remove the stairs and sidewalk and move the center line over slightly.

Chairman Richter asked for and received unanimous consent by the Board to table this proposal.

However, the Board did agree to move forward with the existing Capital Improvement Plan to redesign the intersection (no official vote was taken on this).

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.

Domenic stated that there are 48 spots at the VMCC and they are used after hours for people with permit parking. He would like to see the spaces used after hours and all day on Saturdays & Sundays.

Staff: Comment from Council on Aging. This had been considered several years ago and Selectmen chose not to put in paid parking there. There is an installation of a new kiosk there. There are enforcement issues and operational issues to be addressed.

Selectmen: Cheryl believes it is a win/win if you can figure out how to do it. There will be signage.

Raphael referred to the COA's concerns for daytime use. How are we insuring this will be done?

Domenic stated by signage and enforcement.

MOTION: Move that the Board of Selectmen vote to approve Traffic Proposal #12.

Motion: Erik Yingling

Seconded: Robert Anthony

5/0/0 Motion passed.

Traffic Proposals #13 and #14 were discussed together.

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.

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.

Raphael recused himself and left the room at 8:00 p.m.

Rex McKinsey stated (#13) these two spaces are not used a whole lot during the day. It has an effect on traffic coming near the bus station. Take out the two spaces for the restroom attendants and the cabs can be close to the bus station.

Staff: Recommends as above.

David P. would like to see the charging station moved. The travel lane needs to be unobstructed. Normally employee parking is further away. Taxis are needed. Shift them over and employees can be 50 ft. away or eliminate the two taxi stands. Do not block the travel lane.

No public comments.

Selectmen: Tom looked at this today. There are a lot of employee spaces in this area; six parking spaces dedicated to employees.

Erik thinks that where the taxis stands are is not a good spot. He (#14) does not like the idea of free parking in the MPL. Have one taxi stand and one employee spot.

MOTION: Move that the Board of Selectmen approve Traffic Proposals #13 & #14

Motion: Cheryl Andrews

Seconded: Robert Anthony

2/2/0 (Tom Donegan and Erik Yingling) (Raphael Richter – Recused) Motion does not pass.

MOTION: Move that the Board of Selectmen approve Traffic Proposal #13.

Motion: Tom Donegan

Seconded: Robert Anthony

3/0/0 (Raphael Richter – Recused) Motion passed.

MOTION: Move that the Board of Selectmen approve Traffic Proposal #14.

Motion: Tom Donegan

Seconded: Cheryl Andrews

3/1/0 (Erik Yingling) (Raphael Richter – Recused) Motion passed.

Raphael returned to the meeting at 8:15 p.m.

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.

Rich and Russ Kleekamp appeared before the Board. The goal is to delineate where people can park rather than where they cannot park.

Russ gave the presentation (See addendum 2). It makes a lot of sense to allow the drivers to know where they are parking. Parking strips will provide a good set of directions for the drivers. There were 56 parking spaces. We are down to 54 parking spaces. Possible hazard at this location – not losing parking areas. They are putting turning radiuses at side streets.

Tom suggests that we should not lose two parking spaces to not have encroachment on a public way.

They would like to get approval and do line striping.

Staff: Recommends this proposal.

No public comments.

Selectmen: Tom believes the obstruction in the public way is a problem.

Rich is trying to work with the existing features. They need an extra 8' to make it viable.

Raphael would like to see us more aggressively assert our rights as this is a public way.

David P. can it be carved off and dealt with separately. It is 15' of roadway.

Cheryl will take a walk and look at this section again.

Russ 18' for parallel parking is what you need still. As long as the feature is in place he would not recommend parking there.

MOTION: Move that the Board of Selectmen ask Town staff to investigate potential right-of-way encroachment on the property located at 401 Commercial Street and return to the Board with recommendations.

Motion: Raphael Richter

Seconded: Robert Anthony

4/1/0 (Cheryl Andrews) Motion passed.

Tom wanted to know if we have telephone/utility poles in the right of way.

Russ believes they are close to property lines and some of them may be in the right of way. He will go back and take a look.

Tom wants Eversource to correct any errors now.

Raphael will not vote yes for this plan unless we can put in two parking spaces.

