

# TOWN OF PROVINCETOWN – BOARD OF SELECTMEN

## 2004 ANNUAL TRAFFIC HEARING – MARCH 23, 2004

### JUDGE WELSH HEARING ROOM

Chairman, Mary-Jo Avellar opened the meeting at 6:00 PM noting the following attendees:

Board of Selectmen members: Mary-Jo Avellar, Cheryl Andrews, Michele Couture, Sarah Peake, Richard Olson

Transportation Team Members: Parking Administrator Don Richards, Police Staff Sgt. Warren Tobias, and DPW Deputy Director Sandy Turner

Recorder: Vernon Porter, Secretary to Board of Selectmen

The following are minutes in brief.

Chairman Mary-Jo Avellar opened the meeting by reading the Public Hearing Notice. Each item will be discussed and acted upon as follows: 1) comment from member of public in favor of the proposals, 2) comments from members of public in opposition of the proposals, 3) general comments from the public, 4) read into the record any material received 4) comments from the selectmen, 5) comments from the Transportation Team, 6) item voted upon by the Board of Selectmen.

#### Item 1

Establish No Parking zones on both sides of Aunt Sukey's Way for reasons of Public Safety. (*Requested by Lynne Kimball-Martin, Peter Codinha and others*)

**Team Recommendation:** The Team recommends that we create a No Parking Zone on the East side of Aunt Sukey's Way and continue to allow parking with appropriate street markings on the West side of the Street. The paved width of Aunt Sukey's Way (ranging from 21' to 24') is wide enough to accommodate parking on one side. The problem at present is that there are no street markings or signs on the street. The houses on this street all have driveways. The Team surveyed the street and more spaces can be created on the West side. We also feel that this is a residential street that could be made a "Resident" zone. See Item 1 picture and street map.

**Item 1 Board Action:** Motion: *Move that there be NO parking on the East Side. Parking only on the West side with markings and no limitation on spaces (not limited to stickers).*

Motion by: Michele Couture Seconded by: Richard Olson Yea 5 Nay 0

Motion: *Move to have the Transportation Department prepare a town-wide plan and recommendation, to be submitted at next years Traffic Hearing, for which streets we would consider to be marked for residents versus non-residents and property owner parking.*

Motion by: Sarah Peake Seconded by: Michele Couture Yea 5 Nay 0

#### Item 2

Create a crosswalk at the intersection of Franklin Street and Bradford Street to improve the safety of pedestrians and pets. (*Requested by Douglas Raymond*)

**Team Recommendation:** The Team recommends approval. The Franklin street intersection is a popular pedestrian and bicycle route to Commercial Street and the harbor. A crosswalk in this area will enhance safety. See Item 2 picture.

**Item 2 Board Action:** Motion: *Move to create a crosswalk at the intersection of Franklin Street and Bradford Street; to include an orange man in the crosswalk.*

Motion by: Michele Couture Seconded by: Richard Olson Yea 5 Nay 0

#### Item 3

Eliminate two parking spaces in front of 30 Pleasant Street to improve access and egress to the driveway at 31 Pleasant Street. (Requested by Mark Murphy & Eric Hasper)

**Team Recommendation:** The Team recommends against removing the two spaces. This driveway configuration has been in place for at least 7 years. With 1 car in the driveway, there should be no problem getting in and out. The problem would seem to occur when two cars are parked side-by-side leaving no room to maneuver inside the property line. We are researching the curb cut authorization to see if it was for one car or two cars, but indications are that the Town never officially approved it. The parking area is less than 16' wide, but because of its proximity to the spaces across the street, it would require the removal of 2 of the 3 existing spaces across the street. We feel this is excessive on a street that has long relied on a mix of on street and driveway parking. See Item 3 picture and street map.

