TO: WH/MV/Nantucket SSA Authority Board

FROM: Chief Bruce McNamee

SUBJECT: Early freight delivery

DATE: 25/June/20

It has been brought to my attention that the early delivery of commercial goods to our business area from off-island suppliers could possibly be in jeopardy. I would like to stress that not capitalizing on early morning deliveries is a terrific mistake, for as you can well imagine, downtown Edgartown quickly congests with traffic as the day progresses which makes the narrow streets very difficult for large delivery trucks to navigate and offload their goods. Also, with a large number of pedestrians on our streets as the day progresses, getting these deliveries accomplished in the early morning hours is critical to keeping our streets safe for foot traffic.

In closing, in addition to my obvious traffic concerns, I fear that pushing back delivery times to later in the day could be a significant threat to both the pedestrians and the motoring public in our downtown area.

Thank you,

Chief Bruce McNamee
As a homeowner in Woods Hole, I am very distressed by a number of issues created by the SSA, that are having an adverse impact on our village. It is time for the SSA to show respect and concern for the community which is currently trammeling.

1. Your putting on a 5:30 AM ferry creates the need for large trucks to begin driving into Woods Hole shortly after 4:00 AM making enormous distressing noise when my neighbors and I are trying to sleep. The SSA has never presented a rational argument as to why this run cannot be postponed by one hour.

2. It is time for non-time-sensitive and hazmat freight to be transported out of New Bedford. These enormous vehicles are too big, heavy, and dangerous for the narrow road and closeness of humans living along it.

Dianne McPherson
520 Woods Hole Rd.
Woods Hole, MA 02543
I am a tax paying resident of Falmouth. I strongly object to the continuation of this schedule, especially in light of the Steam Ship Authority's foot dragging and unresponsiveness to reasonable requests to exam alternatives to the proposed early morning schedule. Specifically, no facts have been presented to support the claim of urgency for transporting goods and materials at the 5:30 hour; no serious efforts have been made to restart consideration of shipping from New Bedford; the Authority seems to have made no effort to pressure nonresponding communities to make required appointments to the transportation Task Force; no serious assessment has been made of the environmental damages caused by the existing and proposed ferry schedules; the Authority has failed to regulate truck arrivals and departures from the Woods Hole terminal (as documented by testimony at the recent hearing); and the Authority demonstrates no concern for the financial costs to Falmouth taxpayers resulting from lost revenues caused by Covid 19. It is inappropriate that Falmouth residents like me are forced to subsidize SSA losses at the same time that the Authority gives minimum lip service to the legitimate concerns of Falmouth taxpayers.

Russell G. Murphy

--
Russell G. Murphy
Research Professor of Law
Suffolk University Law School
120 Tremont St.
Boston MA 02108
I am a year around resident of woods hole. The truck traffic on our village roads, the early morning noise from them and the parking on Bar Neck Road is problematic. Too many early trips of the ferries could be alleviated by bringing New Bedford facilities on line. Now is the time to keep the Woods Hole terminal at a smaller size and make a start at investing in diversification by developing New Bedford.

Your terminal development at Woods Hole is decidedly ugly and overbearing from the water and we town residents have rights to be out there.

Please consider the town you are destroying as you plot to make more money and serve people who live elsewhere.

Thank you,

Ann Newbury
Woods Hole, Ma
Sent from Ann Newbury
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority,

I want to echo the many comments of my neighbors and tell you that traffic between Woods Hole and Falmouth is a big problem. You need to be part of the solution. Thanks.

— Jim

~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~

Jim Newman
Penikese Island School
Dear Members of the Steamship Authority,

As a property owner in Woods Hole I am writing to express my dismay at the continued scheduling of a 5:30am freight boat out of Woods Hole. The noise the trucks make as they accelerate and decelerate up and down Woods Hole Road, plus the idling while waiting for the boat, is disruptive to those who live along the route and in the village of Woods Hole.

I request that the Steamship Authority bring together all parties in a reasonable fashion to work out a compromise. Martha’s Vineyard managed without this boat until 2012. What has changed? Can this be resolved with having the early freight delivery come from New Bedford? This issue has turned into an ugly us verses them argument. It is appalling that Dukes County commissioner Christine Todd questioned the residency of hearing attendees, claiming they were meddling in affairs in which they had no legitimate stake. I wish to remind Ms. Todd that several residents of Martha’s Vineyard are summer residents. Do they not have a right to speak about the issue?

There needs to be a resolution of this issue. It may take several task forces made up of stakeholders and reasoned discussion. To continue to create a situation that causes resentment is counterproductive.

Thank you,

Trina Novak

Trina Novak
19 Standpipe Hill Road
Woods Hole, MA 02543
June 12, 2020

Woods Hole, Martha’s Vineyard and
Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543

Robert R. Jones, Chairman
Marc N. Hanover, Vice Chairman
Kathryn Wilson, Secretary
Moira E. Tierney
Robert F. Ranney

RE: Potential Reduction in Ferry Service to the Island of Martha’s Vineyard

Honorable Members of the Board:

The Board of Selectmen of the Town of Oak Bluffs became aware as a body that the Steamship Authority would be conducting another public hearing today for the purpose of hearing yet another a request to reduce service to the Island of Martha’s Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting held June 9, 2020, the Board of Selectmen voted to direct me to prepare correspondence to you reiterating their strong opposition to this reduction in service and to urge you to reject this latest proposal. Just nine months ago a public hearing was held on this same topic and the Island communities were very clear in pointing out the tremendous negative impact that this change would have on our residents. The repeated requests to bring this matter up over and over amount to nothing short of bullying tactics to interfere with service to the Island.