MOTION: Move that the Board of Selectmen vote to ask Town staff to add four or five parking spaces between Arch Street and the unloading zone adjacent to Law Street and to return to the Board should that not be feasible according to your best professional opinion.

Motion: Raphael Richter

Seconded: Cheryl Andrews

Rich would like to have the Board consensus with modifications; we can fine tune and get it out to the public.

Amended MOTION: Move that the Board of Selectmen vote to ask Town staff to add four or five parking spaces between Arch Street and the unloading zone adjacent to Law Street and to return to the Board should that not be feasible according to your best professional opinion and to endorse the striping plan, as presented.

Motion: Raphael Richter

Seconded: Cheryl Andrews

Rich stated that Fire/Police Chiefs support this Plan and the DPW will run any changes by them.

5/0/0 Motion passed.

MOTION: Move that the Board of Selectmen vote to request making loading/unloading zones parking spaces after 6 p.m.

Motion: Tom Donegan

Seconded: Raphael Richter

5/0/0 Motion passed.

16. Discussion of Waiving Parking Fees for April 2017:

David P. discussed the revenue (See addendum 3). He asked the Board what they would like to do. We marketed it more extensively this year than in the past year. The Chamber of Commerce submitted an email in favor of this (See addendum 4).

Raphael asked if we recognized any staff savings.

Domenic stated we did at around \$4,000.

Raphael supports doing this again.

Tom suggests moving enforcement and resident parking to May 1st.

David P. will check in with the Chief to look for any unintended consequences.

MOTION: Move that the Board of Selectmen vote to agree to waive parking fees for the month of April 2017 and all parking regulations in terms of fees and no parking on Commercial Street to start on May 1 subject to the approval of the Chief of Police.

Motion: Cheryl Andrews

Seconded: Raphael Richter

5/0/0 Motion passed.

2. MassDOT Town Negotiation Update:

David P. stated that in early June the town had proposed a global agreement for all issues related to state roads and Route 6 to MassDOT that would have aligned the responsibilities for the state roads and the formerly state owned Rt. 6 in a manner that reflected MassDOT's and the town's resources and interests. The Town would assume responsibility for the day-to-day maintenance of these state roads, which includes things such as snow and ice removal, striping, signals and parking regulation with the exception of snow and ice removal on Rt. 6 which the state would continue to perform under the proposal. Short-term objectives looked at are snow and ice removal on Rt. 6, improvements to Pilgrims' Park, and reduction of the speed limit on a portion of Conwell Street which is a state highway.

Robert asked about maintenance on Conwell Street.

Tom stated that the Conwell Street study was requested by Sarah Peake.

David P. stated that you do give up a lot of land around Route 6. 6A is currently the responsibility of the state. All of our electricity comes through 6A and it is the state's responsibility to upkeep it.

No action was taken.

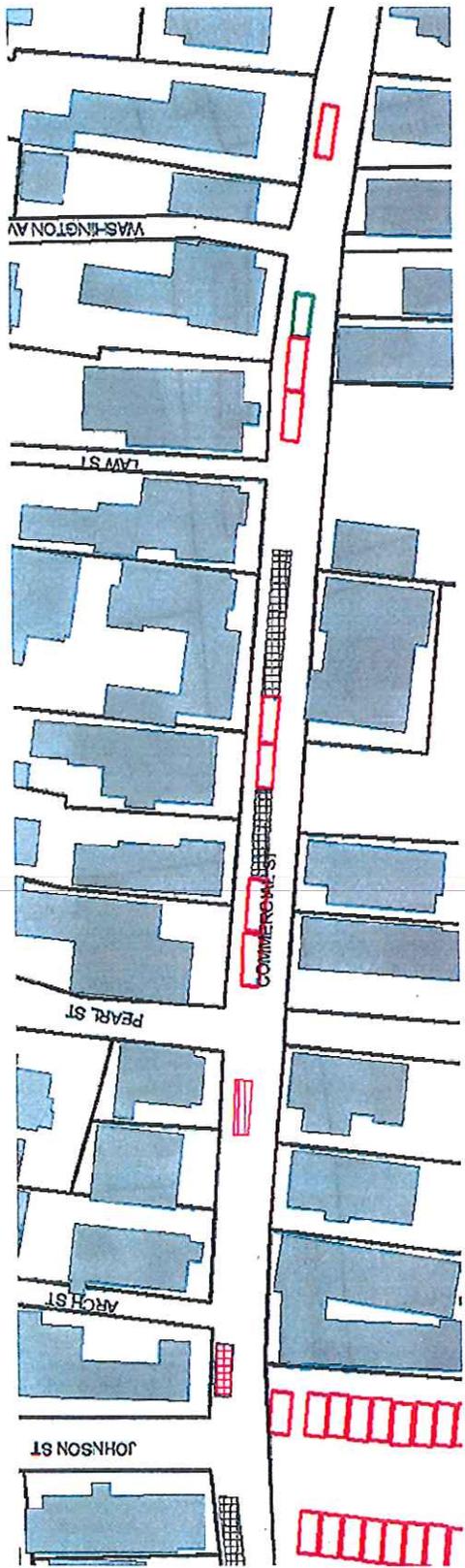
3. Other: None.

