

TOWN OF PROVINCETOWN – BOARD OF SELECTMEN

2002 ANNUAL TRAFFIC HEARING – MARCH 12, 2002

JUDGE WELSH HEARING ROOM

Chairman, Betty Steele-Jeffers opened the meeting at 6 PM noting the following attendees:

Board of Selectmen members: Elizabeth Steele-Jeffers, Cheryl Andrews, Mary-Jo Avellar, David Atkinson, and Michele Couture

Other Attendees: Keith Bergman - Town Manager, Mark Latour – Assistant Town Manager

Transportation Team Members: Don Richards – Parking Administrator, Sgt. Alan Sousa, and DPW Deputy Director Sandy Turner

Recorder: Vernon Porter, Secretary to Board of Selectmen

The following are minutes in brief.

Chairman Steel-Jeffers opened the meeting by ready 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

To increase property tax-reducing parking revenues by increasing MPL and Grace Hall parking lot fees by 25 cents per hour and to increase daily maximum at MPL from \$20 to \$25 and at Grace Hall from \$10 to \$11. *(Requested by Transportation Team)*

Team Recommendation: The Team recommends approval. This increase will help to offset the \$30,000 loss in lot revenues due to the expanded shuttle service. This 25-cent per hour increase will generate additional lot revenues without adversely affecting the very lucrative short-term (1 to 2 hours) lot patrons.

<p>Item 1 Board Action: <i>Move that the Board of Selectmen vote to approve Item 1 as printed. Motion by: David Atkinson</i> Seconded by: Michele Couture Yea 3 Nay 2 (Betty Steele-Jeffers/Mary-Jo Avellar)</p>
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Item 2

To increase property tax-reducing parking revenues by raising hourly parking meter fees to \$0.75 per hour in the proposed electronic meter pilot program area of Ryder Street, Bradford Street, Standish Street and Alden Street Lot. Increase to become effective with the installation of the new electronic meters. *(Requested by Parking Administrator)*

Team Recommendation: The Team recommends approval. This will allow us to raise the meter rates when we install the 50 new meters in the pilot program area. Current meter rates of \$.50 per hour are well below the MPL @ \$2.00 per hour and Grace Hall @ \$1.50 per hour.

When fully implemented in meters town-wide, this increase projects to a \$53,000 increase in annual meter revenues. This would more than offset the \$43,299 decrease in parking revenues since 1999, the year before the Shuttle began operating.

Item 2 Board Actions: *Move that the Board of Selectmen vote to approve Item 2 as printed.* **Motion by:** Mary-Jo Avellar **Seconded by:** Cheryl Andrews **Yea 5 Nay 0**

Item 3

To increase tax reducing parking revenues by increasing the Jerome Smith Lot Seasonal Camper permit to \$150. (*Requested by Parking Administrator*)

Team Recommendation: The Team recommends approval. This will increase parking revenues and correct an unintended under pricing of this seasonal permit. It is currently \$75, the same as for cars in Jerome Smith lot. A camper space 12' by 32', is considerably larger and camper owners indicate this rate is so low that it is cheaper for weekend users to leave the camper in the lot all summer than to drive back and forth. This should also free up more space for weekly and daily visitors in the only town lot that allows camper parking.

Item 3 Board Action: *Move that the Board of Selectmen vote to approve Item 3 as printed.*
Motion by: Mary-Jo Avellar **Seconded by:** Cheryl Andrews **Yea 5 Nay 0**

Item 4

To further improve Miller Hill Road at the intersection with Harry Kemp Way. To widen the road as shown on the Assessor's map 13-2 and to improve the road for a distance of approximately 180 linear feet in order to provide for 9 or more metered parking spaces and to sign appropriately. The portion of Miller Hill Road that is accessible from Bradford Street and then dead ends will remain unchanged. A buffer between the dead end section of Miller Hill Road and the proposed improvements from the Harry Kemp Road side is about 130 feet of undeveloped space. (*Requested by Transportation Team*)