The Oak Bluffs Board of Selectmen sent a detailed letter outlining their issues and concerns in September of 2019, and they have asked that I include this letter with my correspondence to clearly outline their concerns which are the same now as they were less than a year ago. Whether it is access to medical services and doctor appointments, or the delivery of food and other critical supplies, the early boat fulfills an enormously important role in preserving a modicum of the quality of life enjoyed by mainland residents. It now appears mean-spirited and abusive of the public process to repeatedly attempt to deny these most basic connections for the residents of Martha’s Vineyard in light of the demonstrated need.
On behalf of the Board of Selectmen I ask that you review once again the strong reasoning in the correspondence of September 3, 2019 and to please accept their sense of urgency in once again rejecting this proposal for a reduction in service.

Sincerely,

For the Oak Bluffs Board of Selectmen,

Robert L. Whitenour, Jr.,
Town Administrator

encl. Board of Selectmen Correspondence of September 3, 2019

cc: Board of Selectmen of the Town of Oak Bluffs
    Board of Selectmen of the Town of Aquinnah
    Board of Selectmen of the Town of Chilmark
    Board of Selectmen of the Town of Edgartown
    Board of Selectmen of the Town of Tisbury
    Board of Selectmen of the Town of West Tisbury
    Dukes County Commissioners
    Board of Selectmen of the Town of Nantucket
    Senator Julian Cyr
    Representative Dylan Fernandes
    George J. Balco, Port Council Chairman
    Robert B. Davis, General Manager
September 3, 2019

Woods Hole, Martha’s Vineyard and Nantucket Steamship Authority Board
PO Box 284
Woods Hole, MA 02543

Robert R. Jones, Chairman
Marc N. Hanover, Vice Chairman
Kathryn Wilson, Secretary
Moira E. Tierney
Robert F. Ranney

RE: Potential Reduction in Ferry Service to the Island of Martha’s Vineyard

Honorable Members of the Board:

The Board of Selectmen of the Town of Oak Bluffs has been informed that the Steamship Authority Board may be entertaining a request to reduce service to the Island of Martha’s Vineyard by eliminating the 5:30 A.M. ferry. At their regular meeting of August 27, 2019, the Board of Selectmen voted to oppose this measure in the strongest possible manner through a correspondence to your Board and urges you to reject this reduction in service.

The Board knows that you are well aware of the importance of the ferry service which provides a lifeline for our Island communities. Many others simply don’t understand or appreciate the enormous negative impact that such a reduction in service would have on our local residents. First and foremost, we rely wholly on the Steamship ferry service to be able to access medical services and get to doctor’s appointments. It is often an all-day affair to be able to get to a doctor’s appointment, receive chemotherapy or any other deeply needed medical services. Often the 5:30 A.M. boat is the only means to get up to the city on time for appointments the same day. Can you imagine having to take two days and stay in an expensive hotel just to see your doctor or receive medical treatment? That is what such a change means for us.

Another critical issue deals with the delivery of food and other supplies which require the early boat to be able to unload critical supplies at various business locations in the Town at reasonable times in the morning to avoid complete gridlock on our local roads. Later boats mean later deliveries during times when our narrow roads are packed with traffic. The geometry simply does not exist to accommodate food deliveries, local traffic and visitor traffic at the same time. It creates complete chaos and shuts our business districts down. We rely on the 5:30 A.M. boat during the summer and shoulder seasons to accommodate the flow of goods and traffic that we need to service our local and visiting population.
Available space on the current ferry service schedule is already very limited during the busy summer months, and the 5:30 A.M. ferries currently offer an extremely limited number of trips. We hope to work with the Authority to increase our level of services as local residents needs often get lost in the summer trade. To eliminate the service would be an unthinkable detriment to our community, and a measure that we hope you will join us in opposing.

In closing I wish to thank the Steamship Authority for your efforts during the recent busy summer period to meet our critical needs. We hope that we may continue to work with you as strong advocates for our community members who rely entirely on the Steamship service to meet their daily critical needs and we look forward to your support for service improvements rather than a dismantling of these essential public services.

Sincerely,

For the Oak Bluffs Board of Selectmen,

Brian Packish, Chairman

cc: Board of Selectmen of the Town of Aquinnah
    Board of Selectmen of the Town of Chilmark
    Board of Selectmen of the Town of Edgartown
    Board of Selectmen of the Town of Tisbury
    Board of Selectmen of the Town of West Tisbury
    Dukes County Commissioners
    Board of Selectmen of the Town of Nantucket
    Senator Julian Cyr
    Representative Dylan Fernandes
    George J. Balco, Port Council Chairman
    Robert B. Davis, General Manager
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Friends, we are year-round residents at Treetops, a condo development on Woods Hole Road in Falmouth, midway between the villages of Falmouth and Woods Hole, and we’re asking that the 5:30 a.m. freight run from Woods Hole be relocated to New Bedford. The truck sounds at that time of morning are just too much, and the noise is often exacerbated by the use of jake brakes (which are >always< too much, regardless of the time of day). We haven't talked to every single neighbor in our 62-home community, but each that we have discussed it with agrees there’s a problem that needs to be fixed.

Sincerely,
David Prosten & Sarah Flynn
64 Landfall
Falmouth

Sent from my iPad
I am a resident of Treetops. It is evident that there is an increase in large vehicles heading for the ferry. These noise is annoying and the traffic is even more so.
I wonder if some of these vehicles might be routes through Plymouth or New Bedford.
Patricia Riccardelli
84 Ships Watch
Treetops

Sent from my iPhone
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SSA,

I have been watching out my Woods Hole Window as Parker’s barges transport fuel trucks and freight trucks (plus lots of other things) to Marthas Vineyard from New Bedford and back again. It seems to me that a reasonable solution to the extreme truck noise problem in Woods Hole associated with trucks on the 5:30 AM ferry to Marthas Vineyard would be to have Packer barge the early (5:30 AM) trucks to Marthas Vineyard from New Bedford.

We now know that could work and that Parker can load and unload trucks in New Bedford. Parker’s barges go through Woods Hole Passage at any time day and night, as I have observed and heard, so that the trucks could be scheduled to arrive at whatever time the Marthasvineyarders like. The trucks could be barged back later or, of course, could take the ferry to Woods Hole, although it would be helpful to Woodsholeans for the trucks to go to New Bedford in order to reduce the noisy dangerous truck traffic through Woods Hole.