The meeting was adjourned at 9:16 p.m.

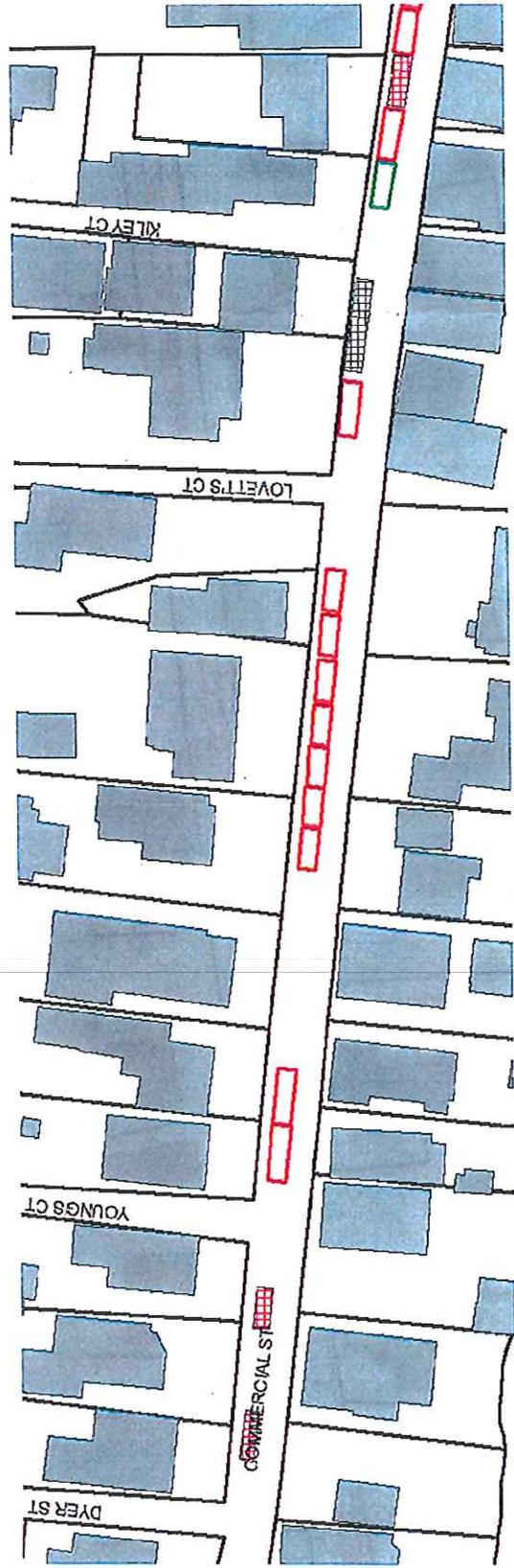
Minutes transcribed by: Loretta Dougherty

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	Parking Spots
	Firelane
	Handicap
	No_Park
	Unloading

