

**MINUTES
OF THE
WOODS HOLE/FALMOUTH NOISE & TRAFFIC MITIGATION WORKING GROUP
OF THE
WOODS HOLE, MARTHA’S VINEYARD
AND NANTUCKET STEAMSHIP AUTHORITY**

August 25, 2021

Via the Zoom Video Conferencing App
First Floor Meeting Room (Room 103)
The SSA’s Administrative Offices
228 Palmer Avenue, Falmouth, Massachusetts

<u>Working Group Member</u>	<u>Appointing Authority</u>	<u>Present/Absent</u>
Stephen Araujo	Tisbury Select Board	Present
John Cahill	Dukes County Commissioners	Present
Alison Fletcher	Steamship Authority	Present
Doug Jones	Falmouth Select Board	Present
Mike Mauro	Martha’s Vineyard Commission	Present
Michael Santoro	Oak Bluffs Board of Selectmen	Present
Steven Sayers	Steamship Authority	Present
Nathaniel Trumbull	Falmouth Select Board	Present

Also Participating:

Peter McConarty, Director of Public Works for the Town of Falmouth

1. Mr. Sayers began the meeting at approximately 3:00 p.m. by announcing that the Steamship Authority (SSA) was making an audio and video recording of the meeting, and he asked whether anyone else was making a recording as well. When no one responded, Mr. Sayers stated that he assumed no one else was making a recording of the meeting.
2. Mr. Sayers then announced that, in accordance with section 20 of chapter 20 of the Acts of 2021, the SSA has ensured public access to the deliberations of the Working Group today for interested members of the public via Zoom, and that the link to access this meeting via Zoom has been provided in the meeting notice for today's meeting. Mr. Sayers further stated that, also pursuant to that statute, all of the Working Group members were participating remotely in today's meeting by the Zoom video conferencing app and that all members will be clearly audible to each other.

Approval of the Minutes of the Working Group's July 28, 2021 Meeting

3. The Working Group members then **voted** (with Messrs. Araujo, Jones, Mauro and Trumbull voting in favor) to approve the minutes of the Working Group's July 28, 2021 meeting in public session, as the minutes may be revised after Mr. Sayers checks whether, as set forth on page 12, Mr. Trumbull stated that the trucks are waking up Woods Hole residents or whether Mr. Trumbull stated that they are waking up hundreds of residents, referring to both Woods Hole and Falmouth residents.

The Town of Falmouth's Response to the Working Group's Request regarding Several Potential Traffic Mitigation Measures

4. After Mr. Sayers noted that the next item on the agenda was the Town of Falmouth's response to the Working Group's request regarding several potential traffic mitigation measures, he stated that he had been remiss in not welcoming and thanking Peter McConarty, Director of Public Works for the Town of Falmouth, who was joining the Working Group that day to assist them in their work.
5. Mr. Sayers then shared his computer screen, showing the email exchange between himself and Falmouth Town Manager Julian Suso on July 30, 2021, regarding the Working Group's letter asking the Town to apply for a permit from MassDOT for the installation of electronic speed feedback signs along the State Highway leading to Woods Hole. Mr. Sayers noted that the letter also requested the Town to ask MassDOT to schedule a tree trimming and site distance land project along that corridor and to ask the Massachusetts State Police to take enforcement action against overweight trucks. Mr. Sayers reported that Mr. Suso had thanked him and asked whether the SSA was going to assist in the expense of securing, installing and maintaining the electronic speed feedback signs, and that Mr. Sayers had responded by telling Mr. Suso that the Working Group had not discussed that issue. Since then, Mr. Sayers said, he has not heard anything from Mr. Suso or any other representative of the Town.

In response to a question from Mr. Sayers, Mr. McConarty stated that Mr. Suso had asked him if there would be a cost associated with the speed feedback signs and, if so, how that cost would be paid for. Mr. McConarty further reported that he had informed Mr. Suso that this issue had not been discussed by the Working Group and that, while the Town's engineering staff could work with the State on the locations where the signs might be placed, no funding for the actual signs had been discussed or approved.

Mr. Jones then expressed his frustration at Mr. Suso's response, observing that the Working Group has no funds to be able to spend is not in a position to suggest what funds might be available to the Town or the SSA to spend. Mr. Sayers agreed, noting that, with the expertise of Mr. McConarty and Falmouth Town Engineer James McLoughlin, all of the members of the Working Group agreed that the signs would be effective, that it was up to the Town to decide whether it wants to install them on its own or whether it wants to ask

the SSA, and that, if the Town were to ask the SSA, it would be up to the SSA to have that discussion with the Town.

