

**Edgartown Planning Board Meeting**  
**June 2, 2015 at 5:30 PM**  
**Minutes**

*Members in Attendance: Chairman Michael McCourt, Robert Cavallo, Fred Mascolo, Robert Sparks, Alan Wilson*

*Staff in Attendance: Georgiana Greenough, Assistant; Lucy Morrison, Clerk*

Chairman Michael McCourt called the meeting to order at 5:30 PM.

**5:30 PM: Public Hearing: Postponement of Wave Lengths, 223 Upper Main St (20A-95)- Modification of a special permit to extend the permit for the fourth year. Postponed from May 19.**

*In Attendance: Colin Young*

Mr. Mascolo recused himself from the hearing as one of his real estate agents represents Wave Lengths.

Ms. Greenough read a letter from the Board of Health that was received on May 19<sup>th</sup> detailing some violations.

Mr. Young replied that he was not aware of anyone living in the basement, and would need to check in with Ms. Leaf. He also claimed that he assumed the separate tank was functioning and being used properly. Mr. Poole stated in his letter that both of these issues can be corrected rather easily. Mr. Cavallo commented that the separate tank is obviously not being used properly.

Mr. McCourt stated that the Board is not in the position to approve any extensions until those issues are rectified. He suggested the applicants obtain the proper permits or correct the problems, and then return for the extension.

Mr. Wilson moved to continue the application to July 7<sup>th</sup>. Mr. Cavallo seconded, and the motion passed unanimously, 4-0.

The applicants will need approval from the Board of Health before returning to the Planning Board.

**Discussion: Year-end Planning Board funds available.**

Ms. Greenough mentioned that it is the end of fiscal year. The Planning Board has about \$6,000 left in the budget. She recommended that the Board hire professional planners to help with the restructuring of Simpson's Lane.

Mr. Sparks asked if, other than Ms. Leclerc, there were any other personnel at the Commission who could help. Bill Veno was suggested. Mr. Sparks recommended the Board make better use of the MVC.

Pricilla Leclerc commented that Mr. Wells is really the expert, and she would consult with him before making any recommendations.

Mr. Wilson mentioned the Northeastern University engineering students. It was noted that they are only available to come to the island in the winter when the traffic issues are minimal.

Mr. Mascolo asked if any of those funds could be used to explore a turning lane or a loading lane in front of Stop & Shop, as has been discussed many times in the past.

Ms. Leclerc mentioned that the Mass DOT District 5 representative had previously stated that there is not enough right of way for a turning lane. Ms. Greenough also mentioned that the Stop & Shop property line creates an issue as well.

#### **5:45 PM: Public Hearing: Continuation of Simpson's Lane/Chappy Ferry Line. Recommendations to the Selectmen.**

In Attendance: Peter Wells, Pricilla Leclerc, Bill Veno, Johnathan Chatinover, Roger Becker, Peter Getsinger, Heidi Raihofer, Dudley Cannada, Tim O'Connell, John Chirgwin

Chairman McCourt stated that the purpose of this hearing is to evaluate the responses from the previous two hearings and develop some recommendations for the Selectmen. The Board will be focusing on short-term mitigations. This list is not meant to be a complete fix, but rather to help alleviate some of the issues. He asked that Mr. Wells respond to whether or not the options are viable and feasible in practice.

Ms. Greenough presented a list of everything that had been suggested at the two previous hearings.

Mr. Sparks asked how many cars fit in the line on Daggett Ave. Mr. Wells replied that about 12 cars can fit, but there are some exceptions. He estimated that it takes about half an hour to clear the line on Daggett Ave, and if the line were doubled, it would take about an hour.

Chairman McCourt asked about the possibility of a fire in the middle of the line with two lanes of cars. Mr. Wells responded that that was one of his biggest fears when doing the experiment; it would be a huge problem. He added that highways are designed to allow for perpendicular exits in case of emergency. The double lane would completely impede this type of exit.

The Chairman also commented that the order of cars got confusing with the double lane. Mr. Wells replied that a single file line with a cut lane is hard enough; he does not think that a double lane is a reasonable request to ask of the ferry service.

Mr. Sparks commented only one driveway will be blocked by the double lane, while seven driveways are currently blocked along Simpson's Lane.

