

TOWN OF TISBURY
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MEETING MINUTES

DATE: January 15, 2016

TIME: 1:00 PM

ATTENDANCE: Doble, Robinson and Seidman

MINUTES: B. Robinson moved to approve the minutes of January 6, 2016 and January 12, 2016 as amended. C. Doble seconded the motion. 3/0/0

PLACE: Katherine Cornell Theater, 51 Spring Street

DISCUSSION: Beach Street Road Improvement (DOT Plan)
Israel, Loberg, Grande

T. Israel expressed an interest in knowing what the Mass DOT was proposing for the area starting at the gas station to RM Packer Inc.'s property and the crosswalk. B. Robinson replied that they stayed within the 41 ft. layout, but reduced the SUP by 1 ft. and the buffer by 1.5 ft. in the one section of the road to accommodate a sidewalk on the north side of the road.

B. Robinson was not concerned about the SUP, as much as he was with the 1.5 ft. reduction in the buffer, because it did not allow for much improvement. The one saving grace was that the curb at the shoulder would prevent motorists from driving over it.

T. Israel inquired about the location of the crosswalk. B. Robinson replied that it crossed right at the apex by the Beach Road Restaurant. He thought it should be relocated towards the vacant lot (Nelson property) because of the level of activity at its current location. D. Seidman inquired if they could obtain the 200 ft. sight line at the new location. B. Robinson did not think the sight lines would be affected because of the direction of the traffic. T. Israel noted that he was proposing to move the crosswalk approximately 25 ft. B. Robinson affirmed. He thought it was important to move the crosswalk to the empty lot (Nelson property), so that they could connect to the continuation of the SUP. It was perfect location for a transition point.

B. Robinson thought they should request an additional crosswalk halfway between Five Corners and the Tisbury Marketplace. D. Seidman agreed. C. Doble believed without the additional crosswalk they were going to experience an increase in jaywalking. The one item B. Robinson wanted to bring to the boards attention was that they did not provide any information on the widths of the curb cuts.

Board members were advised that a hard copy of the plans would not be available until 2:30 PM. J. Grande recommended viewing the efile the state sent him.

T. Israel inquired if they were considering E. Wild's offer to accommodate the utility poles on their properties. J. Grande thought it was a good segway, but was concerned that they were not focusing on the details of the treatments (i.e. utilities). If they had a stronger grasp of the details, he believed they would be able to get the product they wanted. He also noticed that they were using microfilming for the finished layer. It made him question whether their plans involved a full depth reconstruction. B. Robinson commented that they were saw cutting sections of the road and reserving full depth reconstruction in the areas of the road that were being shifted. Any changes in plans would more than likely occur during construction. J. Grande was concerned that they were missing an opportunity to review other options. He did not have any information on the utility poles. T. Israel inquired about the location of the poles. J. Grande replied that the plans did not contain the information.. B. Robinson recalled that the poles were removed from the sidewalks and shifted into easements in their last set of plans. D. Seidman recalled they were moved back 3 ft. – 4 ft. on both sides.

D. Seidman recalled J. Grande recommended having the utility poles on one side of the road if they could not be installed underground. J. Grande affirmed.

J. Grande noted that the drainage plans were not as involved. B. Robinson did not think there was much anyone could do in the area. He asked if they wanted different types of treatments to the roadway (i.e. color contrast materials, highly visible crosswalks, etc.). C. Doble on reviewing plans could not determine what they were proposing for the bike pavement and signage/directions. B. Robinson understood they were proposing to stencil bike lane symbols at Five Corners. J. Grande noted that they were installing speed signs (i.e. 20 mph, 30 mpg and 40 mph). D. Seidman recalled that the state was willing to add a centerline on the path. C. Doble thought it was a good idea, and recommended stenciling arrows (directions), and directives (i.e. drive slowly) on the pavement. J. Grande thought they would have less sign clutter.

T. Israel thought they should send the state a list of revisions, they could recommend to the community. M. Loberg noted that they've not responded to their written recommendation(s) in the past. B. Robinson did not understand the state's rationale for decreasing the buffer 1.5 ft. along the barrier beach between the wharf and the gas station that no one used. It left the road vulnerable. T. Israel agreed.

M. Loberg inquired if the state offered any details to explain how they were going to reinforce the beach. B. Robinson found one note on the subject and it was insubstantial. He shared that the state was going to survey the shore in November.

B. Robinson thought they had to respond to the state as soon as possible. T. Israel agreed, and asked that they pursue the business community's offer to relocate the utility poles. D. Seidman thought the committee should meet to review the full size plans before they made recommendations. M. Loberg thought they had to make a decision on the utilities. B. Robinson agreed with D. Seidman. He thought the committee should meet again, and include P. LeClerc and B. Veno in the discussions to draft the list.

M. Loberg reiterated the importance of making a determination on the utilities. If they were going to be relocated, they should go for the better solution i.e. underground. J. Grande he did not see a lot of movement in the plan and it concerned him. He thought the state was opting to do the minimum. B. Robinson did not think they were going to relocate the utility poles, if they were not doing full depth reconstruction.

B. Robinson suggesting reviewing their options. They could accept the state's proposal; they could mitigate the crossings and utility lines or have the latter completely

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underground. J. Grande thought they could reduce the number of poles. B. Robinson agreed and thought it could be part of the mitigation. J. Grande asked B. Robinson about their objective(s). B. Robinson replied to see how much they could mitigate the cross lines, number of poles, etc.

T. Israel did not believe the community would support the cost of installing the utility poles underground, and recommended exploring other funding options. D. Seidman concurred.

C. Doble suggested looking into Massworks. J. Grande was familiar with the program, and understood that the funds were tied to job creation and housing. T. Israel inquired about "Blue Economy". D. Seidman indicated that he had arranged a discussion on the topic in March, and thought they might be able to secure some funding through this initiative.

M. Loberg recalled of another initiative at the state level for best practices i.e. The Partnership. C. Doble thought they should compile a list of available funding sources and their requirements to determine if they qualified for any funds.

A laptop was provided the committee to review the efile Mass DOT sent J. Grande, but the images on the small screen could not be viewed by the committee members. D. Seidman recommended scheduling another meeting, and asked committee members if they could meet on Monday. M. Loberg reminded committee members that it was a holiday, and town offices were closed. M. Loberg recommended Tuesday morning on January 19, 2016. B. Robinson suggested Tuesday morning at 10 AM. All agreed to meet at the Town Hall Annex.

PRO FORM

Meeting opened, conducted and closed in due form at 1:30 P.M.
(m/s/c 3/0/0)

Respectfully submitted;

Patricia V. Harris, Secretary

APPROVAL:

Approved and accepted as official minutes;

Date

Daniel Seidman
Planning Board Chairman