Team Recommendation: The Team recommends approval. This will correct what appears to be an encroachment on a town right of way and will increase parking and generate new revenues in this growing neighborhood. We recommend improving with a t-base surface, to the width of the existing undeveloped portion of Miller Hill Road for approximately 180 feet starting at the intersection of Harry Kemp Road. Maintain the 130 feet undeveloped buffer to the dead end section of Miller Hill Road. We recommend creating a 20 feet corner restriction, 7 parallel metered parking spaces on the west side of the road and a 20 feet "k" turn area at the end of the proposed dead end road. Parking meters will generate revenue and prevent vehicles from being left for long extended periods. (See Item 4 photo and site plan)

Miller Hill Road & Upper Miller Hill Road residents present a signed petition strongly opposing this proposal. (See attachment #1)

Item 4 Board Actions: *Move that the Board of Selectmen vote to deny the request of the Transportation Team for Item 4 as printed.*
Motion by: Mary-Jo Avellar **Seconded by:** Cheryl Andrews **Yea 5 Nay 0**

MOTION: *Move that the Board of Selectmen vote to set an agenda item in the future to deal with the following topics and others set by staff; 1) is possible private encroachment on this town way; 2) approval process of allowing private property owners to improve public ways.*

Motion by: Cheryl Andrews Seconded by: Mary-Jo Avellar Yea 5 Nay 0

Item 5

To create four new “Resident Permit and Non Resident Property Owner Permit Only” spaces on Standish Avenue east of the intersection with Wareham Street. *(Requested by Transportation Team)*

Team Recommendation: The Team recommends approval. This section of Standish Avenue is little used and both long enough and wide enough to accommodate 4 standard parking spaces on the North side of the street. The South side of the street is already No Parking and there will still be room for Town trucks to access the cemetery. Recommend DPW paint boundaries for 4- 8’ by 18’ spaces and install two “Resident and Non-Resident Property Owner Permit Only” signs. (See Item 5 photo)

Item 5 Board Actions: *Move that the Board of Selectmen vote to approve Item 5 as printed.*

Motion by: David Atkinson Seconded by: Cheryl Andrews Yea 5 Nay 0

Item 6

To close Commercial Street to vehicle traffic from Ryder Street to Carver Street from 9 PM to 2 AM Friday and Saturday nights starting July 1 through Labor Day each year, **further to add July 4th each year**, in accordance with the guidelines for vehicle access and egress established for the initial trial period in July 2001. *(Requested by Transportation Team)*

Team Recommendation: The Team recommends approval. The two-night pilot program worked well last season and seemed to be well received by residents and tourists without imposing an undue hardship on Commercial Street businesses. Regulations for essential vehicle access and egress were worked out last summer. We recommend expanding the closing from July 1 to Labor Day and that it become a yearly policy. We further recommend that the proposed section of Commercial Street be closed Friday and Saturday nights. Two consecutive nights will be less confusing and adding Friday night will better accommodate weekend visitors.

Item 6 Board Actions: *Move that the Board of Selectmen vote to approve Item 6 adding the date of July 4th on an annual.*

Motion by: Mary-Jo Avellar Seconded by: David Atkinson Yea 4 Nay 1 (Cheryl Andrews)

MOTION: *Move that the Board of Selectmen vote to be appraised of the policy guidelines and that all the abutters in the neighborhood be notified in writing and have adequate opportunity to know about the passes, what the guidelines are and what it is they have to do in order to obtain a pass.*

Motion by: Mary-Jo Avellar Seconded by: David Atkinson Yea 5 Nay 0

Item 7

To propose reducing the speed limit from 30 to 25 MPH on Bradford Street from Kendall Lane to Allerton Street (terminus of State Route 6A), and install large (Eastham-sized speed limit signs with flags. *(Requested by Transportation Team)*

Team Recommendation: The Team recommends approval, this will improve public safety on a stretch of Bradford Street where speeding has become a problem. Bradford Street is already 25 mph traveling West bound in this section. The only 30 mph section of Bradford Street in the East end is in the East bound lane between Kendall Lane and Allerton Street. Recommend we replace the current 25 mph sign in the West

bound lane near Allerton Street with a larger “Eastham-sized” 25 mph sign with flags. Recommend we replace the 30 mph sign in the East bound lane East of Kendall street with a 25 mph sign of identical size and configuration as the proposed new West bound sign.