I hope you will consider this solution since the trucks are already being taken to Marthas Vineyard by barge right now. Taking the early trucks by barge to Marthas Vineyard would save us Woodsholeans lots of grief about the excessive noise of the early trucks passing through Falmouth and Woods Hole.

Thank you,

Philip Richardson
146 Church Street
Woods Hole, MA
02543

Philip L. Richardson
[redacted]
Woods Hole Oceanographic Institution
Woods Hole, MA 02543
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We object to the continuation of the scheduled 5:30 AM freight run out of Woods Hole because it interferes with the quality of life in Woods Hole.

Nan & Walter Schanbacher
14 Cowdry Rd.
Woods Hole, MA 02543
To the Steamship Authority Board of Directors:

We took part in the public Zoom meeting on June 11, 2020 to discuss the Authority’s proposed schedule for 2021. We did not take the opportunity to speak, as others made the same points we would have enumerated.

We object to the continuation of the scheduled 5:30 AM freight run out of Woods Hole because it interferes with the quality of life in Woods Hole. Every day we are awakened at 4:30 in the morning by the trucks barreling down the Woods Hole Rd., grinding their gears as they down shift, using their jack breaks, their engines roaring, and beeping as they back into parking places to await loading. The trucks are often parked along Railroad Ave. with their engines running, spewing diesel fumes into the air for extended periods.

1. the Authority has for years violated its own Enabling Act -- which calls for the operations to benefit ALL citizens of the state -- by imposing more and more on Woods Hole with increased, traffic, noise, and pollution. The Authority has also treated Woods Hole residents with contempt for many years by pretending to hear our complaints and then making no attempt to find a mutually acceptable solution.

2. The Martha’s Vineyard contingent repeatedly makes the claim that “It is crucial, vitally important” that Vineyard merchants receive their goods first thing in the morning. Since those merchants managed perfectly well until 2012 without the early morning freight run, this is, on its face, a hollow claim. Furthermore, when the type of goods going over is examined, it turns out to be things like building & gardening materials, not something truly vital like food or medical supplies.

3. Although the Authority pretends to be considering the use of New Bedford as an alternative port from which to ship freight, they have, evidently, taken no steps so far even to study that possibility, although several individuals have undertaken studies that show conclusively that running a boat from New Bedford at a slower speed would actually save money and would not, as claimed by the Vineyard Commissioners, raise the price of everything shipped.

4. The public officials who spoke first were all Vineyard Commissioners. Although each claimed to be speaking as “private individuals” rather than as public officials (and should not, therefore have been given the first opportunities to speak), the appearance of 4 Commissioners appeared to be an orchestrated and organized show of force, with each following a script. This is no different than other public meetings to discuss the freight schedule, where the executives of trucking companies had clearly been invited for the same purpose, i.e. to provide a strong show of force to which the Authority could point to say that the numbers indicate the need for continuing to bring increasing truck traffic through Woods Hole from 4:30 AM on.

5. The traffic issues exist on both the Woods Hole and the Vineyard ends of the runs. The traffic on the Vineyard has become so congested in the summer that it makes getting around on the island very difficult, time-consuming and unpleasant. It is likely that residents of the island find the increase of traffic to be as much of a nuisance as the Woods Holers do. A point that was not
made, but should be noted, is that Woods Hole is a single port serving 2 ports on the Vineyard. The Vineyard ports each get only 50% of the traffic that comes through Woods Hole.

6. The danger of serious accidents occurring as the trucks come barreling down the Woods Hole road cannot be exaggerated. The addition of a cross-walk on the Crane St. bridge has done little to slow traffic headed to the boats. There is no safe way to cross the Woods Hole Rd. anywhere except at the Bank. Furthermore, the speed at which the trucks take the curve at Harbor Hill Rd. is almost asking for an accident that could endanger, lives, property, and in the case of hazardous materials, serious and/or dangerous pollution.

7. The residents of Woods Hole and along the WH Rd. have been seeking solutions to the problems caused by the early-morning freight runs since the beginning. The Authority itself was aware of the potential for this disruption and was apparently cautioned initially that it might not work for Woods Hole. The final result is that it worked fine for the Vineyarders and the truckers, but not for Woods Hole, but since island has 3 times the voting power that Woods Hole has on the Board of Directors, we are the ones thrown under the bus (or perhaps more correctly, the boat).

8. A last point is that, with the redesign and construction of the new terminal and the surrounding Authority property, Woods Hole has had to endure even more noise than usual. The Authority has extended the slips so far out into the harbor, they practically block the entrance to the Eel Pond. To accommodate the third slip, they have destroyed what used to be a nice little park and have made no effort to replace it with any kind of landscaping. Furthermore, the town was assured that the third slip was for repair & maintenance only, but it is being used on a regular basis for ferrying cars and trucks.

We continue to be open to honest debate and are trying in good faith to work out some of the issues, but the Authority has repeatedly turned a deaf ear and has refused, until very recently, to engage in serious discussions. Unfortunately, the Zoom meeting on June 11th appeared to be a return to the same old tactics, and we remain at odds.

Thank you for the opportunity to express, yet again, our objection to the 5:30 AM freight run out of Woods Hole.

Sincerely,

Nan & Walt Schanbacher
14 Cowdry Rd.
Woods Hole, MA 02543
Steve Sayers

From: Ann Sears <[redacted]>
Sent: Monday, June 15, 2020 5:19 PM
To: schedules
Subject: Woods Hole Road-Locust Street SSA traffic
Attachments: steamship.docx

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Atty. Sayers, SSA,
Please open attached letter for the remarks I would have given at last week’s SSA hearing on impact of trucks to Martha’s Vineyard on my house and life on Locust Street in Falmouth. Thank you

See Attached letter
Atty. Steve Sayers,
Steamship Authority

Dear Mr. Sayers,

I watched the Steamship Authority hearing on Zoom last Thursday and would have offered the following comments if I had been able to find the “speak” button. Please include these comments with the other testimony concerning SSA truck traffic on Woods Hole Road and Locust Street, Falmouth.

