

# Traffic Roadway Safety Committee Meeting Minutes

May 1, 2019

Committee Members Present: DPW Director **Ray Tattersall**, Police Chief **Mark Saolio**, and Fire Chief **John Schilling**, and **Jim Rogers (on phone)**

Community Members Present: Seth Gambino, Leo DeSouarcy, and Jynell Kristal

Meeting Called to Order by **Ray Tattersall** at 3:00pm

## **Approval of Meeting Minutes from January 30, 2019:**

Chief Schilling – Motion to accept, Chief Saolio – 2nds. Unanimously Approved.

## **24 UNION STREET – PARKING SPACES:**

Ray Tattersall: Because the sidewalk was extended out, which was originally on Leo's property, there was an agreement made that he would allow the town to extend the sidewalk to make it ADA accessible in lieu of having space on the side of his building – which is green – to give him some space. I reached out to John Thayer, who was at that time the DPW Chairman and without being able to find the record, he wrote me a letter stating that. If you'd like to take a minute to read it.

John Schilling: I've read it.

Mark Saolio: Yes, I read it.

Leo DeSouarcy: Just a little history to clear things up. In order to make the sidewalk ADA and still have parking on Union St. – the town approached me for that reason. On the parking lot side, into the green paint, I asked to do a swap to have a few more feet to park some cars there – that was the arrangement that was made.

Ray Tattersall: Any discussion? Would anyone like to make a motion to approve the use of that space based on what we've been given from the former chairman of the board and Leo's information?

Mark Saolio: Motion to approve for recommendation of what seems to be a pre-existing condition.

John Schilling: I'll second for discussion.

Ray Tattersall: Jim, is this something you would want the selectmen to OK?

Jim Rogers: Isn't everything here supposed to be recommendations and then go to the selectmen?

John Schilling: The original charge of this committee was safety – to address issues that did not need to go before the selectmen. To be addressed in a timely fashion, and all of a sudden, we are getting things like parking and regulations which do require a public hearing before the BOS. I am going to respectfully abstain moving forward on any of these discussions or decisions if the board is looking to increase the responsibility of our committee.

Jim Rogers: If the committee is doing stuff that they weren't charged with and things that need to go before the board – that needs to be addressed.

John Schilling: I don't know why we need to approve a parking place.

Ray Tattersall: Jay is suggesting we hear all things regulations – parking issues, whether its locations or how they are utilized. I'd have to go back to the original charge – if it needs to be amended so we keep the interest of the people on this committee involved.

John Schilling: We have another issue which was off-side parking on Main Street and they are asking us to delve into a letter that was sent to the BOS that no action was taken on – how long someone stays in a legal space has no impact on public safety and that was the reason why the Police Chief and Fire Chief were put on this committee – to address those types of issues. Parking regulations have all been decided with a public meeting with the BOS – I don't individuals coming to this committee and then have to prejudicate the same matter in a public hearing process.

Jim Rogers: I agree with Chief Schilling and that matters have come before the BOS that they should have made a decision on and then the choice was to send it to the Traffic Committee. I think we need to look at the basic charge and the if the charge is gonna change, people on the committee have to agree if they want to sit on a committee with a different scope than what they signed up for.

John Schilling: So what is your recommendation on how we resolve Mr. DeSoucy's issue today? Is that something that needs to go before the BOS. Basically it was a gentlemen's agreement to swap out land to make a sidewalk ADA accessible and to give him a legal parking space next to his building.

Jim Rogers: I think all parking spaces are the decision of the BOS. John signed that as a DPW Committee which no longer exists. The BOS should honor the 2 spaces.

Ray Tattersall: I can recommend it goes to the BOS meeting on 5/21/19.

John Schilling: Can we say we find no issues of concern on this . . . . '

Mark Saoloio: It's an existing agreement so it should just go to the BOS and get it done. Motion to recommend to the BOS for further review and we support the current agreement..

John Schilling: I second that . . .

Ray Tattersall: All those in favor? UNANIMOUSLY APPROVED.