Mr. McCourt stated that he was opposed to the double line on Daggett Ave, and added that there are several legitimate reasons why it won't work.

Bill Veno recommended that the Board observe the flow of bikes and pedestrians over the course of the summer- good to do some observations this summer.

Mr. Cavallo mentioned that it is impossible to predict whether a car or a large truck will be entering the line. Two large trucks would not be able to fit side-by-side, and would require a staff member to be present to direct the traffic. It would also cause the line to be staggered, which would cause large gaps and confusion.

Mr. Wells suggested the Board try the double line on Daggett Ave experiment again, but also asked them to consider what it will be like on a rainy night.

Mr. Mascolo asked about the vehicles that stage on Dock St. Mr. Wells responded that UPS trucks, FedEx trucks, cement mixers, and other large vehicles use the cut line. He mentioned that trailers are unable to make the sharp right from Dock St onto the ferry.

Mr. Sparks urged the Board to not exclude the double line idea from the list of recommendations. Mr. Wilson disagreed, and stated that it is clear that there is no way it could work.

Mr. McCourt stated that the most obvious solution seems to be to have Simpson's Lane patrolled more by the traffic officers. The street is currently only patrolled when there's a problem. It was previously mentioned by Chief Rossi that two extra summer traffic officers had already been hired, but it was unclear about whether or not their positions will be completely dedicated to monitoring the Chappy ferry line.

Mr. Wilson mentioned that the problem is worse on Chappaquiddick, and that the ferry really needs another boat. Mr. Wells agreed.

Mr. Mascolo recommended painting the lines in the road with different colored paint.

John Chirgwin stated that the ferry personnel directing traffic on Daggett Ave cannot see what is happening on Simpson's Lane. Heidi Raihofer mentioned that it is impossible to pass the cars waiting in line since they are constantly meandering to the left to see what is happening further down North Water St.

Tim O'Connell suggested stopping the line between house numbers 38 to 50 on Simpson's Lane. Leaving this block open to thru-traffic would prevent the densest portion of driveways from being blocked. It was estimated that about 10 to 12 cars would be displaced by blocking off that section of the waiting line. Mr. Sparks asked if the staging would be increased so that it runs past Peases Point Way, or if the line would be stopped and the drivers told to come back later. Mr. O'Connell emphasized that there has

to be an end to the line. Mr. Wilson commented that that has been tried, and people drive around and keep coming back, which only contributes to other traffic problems downtown.

Mr. Wells commented on the unpredictability of the situation, how it is impossible to know how long the line will be on any given day.

Mr. Cavallo stated that he would be opposed to any staging at Memorial wharf. He also said that his biggest recommendation would be to increase police presence.

Ms. Raihofer commented that Thursday is when all of the landscapers come, and it can be horrendous. She stated that there are large vehicles in line all summer. Mr. McCourt asked if there was a way to handle the landscaping differently. Mr. Wells stated that some companies do better than others, and that people would do well to come earlier. Mr. Sparks recommended distributing the landscapers over a couple days. It was noted that the landscapers come on Thursday so that everything looks its best for the Friday turnover rental day.

Mr. Wells stated that confusion is one of the biggest contributors to how long the line can be. He presented some pictures with potential arrows drawn on the pavement and an added yield sign.

Mr. McCourt commented that arrows and signage on both sides will be a recommendation. The pictures will be forwarded on to the Selectmen.

Mr. O'Connell stated that when a person is waiting in line, they have no clue how long the line is. He suggested having some sort of signage on North Summer St to give notice that it will be a two to a two and a half hour wait. This gives people the opportunity to take a right onto North Summer St and get out of the line to try another time.

Mr. Cavallo suggested the Board consult with the MVC to create better signage. Mr. Sparks stated that he does not want to see too many signs, or cones, or bright yellow stripes on Simpson's Lane. Mr. Mascolo agreed, and stated that he would like to protect the historic nature of the town, and not have the road be over-signed. Ms. Leclerc mentioned the tiny speed limit signs along Herring Creek Farm road; and noted that the support of the Board of Selectmen will be needed to implement new signage, as well as police enforcement of the no waiting zones.