I live in a 230-year-old house on Locust Street (the upper part of Woods Hole Road) in Falmouth. The house stands very close to the two-lane road, and it vibrates and shudders when the long trucks race to and from the Steamship Authority docks in Woods Hole. The sound is particularly alarming when these behemoths hit the two cracks in the road in front of my house. (We asked the town to fill them in January.) I’m not sure how much more stress the house and its occupants can take.

The house and others nearby are of some value to the town. They are in Falmouth’s Village Green National Historic Register district. They are on the Historical Society’s Village Green Walking Tour. We have lived here since 1983 when traffic to the island of Martha’s Vineyard was much less noticeable. Oil tankers did not use the road, trucks supplying the Vineyard were smaller and some used private freight boats from off-Cape. The quality of life on the street was pretty good.

As the Vineyard became an increasingly popular destination in the 90ies, the SSA eventually responded to the rising complaints about the traffic noise and congestion with a parking lot and busing system to reduce car traffic on the road. However, around the same time the SSA began handling all the trucks and tankers to the Vineyard out of Woods Hole. The people of Woods Hole and Falmouth have been asking the SSA to shift freight operations to New Bedford since that time.

The more recent introduction of long, long-haul trucks onto this residential street now makes it imperative for the SSA to either move freight operations to New Bedford or Bourne, or go out of the freight business. It is not fair for the SSA to destroy part of one member town to benefit another member town.

We have tried to adapt to our new living conditions. We no longer use the front rooms of our house. The back door is our front door. But now even at the back of the house, it is hard to converse outside when one of the long trucks is
passing. Yes, we could move to another house, if we could sell this one. But because the SSA has made Locust Street a truck route, houses on the street no longer sell.

I know it takes time to resolve problems like this, but we have been talking with the SSA about the truck traffic for years. It is time for action. I offer three suggestions:

Raise SSA freight rates to make it more feasible for a private business to undertake shipping these trucks from New Bedford or some other mainland port.

Or, raise rates on the huge trucks to encourage shippers to return to using smaller trucks.

Or, explore with the Mass Maritime Academy and the Cape Cod Canal the possibility of using their docking facilities for Vineyard freight either temporarily or permanently.

At the hearing you mentioned that a special SSA-Falmouth Committee is looking at several ideas that I think would prove helpful. Please act on them.

The proposals would:

Require truckers to adjust their equipment to reduce the noise on the Woods Hole run.

Start with the long Cape Cod Express trucks. There are two or three that seem to use this road once or twice a day. They are by far the noisiest on their return run when they are empty and speeding over the cracks in the road. It sounds like something large and metal is loose and crashing around in the back of the trucks. Or, possibly the connection between the cab and the van is too loose.

Test the sound volume of traffic on Locust St.

You are welcome to put a meter on our property.

Ask the state and town to reduce and enforce speed limits on the road.

I think the northbound speed limit is 25 mph, but the trucks slow down only when traffic is backed up.

And, finally, ask the state Transportation Dept. to fill the cracks in Locust Street.

Sincerely,

Ann Sears
Steve Sayers

From: [Redacted]
Sent: Tuesday, June 16, 2020 12:00 PM
To: schedules
Subject: 2021 SSA Schedule

**WARNING:** This email originated from outside of The Steamship Authority. Please use **CAUTION** when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

The disruption to the lives of people of Woods Hole caused by early morning trucks using your ferries has long been a problem. The SSA’s resistance to finding an acceptable solution for the residents of Woods Hole and the Vineyard has been a well. It’s time for you to end your delays and fix the problem.

Peter Shile
25 Gardiner Road
Woods Hole, MA
Steve Sayers

From: Deborah Siegal <>
Sent: Saturday, June 13, 2020 8:42 PM
To: schedules
Subject: Schedules

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board:

I am not a Woods Hole resident, but have lived in Falmouth for 40 years. Life for everyone I know has been increasingly and adversely impacted on a regular basis by the excess of traffic going to the Vineyard.

What has added insult to injury, however, has been the early morning truck traffic on Rte. 28 headed for the first ferry leaving Woods Hole.
We live in West Falmouth, approximately 1/2 mile west of that road, and are frequently awakened at 4:30 to 5:00 a.m. in the warmer months when our bedroom windows are open.

I suspect that the hard-working, year-round residents of the Vineyard aren't the ones receiving this excess of "goods" that is so terribly important. New Bedford wants this traffic. Falmouth doesn't.

Sincerely,
Deborah Siegal
Richard Payne

--
This email has been checked for viruses by AVG.
https://www.avg.com
Steve Sayers

From: [redacted]
Sent: Saturday, June 13, 2020 11:15 AM
To: schedules
Subject: early boat

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

I'm a year-round Woods Hole resident. I also have a family home in Chilmark. I listened to the recent public meeting about the boat schedule. As I'm sure you heard, the early freight boat is a big problem here in Woods Hole. The truck noise and traffic begin around 4:30 AM and deprive residents of the right to live in peace in their homes. Many of the truck drivers flout the law by speeding and by parking illegally in the turnout on Woods Hole Road. This is not directly your fault but you could do something about it and have not.

The arguments presented in favor of retaining the early boat were not persuasive. It is clearly there for the convenience of the Vineyard without due regard for the inconvenience (and worse) of Woods Hole residents. Your intransigence on this and other issues is not going to end well for the Steamship Authority. Dealing honestly and effectively with the early boat is not only the right thing to do, it is the smart thing to do.

Andrew Solow
Quissett Avenue
Woods Hole
Dear Bob,

I hope you are well during these challenging times for both the SSA and the world at large.

I hate to add to your burdens but we are seeing signs of the SSA being overwhelmed by the demands of both freight and vehicular traffic. Today at 1:15 cars were lined up down Cowdry parked with their engines on (right outside our windows). When I spoke with two vehicles they both said they were told to "go away for 15 minutes".