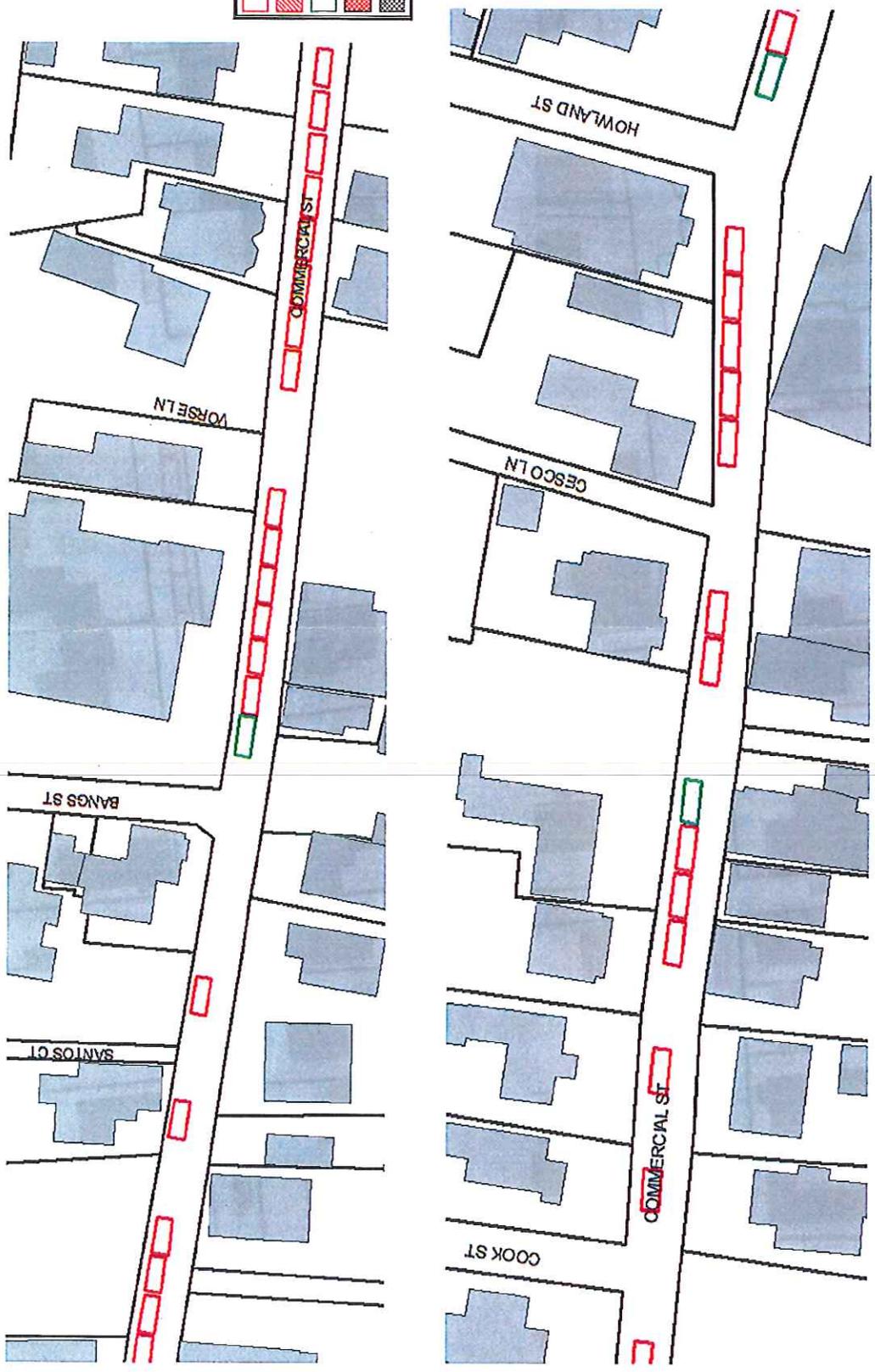


26A



8/9/70

	Parking Spots
	Firelane
	Handicap
	No_Park
	Unloading





Commercial Street Improvements Project – Phase III

Public Hearing – October 25, 2016

Richard J. Waldo, P.E. | Director of Public Works

Russell Kleekamp | Project Engineer



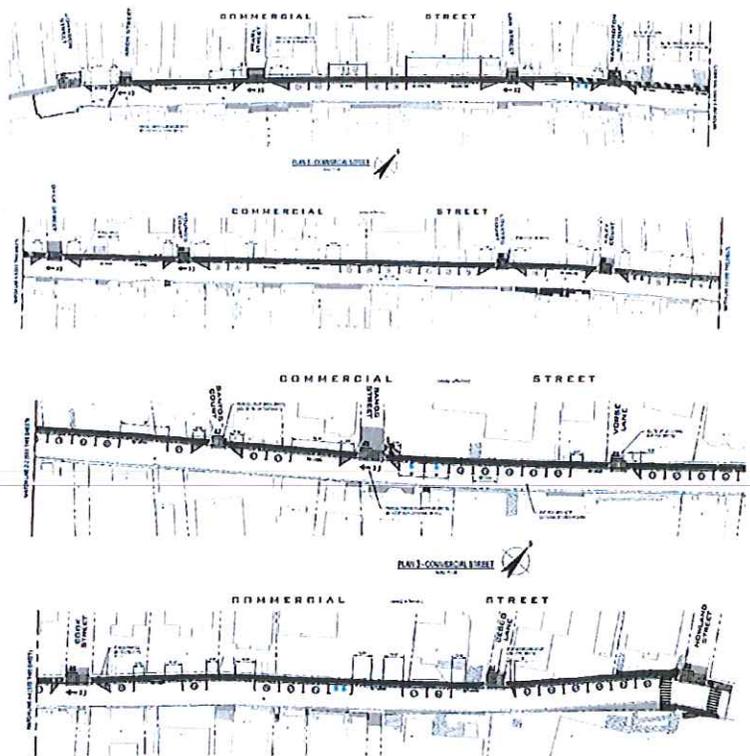
Agenda

- Parking Plan Development
- Public Participation
- Mark-up / Comments Received
- Next Steps



Parking Plan Development

- Painted spots 18' x 8'
- Provide turning radius at side streets for emergency vehicles
- Accommodate resident concerns Maintain handicap parking areas



Public Feedback / Comments

- Parking plans reviewed with public at will 9/26/16 and 10/4/16 hearings.
- Removed “stop bars” at drive ways and replace with “NO PARKING”.
- Standardized on “UNLOADING ZONES” (no “LOADING” zones)
- Adjusted spaces to maximize unloading zones while maintaining parking.
- Removed directional arrows at one way and smaller side streets.



Next Steps

- Seeking approval at this evenings hearing.
- Line striping shall be performed in the Spring of 2017





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(Addendum 3)

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April Parking Revenues 2013 - 2016

April 2013 Revenue

Meters / Kiosks	\$ 13,884
Grace Hall Lot	\$ 4,681
MPL	<u>\$ 37,149</u>
	\$ 55,814.

April 2014 Revenue

Meters / Kiosks	\$13,200
Grace Hall Lot	\$ 3,389
MPL	<u>\$41,828</u>
	\$58,417

April 2015 Revenue

Meters / Kiosks	\$ 10,820
Grace Hall Lot	\$ 0
MPL	<u>\$ 0</u>
	\$ 10,820.

April 2016 Revenue

Meters / Kiosks	\$ 0
Grace Hall Lot	\$ 0
MPL	<u>\$ 0</u>
	\$ 0

(Addendum 4)

