TRAFFIC SAFETY WORK GROUP  
Town Building Conference Room  
16 Broad Street  
Nantucket, Massachusetts 02554  
www.nantucket-ma.gov

~~ Minutes ~~  
Thursday, January 23, 2020

Staff in attendance: Sign Technician Ray Sylvia; Town Minute Taker Terry Norton  
Attending Members: Transportation Planner Mike Burns (chairman); Jack Gardner (vice chairman); Arthur Gasbarro; Fire Chief Steve Murphy; Deputy Department of Public Works (DPW) Director Stephen Arceneaux  
Members Absent: Police Chief William Pittman; Commission on Disability Chair Milton Rowland

I. CALL TO ORDER AND ANNOUNCEMENTS  
Called to order at 10:43 a.m.

III. PUBLIC COMMENT  
None

IV. OFFICIAL BUSINESS

1. Continued update on proposed Lovers Lane, Okorwaw Avenue and Monohansett Road improvements.  
   Documentation None  
   Discussion Arceneaux – No updates from DPW.  
   Action No action at this time.  
   Vote N/A

2. Review requests to make section of Center Street from India Street to Hussey Street one-way towards northwest towards Hussey Street; and, for new short-term loading zone by tree in front of Roberts House on Center Street.  
   Documentation Email from Nat Lowell; GID graphic; traffic volumes and directions  
   Discussion Burns – We talked about this; we wanted the Fire Department to weigh in.  
   Nat Lowell – Last week he discussed these with the Police Department; Angus MacVicar voiced concerns against the 1-way. The Roberts House renovation is continued to next fall and during construction the stretch in front will be 1-way as a test. There will be a lot of work going on in this area. A loading zone needs to be 48-feet long. The proposed – until noon – loading zone would require moving the fire hydrant across the street. The existing loading zone needs to remain; when no one is parked in spaces, those are being used for loading.  
   Murphy – He’s not sure short-term loading zones to allow trucks to get in and out is a good idea.  
   Gardner – The sidewalk across the street is wide enough that it can be pared down to widen the street a foot.  
   Arceneaux – The means moving the mounting block and the Historical Commission and Historic District Commission would have something to say about that; also, the sidewalk must be compliant with Americans with Disabilities Act requirements.  
   Burns – For that to be a loading zone, the section of road would have to be 1 way.  
   Lowell – On this stretch of Center Street, there are few cars going toward India from Broad, so he doesn’t see 1-way as an issue.  
   Burns – That directional flow in the summer is 40 an hour.  
   Barnes – He does that all the time. If you make Center one way, it should be one way all the way to Broad street, so vehicles don’t start down Center and get stuck.  
   Burns – The loading zone is a good idea but that has to be 1-way through there to do that.  
   Murphy – If we remove cars from going down Center to India, the question is where they will go; it’s the same issue if we make the whole road one way. He thinks vehicles should be able to
come up Chestnut and jog over the Hussey. He likes the idea of that being one way but not if it creates issues elsewhere.

Discussion about modifications that would be necessary to create the loading zone and keep the stretch of Center in front of Roberts House wide enough to stay 2-way and enabling vehicles to make a left turn from western India onto Center.

**Murphy** – Fire trucks do not make a left turn off India onto Center. If the hydrant can be moved, he’s okay with the loading zone.

**Gasbarro** – He’d be willing to support this as drawn with the hydrant moved. All it would take is a do-not-enter sign just south of Hussey Street.

Discussion on the motion.

**Action**  
Motion to support proposal as drawn, subject to relocating the hydrant to the other side of the road. (made by: Gasbarro) (seconded by: Arceneaux)

**Vote**  
So voted unanimously

3. Review request to keep the loading zone on Broad Street adjacent to Glidden’s office until the current time and change time of newly approved loading zone on Broad Street in front of Brotherhood to end at 12 noon.

**Documentation**  
Email from Nat Lowell; Aerial maps; Parking Time Limits and Enforcement Areas map

**Discussion**  
**Burns** – Again we wanted to hear from the Fire Department.

**Lowell** – Saturday a truck was parked in front of The Brotherhood; he talked to the driver. The manager doesn’t want a loading zone there all day because of the lunch crowd. Suggested moving the crosswalk to the corner of Broad and Federal; the loading zone would be 38 feet from the edge of the current crosswalk to the curbcut; it’s very easy for trucks to get in and out.