**Item 3 Board Action:** Motion: *Move that the board approve the Transportation Teams recommendation and deny the applicants request for two parking spaces in front of 30 Pleasant Street.*

*Motion by: Michele Couture Secoded by: Richard Olson Yea 5 Nay 0*

#### Item 4

Free up additional parking spaces for short term fee paying customers at the Grace Hall lot and generate additional tax reducing Parking revenues by establishing a 7 day Permit time limit at the Grace Hall Parking lot. (Requested by Parking Administrator)

**Team Recommendation:** The Transportation Team reviewed this proposal prior to submission and recommended approval for the following reasons. Revenues at Grace Hall are down by \$48,000 since the peak lot revenue year of 1999. We issued 456 more permits last year than 1999 and this has contributed to the revenue loss. At any given time 1/3 or more of our lot spaces are occupied by permit holders, which significantly reduces the number of spaces available for hourly fee paying customers. A number of people park vehicles in the Grace Hall Lot for the entire season; these are often older inoperable cars. The Jerome Smith lot would become the unrestricted permit lot. The Transportation Team considered reducing the 48 hour limit at the MPL to 24 hours. We decided against this because the 48 hour limit is already a deterrent and a reduced 24 hour limit would disproportionately impact local residents who reside in the down town area.

**Note:** *Since making and approving this request, we have been made aware by DPW that because of the sewer project, we will not have access to the Jerome Smith Lot for parking until May 15 at the earliest. The availability of the Jerome Smith Lot for unrestricted parking is a key component of this request. We will have issued 75% of the 2,800 2004 permits by May 15, and not having a long term parking alternative at the time a permit is issued, creates problems in enforcing regulations. Therefore, while we still feel that the 7-day time limit at Grace Hall is a solid request, we recommend that implementation of this time limit be delayed for one year when we will have all lots available from the start of the permit season.*

**Item 4 Board Action:** Motion: *Move the board approve the Transportation Team recommendation with an implementation date of June 15, 2004.*

*Motion by: Sarah Peake Secoded by: Michele Couture Yea 5 Nay 0*

#### Item 5

Generate additional tax reducing parking revenues for the Town by raising the Resident and Non Resident Jerome Smith Lot Camper seasonal Permit fees as follows:

<i>Parking Permit Type</i>	<i>Current</i>	<i>Proposed</i>
Resident Jerome Smith Camper	\$ 50.00	\$135.00
Non Resident Jerome Smith Camper	\$250.00	\$400.00

(Requested by Parking Administrator)

**Team Recommendation:** The Transportation Team reviewed this item prior to submission and recommends approval. We have a limited number of over sized (12' by 40') spaces allocated to campers at the Jerome Smith lot. The Transportation Team feels that these should not be set at the same price as vehicle permits. \$135 for Residents is equal to the Resident Commercial permit. Most Non Resident Camper permits are sold to seasonal pass holders at the Seashore. They use the campers on weekends and want a place to store the camper during the week. Similar private arrangements for campers run \$500 or more. Specific recommendation as stated in the proposal.

**Item 5 Board Action:** Motion: *Move that the board approve the Transportation Team recommendation as*

written.

**Motion by: Michele Couture    Seconded by: Richard Olson Yea 5    Nay 0**

**Item 6**

Increase the number of short-term parking spaces in the town center area by limiting the 9 metered parking spaces on Bradford Street and Standish Street to a maximum of three hours, with or without any category of Resident or Non Resident Parking permits. *(Requested by Parking Administrator)*

**Team Recommendation:** The Transportation Team reviewed this proposal prior to submission and recommends approval. This will add 9 additional spaces to the 17 short-term 3 hour restricted meter spaces on Ryder Street. Vehicles pass these spaces on the way to the MPL. The 3 hour limit will prevent whale watch customers from parking on Standish Street. Therefore, in this location we should be able to add to our short-term parking spaces without reducing MPL revenues. Signs identical to those on Ryder Street will be installed to notify parkers of the restriction. The Team sees this as an incremental step to increase the number of short term spaces in the town center area without disrupting parking patterns or redirecting an excessive number of Permit holders to the higher revenue generating lots. Specific recommendation as stated in the proposal.