Jim Rogers: I'll also ask Jay to put on the BOS 5/21/19 Agenda, the scope of the Traffic Committee so we can a discussion.

#### **NEEDS TO BE SENT TO ALEX KRAL FOR 5/21 BOS MEETING**

#### **TOWN BANNER ON MAIN STREET:**

Jynell Kristal: We are looking at bringing the banner across Main St. back. I'm working on putting together a policy to come in and ask to do it – we may ask for a fee. Would just keep it to Tisbury events and non-profits but I am putting together some policies and it has to be approved, we have to see the banner.

Ray Tattersall: Wasn't there an issue with tying it to private buildings?

John Schilling: We used to tie it to the Capawock and the owner was accusing the town and the banner of damaging his building and there was actually structural issue with the façade of the Capawock. There were a lot of other groups that wanted to hang banners but they weren't constructed to withstand the weather and would become a hazard where we would have to come out in the middle of the night to take the banner down.

Jynell Kristal: They would meet weather specifications, venting, etc. and we are working on talking to the Halls and we have already spoke with Eversource using one side of the poles. Jeff is going to the Halls. I'll have the policy by the next meeting.

Jim Rogers: I think this is a BOS issue to decide on policy on something hung over a town street – not the Traffic Advisory Committee.

Jynell Kristal: We will focus in on the 21<sup>st</sup>.

John Schilling: I move that we recommend this be decided and discussed with the BOS with no objections from the Traffic Safety Roadway Board. In the past they were constantly asking the fire department to go out with the ladder truck to set the banners, so we don't want to get into that situation where . . .

Ray Tattersall: We have a lift to do that . .

Jynell Kristal: He has a lift and Eversource has said that they would help us so we have two options.

John Schilling: If you are reaching out to those nonprofits, something to consider in your policies is how those banners are going to be hung, who's going to do it, and emergency contact when there's a problem.

Jynell Kristal: Absolutely.

#### **NEEDS TO BE SENT TO ALEX KRAL FOR 5/21 BOS MEETING**

#### **UNION STREET REVERSAL:**

Jynell Kristal: I have 8 letters here (appendix) from the Business Association and businesses on Main Street that are in favor of turning it back. Obviously would go before the BOS but wanted to run it by this committee to see what your thoughts are.

Ray Tattersall: We just had some major design work done for Union & Water Streets – this would really impact that design work and change how much State funding is available from the Complete Streets. There is supposed to be a bumpout at the bottom of Union for pedestrian access.

John Schilling: If the traffic went the other way how would it impact the bumpout?

Ray Tattersall: I heard it was gonna be a two way . .

Jynell Kristal: No.

Ray Tattersall: It could be ok then. . that's not so bad.

Jim Rogers: I'm in favor of it but it's gonna take a lot of public input and I do think this is something this committee should weigh in on – it clearly affects safety – I'm interested in what both chiefs thing about it. I'm not opposed to it, but I need more data.

John Schilling: I was a strong advocate to direct traffic up Union Street in regard to any emergencies that occur on the Steamship or the Water Street/Five Corners as a way to direct traffic away from the emergency and continue with the Steamship Authority to be able to offload. That was our Emergency Response Plan for that area, my opinion in that respect hasn't changed – should something happen where we have to close 5 Corners or Water Street that's our relief valve short of telling the Steamship Authority they can drop anchor but can't unload. Given that it flows this way it also relieves part of the stress of 5 Corners as far as people going to the boat and dropping off, turning around, and headed back through 5 Corners. We've also seen that the VTA takes advantage of it – I cannot speak to the negative impact on the business committee, so I agree with you that this is something that needs to be made on a larger level – public hearing & BOS. If the street was kept as two way instead of one way there would be some significant loss to parking places (which the business community is very sensitive to anywhere in Vineyard Haven). The width of the street would allow that and give us relief for emergency incidents and allow people to avoid doubling through 5 Corners when they drop off and pick up at the Steamship Authority.

