

Department of Public Works Advisory Board Meeting Minutes

November 20, 2017

Commissioners Present: George Balco, Christina Colarusso, Tomar Waldman, Earl Littlefield

DPW Director: Ray Tattersall

Town Officials: Jon Snyder, Jay Grande

Tisbury Finance: Jeff Kristal, Jynell Kristal, MaryEllen Larsen

Selectman: Tristan Israel, Larry Gomez, Melinda Loberg

Planning Board: Ben Robinson

EPG Presenter: Jim Fitzgerald

Absent: Ian Atchison

Joint Meeting of the Public Works Advisory Board and Board of Selectmen Called to Order by George Balco at 4:03 pm

Motion to Accept Meeting Minutes October 25, 2017 by George Balco 2nd by Earl Littlefield.

The motion was approved by all.

Review FY19 Articles: Presented by Ray Tattersall

- New/Used Backhoe \$75-\$115K
Discussion – 56K to repair
- Towable Boom Lift \$30K
Discussion – several versatile uses: limb trimming, roof maintenance, park & ride lights, etc
- Down Town Lighting \$12K: inventory in hand – better to buy in bulk
- LDO Pavement Drainage Repairs \$20K
- Used Gator \$10K
Discussion – use on all parks – road legal w/ lots of attachments & towables, general pickups around town
- Resurface Lake Street Tennis Courts \$20K
- Veteran's Park Barn \$60K - Kirk's Project
- Veteran's Park New Bleachers \$12K: 3 aluminum
- Used Cab n Chassis for Roll Off \$40K
Discussion – multiple attachments, using an old recycle truck
- Volleyball Court \$20K: took out & moving it by basketball court with lights – very high use. Spoke with group & they have no issue in paying to use.

Discussion: Tristan: what about CPC articles/projects . . . dog park?? Ray: don't need to be included here. Just proposed DPW Articles. TOP 3 – Backhoe * Boom * Gator - Backhoe #1 one we have now needs \$56K in repair.

Melinda: Cab n Chassis? Ray: we can get through 1 more year. Tristan: how are we doing for sanders. Ray: We have 2 sanders now. Jay: DPW Directory & Advisory Board need to map out a 5 year Plan of capital items of equipment

because we have bought a lot of rolling stock. MaryEllen: How often do we use the backhoe? Ray: We don't use it everyday but use it at LDO, trenches, stumps that's why leaning toward a used one. Have been working on 5 year plan with Jon Snyder. Jay: It was a rolling 5 year plan – not a one-time hit. Tristan: Sub Committee for Capital Committee Kristal: We all look at it together. Jon Snyder has made the 5 year capital plan for 12/1 as well.

Review Pavement Management Study: Jim Fitzgerald (EP)

Presentation: comprehensive database that we can describe existing conditions and identify deficiencies for a capital improvement & preventative plan to extend the pavement life.

Anticipate future costs and less costly measures to maintain – preventative as opposed to “letting it go” until it needs reconstruction while being a better service to the public.

PCI = Pavement Condition Index (0-100 scale): Currently - 73 Tool to identify where we are in the pavement lifecycle as far as deterioration – variables of repair planning & cost benefit value and help prioritize these projects. Cost/Benefit Value weighs different variables – how important the roadway is, cost of the treatment, etc.

TISBURY = 22 miles of road (make corrections – impacts CH90\$ granted)

3 miles of state road

2 miles of private road

47 miles of unclassified road (wide variety – MA GIS online)

OVERALL PCI – GREAT

21% - Defer Maintenance (in great shape)

25% - Preventative Maintenance

14% - Reconstruction

Need to prioritize then identify other costs . . . new sewer line, capital improvement plans, etc

Discussion: Tomar: Which PCI factor do we prioritize on . . . minor/higher or major/lower. Jim: Balance of both to maintain safety & budget. So few road miles – may be less of a blend. Tristan: Laid out by categories might be best route? Ben: With the 4million how many years to get to 100 PCI? Jim: Doesn't convert that way – never get to 100 make strides toward – make improvements – beat the curve. Jon: Cost Benefit Valve – just not age & condition – amount travelled, etc. Kristal: Town does a lot of maintenance on the 47 unclassified road miles – we spend money. Should we take these roads so we can improve our CH90. Ray: Can't take if they do not meet road requirements. Tristan: Then there are issues to maintain them needs to serve town purpose. Taxpayers feel that they pay a lot lot of taxes and if after you got all the other stuff done – DPW could fill a pothole. Ray: We get 144K from State – 6500 per mile to maintain so we want to avoid adding more. Kristal: 4.7million is not enough to maintain unclassified. Tristan: State Road is excluded from that 22 miles. Jynell: Not enough funding to maintain unclassified. Jim: These road classifications are all by the state database. Did look at private roads as well for widths, etc. but no intent of coming up with a capital improvement plan for private roadways. George: Need to work with town on the unclassified . Christina: Certain areas with water build up, catch basin vs. pavement did those factors come in at all? Jim: This doesn't pinpoint specific issues like that. Next step would include accommodations. Melinda: What time/\$ are we spending on unclassified roads? We are unconsciously spending the money for the 22 miles to do more than that. Ray: We only plow on unclassified – if it's private I don't touch it. Kristal: Didn't we have grading going on. Ray: Herring Creek but I