**Item 6 Board Action: Motion: Move that the board NOT approve the Transportation Teams recommendation.**

**Motion by: Michele Couture    Seconded by: Sarah Peake    Yea 5    Nay 0**

**Item 7**

Generate additional tax reducing Parking revenues by increasing the \$700 Special Business Permit fees for the Dune tours and Trolley in \$300 increments over a two year per period beginning with the 2005 season; to increase said fees up to the 2003 average rate per meter for town center parking meters of \$1,304 as follows:

Year	Current	Proposed
2004	\$ 700	
2005		\$1,000
2006		\$1,300

*(Requested by Parking Administrator)*

**Team Recommendation:** The Transportation Team reviewed this proposal prior to submission and recommends approval. The new Special Business Permit guidelines established in 2001 increased the fees from \$125 per space to \$700 per space over a 3-year period. The intent of the Board of Selectmen in 2001 was to set these fees at the market rate for meters in the area and update the fees when meter revenues increased. The new electronic meters at \$1.00 per hour produced a significant increase in the town center meters this season to \$1,304 per meter. There has been negative feed back from business owners to fee increases and the Transportation Team recommends delaying the increase for a year. Special Business fees have been increased for 3 consecutive years, we are coming off a slow business season, access to these spaces was disrupted on occasion last spring by the sewer project and the one year delay gives the Dune Tours and Trolley a season to prepare and adjust fares. Specific recommendation as stated in the proposal.

**Item 7 Board Action: Motion: Move that the board vote to approve the Special Business Permit rate structure per year as follows: 2004 Season - \$700.00; 2005 Season - \$800.00; 2006 Season - \$900.00.**

**Motion by: Michele Couture    Seconded by: Sarah Peake    Yea 5    Nay 0**

**Item 8**

Expand Shuttle services for Provincetown residents and summer visitors by authorizing the Cape Cod Regional Transit Authority to pursue a Congestion Mitigation Air Quality (CMAQ) grant to fund the expansion of the Provincetown/Truro Shuttle to Service Race Point Road and the Airport via Conwell Street; and for the Town to assume the Provincetown share of this service based on a grant subsidy which will be similar to the 75% state operating subsidy for the present Shuttle. *(Requested by Board of Selectmen)*

**Team Recommendation:** The Board of Selectmen gave initial approval to this proposal at its February 5, 2004 meeting and the extension of the Shuttle to service the Race Point Road, Nelson Avenue area via Conwell Street has been a recommendation of the Shuttle Committee for three years. Transportation Team recommends approval. Due to state funding cuts, the CCRTA again this year is unable to fund any expansions to existing Shuttle services out of its budget. CMAQ grants fund one - three year demonstration projects for new shuttle services. The CCRTA thinks the

need to service a municipal airport could qualify and they can apply for this funding on behalf of the Town. The recommendation is to combine the Race Point Road service via Conwell Street with the airport run as part of the demonstration project.

The recommended schedule to achieve this additional service is as follows:

- 1 bus for the regular daily shuttle schedule (7AM to midnight at 20 minute intervals) and shuttle season to service out to the Race Point Road condominiums via Conwell Street.
- 2<sup>nd</sup> bus added to extend the service out to the airport. 2<sup>nd</sup> bus to run 10 AM to 9 PM from mid June through mid September.

Specific recommendation as stated in the proposal.

**Item 8 Board Action:** Motion: *Move to accept and approve as written subject to vote of approval from the Visitors Service Board.*

Motion by: *Cheryl Andrews*      Seconded by: *Michele Couture*      *Yea 5 Nay 0*

Item 9

Eliminate two parking spaces on Bradford Street in front of the Archer Inn and create a 15-minute unloading zone, for reasons of public safety. (*Requested by Brian MCGuinness*)

**Team Recommendation:** The Team recommends against eliminating 2 spaces and creating a 15-minute unloading zone on front of the Archer Inn. The most dangerous space in a narrower section toward the crest of the hill is already marked No Parking. There are three more spaces along with a gate restriction in front of the Archer Inn. Any danger to pedestrians would still exist while a car is parked to unload. There is a parking area behind the Inn that could be used for unloading. The proposal would eliminate 2 unrestricted on-street spaces and create a space that would only benefit the Inn. See Item 9 picture and street map.