Mr. Jones then suggested that Mr. Sayers send another email to Mr. Suso stating that, while the Working Group does not have the authority to spend any funds, it still hopes the Town will move forward in investigating the possible installation of the speed feedback signs and, if the Town wants to request funds from the SSA, that would be up to the Town, as that issue is outside the Working Group's purview. Mr. Jones stated that he thought it was important for the Working Group to send a message back to Mr. Suso to continue to push the Town to move forward on this.

Mr. Sayers agreed and asked whether any of the other Working Group members had an opinion about this matter. After no one disagreed, Mr. Sayers stated that, if no one had an objection, he would send an email to Mr. Suso by the end of the week with Mr. Jones' proposed response on behalf of the Working Group, and Mr. Araujo stated that he had no problem with that.

Enforcement of the SSA's Policy against Early Arrivals at the Woods Hole Terminal and Its Other Noise Mitigation Policies

6. Mr. Sayers then shared on his computer screen the spreadsheet he had prepared showing the number of email reminders the SSA sent to freight shippers for early arrivals at the Woods Hole terminal from July 1, 2021 through July 31, 2021, including the number of trucks 35 or more feet in length (3-, 4- and 5-space trucks) that were carried on the SSA's early morning trips during that time period, noting that the SSA did not have electronic communications capability during much of the month of June 2021. Mr. Sayers observed that the rate of the truck drivers' compliance with the SSA's early arrival policy was excellent for those who had reservations on the 6:00 a.m., 6:30 a.m., 6:45 a.m. and 7:00 a.m. trips. Mr. Sayers also noted that, while the spreadsheet indicates that there was only 85.5% compliance for the 5:30 a.m. trip, it only shows the 62 3-space trucks that were carried on that trip and not the number of 1- and 2-space trucks that were also carried, and that when the 265 2-space trucks that were also carried on that trip are included in the statistics, freight shippers on that trip had a compliance rate of 97.2%.

Mr. Araujo observed that the high compliance rate was the result of the exceptional job that both the SSA and the freight shippers have been doing, but Mr. Trumbull stated that another way of looking at it was that every third day there is an early truck that may be waking people up earlier. In response, Ms. Fletcher noted that it was still better than being wakened earlier every day and that the SSA was working in the right direction.

In response to a question from Mr. Trumbull, Mr. Sayers stated that Ms. Fletcher reviews the arrival times of trucks at the Woods Hole terminal and that she sends an email to each freight shipper whose truck had arrived early. Mr. Trumbull then asked whether the trucks that do arrive early are repeat offenders or new ones, saying that he was surprised that there are any early arrivals. In response, Mr. Sayers stated that they seemed to be mostly third-

party carriers who are contracted with by the freight shippers and, for some reason, do not receive the SSA's communications. Ms. Fletcher further noted that a freight shipper receives an email even if its truck driver was only two minutes early, and Mr. Sayers pointed out that, for the most part, the trucks that had arrived early at the Woods Hole terminal had been less than five minutes early. With respect to the two trucks that had arrived 39 and 40 minutes early, Mr. Sayers and Ms. Fletcher both stated that they believed those trucks belonged to third-party carriers and that one was a moving company.

Proposed Additional Reservation-Only Days on the Martha's Vineyard Route

7. Mr. Sayers reported that, at their meeting the previous day, the SSA's Board voted to expand the number of reservation-only days on the Martha's Vineyard route for this year to include Fridays through Mondays from Labor Day to Columbus Day. Mr. Sayers acknowledged that Messrs. Jones and Trumbull were hoping that there could be reservation-only days seven days a week during this period, but Mr. Sayers stated that the SSA does not have the staffing capability for that because, on reservation-only days, the SSA has to increase the hours that the Mashpee Reservations Office is open to provide the public more time during the day to make reservations. Nevertheless, Mr. Sayers said, this is now a better situation than it was before.