Item 7 Board Actions: *Move that the Board of Selectmen vote to reduce the speed limit from 30 to 25 MPH on Bradford Street from Kendall Lane to Allerton Street (terminus of State Route 6A).*

Motion by: Mary-Jo Avellar **Seconded by:** David Atkinson **Yea 5 Nay 0**

MOTION: *Motion move that the Board of Selectmen vote to try a different color speed sign like Truro, be tried in this area to get attention.*

Motion by: David Atkinson **Seconded by:** Mary-Jo Avellar
Yea 4 Nay 1 (Cheryl Andrews)

Item 8

To improve the unworked portion of Point Street at abutter's expense by extending Point Street beyond its existing paved portion to an area on the frontage of the petitioner's lot at 50 rear Point Street. (*Requested by Daniel Petrucci*)

Team Recommendation: The Team recommends approval following guidelines recommended by Town Counsel in its February 22, 2002 letter. Quoting from the letter, “Instead of giving Mr. Petrucci permission to do the work, I recommend that you and the Board negotiate an alternative approach i.e. having the Town either perform the work using town crews, or contract for performance of the work at the landowners expense. The Team agrees with the Town Counsel's suggestion that Mr. Petrucci may make a gift to the Board of Selectmen of the funds needed to fund the proposed layout plans and construction of the road. The “gift” would be made prior to the start of the project. The Team further recommends that Mr. Petrucci present an engineered design plan to DPW for approval. This plan would include approved drainage and prior notification to abutters. (See Item 8 photo and site plan)

Item 8 Board Actions: *Move that the Board of Selectmen vote to approve Item 8 with the proviso that the town establish the guidelines and that the paving materials be permeable.*

Motion by: Mary-Jo Avellar **Seconded by:** David Atkinson **Yea 4 Nay 1 (Cheryl Andrews)**

Item 9

To change Nickerson Street to “one-way” Southbound from Tremont Street to Commercial Street. (*Requested by John Posey, Paul MacDonald, Neal & Jean Hawthorn, etal*)

Team Recommendation: The Team recommends approval for public safety reasons. This has been requested by several residents of Nickerson Street and seems to represent broad neighborhood objection to last year's decision to make Nickerson Street two-way from Commercial Street to Tremont Street. As shown in the Item 9 photo, Nickerson Street is only 12' wide approaching Tremont Street. The Teams feels that for public safety reasons this is too narrow to accommodate two-way traffic. (See Item 9 photo)

Letter from Anita Berman and Dr. Max A. Berman was read into the record. (See attachment #2)

Item 9 Board Actions: *Move that the Board of Selectmen approve Item 9 as printed.*

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

Item 10

To change the “one-way” flow of traffic on Washington Street to Southbound from Bradford Street to Commercial Street. (*Requested by Marsha Ross*)

Team Recommendation: The Team does not recommend changing the one-way traffic flow on Washington Street for reasons shown in the item 10 photos. The street is very narrow at the Commercial Street intersection; a cement retainer wall further restricts it and would make the required right turn very difficult. This could also adversely impact the handicapped space adjacent to this intersection. At the Bradford Street intersection the street is wider, curves onto Bradford and better accommodates turns in either direction. Due to the constricted spot at the rear of the requester’s property we recommend excluding trucks and busses from Washington Street, by placing a “Trucks and Busses Excluded” sign on the Washington Street sign pole. It is understood that necessary municipal trucks and emergency vehicles would be exempted. (See Item 10 photos)

Item 10 Board Action: *Move that the Board of Selectmen vote to deny Item 10 as requested by the applicant.*

Motion by: Michele Couture **Seconded by:** David Atkinson **Yea 5 Nay 0**

MOTION: *Move that the Board of Selectmen vote to erect a sign “No Oversized Vehicles” leading on to Washington Avenue at the intersection of Washington Avenue and Commercial Street.*

Motion by: Michele Couture **Seconded by:** David Atkinson **Yea 4 Nay 1 (Cheryl Andrews)**

Item 11

To change the “one-way” flow of traffic on Arch Street to Northbound from Commercial Street to Bradford Street. (*Requested by Ciriaco Cozzi*)