Mark Saolio: My consideration would be looking at the already congested area if we reverse direction and ferries are unloading it's going to be backlog 5 Corners and Water Street even more, making it more challenging.

John Schilling: I understand the business community, people can't find a parking spot and they loop around and give it a second shot and with Union Street not accessible, people leave. This is a tough balance between non-business related and business traffic.

Ray Tattersall: Ultimately the best solution is two way traffic if you really want both so you can relieve downtown traffic and give the businesses what they want.

Jynell Kristal: If you have noticed that parking lot down there is very underutilized.

Ray Tattersall: It's down 50%.

Jynell Kristal: Because people can't make that loop anymore. Two way would be awesome, but I don't know if you want to get rid of those parking spots. For the Main Street bumpouts we made sure we didn't get rid of any parking.

John Schilling: How many parking places are on Union Street? With the parking lot, there's a space that you can't, there's a loading zone and they cut 2 out at the top of the hill to make the swing.

Jynell Kristal: If they were to move that information booth, we could get a couple more spots in the parking lot.

Jim Rogers: I agree if we are going to do it – the two way , but in a real emergency you can shut down anything with the police to redirect traffic or whatever you need to do. If we could find a way to recover parking spaces and make it a two way – that's an option we need to look at. If we need to push the bumpouts back a little further, we need to know that sooner rather than later because they are engineering them now. The bid opening is May 22<sup>nd</sup>.

Jynell Kristal: We should talk about this at the next BOS meeting, May 21<sup>st</sup> – maybe look at two way.

Ray Tattersall: There are 13 parking space on the GIS map.

Mark Saolio: I think 2 way is workable.

Ray Tattersall: The only thing I will say is the engineer designing the bumpouts has some concerns with the bumpout situations on a two way.

John Schilling: Even if a decision isn't made before the bid opening, we can eliminate something as opposed to adding. Do we need a motion to the BOS?

Mark Saolio: Motion to the Bos for their consideration for 2 way traffic on Union Street

John Schilling: I second that

Ray Tattersall: All in favor? UNANIMOUSLY APPROVED

**NEEDS TO BE SENT TO ALEX KRAL FOR 5/21 BOS MEETING**

### **"NO PARKING EITHER SIDE" BACK UP ON FAIRFIELD:**

Ray Tattersall: This came from Brian Murphy – it used to be no parking on either side and everyone has a driveway (some for multiple cars).

John Schilling: Based upon the walkthrough in town with EPG we were talking about the sign postings. How many signs would there be and where?

Ray Tattersall: I'm thinking Main to North William – 1 or 2 on both sides.

John Schilling: Is that enough to enforce them or do we now need a dozen signs . . .

Ray Tattersall: I can research if there is a minimum . .

Mark Saolio: What's easier . . . signs or paint?

Ray Tattersall: Paint . . . but that road is a disaster. . . .

John Schilling: Can you enforce paint?

Mark Saolio: Fire Lanes are paint . . . . I think very visible paint as opposed to a sign 150ft down the road . .

Ray Tattersall: I don't know how many people want signs in front of their house. We will try with paint first.

### **PAINT**

### **ADA COMPLIANT ACCESS ON CLOUGH FOR ST. AUGUSTINE'S:**

Ray Tattersall: Mary Ellen is asking for a designated space with an ADA ramp for people. This is for shuttle drop off because there are handicapped spots in the lot. It's a little bit of a further walk.

John Schilling: I would hate to take public parking when they have the size of a parking lot that they do and the property to address their ADA issues.

Ray Tattersall: Do we take no action?

John Schilling: No action.

Mark Saolio: It would be different if they had no handicapped spots. . . .

### **NO ACTION**

### **MAIN STREET – SPEED LIMIT POSTINGS:**

Mark Saolio: At the Tisbury Business Association, they expressed some concern that traffic on Main Street at times can operate safer – unposted 30mph. I suggested placing 1 yellow/suggested 25mph speed sign at the beginning right after State Road. It's my estimation that 1 is sufficient.