Mr. Sayers also reported that the SSA's staff was considering whether to ask that there be reservation-only days every day of the week for the entire 2022 summer schedule instead of only on Fridays through Mondays. In this regard, Mr. Sayers noted that the worst traffic backups that had occurred in Woods Hole had been on standby days, in particular on June 23, 2021, although the SSA has received fewer complaints about traffic backups since then and has not seen any backups again all the way to the Dome. Mr. Sayers stated that he thought that this was due to the great job that the SSA's Woods Hole terminal employees are doing of checking in customers as they arrive at the terminal and the fact that, after June 23rd, the SSA has had reservation-only days at least four days of each week.

Mr. Araujo reported that he was in a traffic backup in Woods Hole the prior week that had nothing to do with the SSA. In response, Mr. Sayers agreed that traffic backups occur in Woods Hole for other reasons that are not the SSA's responsibility, but the SSA still wants to take care of the traffic backups that are its responsibility and hopefully eliminate them.

Mr. Sayers noted that Mr. Trumbull had emailed the SSA about a particular traffic backup that corresponded with the opening of the Woods Hole drawbridge. But Mr. Trumbull observed that it was difficult to determine whether a traffic backup is attributable to the bridge being open because it is open so often. Mr. Trumbull then asked why the SSA's website was saying that standby was not available today. In response, Ms. Fletcher stated that, although not very often, the SSA prohibits customers from traveling on standby in extreme circumstances and that it did so this time because of the hurricane. Ms. Fletcher observed that, because there had been a suspension of service, the SSA was trying to take care of those customers who had reservations on the trips that had been canceled.

Mr. Trumbull then noted that there was a notice on the SSA's website for customers to call the SSA's reservation-only line, and he asked whether customers could also make reservations online. In response, Ms. Fletcher stated that customers are able to make reservations online on reservation-only days, but that they need to log onto the website with their PIN in order to do so.

8. Mr. Jones then noted that he had seen some social media posts about a horrible traffic day on Martha's Vineyard and stated that he thought the Working Group should be concerned not only about traffic in Woods Hole, but also traffic on the island. In response, Mr. Araujo stated that the island traffic problems occurred on Saturday when the Oak Bluffs terminal was closed due to the hurricane, and that the traffic situation in Vineyard Haven needs to be improved. Mr. Cahill and Ms. Fletcher also stated that, on Sunday, when both the Oak Bluffs and Vineyard Haven terminals were closed until the SSA began operating from the Vineyard Haven terminal in the late afternoon, everyone rushed to try to get on a boat and traffic was backed up in some places for more than a half-mile. In this regard, Mr. Cahill observed that the bottleneck was attributable to the fact that service had been suspended due to the hurricane at the end of the summer when everyone is traveling off-island, and everyone panicked because they wanted out.
9. Mr. Trumbull then stated that he was still interested in exploring what technology solutions might help with these situations. For example, Mr. Trumbull said, it might help if the SSA's customers could see what the standby situations are on standby days, and he noted that the SSA had a different standby system for customers departing from Nantucket. In addition, Mr. Trumbull suggested that installing cameras and using the SSA's Palmer Avenue parking lot might help, but that he has not heard any potential solutions other than restricting standby.

Mr. Trumbull also noted that, not only do SSA customers drive from Woods Hole to Falmouth when the standby line is closed, many of them probably later drive back again to Woods Hole to try to travel on standby again. Mr. Jones agreed, observing that it should not be that hard for the SSA to provide its customers who are driving to Woods Hole with information similar to that given out by Logan Airport to its customers, such as how many parking spaces are available. In response, Mr. Sayers stated that the SSA's website already lists how many cars and trucks are waiting in standby at each of the SSA's terminals on an ongoing basis. But Mr. Jones replied that the SSA's customers still have to be able to use its website to get on standby instead of having to drive down to Woods Hole.

Mr. Araujo then stated that he thought the SSA was doing everything it can to mitigate the problem, but that the problem was due to people not listening and doing whatever they want to do, just showing up at the terminal and thinking they can get on any boat they want. Although Mr. Jones suggested that those people will learn when they are not able to travel, Mr. Araujo stated that most of them are customers who use the SSA only once or twice.

10. Mr. Cahill then suggested that, in connection with the SSA's upcoming website redesign, including its smartphone app, the SSA could build into its smartphone app's functionality the ability for people to easily click on a button that shows the number of vehicles in

standby at each terminal. Ms. Fletcher agreed, noting that the SSA's current mobile app just displays what times the boats are scheduled and whether they are delayed or diverted. Ms. Fletcher stated that, in order to see what the standby situation is at a particular terminal, a customer has to go down to the bottom of the page, click on a button to go to the SSA's full website, and find the standby information there.