From our observations your boats are not able to handle loading and unloading while also serving vehicles who have showed up for the boat that is unloading.

This might be a symptom of you allowing standbys? If you only do reservations and eliminate the standbys then the impact would be less on the surrounding community and safer. Or perhaps a staging area of incoming traffic at Palmer Ave would allow things to run more smoothly at the Port.

The port is already hampered enormously by only having two functioning slips although as I recall early on at several community presentations we were assured that the third slip would remain an emergency only dock and that the SSA wasn't growing their mission. Additionally, the area that is currently under construction is not available for staging.

During this time of construction and lack of staging area it is particularly important that the SSA make every effort to communicate arrival protocols to their customers and I would argue that standby should be completely eliminated.

With the overcrowding of the piers and the 52 + trips a day in addition to the confusion the pandemic adds it is likely that an accident is going to happen soon. It's not if, it's when. Your shore facility people are pros but they are humans too. They cannot operate safely in the increasingly chaotic environment at the facility.

Wallace and I have a birds eye view of your operations and we are extremely concerned for the safety of everyone using and working for the SSA. Please for the health of everyone affiliated with your mission and the surrounding community, implement a system that doesn't send excess traffic blindly into the Woods Hole bottleneck. Please make every effort to handle your traffic on your property.

Thank you for keeping the safety of your operations and the well being of the village of Woods Hole uppermost on your agenda.

Your neighbors,
Pam and Wallace Stark
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SteamShip Authority,
I live in TreeTops, on Woods Hole Road, the only route to the ferry terminal. I totally understand the need for getting freight to the island as early in the Day as possible, so that it can be delivered before the roads there are clogged. I also understand how upsetting the truck noise is to inhabitants of Woods Hole. Your rationale for not using the port of New Bedford for freight is that “it doesn’t work” and it is not supported. If the only way shippers could get their merchandise to the Vineyard early in the day was to send it via New Bedford, they WOULD MAKE IT WORK. Please reconsider this option.

Betsy Stegeman
66 Landfall

Sent from Mail for Windows 10
Thank you for holding a public hearing on proposed schedule changes.

Due to my personal technical limitations I cannot attend, but I would like to submit the following comment:

The early morning freight ferry from Woods Hole should be canceled, or at the very least restricted to passenger cars only. The noise and vibrations of heavy trucks barreling down Woods Hole Road into our small village should not ever be allowed until a 6:30 AM ferry at the very earliest. All of your customers should be reminded of the 40 mph speed limit on Woods Hole Road. It drops to 35 mph near the intersection of Harbor Hill Road.

Thank you for your consideration,
Judith Stetson
261 Quissett Ave.
Woods Hole, MA 02543
I have lived in Woods Hole ever since 1968, and I have lived in Falmouth ever since my marriage in 1960. I was unable to attend your most recent meeting because I am now 83 and have not learned how to meet "virtually."

BUT I am still easily able to hear the noise of the trucks from the ferry accelerating along Woods Hole Road and the noise of the trucks to the ferry decelerating, and often Jake braking, along Woods Hole Road.

Judith Stetson
261 Quissett Ave.
Woods Hole, MA 02543
Alison and Steve,

I am forwarding the message (I removed the author's name) below as it mentions a GPS issue in another context.

Please see the other comments as well.

Nat

---------- Forwarded message ----------
Date: Mon, Jun 8, 2020 at 9:56 AM

Good Morning Nat,
In reference to our call a few weeks ago, I'd like to propose adding the automobile traffic into any environmental impact study and include the Sippiwissett/Quissett Ave corridor as well. Although most trucks stay on Woods Hole Rd, GPS assisted drivers often come off at Quissett Hbr Rd and continue onto Quissett Ave. And hundreds of cars a day use Quissett/Sippiwissett as an alternate route, whether due to local knowledge or due to GPS. Our Quissett Hbr/Quissett Ave corner stop is assaulted environmentally as a result, including stop and go exhaust emissions, brake pad particulate, various fluid leakage etc.

A couple questions/proposals-
1. Is the Sippiwissett/Quissett Ave corridor under state supervision similar to Woods Hole Rd/Rt 28, or does Falmouth have a say in regulating/restricting traffic on it?
2. Should emphasis on New Bedford be strictly for freight? Why can't provisions be added to include car traffic coming up 95/195 etc?
3. Environmental studies should include HUMAN physical and psychological impact. The most obvious perhaps being air quality, but also including sleep loss/deprivation, extreme levels of noise pollution affecting mental health etc. There must be existing scientific studies to aid this.

Thanks,
Dear Steamship Authority Board members,

At the June 11 public hearing we heard from Dukes County commissioners the fear that a supplemental freight route (and geographically further if the route is from New Bedford) to the Vineyard would be expected to raise the cost of goods on the island.

The Martha's Vineyard Commission included this paragraph below in the recently published Martha's Vineyard Regional Transportation Plan 2020-2040 report. I wish every SSA Board member could read it carefully.

"Shipping is often blamed for the higher cost of goods on the Island, but that may not be the main cause. The costs of trucking from a mainland port include the tariff, the time required of drivers and equipment (ferry schedules account for at least three hours of dead time that necessitate more equipment and drivers), and the administrative costs of scheduling and dispatching to handle ferry operations. However, the total cost of logistics (transportation, inventory, and warehousing) is generally 10–15% of a final retail product’s cost, with transportation representing only 3%. In the 1960s, the New England Motor Rate Bureau concluded that the additional transportation cost of shipping to the Vineyard was about 23%, a figure that is likely still valid today. So the average additional cost of a product costing $100 is probably less than a dollar (a 23% increase of a $3 transportation cost). The relatively higher cost of some products is attributable more to personnel and operating costs associated with Island living, especially the higher real estate costs, and may also reflect the fact that retailers have a captive market on the Island." (p. 57)

http://www.mvcommission.org/sites/default/files/docs/Martha%27s%20Vineyard%20RTP%202020-2040%20FINAL%20%28APPROVED%29%20opt_0.pdf

Thank you.