Team Recommendation: The Team does not recommend changing the one-way traffic flow on Arch Street for public safety reasons. Arch Street is too narrow at the intersection of Bradford and it would create a blind turn onto Bradford Street. Also, this is part of the Conwell Street intersection. Adding another Bradford Street entry point here would exacerbate what is already one of the most congested intersections in town. (See Item 11 photo)

Item 11 Board Action: *Applicant did not appear – no action taken.*

Item 12

1. To approve and fund a town volunteer or committee to research the most successful form of crosswalk enforcement used throughout MA and elsewhere. 2. To have mid-street signs used at ALL crosswalks involving two-way traffic and one department be made responsible up righting and/or replacing damaged signs. 3. To create a new sidewalk along the South Side of Bradford Street from Standish Street to Ryder Street that is safely level (including driveway entrances) for wheelchairs and strollers. 4. To consider a painted BIKE-WHEELCHAIR on Conwell Street from Route 6 to Cemetery Road. (*Requested by Michael Fernandes*)

Team Recommendation: **Please note this item has been withdrawn by Mr. Fernandes effective March 4, 2002.** 1. The Team recommends that a Police Officer be assigned to work with a volunteer member of the Disability Commission to research different methods of crosswalk enforcement and make a recommendation. 2. The Team feels it is unfeasible to have mid street signs at “ALL” crosswalks involving two-way traffic. DPW indicates there are 46 of these crosswalks on Bradford Street alone. We recommend continuing to review crosswalks and placing mid-street signs at selected busy intersections. The Police Department will investigate “knockdown recovery” mid-street signs and both Police and DPW will monitor and replace/repair moved or damaged signs expeditiously. 3. Recommend that DPW explore the feasibility

of regrading the sidewalk curb cuts on Bradford Street between Ryder Street and Standish Street. The two of most concern are at 123 Bradford Street and 127 Bradford Street. The curb cut at 127 Bradford Street has an imbedded storm drain which would be difficult to alter. 4. As part of the Conwell Street corridor study the Board has previously approved constructing a sidewalk on Conwell Street North of Cemetery Road. This would be done after completion of the affordable housing project on Conwell Street. (See Item 12 photos)

Item 12 Board Action: *Withdrawn by applicant.*

Item 13

To reinstate the “No Parking Zone” in front of both 263 and 267 Bradford Street. (*Requested by Jeorg Meixner*)

Team Recommendation: The Team recommends approval for public safety reasons. The area in question is in a narrow section of Bradford Street with a view restricting uphill incline. Vehicles parked along here create a blind spot entering and exiting the driveways. This includes the driveway at 261 Bradford Street referred to in Item 14. The Team recommends painting a Yellow restrictive, NO Parking, line on the edge of Bradford Street starting at the Westerly boundary of 261 Bradford Street and ending at the Easterly boundary of 267 Bradford Street. (See Item 13 & Item 14 photos)

Item 13 Board Action: *Move that the Board of Selectmen approve Item 13 as printed with the addition of painted yellow stripe on pavement*

Motion by: David Atkinson **Seconded by:** Mary-Jo Avellar **Yea 5 Nay 0**

Item 14

To change the South side of Bradford Street, West of the driveway to 552 Commercial Street through the East property boundary to 267 Bradford Street to “Tow Zone Between Signs” or “Tow Zone No Parking”. (*Requested by John White*)

Team Recommendation: The Team proposes the same recommendation as for Item 13. (See Item 13 & Item 14 Photos)

Item 14 Board Action: *Move that the Board of Selectmen approve Item 14 as printed with painted yellow stripe on pavement.*

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

Item 15

To require cars at Duarte’s Parking Lot on Bradford Street to be allowed to enter the lot without stopping and lot processing be conducted on foot as visitors walk out of the lot. When the lot is full require a clearly marked barrier to be erected and an attendant to be posted to wave traffic by. (*Requested by Peter Page*)

Team Recommendation: The Team see this as primarily a traffic control problem. The booth at the Duarte lot is set back a reasonable distance from Bradford Street to accommodate several waiting vehicles. We are hesitant to stipulate changing interior lot payment procedures to a business that has been in operation for many years. The Team recommends apprising the lot owner of the complaint and asking them to get the Lot Full sign up promptly and wave traffic on when it starts to back up on Bradford Street. The Police will