After Ms. Fletcher noted that one of the reasons the SSA was redesigning its website was to make its mobile app more user-friendly, Mr. Cahill suggested that the Working Group recommend to SSA Communications Director Sean Driscoll that the SSA's mobile app be improved by having standby information easily located on the app. Mr. Jones further observed that the SSA's standby customers would be thrilled if the app made it easier for them to get on standby, and that perhaps the only way customers could get on standby should be to use the app, which would result in them having a guaranteed spot in standby. In this regard, Mr. Cahill noted that the app could also inform customers when the standby situation was such that they should not even bother to drive to Woods Hole. Accordingly, Mr. Sayers stated that, by acclamation, the Working Group was asking Ms. Fletcher to forward these suggestions to Mr. Driscoll, and Ms. Fletcher informed them that she was on the website committee herself.

11. In response to a question from Mr. Cahill, Ms. Fletcher stated that the Woods Hole terminal is supposed to update the standby information on the SSA's website at least once an hour, which results in the information being updated generally after two boats have departed and taken some of the standby customers that were in line. Mr. Cahill then suggested that, in connection with the redesign of the Woods Hole terminal, the SSA could consider making this process electronic.
12. Mr. Araujo then asked how often traffic backups have been a problem due to the SSA's standby customers. In response, Mr. Trumbull stated that he hears of daily reports of traffic regularly backing up onto Woods Hole Road past the library. But Mr. Araujo observed that those types of traffic backups are a problem not just in Woods Hole, but everywhere else on Cape Cod and Martha's Vineyard, and that the Working Group has to be realistic in recognizing that some of these traffic problems are going to happen and that the SSA cannot fix everything.

Mr. Sayers agreed, but he noted that what the Working Group was discussing was whether the SSA can implement a better standby system than it has now. In response, Mr. Araujo declared that he wholeheartedly agreed with that goal, but that he felt the SSA just will not be able to fix some of the problem because of people. Nevertheless, Ms. Fletcher stated that redesigning the SSA's website and integrating standby information into a new app will help the SSA in the long term by giving the SSA's customers more up-to-date information. Unfortunately, Ms. Fletcher said, it will take some time to do this. But Mr. Trumbull suggested that it should be easy to use a webcam to show people what the standby situation is.

13. Mr. Trumbull then asked whether the SSA allows up to 50 cars a day to use the Blue Line. In response, Ms. Fletcher said that it is up to the terminal agent, at his or her discretion, to allow more than 15 cars a day into the Blue Line, and that the agents usually try to allow 15 cars in the Blue Line in the morning and 15 cars in the afternoon. Mr. Trumbull then asked whether the Blue Line is a possible source of traffic backups onto Woods Hole Road. In response, Mr. Sayers stated that it was not a source of traffic backups, as fewer cars are allowed to be in the Blue Line when there are more cars at the terminal. Mr. Sayers and Ms. Fletcher further noted that the Blue Line only operates on reservation-only days when there are no other standby customers and, as best as they have been able to determine, the Blue Line has never contributed to the traffic backup onto Woods Hole Road.

Mr. Sayers also observed that the use of the Blue Line on reservation-only days represented a balancing of the interest to mitigate traffic congestion with the interest in providing island residents with the ability to travel, and that he believed it was a wonderful compromise that tries to accommodate everyone's interests as best as the SSA can. Although Mr. Trumbull noted that island residents account for one-third of the SSA's traffic, Mr. Sayers stated that they have gotten used to the fact that they cannot rely on the Blue Line to get back to the island in a timely manner on reservation-only days and, instead, make reservations on those days so they don't have to sit in the Blue Line for hours. In this regard, Mr. Sayers noted that June 23, 2021, when the worst traffic backup occurred in Woods Hole, was a standby day when there was no Blue Line.

Mr. Trumbull then stated that there are still traffic backups on the SSA's reservation-only days, although he acknowledged that they are probably less than on the SSA's standby days. In response, Ms. Fletcher stated that she had not heard of any traffic backups on reservation-only days going beyond the Crane Street bridge. Although Mr. Trumbull agreed, he stated that he would still consider those situations to be traffic backups and that certainly the residents who live there would consider them traffic backups.