**Item 9 Board Action:** **Applicant did not appear.**

Motion: *Move that the board vote postpone this item indefinitely.*

Motion by: *Mary-Jo Avellar*      Seconded by: *Michele Couture*      *Yea 5 Nay 0*

Item 10

Convert the parking space directly in front of 5A Atlantic Avenue back to a No Parking zone because the road is narrow in this area. (*Requested by Robert Sanborn & others*)

**Team Recommendation:** The Team recommends against eliminating this space. The parking in front 5A Atlantic Avenue was reconfigured a year ago to insure that two cars could not squeeze into the space. When two cars park here they obstruct a driveway and block two gateways. We created a second gateway for 5A in the location of the then existing walk ways. This defined the single space and corrected the problem. The walkway from the porch of the house has been moved in the interim and is now in the middle of the designated space. The problem here is not that the Town way is too narrow, but that there are landscaping encroachments onto Town property at 5A Atlantic and across the street at 4 Atlantic. With the landscaping moved back to the respective property lines there is enough room for this space. See Item 10 pictures and street map.

**Item 10 Board Action:** **Applicant did not appear.**

Motion: *Move that the board vote indefinitely postpone this item.*

Motion by: *Michele Couture*      Seconded by: *Richard Olson*      *Yea 5 Nay 0*

Item 11

For reasons of Public Safety, install both a "Stop" sign at the corner of Allerton & Commercial Streets as well as "Children at Play" signs on both ends of Allerton Street. (*Requested by Bronwyn Malicoat, Elise Kaufman, Bette Skandalis & Jo Seidler*)

**Team Recommendation:** The Team recommends approving this request. Adding a Stop Sign on Allerton at the intersection of Commercial Street will make it a safer turn without impeding traffic flow on Commercial Street. There is already a "Children at Play" sign at the Bradford Street end and we recommend installing a second sign at the Commercial Street end. See Item 11 picture.

**Item 11 Board Action:** Motion: *Move that the board approve as written by the Transportation Team.*

**Motion by: Michele Couture   Seconded by: Richard Olson   Yea 5   Nay 0**

**Item 12**

Make the north side of Winthrop Street Resident Parking Only because cars from rentals and guesthouses take the spaces and deny residents the ability to park on their own street. *(Requested by Thomas Steele)*

**Team Recommendation:** This was a close call but the Team recommends no on this request for the following reasons. There is a mix of single family homes and 12 condominium units on the North side of Winthrop Street. There are already 3 Resident Only Spaces here as well as the Fire Station Lot adjacent to the street. The majority of properties already have driveways and/or curb cuts. We feel the best interest of all property owners will be served by maintaining the current mix of restricted and unrestricted parking spaces. A compromise recommendation would be to relocate the 3 current spaces to an area between 21A and 25 Winthrop. This would retain the mix of spaces but move the Resident spaces to a location more convenient to residents. See Item 12 pictures and street map.

**Item 12 Board Action:** **Motion: *Move that the board approve the applicants request to make the “North side of Winthrop Street -“Resident and Non-Resident Sticker Parking Only” from Bradford Street up to the Cemetery.***

**Motion by: Michele Couture   Seconded by: Richard Olson   Yea 5   Nay 0**

**Item 13**

Create a 4-way Stop at the intersection of Howland and Bradford Street due to poor visibility from Howland Street entering the intersection. *(Requested by Marcia Fair)*