Nat Trumbull, 11 Church St., Woods Hole
Dear Steamship Authority Board members,

I would like to address three topics. The first topic is a short history of the 5:30AM freight scheduling from Woods Hole, the second is about the economics and environmental considerations of a mainland port such as New Bedford as a potential supplemental freight port for the islands, and the third is more specific to our petition.

1. First a short history of the 5:30AM freight truck scheduling

The Steamship Authority has known about its freight truck impacts on Falmouth residents, and especially its early morning impacts, from before it began scheduling a 5:30AM ferry with freight trucks in 2012.

I quote from the October 2011 Steamship Board meeting minutes, when a 5:30AM freight schedule was first proposed from Woods Hole: "Mr. Hanover ... cautioned that there should not be any excessive noise in either Woods Hole or Vineyard Haven, observing that if the Authority's operations begin to cause problems at that time of the morning, the early trips may have to be discontinued." The Falmouth Port Council member at the time voted against a 5:30AM freight scheduling from Woods Hole.

In other words, Steamship Authority leaders understood that such early morning freight had the potential to wake up hundreds of Falmouth households on a daily basis, which by all accounts, has continued for the last eight, and now nine, years.
The first three years, in clear violation of Section 15A of the Enabling Act, the Steamship Authority ran no public announcement about the introduction of the 5:30AM freight ferry as it began in 2012.

Nor was the new 5:30AM freight trip listed on the Steamship Authority's published schedule. The SSA from the beginning did not even notify, much less consult with, Falmouth residents about its new schedule.

While the SSA has made some minor changes in recent years to the length of the trucks allowed on the 5:30AM ferry (trucks of up to 40' are still allowed on that freight boat), Falmouth residents still face trucks racing through residentially zoned neighborhoods for the 5:30AM boat for almost six months of the year.

This has meant heavy trucks in residentially zoned parts of Falmouth beginning at 4:45AM. There are cases of truck arrivals much earlier than 4:45AM. I would direct you to the photo and video evidence at www.woodshole.net

I would also encourage Board members to go back and look at the dozens and dozens of submitted written comments, all on the SSA website, a petition of more than 229 residents in July 2017, and letters from Falmouth selectmen and Representative Fernandes about the Steamship Authority’s “noise pollution,” in the words of Representative Fernandes in his letter.

The SSA's refrain, in response to our objections to the noise, is that truck demand to the Vineyard is up. This is true, at the rate of about 4% a year (a doubling every 18 years). A few Vineyard leaders have pointed out that Woods Hole's own traffic is also up. This is true.
I have looked into the annual traffic counts of Class 5 vehicles (trucks, buses) on Woods Hole Road conducted by the Cape Cod Commission. I have compared those actual traffic counts on Woods Hole Road with the daily SSA-truck count to the Vineyard for the same dates, together with SSA buses.

These figures show that 2/3 of the trucks and buses on WH Road (and an even larger percentage if you take the longer trucks) are going to or from the Vineyard.

One other episode of note: In 2018 the SSA added three round-trip freight trips later in the day during the summer months (ironically those three trips were added in response to Falmouth residents request for a public hearing in 2017 about rescheduling the 5:30AM freight; the Vineyard got three new round-trip freight runs in 2018 from our public hearing process, and Falmouth residents were left with a 5:30 freight ferry still carrying trucks).

2.

I would like to comment briefly on the failure of the SSA to take any steps to supplement its Vineyard freight route with an additional mainland port. Yes, New Bedford is geographically further. But that's not relevant for non-time-sensitive goods. That's not how it works with waterborne deliveries (see goods from China).

Martha's Vineyard receives and sends a lot of non-time-sensitive goods.

Whether it be gravel, stones, bark mulch (a driver last Sunday morning reported he was delivering 100 yards of bark mulch to the Vineyard in his 53’ trailer), truck-length long trees, construction and demolition materials, trash, or recyclables, the Steamship Authority sends it all through Woods Hole.
Our estimate is that 70-80% of the trucks delivering goods to the Vineyard go right by New Bedford on Route 195. What about the cost of wear and tear to trucks, time spent in congestion (and creating congestion for others), and diesel fuel of those trucks as they loop up to Wareham, up and down the Bourne Bridge, through two rotaries, and into residential neighborhoods in Falmouth to Woods Hole, a distance of 39 miles by road from New Bedford? The SSA operates like these costs are externalities to its operations. But someone is paying for them. In the case of Falmouth residents, we are paying for those costs in terms of being woken up by early morning noise, by diesel soot, and overall congestion.

We hear that New Bedford, because it is further, is more expensive, and will raise the cost of goods on the Vineyard. The MV Commission's Regional Transportation Plan 2020-2040 cites the finding that prices on the Vineyard are really not as dependent on freight rates as Vineyard residents (or I used to) think. The finding, and I would urge SSA Board members to read that finding, is that only 1-2% of the final cost of goods on the Vineyard depend on the final waterborne leg of delivery from the mainland to the Vineyard. (See http://www.mvcommission.org/sites/default/files/docs/Martha%27s%20Vineyard%20RTP%202020-2040%20FINAL%20%28APPROVED%29%208-22-19%20opt_0.pdf, page 57).

I know this seems counter-intuitive, but think of the tens of thousands of dollars of goods being carried by most trucks. A slight increase in cost of freight would be almost imperceptible in the final cost of goods on the Vineyard.

If freight by barge could be organized more broadly (and I think we all would agree that it could cost less than what the SSA charges on its existing vessels), non-time-sensitive goods may well be less expensive on the Vineyard.
The fact that the Vineyard could source to a wider range of providers of goods more competitively through New Bedford is something that you may not hear from bulk shippers who are operating today.

What about from an environmental perspective? We have looked at this closely and I can assure you that 10-12 trucks burn up more fuel on the 39-mile run from NB to WH by 195 and Route 28, plus WH to Vineyard by Steamship Authority vessel, than a straight waterborne run from the Vineyard to New Bedford.