made them pay for the material. Kristal: We still utilized the people, the equipment, that's still not cheap. George: That's one of the things that's not defined here. The town has layaways. Herring Creek is a layaway – town has to maintain. Kristal: Mistook my my 1st comment – we should do it just pointing out the fact that we spend money on it. Tomar: How bad do we let these roads get? Ray: Its not up to us because they're private. Tomar: How are they private if they are surrounded on both sides by houses. Christina: They would have to start an association, federal tax ID . . Ray: Road would have to be a certain way, have to follow these regulations, if you don't.... most don't want to. Earl: It wouldn't take long to reach PCI of 80% & hold for that much money. Tristan: There's also the figure of 73 we should use for bonding that are roads are good and we get to 80 – it's a good selling point for the community. Jynell: Better to pay more up front? Ray: If we can do up to 3K yards we're OK . . .minimum of 3K yards. John: Average PCI of other communities? Jim: 57-72. Ben: Top 3 are what we should be concentrating on a yearly basis as we construct a capital plan. Jay: Part of the reason for the 73 is the Town invested 5 million 5/6 years ago for paving – need to do more to keep up – need to do more annually to keep it at 73. Melinda: Does this cover roads & sidewalks? Ray: Just roads. George: Good concept to have town goal should be to maintain 73 and push to 80. MaryEllen: Keep inputting data to update? Jim: Currently updating town CPI with Ray so that then use software to upgrade/generate reports with lengths, widths, segments, etc. George: Need to get recommendation to BOS of maintaining 73 but shooting for improvement for 80. Earl makes Motion, Tomar 2nds. Christina: This is just a recommendation – not binding since we can't do anything. Ben: Establish PCI framework to evaluate/measure roads so there is no fudging of the numbers. Tristan: Ask DPW & Administrator to develop that. Ben: It's the person out there doing it. George: Motion on floor to make the recommendation. Unanimous approval. Kristal: WW also does some paving which comes out of their budget not the taxpayers and increase our PCI that way. Larry: WW, WWWorks, & DPW need to convene & prioritize to schedule. Tristan: Motion for BOS to accept 73/80 plan of maintaining and working with the other departments. Melinda: depending upon financials . . . 2nds. Unanimously passed.

Review Sign Database: Jim Fitzgerald (EP)

Presentation: Sign Management/Current Inventory: how it stands up to state regulations & sign clutter. Improve Safety and Consistency – position, height, size, reflective. MUTCD federal & MA specified signage on GIS mapping.

Size/Legend Compliance/Location/Reflectivity: Standards/regulations in place: Federal & State

Discussion: Tristan: This are just for practicality there's no sign police? Jim: It's for readability and the municipal's responsibility. But don't need to replace until unserviceable then update expected. Upper & lower case & borders. Jay: We are a historical village would hate to see highway standard signs. Jim: Can keep Historic but add the other new ones. Brookline worked around it – but not an easy situation. Important to have standards. You can have the Town Seal on any Town Sign. Tomar: Not Mandatory? Jim: No sign police but signs are there for public safety regulations & public welfare . . .(lawsuits). Out of 210 signs only 14 are up to standards. 71 Parking signs in the area . . which is a lot. Tristan: Are there sanctioned vendors so we can hold some responsibility? Ray: You want it they will make it. Jim: Municipality's responsibility. George: Sign recommendations? Jim: Establish Capital Improvement Plan which would be based on Stop/Regulatory, Eliminate Clutter, Placement. Tristan: Stop sign for whole town? Better to buy in bulk? Ray: Yes, signs are expensive. George: For 100K-200K we could probably resign the whole town. Melinda: Which ones first and ask how to develop capital plan – how much can be accomplished – obviously the safety ones come first. George: Driving signs have to come first.

Center Street Reconstruct: Jim Fitzgerald (EP)