Mr. Wells commented that getting out of a driveway on Simpson's Lane is only part of the battle. If the road is blocked by a large vehicle, the driver must also wait in line for the blockage to pass to be able to exit onto North Summer or North Water St. Ms. Raihofer and Mr. Cannada agreed, and stated that wide trucks completely block the street, making it impossible to pass. Ms. Leclerc stated that there are four points along Simpson's Lane that are only about 15 feet wide.

Mr. Chatinover mentioned that the ferry line only moves cars on Simpson's Lane every two trips, so that six cars move at once instead of three. He noted that it takes 10 to 12 minutes for the line to move. Mr. Wells commented that it was the police who decided to move six cars at a time, but that it would be

possible to move three cars. Mr. Chatinover also mentioned that people probably pull up as close to the car in front of them as possible, since they are worried that they'll be cut in line.

Mr. Cavallo, Mr. Wilson and Mr. Mascolo were not in favor of a reservation system. Mr. Wells stated that he would be interested in more research into the possibility of a reservation system, but noted that there are a lot of variables.

Ms. Raihofer commented that it would be helpful to have bikes, or scooters or segways for the summer traffic officers to ride on to cover the street quickly. She also asked the Board to consider staging the line in the Among the Flowers parking lot. Mr. Sparks commented that that lot is a decent portion of the parking available downtown. Ms. Raihofer mentioned that the area could turn back into a parking lot once there is no more line.

Mr. Becker stated that installing more cameras should be a top priority, if for nothing else than to use for statistics for future planning. The footage should also be available to the public, to gauge how long the wait will be. Ms. Greenough asked Adam Darack, the Town IT expert, about the feasibility of installing more cameras. Mr. Darack thought that it would be simple and useful. Mr. Wilson stated that it would be helpful for Chappaquiddick residents to gauge when to return to Chappy.

Peter Getsinger stated that he was surprised that the option for a double line on Daggett Ave was still under discussion. He pointed out that there are many practical and legal complications, and did not understand why the Board was still considering it. Mr. Becker agreed.

Mr. McCourt replied that the Board is looking at any and all options and let the Selectmen decide what works best. Mr. Wells suggested running the test again.

Mr. Cannada stated that a reservation system is the only reasonable solution. The Board stated that instating a reservation system for this summer is not practical, but the possibility will be explored more for the future.

Mr. O'Connell stated that having the ferry out of downtown would be the most helpful solution, so that the traffic could stop blocking public ways. Mr. Sparks asked if it would be possible to move the ferry. Mr. Wells stated that he would need landing space. About 20 years ago, the possibility of having a landing on Aero Ave, across from the Farm Institute, was discussed. There were issues with Land Court, and winter would be difficult, since the area is more prone to freezing. There is also more access for pedestrians and bicyclists where the ferry is currently located.

Mr. Mascolo emphasized that another boat would make the biggest difference. Mr. Wells stated that there is no way to predict if it would help, that there's no way to know unless it is tried. He noted that a passenger/bicycle ferry would not be running year-round. He also added that he needs as many slips as boats.

Bill Venno stated that he would not be in favor of parking permits. He said that private spaces create more demand for public parking, which would only exacerbate the current parking problem.

John Chirgwin mentioned that the problem lies in commercial vehicles, since they are impossible to pass on the narrow roads.

Roger Becker urged that a reservation system be created, even if only on a small scale, so that any large truck needs a reservation.

Mr. McCourt stated that a lot of information was processed at this hearing, and that the Board will meet on this issue again. The Board will present their recommendations at the Selectmen's meeting on June 15<sup>th</sup>. The agenda will be posted later next week, and Ms. Greenough will email any interested parties once it has been posted.

Mr. Sparks moved to continue the hearing on Simpson's Lane to June 9<sup>th</sup>. Mr. Mascolo seconded, and the motion passed unanimously, 5-0.

Mr. Cavallo moved to adjourn. Mr. Sparks seconded, and the motion passed unanimously, 5-0.

Respectfully Submitted,

Lucy Morrison

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<i>Michael McCourt, Chairman</i>
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<i>Robert Cavallo</i>
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<i>Fred Mascolo</i>
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<i>Robert Sparks</i>
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<i>Alan O. Wilson</i>
Edgartown Planning Board
Date signed: _____