With reasonably fuel-efficient ships, and especially if they can slow down, fuel and carbon footprint are decreased. This is all the more true if barging freight to the Vineyard.

Putting passengers and trash and demolition materials on the same boat makes no sense in this day and age. Passengers and freight have different needs. Passengers need toilets and refreshments. Freight does not.

What about the experiment a full 20 years ago for freight delivery from New Bedford? Well, speak with anyone. The freight route for those two summers of 2000 and 2001 was mismanaged from the start. Drivers who wanted to be on the New Bedford route could not get reservations easily. The timing was less than ideal in terms of Vineyard arrival and departure time. Speak with crew from that period and they will tell you the same thing. Yes, the SSA lost money on the route, but the third-party operator also made more than a million dollars, according to court testimony that came out later.

The most convincing evidence to me of the viability of a New Bedford waterborne freight route comes from Craig Johnson, who was one of the third-party operating staff of the New Bedford freight experiment in 2000 and 2001. Mr. Johnson came back after the second summer of the freight experiment from New Bedford and
submitted a formal request to operate freight as a private operator on that route. He of all people was in a position to know if it would work. The Steamship Authority denied his application, said the Steamship Authority would do it itself, and then never did.

I have said this before elsewhere, but the fact that the SSA is unwilling to provide and publicize a formal Request for Proposals for freight service from the mainland to the Vineyard smacks of protectionism (we know the argument, without dominating the market, the SSA will never survive through the winter). This is archaic thinking. The Vineyard good market is six to eight times larger than it was 60 years ago when the Enabling Act provided the Steamship Authority with licensing rights over all other freight carriers. This argument justifies just more and more spending and overspending by the SSA, of which we have seen our share in Falmouth and Woods Hole (and to which we could devote a separate public hearing).

Wouldn't Vineyard residents themselves be interested in shifting some freight to a mainland port in terms of providing for some redundancy of freight service through only Woods Hole? Aren't those trucks on SSA vessels taking up valuable space that Vineyard residents and visitors may need for their own cars? Wouldn't there be interest in future waterborne travel from New Bedford for cars to and from the Vineyard for those traveling to and from points south?

The third topic concerns the petition from Falmouth residents.

I know the Board members are singularly focused on the SSA's bottom line this year. But insisting on a 5:30AM freight scheduling is not the way to save money. You made delivery to the Vineyard work without a 5:30AM freight boat up until 8 years ago. Since then, you have added three new round-trip freight trips in as recently as 2018.
Not listening to, alienating, and demonstrating to Falmouth residents just how disenfranchised we are about Steamship Authority decision-making that impacts our neighborhoods directly is not the way forward.

After the Steamship Authority’s last public hearing in October 2019, the SSA promised us in a lengthy report, in what was essentially the decision from that public hearing, a Long-Range Vineyard Transportation Task Force. The Board unanimously approved that report.

Where is the Task Force? This should not be a case where COVID-19 intervened. Falmouth appointed two representatives, including a selectman, to the Task Force at the end of last year.

There's been no reason why that Task Force could not have been convened, and met remotely. I assume when that Task Force eventually will be convened that it will meet large remotely.

By all reports, demand will continue to be soft in summer 2021. It’s therefore particularly offensive to see that the Steamship is insisting on keeping a schedule for summer 2021 with 5:30AM freight from Woods Hole for almost six months from May 2021 through October 2021.

Are Vineyard roads really so congested during the second half of September and all of October that you need 5:30AM freight deliveries? Something is wrong here. Need I remind you that September and October are when our children are supposed to be back in school and families, among other Falmouth residents, can make good use of a full night's sleep?
At our hearing today, we are requesting specifically that the Steamship Authority wait until a later date to approve its 5:30AM freight scheduling for summer 2021. We do not understand the rush. I would note that the summer schedules in past years have traditionally not been approved until September of the preceding year.

Under circumstances of so many unknowns concerning demand for 2021, postponing approval of the 2021 summer schedules seems the only reasonable approach to take, rather than a scorched earth approach as concerns early morning freight scheduling from Woods Hole.

I do remember one comment at one of our first public hearings about the 5:30AM freight: Could the Steamship Authority not simply wait 1/2 hour to start your freight operations out of Woods Hole? You are bothering hundreds of households.

Falmouth residents have already made compromises. We originally asked for a first freight boat to be only at 6:30AM out of Woods Hole. We now are asking that only 5:30AM freight be eliminated? Can the Steamship Authority not make any meaningful compromises?

In conclusion, I find the Steamship Authority's response to so many of our concerns, and over such a long period, to be unethical.

There are other solutions for bringing non-time-sensitive freight to the Vineyard if that freight cannot be carried later in the day from Woods Hole.

Unlike Barnstable which has an agreement with the Steamship Authority for a maximum number of boat trips permitted daily, the Town of Falmouth currently has no such agreement with the Steamship Authority.
One of the initiatives we will be pursuing in Falmouth is a citizens petition article for our town meeting with the goal of placing limits on the Steamship Authority's growth in Falmouth. Barnstable will be the precedent for us.

I would point out that a state highway does not extend jurisdictionally all the way to 1 Cowdry Road in Woods Hole from Bourne. There are at least two sections of roads to the Woods Hole Terminal that belong fully to the Town of Falmouth and over which Falmouth has say. Our goal will be for Falmouth to take back those road sections under its own rules.

The Steamship Authority's insistence on the 5:30AM freight scheduling from Woods Hole only motivates us more strongly to pursue changes to the Enabling Act.

A push for change to the Enabling Act may be gaining ground on the Vineyard, as the Steamship Authority for too long has flooded the Vineyard with autos and ran roughshod over Vineyard residents’ own environmental and other sensitivities. See for example “The Steamship Authority, Supplying the Demand” in the Vineyard Conservation Society’s newsletter last year (http://www.vineyardconservation.org/httpssitesgooglecomavineyardconservation norgvineyard-conservation-societyHome/almanac-archive/the-steamship-authority-supplying-the-demand)

This year’s economic crisis will likely only place a more critical public eye on the need for change to the Enabling Act.