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Loretta Dougherty

From: Candice Collins-Boden <candy@ptownchamber.com>
Sent: Friday, October 21, 2016 1:18 PM
To: Loretta Dougherty
Subject: Traffic Hearing, Tuesday, October 25, 2016

Dear Board of Selectmen

The Provincetown Chamber of Commerce Board of Directors would like to chime in on the last agenda item of tonight's Traffic Hearing regarding free parking in the month of April.

We believe a selectman proposed this a couple of years ago to foster more retail and restaurant business during a month when visitation is very low since the ferries are not running then and tour bus business does not really begin until May.

It has taken a couple of years but we have found by polling several business in the downtown area and our visitor center staff that the increase of visitors from the rest of the cape has been significant and really helped out a very slow time.

Not only that, it has been a very positive PR item Cape wide as an invitation for Cape residents to visit Provincetown before the strong season really begins for day tripping and over night stays at off season rates enjoying our beautiful town without a parking cost.

We would like to see the free parking at MacMillan Pier Parking Lot continue since it helps out year round businesses and those who open at the beginning of April.

Retail and restaurants do not receive anywhere near as much marketing as accommodations/transportation/activities so an initiative that will boost their sales we support.

Cordially,

Provincetown Chamber Board of Directors
Patrick Patrick, President

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