

Traffic Roadway Safety Committee Meeting Minutes

September 19, 2018

Committee Members Present: DPW Director Ray Tattersall, Police Chief Dan Hanavan, and Fire Chief John Schilling

Absent: James Rogers

Attendee: Ken Maciel

Meeting Called to Order by Ray Tattersall at 3:10pm

Approval of Meeting Minutes from August 15, 2018

John Schilling makes motion – Dan Hanavan 2nds – Approved by All

Bike Crossing Sign – on Edgartown/Vineyard Haven Road (near bank):

Ray Tattersall: Tim Stobie brought this to my attention, coming on the bike path where it ends at the bank – he thinks we should have a BIKE CROSSING sign there.

John Schilling: I know what you are referring to and I agree it's very unclear where the bicyclists should cross and somewhere up there near Verizon is where cars are allowed to park on that side so I agree bikes should be directed to cross the street. But the bikes that come up Skiff are already on that side already.

Ray Tattersall: It's a dangerous spot to put a crosswalk.

John Schilling: People coming over the hill are not going to see the bikes crossing over and they come over at a pretty good clip through there. They should have a place to cross . . . I'm not sure where the best place to cross.

Dan Hanavan: Maybe just before the bank driveway, you would have Sanborn Way, people coming from Edgartown Tisbury would have time to see it – hopefully people leaving town would have enough room.

Ray Tattersall: You would recommend where it literally meets Sanborn Way.

John Schilling: Yes I would say right there.

Ray Tattersall: We would put a BIKE CROSSING sign right there.

John Schilling: Do you have to paint something on the road or is the sign enough?

Ray Tattersall: I don't think so . . . just an indicator . . .

Dan Hanavan: You don't think we need a bike lane on the ground?

John Schilling: Actually there is parking . . .

Dan Hanavan: They're parking from Cromwell down to Donnelly

John Schilling: Can you put sharrows in?

Ray Tattersall: There are limitations to sharrows – I'd have to talk to Jim Fitzgerald about it.

John Schilling: But then that connects it to the point . . .

Ray Tattersall: We'd only want them to Skiff to indicate we want them to go down Skiff. I'll talk to the traffic engineer and ask what we can do to indicate where the route is.

John Schilling: We agree we want to put a traffic sign in . . .

Dan Hanavan: Can we agree that we will put a crosswalk there if they do put the signage up? Motion to put a crosswalk and a sign for BIKE CROSSING by Sanborn Way and you are going to check into having sharrows along the bike path. If we don't have the sharrows we still want the crosswalk and sign.

John Schilling: I second the motion – crosswalk and sign then sharrows on bike path (Sanborn to Skiff on East Side) if possible.

Ray Tattersall: All in Favor?

Unanimously Approved.

Cross Traffic Does Not Need Not to Stop Sign – Church St:

John Schilling: She wants people going up Center Street that people going North/South on Franklin don't need to stop.

Ray Tattersall: I did talk to the traffic engineer – he said he's never seen them before. She has seen them everywhere – Reverend Roberta Williams so that people are aware that people don't need to stop. We are trying to minimize the signs around town and our traffic engineer does not support it.

Dan Hanavan: There's a stop sign there. . .

Ray Tattersall: Yes . .

Dan Hanavan: I think it's a clear view either way you look . .

John Schilling: I don't see a need for it. You only proceed when it's safe to do so.

Ray Tattersall: NO ACTION?

John Schilling: NO ACTION.

Evaluate Renear St:

Ray Tattersall: Ken, can you explain to us what exactly you want to see happen there?

Ken Maciel: Basically, it's the beginning of the road – Renear & Skiff and Renear & Cromwell. I come out of Skiff Ave and there's 3 or 4 bigger vehicles that are constantly parked on that corner. If a small vehicle is coming up to that intersection and someone is coming into from Skiff Ave into that intersection can't see the

person trying to pull out of Renear. I've almost gotten hit numerous times head on at that intersection. I've heard from multiple neighbors the same issue and they've tried to address it in the past and nothing's ever been done about it. There's no STOP sign there, there's no signage saying they can't do it.

John Schilling: There's no STOP sign at the bottom of Renear?