14. Mr. Trumbull then suggested that, on reservation-only days, the SSA have a message that says "No Standby Today" on its variable message sign on Route 28. But Mr. Sayers stated that it was more important for the SSA to use that sign to tell its customers where to park, either at the SSA's Palmer Avenue lot or its Thomas B. Landers Road lot, because the SSA wants to get those customers off the road as quickly as possible. Ms. Fletcher agreed, noting that some of the traffic backups in Woods Hole are caused by people who think they can drive all the way to Woods Hole and park there, and who then have to turn around and drive all the way back to the SSA's Thomas B. Landers Road parking lot. Mr. Trumbull agreed that the SSA definitely should keep the parking message on the sign, but he stated that he thought messages cycled through fast enough to also have a "No Standby Today" message, and he suggested that it was something to consider.

Emails Received by the SSA's whtraffic@steamshipauthority.com Email Address

15. Mr. Sayers then shared on his computer screen the emails that had been received via the SSA's whtraffic@steamshipauthority.com email address since the date of the previous Working Group meeting, including Ms. Fletcher's responses to those emails. Mr. Sayers' and the Working Group's discussion of these emails included the following:
- (a) A request that the SSA do a better job of spreading out the arrival of boats at Woods Hole so that all of the vehicles coming off two or more boats don't drive up together on Woods Hole. Mr. Sayers noted that the SSA has tried to keep the arrivals of its ferries as close as possible to their scheduled times and that Ms. Fletcher also had responded to the resident's concern about the SSA's hazardous cargo trips.
 - (b) Complaints about traffic backups on the Crane Street bridge.
 - (c) Several emails from Falmouth resident Roberta Brooks about the SSA's shuttle buses exceeding the speed limit. Mr. Sayers noted that the SSA has been able to check the speeds of those shuttle buses and has reminded its bus drivers of the importance of not speeding. Mr. Trumbull asked whether the drivers were speeding because they were trying to arrive at the Woods Hole terminal before a ferry departure. In response, Ms. Fletcher stated that she thought it was more a situation where they did not realize how fast they were going.
 - (d) A report from Woods Hole resident Catherine Bumpus that vehicles, including the SSA's shuttle buses, are crossing into the oncoming lane of traffic to drive into the Woods Hole terminal. Ms. Fletcher noted that the SSA has received a couple of complaints about its shuttle buses cutting into the opposite lane of traffic there and she stated that all of the SSA's bus drivers have been told that they are not allowed to do that. As a result, Ms. Fletcher said, the SSA has received complaints from customers on its buses that they have almost missed the boat because their drivers did not cross into the opposite lane of traffic to get to the terminal sooner, but that they did not know that their drivers radio the terminal to inform them when they are a few minutes away and to hold the boat for those passengers.
16. In response to a question from Mr. Trumbull, Ms. Fletcher confirmed that the new terminal layout will include two check-in booths. Indeed, Ms. Fletcher said, the current terminal layout has two check-in booths, one where customers arrive at the terminal and a second one at the back of the staging area where customers get their tickets printed and get in line.

Sharing of Complaints from Working Group Members

17. Mr. Sayers then shared on his computer screen the emails that had been received via the SSA's whtraffic@steamshipauthority.com email address from Mr. Trumbull since the date of the previous Working Group meeting, which pertained to an incident when traffic had backed up on Woods Hole Road due to vehicles on the Crane Street bridge being at a standstill. After Mr. Sayers stated that the Woods Hole terminal employees are trying to keep traffic flowing into the terminal as much as possible, Mr. Trumbull noted that the employees cannot see how far the traffic is backed up. But Mr. Sayers stated that, when

the employees see the traffic backing up the hill on Cowdry Road, more employees are assigned to check in customers, and that the traffic backups the SSA had experienced at the beginning of the summer were partly due to a shortage of employees at that time. Indeed, Ms. Fletcher said, even now the SSA is having difficulty finding people to replace some employees who have left.

Nevertheless, Mr. Trumbull suggested that the SSA install a webcam pointing in the direction of Woods Hole Road because he knew from his personal experience that someone cannot see Woods Hole Road from the check-in booth and, as a result, does not know whether traffic is backed up 100 feet, 600 feet or 1,000 feet. In response, Mr. Araujo stated that, while the SSA's current system was not perfect, the SSA was doing the best it can and was bending over backward without getting any credit for its efforts. Mr. Sayers also noted that, at the Working Group's last meeting, they had discussed how the only solution to this traffic backup problem was to eliminate standby days during the summer schedule. In this regard, Mr. Sayers stated that the SSA already had increased the number of reservation-only days through Columbus Day of this year and that the SSA's staff was considering asking the SSA's Board to have reservation-only days seven days a week during the entire 2022 summer schedule. Accordingly, Mr. Sayers said, the SSA is taking positive steps to address the traffic backup problems and its Woods Hole terminal employees are also receiving compliments about the way they are performing their jobs during what has been a very tough summer for everyone in the service industry.