Presentation: Improvements on Center Street between Franklin and Main for multi-modal transportation. Improving pavement for vehicles and better pedestrian accommodations along the roadway, address the drainage system deficiencies which certainly aren't helping the pavement conditions. Eastern section – really tight, very narrow & 1 side

parking; sidewalks & crosswalks – ADA compliant will need to build out. Western section a little wider. Lots of drainage system failures – underground video camera to pinpoint issues. Poor pavement conditions, sidewalk conditions – missing sections (worn footpaths in gaps). Not ADA compliant – especially around utility poles and wheelchair ramps are in rough shape. Pedestrian crosswalk they need to step out and look around parked vehicles. Lot of unused space that could be put better use especially in the downtown area. Looked at deficiencies and came up with improvements. Missing sidewalk – adequate width to squeeze in a sidewalk on the other side of roadway by the cemetery so you will be able to have continuous sidewalk to get to Pine Street with existing configuration but super tight. Main Street intersection - 2 crosswalks coming into a very limited area. Sidewalk is not entirely owned by the town – very tight area to have 2 crosswalks coming into that configuration. To cross you have to stand and look around all these parked vehicles. A lot of unused roadway that could be put to better use where all sorts of great things could be put there. Improvements: Missing sidewalk – there is adequate width to squeeze in a sidewalk on the opposite side of the roadway in front of the cemetery so that you can have a continuous sidewalk that gets you to Franklin with the existing configuration. One utility pole will have to be replaced. Franklin & Center Intersection: ADA wheelchair ramps on four corners, replace the drainage structures (dependent on underground video findings) and utility pole.

Discussion: Jay: Traffic calming devices rather than stop signs? Jim: Stop signs are not traffic calming devices. Tristan: No visibility. Jim: Engineering standards – stop at the stop line then you edge forward to get to a better. Kristal: Barnes at Edgartown Vineyard Haven Road just put same exact way where you have to go way past the stop sign to look out. Jim: Traffic Calming approaches: Raised table intersections – will slow down traffic. Pavement markings in advance but forces you to slow down – sometimes fire departments have a hard time with these but they can be designed to not be so abrupt. Dynamic Signs with Solar Power. George: Based on your comments we're gonna have the DPW put together a more specific plan to put in front of the Board.

Jim: William Intersection - basically the same treatments – extremely tight & but be ADA compliant. Traffic calming – travel speeds down, improves the sight distance for pedestrian, shorter crossing distance, and all this area on the sidewalk that you could really use for things like benches and street trees. What to consider for the rest of Main Street can add on to existing sidewalks adding curb extensions (not reconstruct) to have a consistent treatment that really changes the feel of your Main Street. Crash Cluster based on type and severity of accidents that have taken place based on state information. Provide different treatments in these curb extensions- for different looks (Hyannis as example) - benches, bike racks, street trees, etc. Sidewalk bump outs along Main just adds to curb extensions.

Kristal: Bourne and Falmouth have done it as well and it's something that Tisbury has been talking about it for years and years . . . It would be nice if the DPW board actually made a motion to recommend to make a warrant article for the warrant this year – to have it as a place holder while you decide if you are going to do it. Because if you don't, you're talking 2+ years before anything is done and this is the best idea that has been talked about for ages. Refine it with the Planning Board and see if you could get money for it – this is something that would be a huge benefit to downtown – safety wise and esthetic wise. Earl: I'll make the motion to get together with the BOS and go ahead with warrant article. Jeff: The warrant article would be for designing dollars? Kristal: Design & Implementation . . . soup to nuts. Jim: The big impact on cost has to do with the level of construction. Christina: Will this change the parking at all? Jim: No. Ray: How soon would you be able to give us cost estimate for soup to nuts. Jim: I could give you something in a week. Tristan: Where are we getting dollars to do Center Street or are we blowing it off to do this? Ray: No, We've talked about some ideas and they have gone back to the drawing board and they are going to come up with an estimate for that project as well. Jim: The variable on Center Street is the drainage component – that's the wild card we need to find out what's going on. Everything surface wise we can get you a number for that – no problem. George: Ok we have a motion for the DPW Advisory Board to get together with the Planning Board to push a plan for the Main Street Project and it's a recommendation for construction. All in favor of that? Christina: Aye. Tomar: 2nds. George: We're just making a recommendation to the selectmen. Melinda: Is Center Street the #1 repaving priority of the town – then we

really do need to get the whole thing together for the warrant article if we need extra money. Ray: Can this be all included in bond? Jay: We don't have a CIP plan so we have a motion for a street safe improvement plan for Main Street. Repavement Management Plan then that can't wait for the CIP Plan. George: We have 1 recommendation for the selectmen. Do the Selectmen want to do anything at this point? Otherwise we gotta move on. Ben: Need prototype building capital improvement plan. Lots of grants once real plans are in place. Jay: Very competitive for grant funding.

Motion: To move forward and ask for Center Street funding. Tomar- 2nd. Unanimously approved.

Motion (Tristan for BOS): Endorse following up on 2 recommendations from DPW Advisory Board. Melinda – 2nd. Unanimously approved.

Jim: Presents ideas that have come up just for your viewing pleasure

Ferry Crosswalks to draw people up to Main Street. What treatments could be done along these corridors?

5 Corners – Rotary Option presented.

Motion (Larry for BOS): Adjourn BOS meeting. Melinda – 2nd. Unanimously approved.

Motion (Earl for DPW): Adjourn DPW Advisory Board Meeting. Tomar – 2nd. Unanimously approved.

Meeting adjourned November 20, 2017 at 5:57pm