**Murphy** – He’s concern with the top loading zone is the ramp extending into the intersection and fire trucks not being able to make that turn. He’s okay if the upper loading zone stays there but drivers have to understand that the ramp can’t extend into the crosswalk; alternatively, it could be restricted it to smaller trucks.

**Burns** – The police would have to be diligent about enforcement.

**Lowell** – The key is for the Town to look like it’s trying to help.

**Sylvia** – There are two seasonal loading zones.

**Gasbarro** – It’s important to realize that a loading zone takes away 2.5 parking spaces. If we’re trying to maintain parking spaces, we need to come up with parking elsewhere. He’s thinking about the summer-morning rush.

**Murphy** – If trucks can’t keep the intersection clear, he’s going to ask the Select Board to remove the upper loading zone.

**Action**  
Motion to define the loading zone in front of The Brotherhood as short-term 8 to 12 year-round as shown in Option 1 in the packet and the upper loading to remain from 8 to 4.  
(made by: Arceneaux) (seconded by: Murphy)

**Vote**  
So voted unanimously

4. Discussion regarding moped/scooter parking in the street.

**Documentation**  
Photos of mopeds

**Discussion**  
**Burns** – Our “homework” was to suggest parking. He hasn’t had time to research this. You can’t park a bike or scooter in a manner that obstructs pedestrian traffic.

**Arceneaux** – One idea is to allow parking where the bicycles park; we don’t want them parking with the cars. We’d need to work out how to define the spaces.

**Nat Lowell** – There is an undefined bike corral next to the NRTA building on Chestnut Street.

**Murphy** – We need to be proactive and marking off spots for Ride Share and bicycles; with all this stuff coming, scooters will start taking parking away. We need return areas, so they aren’t parked in the middle of a sidewalk. It is coming that the police can ticket a moped, but we aren’t there yet.

**Burns** – As of the first of this year, all mopeds must have a registration decal.

**Gasbarro** – We can incentivize scooters to park in the corrals by not having a time limit on it.
Lowell – Thinks we could get Dreamland to allow a corral on their property. Identified other locations where mopeds can park. There are going to be more electric bicycles, which shouldn’t be parking on the street; it does happen. We can’t let people park randomly on the sidewalk in a way that blocks pedestrians; if bollards are strategically place on wide sidewalks, that could be a future answer.

Murphy – The next step is to designate moped parking areas.

Gasbarro – Chief Pittman said we can’t stop mopeds from parking in the street; we would need to come up with a schematic plan showing measured designated parking areas and bundle that with a recommendation to enforce moped parking.

Discussion about areas for possible moped parking and signage and enforceability.

Burns – Asked everyone to think of parking areas for the next meeting.

Action Tabled for next meeting.

Vote N/A

5. Milestone Road – Discussion of consequences of converting to locally-controlled roadway.

Documentation Email from Mike Burns

Discussion Burns – This came up at Nantucket Planning and Economic Development Committee. The Town taking Milestone Road has enforcement ramifications; he doesn’t know of the State Police presence hinges on Milestone being a State road.

Murphy – That question needs to be asked; there are certain tasks that have been passed to the local police.

Curtis Barnes – Pointed out that maintenance would fall on the Town rather than the State.

Arceneaux – Cost is an issue; even if we had the funds to do it, the manpower for upkeep of the roads would be stressed.

Nat Lowell – About 8 years ago, this came up but was never discussed. We are getting destroyed over the non-issue of widening Milestone Road because the public thinks the Town has control over it. He doesn’t want it to become a Town road.

Burns – We need a report on the consequences of taking over it; we have questions about enforcement and questions.

Action Take no action by unanimous consent.

Vote N/A

V. OTHER BUSINESS (Topics not reasonably anticipated 48 hours in advance of meeting)

1. Arceneaux – Asked if there needs to be a discussion on 9 West Chester Street.

Burns – Not until we get a request.

VI. APPROVAL OF MINUTES

The minutes of November 21, 2019 were approved by the unanimous consent of the meeting.

VII. ADJOURNMENT

Motion to adjourn at 11:58 a.m.

List of additional documents used at the meeting:

1. Draft Minutes of November 21, 2019