After Mr. Trumbull stated that he has heard a range of comments, including not just positive ones but a lot of negative ones as well, Mr. Jones observed that, while the situation is a little bit better, it is still very frustrating to Woods Hole residents because very little seems to be happening and the traffic backups are still occurring on a regular basis. In response, Mr. Araujo stated that the SSA has no control over when its customers decide when to arrive at the Woods Hole terminal, but Mr. Jones disagreed, observing that if the SSA eliminated the possibility of customers getting on an earlier boat if they arrive early, they eventually would learn not to arrive early.

However, Ms. Fletcher noted that many SSA customers arrive early in case they get lost along the way or to make certain they can get their tickets and get in line for their departure. Thus, Ms. Fletcher said, not all SSA customers arrive early in the hope of getting on an earlier boat; they just want to make sure they are at the right place at the right time and do not arrive late and miss their reservation.

18. Mr. Trumbull suggested that the SSA's tickets could instruct its customers to not arrive more than 60 minutes before departure time. Mr. Jones agreed, noting that the SSA does not want its customers to arrive more than an hour early. But Ms. Fletcher observed that people may still arrive early if traffic is not as bad as they anticipated or if they simply want to make certain that they get to the terminal before their scheduled departure.

Mr. Santoro then similarly asked whether the SSA could have a notice on its tickets that tell customers to arrive 30 minutes before their scheduled departure but no earlier than an hour before because of the lack of parking space. In response, Ms. Fletcher stated that she would investigate that possibility.

But Mr. Araujo observed that such an instruction would create other problems. For example, Mr. Araujo said, if a customer were to drive six hours to get to the Woods Hole terminal in the off-season and made it there early, it would be desirable for the customer to get on an earlier boat in order to fill up that boat up and create space for other customers later in the day. Mr. Araujo further observed that people cannot anticipate exactly when they are going to arrive at a particular place after driving for perhaps hundreds of miles, and that customers have to have some leeway so they can plan for potential traffic congestion and other issues along the way.

Mr. Sayers then observed that, based upon the decrease in the number of complaints the SSA has received since June about traffic backups on Woods Hole Road, it appears the SSA is moving in the right direction. In addition, Mr. Sayers said, he would be concerned about telling customers to not arrive until 60 minutes before their departure because, if they run into a traffic situation and don't make it to the terminal on time, they will blame the SSA for not allowing them to arrive earlier as they had wanted. Mr. Sayers also stated that, while no one knows how many SSA customers arrive more than 60 minutes before their departure, he thought those people who arrive earlier do so in the hope that they are going to be able to get on an earlier boat. Regardless, Mr. Sayers said, he did not think those customers substantially contribute to the SSA's traffic problems; rather, he thought the availability of standby travel contributes to the problems. But Mr. Sayers noted that the SSA was attempting to address that issue as well as trying to hire more terminal employees in order to check in cars as quickly as possible when they arrive at the terminal.

The SSA's Visits to Problem Noise Areas Along Woods Hole Road

19. Ms. Fletcher reported that she had gone out to a few of the various problem noise areas along Woods Hole Road and that all of the vehicle drivers seemed to be complying with the speed limit. While Ms. Fletcher noted that she also had checked vehicles' noise levels with her decibel reading app, no vehicles seemed to be substantially louder than others, except the Woods Hole trolley. Mr. Araujo then asked where Ms. Fletcher was standing when she took her decibel readings. After Ms. Fletcher stated that she was standing close to the sidewalk when she had decibel readings in the 80s, Mr. Araujo observed that she would get the loudest readings from that location.