John Schilling: Where would that be posted?

Ray Tattersall: Right at Seth's Burrito Place

Mark Saolio: Right where it meets at the "Y" there. That doesn't prohibit officers from enforcing reasonable speeds on Main Street whether there is a sign there or not but rather reinforce that people slow down.

Ray Tattersall: My request would be to make it a 20mph. . .

Mark Saolio: I don't think that would be unreasonable.

John Schilling: I have no problem with 20.

Ray Tattersall: So this is one that we are just going to post because it's a yellow – it's just a suggestion.

Mark Saolio: Motion to post yellow 20mph sign on Main where it meets State

John Schilling: I second.

Ray Tattersall: All in favor? UNANIMOUSLY APPROVED

### **20MPH SIGN @main/state**

### **SPRING STREET @ MAIN – STOP SIGN:**

Ray Tattersall: The proper place to put a stop sign to make it legal is the right hand side and there is no room there. The only thing the engineer recommended was to pull it back with the street sign (but would have to move the one way sign) or keep using the crosswalk thing there. We are not required to have stop signs at every location but must have a stop line.

John Schilling: Besides the sign, I would recommend putting in the stop line before the crosswalk.

Ray Tattersall: My concern is it would be a nine foot sign (over a crosswalk/over 7 feet)– the other alternative would be to paint "STOP".

John Schilling: I'm in favor of the sign . . .

Ray Tattersall: I just need to find a space for the "ONE WAY". Motion for sign . . .

John Schilling: So moved

Ray Tattersall: All in Favor? UNANIMOUSLY APPROVED

Ray Tattersall: Temporary Fix - Barrell with STOP on it

**NEW SIGN UP @MAIN/SPRING**

**PREVIOUSLY APPROVED PROJECTS STATUS REPORT:**

Ray Tattersall: (appendix distributed)

STOP & SHOP: crosswalk lines recommended by engineers, STOP signs will have to be on left, will be adding STOP lines, Solar is a possibility – something that fits with downtown

ST. AUGUSTINE'S: off the table

EDG/VH BIKE CROSSING: signage on order otherwise done

HILLSIDE: Beacons approved by BOS, using CH90 money to procure – 18K state approved vendor – asked about getting bus stops paved, there is a grant but BOS at the time not on board – will revisit

FIRE LANE: will be doing when paint crew comes

LAKE ST: yellow 30mph completed

BEACH RD EXT: trying to coordinate sweeping, Black Dog, etc

4 WAY STOP: completed

SPRING/FRANKLIN: parking spot removed

141 EDG: no parking completed

STOP SIGN REMOVAL: illegal signs removed – stop lines will be ground out when paint crew

YIELD SIGN: William/Spring – approved by BOS – but not required for one way streets – not doing

VTA: stop brackets on pavement

John Schilling: Hillside and the bike crossing are going to get done before the season starts and the Stop & Shop.

Ray Tattersall: Yes

John Schilling: The BOS should put us on their agenda at their next meeting on May 21<sup>st</sup> for what our mission/charge is.

Ray Tattersall: Jim, you will get that on your agenda for the 21<sup>st</sup>?

Jim Rogers: Yes.

Ray Tattersall: We should all be there to discuss.

John Schilling: Yes, formally we should be there as a group. Respectfully declining any actions until Committee Mission/Charge defined at meeting

**BOS AGENDA 5/21**

**Next Meeting: May 22<sup>nd</sup>**

Seth Gambino: Yellow signs on Causeway to slow people down?

Ray Tattersall: We can put on next meeting agenda

Jim Rogers: There's a lot of roads without signs on them – the town looks bad enough without putting up more signs all over it. For future meetings: 5 Corners is horrendously dark (especially in the winter) – safety concern.

Mark Saolio: That may be another solar project.

John Schilling: So for next meeting: 5 Corners & Causeway Speed Limits

Mark Saolio: Motion to Adjourn – John Schilling: Seconds – UNANIMOUSLY APPROVED

**ADJOURNMENT @ 4:00PM**