**Team Recommendation:** The Team recommends no. The Police Department still feels that installing stop signs on Bradford Street, which is one of the two major thoroughfares in Town, will create more of a hazard than exists now. Several steps were taken a year ago to make this intersection safer. We installed bollards as a physical barrier to illegal parking beside the Patrician Market at the corner of Howland Street. These do not obstruct vision and improved the view of vehicles entering this intersection. We also installed Tow Zone signs on both sides of Commercial Street east of Howland, again moving parked cars back from the intersection and improving visibility. In addition, there are Children at Play, Dangerous Intersection, and 20 MPH speed signs to slow vehicles down approaching the intersection. The problem at this intersection is caused by vehicles parking illegally around the Patrician market on the Howland Street side and in front of the building. The market never relined the spaces on the Howland Street of the building to be entirely inside the line demarking the roadway, as directed by the Police Department. The Team recommends that if this is not done immediately, that any spaces protruding onto Town property be eliminated. We further recommend that bollards be installed in front of the building to physically prevent cars from parking on Commercial Street in front of the building. See Item 13 pictures and street map.

**Item 13 Board Action:**   **Applicant did not appear.**

**Motion: *Move that the board NOT approve the applicants request.***

**Motion by: Michele Couture   Seconded by: Cheryl Andrews   Yea 5   Nay 0**

**MOTION: *Move that the Board of Selectmen vote to set an agenda item with the owners of Teddy’s Seas within the next 30 days to discuss parking and safety issues and lack of implementation.***

**Motion by: Michele Couture   Seconded by: Sarah Peake   Yea 5   Nay 0**

**Item 14**

Eliminate street parking between 233 Bradford St. and 235 Bradford St. on the eastbound side due to obstructed visibility exiting the lot at 235 Bradford St. *(Requested by Jane Dyson)*

**Team Recommendation:** The Team recommends no. The space in question is similar to many on Bradford Street in the east end where town property extends far enough beyond the paved surface to allow parking. The existing curb cut at 235-237 Bradford Street is very wide; enough to accommodate parking for 5 condominium units. The space in question was reconfigured several years ago to make it safer. It had been a classic “space and a ½” and two cars would squeeze into the area. We lined off a space 15’ back from the property boundary at 235 Bradford Street. This clearly demarked only one space and improved visibility. The space in question is in front of 152 rear, Commercial Street. The owner of this property indicated he does not object to this space and will cooperate by having the existing

hedge trimmed properly. We feel this makes it an adequate space. See Item 14 pictures and street map.

**Item 14 Board Action:** Applicant did not appear.

**Motion:** *Move that the board vote indefinitely postpone this item.*

**Motion by:** Michele Couture    **Seconded by:** Richard Olson    **Yea 5    Nay 0**

**Item 15**

Restrict Prince Street & Cudworth Street to Resident & Non Resident Property Owner Permit Parking Only, because out of town and out of state vehicles take up the spaces for long periods. (*Requested by Robert Guerreiro*)

**Team Recommendation:** The Team recommends no. This is a mixed-use area with a public and two private lots, a guesthouse complex, a barbershop and a church. Most properties on Prince and Cudworth have driveways for off street parking. Our parking officers indicate that people going to mass or funerals often park on these streets and restricted parking would adversely impact the church. See Item 15 Street map.

**Item 15 Board Action:** **Motion:** *Move that the board approve the recommendation of the Transportation Team.*

**Motion by:** Michele Couture    **Seconded by:** Sarah Peake    **Yea 4    Nay 1 (Mary-Jo Avellar)**

**Item 16**

Create a 3-way stop at the intersection of Court Street & Bradford Street due to restricted visibility for cars entering the intersection from Court Street. Court Street is a one-way street. (*Recommended by Robert Guerreiro*)

**Team Recommendation:** The Team recommends no. We feel the current stop sign on Court Street is adequate and stop signs on Bradford Street, which is a major thoroughfare, would unnecessarily impede traffic and create a more hazardous situation than exists now. See Item 16 picture.

**Item 16 Board Action:** **Motion:** *Move that the board approve the recommendation of the Transportation Team.*

**Motion by:** Cheryl Andrews    **Seconded by:** Richard Olson    **Yea 5    Nay 0**

Motion to adjourn by Michele Couture at 8:25 pm.

Minutes transcribed by: Vernon G. Porter, April 6, 2004