Mr. Jones noted that noise levels above 85 decibels are considered harmful and, because decibels are based upon a logarithmic scale, an increase from 85 to 89 decibels is quite extensive. But Ms. Fletcher observed that noise at those levels is harmful only if it is consistently sustained over a certain period of time. Mr. Trumbull then stated that, in his view, decibel-reading phone apps are almost nonsensical in terms of what they report, and he stated that what is needed is an actual noise monitoring system. Mr. Trumbull then

asked Mr. Sayers whether the SSA's position was still that it will not spend the money for such a system. In response, Mr. Sayers stated that his personal position is that, when there is noise on Woods Hole Road, it is attributable to factors such as speeding or something else, and the Working Group should be focusing on those factors. But in order to focus on those factors, Mr. Sayers said, the Working Group does not need to know whether something is 85 decibels or 87 decibels or 89 decibels, just whether it creates louder noise or less noise.

Mr. Sayers further noted that, at their last meeting, the Working Group had discussed how speed feedback signs would lower the speed of vehicles traveling on Woods Hole Road, and he stated that he thought the Working Group should be affirmatively pushing for that solution as well as looking for other ways that can reduce speed on the road and focusing on the louder trucks and overweight trucks. In this regard, Mr. Sayers noted that the Working Group did not need a decibel monitoring device for any of those efforts and that he thought the issue was a distraction from what the Working Group should be trying to accomplish.

Mr. Araujo then asked if anyone knew how many speeding tickets had been issued on Woods Hole Road over the past year. In response, Mr. Trumbull questioned whether any tickets had been issued because there is almost no enforcement of the speed limit on the road. Mr. Jones noted that he had discussed this with the Falmouth Chief of Police, who knows it is an issue but cannot make it a priority given other safety matters such as the opioid crisis.

Trends in the Number of Trash and Septic Truck Trips

20. Mr. Trumbull reported that many of the noise complaints are related to trash trucks driving up Woods Hole Road and what appears to be a very large new volume of septic trucks. But Ms. Fletcher stated that she understood there have been only two septic truck trips per day. When Mr. Trumbull stated that he thought he had seen four septic trucks within a few minutes, Mr. Araujo noted that septic trucks and fuel trucks look very similar. For example, Mr. Trumbull said that he thought the Big Brown Bear truck was a septic truck, but Mr. Araujo stated that it was a fuel truck. Ms. Fletcher noted that her understanding was that the only septic trucks were Mayfield's Septic Service and Jay's Septic Services.

Mr. Trumbull then asked what the trend was in the number of trucks hauling trash from the island, but Ms. Fletcher stated that she did not have the numbers with her then. In response, Mr. Trumbull expressed his hope that the Long-Range Vineyard Transportation Task Force might be able to address this issue because, as the SSA reaches capacity, commodities such as trash and septic seem to be good candidates for barging. In addition, Mr. Trumbull said, the consequences of hauling those commodities off-island by truck are being felt in Woods Hole and Falmouth.

Scheduling the Working Group's Next Meeting

21. The Working Group members then agreed that their next meeting would take place by Zoom at 4:00 p.m. on Wednesday, September 29, 2021.
22. Mr. Sayers then noted that no member of the public who had attended the meeting via Zoom had submitted a comment in the Zoom chat box (except for Catherine Bumpus, whose comment had been responded to earlier in the meeting).

At approximately 4:12 p.m., the Working Group unanimously **voted** (with Messrs. Araujo, Cahill, Jones, Mauro, Santoro and Trumbull voting in favor) to adjourn their meeting that day.

A TRUE RECORD

Steven M. Sayers

Approved by the Working Group at their
meeting on November 30, 2021

Documents and Exhibits Used at the Working Group's August 25, 2021 Meeting

1. Meeting Notice for the Working Group's August 25, 2021 Meeting (posted August 23, 2021).
2. Draft Minutes of the Working Group's July 28, 2021 Meeting, dated August 22, 2021.
3. Email exchange between Falmouth Town Manager Julian Suso and SSA Counsel Steven Sayers on July 30, 2021 regarding the Working Group's request for speed feedback signs and other matters.
4. List of the number of email reminders the SSA sent to freight shippers for early arrivals at the Woods Hole terminal from July 1, 2021 through July 31, 2021, including the number of trucks 35 or more feet in length (3-, 4- and 5-space trucks) that were carried on the SSA's early morning trips during that time period.
5. The emails received by the SSA via its whtraffic@steamshipauthority.com email address from July 28, 2021 through August 19, 2021, together with the SSA's responses.
6. The emails received by the SSA via its whtraffic@steamshipauthority.com email address from Nathaniel Trumbull on July 31, 2021 (only shared by SSA Counsel Steven Sayers on his computer screen).