Ray Tattersall: Nope, there's a lot of places we don't have STOP signs.

John Schilling: So, if you put a STOP sign in there, is there a regulation about how close parking is to a STOP sign. You can't park right next to a STOP sign.

Dan Hanavan: At least a couple car lengths . . .

Ray Tattersall: No, that's not necessarily true we have a lot of places – Church. Talking to Jim Fitzgerald today (new house on Center) he said 14.5 feet back from the corner (mimics stop line) so that you can see around the corner- so a car really can't be all the way up . . .

Dan Hanavan: That doesn't jibe well with Look onto State or Martin. As soon as you turn right up State – a big tall hedge . . . phone poles too. . .

John Schilling: But from a parking standpoint I believe there's some sort of regulation that says you cannot park with so many feet of a STOP sign or an intersection . . . or I thought there was.

Ray Tattersall: That's a good question for Jim.

John Schilling: If we put a STOP sign there that may establish that area.

Dan Hanavan: Once you put the STOP sign up you put NO PARKING on the ground a couple times or put a sign up.

Ray Tattersall: If it is 2 way traffic you need to have a place for that car going out to go out to and that car space for that car coming in has to be able to turn. The biggest thing is establishing it as a 2 way road – but look at all the cars. Could there be no parking there because everyone has a driveway?

John Schilling: I agree.

Ken Maciel: If there were a fire on the left hand side of that road we would have trouble gaining access to that house because there is so many cars parked on that side of the road.

John Schilling: Is there a road standard width that would allow parking in 2 way traffic. I believe that road is too narrow for that. That would be the basis for us to come in and say – the standard road width is X in order to have parking in 2 way traffic - this is not an arbitrary decision on our behalf we are following the recommended standards.

Ray Tattersall: We may go a step further and have another meeting with all those people that want to come. I guess that would be a question for Jim. The minimum width is 20 feet as we know from . . .

John Schilling: . . . to be designated as a town road but to include parking?

Ray Tattersall: You can't have on street parking if it's 20, it's too narrow for parking

Dan Hanavan: What's the width of the road?

Ray Tattersall: Might be just about 20 but might be a little more, we would have to go measure.

Dan Hanavan: Then there should be no parking on the street then if it's not up to standard.

John Schilling: What we need before we start to make some decisions is a foundation that we can reference back so that when we start catching flack. Alternative to that would be to make it a one way if you want parking on one side

Ray Tattersall: So you would have to go out Cromwell . . .

Dan Hanavan: Cromwell is tough to get out of . . .

Ray Tattersall: Do we need to set up public hearing with the selectmen?

John Schilling: When we start changing streets – you have to include them.

Ray Tattersall: We could get their agreement that night as long as we all agree what it should be.

Dan Hanavan: If they want one way it would be in Cromwell and out Skiff.

Ray Tattersall: Do we want to have one more meeting before we bring it to the selectmen?

John Schilling: Yes, is there any reason we can't go ahead and put a STOP sign at the bottom of Renear?

Ray Tattersall: I don't see why not.

John Schilling: Motion to put STOP sign at bottom of Renear

Dan Hanavan: 2nds

Ray Tattersall: All in favor

Unanimously Approved

Ray Tattersall: We'll at least start with putting a STOP sign at the bottom on the right hand side and we may have to put a NO PARKING because they can't park right there.

John Schilling: It's like establishing a starting point

Ray Tattersall: We'll need a STOP line and a STOP sign

Dan Hanavan: We can find out from him how far you can park from a STOP sign

John Schilling: You could put up a NO PARKING HERE TO CORNER. But I still think we gonna find there's some issues with this but we will have the foundation with the standards. If that standard holds up with what are belief is, it remains a 2 way street and there's no parking on the street or if you want parking on the street, we have to make it a one way street.

Dan Hanavan: Then it's their decision.

Ray Tattersall: The public hearing is for when that is involved – we don't have to get them involved yet?

Dan Hanavan: Let them get used to the STOP sign.

Ray Tattersall makes motion to adjourn @4:00pm. Chief Schilling 2nds, approved by all

Next Meeting: October 3 @ 3:00PM – DPW Conference Room