At the same time, I would ask that the Steamship Authority not frame your response to our request today only within the context of COVID-19; that is, we do
not want to hear that you cannot do this or that in 2021 because of COVID-19 conditions. That is unacceptable to us.

The Enabling Act has been changed before. It will be changed again. Falmouth residents will be heard. One phrase in Section 6 of the current Enabling Act should be kept: “The exercise of the powers granted by this act will be in all respects for the benefit of the people of the commonwealth, for the increase of their commerce and prosperity, and for the improvement of their health and living conditions.” It’s time for the Steamship Authority to live up to at least this part of its charter. It’s our Commonwealth too.
Steve,

Please include the attached four newspaper pieces in your report of the June 11 public hearing.

I would ask you to include the reader comments with the MV Times piece.

Thanks, Nat
Still No Long-Term Planning - Letter

Jun 5, 2020

The Steamship Authority through the state treasurer may be coming to Falmouth taxpayers, as the SSA Enabling Act permits, to compensate for SSA operating losses this year. Falmouth taxpayers could be responsible for 10 percent of SSA’s overall operating losses, estimated at $35 million, by current SSA projections. The Town of Falmouth cannot say no.

Falmouth taxpayers need to be shown they are subsidizing a quasi-public agency that is also not listening to them.

Following submission of 50 signatures from Falmouth residents and a public hearing in August last year, the Steamship Authority’s board voted to approve a “Report Issued under Section 15A [of the Enabling Act]” in October. The report stated that a Long-Range Vineyard Transportation Task Force would be formed and begin to function.

The task force was supposed to address a wide range of transportation impacts raised by Falmouth and Woods Hole residents.

Eight months later, in the face of inaction by the Steamship Authority in forming the task force, 56 Falmouth residents petitioned the Steamship Authority to hold a public hearing concerning SSA 2021 freight operations scheduling.

According to the petitioners, the Steamship Authority’s promised task force was never formed.

The petitioners ask the Steamship Authority to begin to envision a regional transportation plan to help mitigate freight truck impact in Bourne, Falmouth, Barnstable and other communities in southeastern Massachusetts. The petitioners ask for New Bedford, or other mainland port, to serve as a supplemental port for non time sensitive freight (bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) to and from the Vineyard.
The petitioners argue that it is unacceptable on the part of the Steamship Authority to be proposing a 5:30 AM freight schedule from Woods Hole village for 2021 before the Long Range Vineyard Transportation Task Force has begun to function. They request that the SSA postpone approval of a 5:30 AM freight schedule from Woods Hole village (as in the past, they object to the SSA-related large trucks traveling to the 5:30 AM ferry that wakes up Falmouth residents beginning at 4:45 AM and earlier; they do not object to cars on that ferry) until a future date when the task force is functioning. They point out that the Steamship Authority in 2018 increased its schedule from Woods Hole to three more round-trip freight runs a day to the Vineyard in summer. Fifty-eight one-way SSA boat trips are scheduled each day between Woods Hole and the Vineyard in summer.

Falmouth selectmen in 2017 also requested that the Steamship Authority reschedule its first freight from Woods Hole to 6:30 AM.

Without a new public hearing, the petitioners believe the Steamship Authority will never pursue a supplemental freight port on the mainland and continue to do exactly as the SSA wishes with freight scheduling from Woods Hole village.

It is an absurdity that the 60-year-old Enabling Act requires the SSA port community residents to submit a petition each time residents wish to be heard. Compare that approach with Washington State Ferries’ practice of regularly holding public hearings for port community residents without petition.

The requested Steamship Authority public hearing will be held at 4:30 PM on Thursday, June 11, via Zoom. Go to zoom.us and meeting ID 895 6301 9690. You may also join by calling 669-900-6833.

Nathaniel S. Trumbull

Church Street

Woods Hole
Steamship Authority plans to continue early morning freight runs

By Ethan Genter

FALMOUTH Woods Hole residents made their displeasure with the Steamship Authority’s proposed 2021 schedule loud and clear on Thursday, driving home complaints about the inclusion of the 5:30 a.m. freight boat during the high season.

The Steamship Authority has run the early morning freight ferry from Woods Hole to Martha’s Vineyard since 2012, and it is in the authority’s proposal for next year’s schedule.

The run is essential to get goods and services over to the island in a timely manner and get the massive trucks off the small island roads before traffic starts to get busy, according to islanders.

But Woods Hole residents have complained about the noise of the trucks barreling through the village in the wee hours to get on the ferries. Several residents continued to lodge complaints at a public hearing on Thursday.

“We need to come to some kind of agreement because this is not tenable anymore,” Woods Hole resident Johnathan Goldman said.

Resident John Woodwell said the 5:30 a.m. trip was not essential and agreed that changed was needed.

“You have to do better than this,” he said. “It's basic courtesy toward the people of Woods Hole and Falmouth.”

Many have pushed for freight boats to depart from New Bedford instead, or possibly at a not-so-early departure time from Woods Hole. But islanders have insisted on keeping things the way they are.
“Changing the 5:30 a.m. boat to New Bedford raises critical concerns to our island,” said Christine Todd, a Dukes County Commissioner. “It really changes the whole dynamic of how we’ve been doing business out here.”

A change of schedule would increase the cost of freight and the time involved, burdens that would be placed on the Vineyard, islanders said.

“The 5:30 a.m. ferry needs to be there and it needs to be from Woods Hole,” Dukes County Commissioner Keith Chatinover. “It’s too expensive and just not at all efficient to move that to New Bedford, let alone the cost to the Steamship of making New Bedford a viable alternative.”

Some villagers said they’ve had to abandon front bedrooms close to Woods Hole Road in order to put some distance between them and the noise of trucks downshifting.

The authority has been putting together a working group and a task force to look at the subject, and have even encouraged residents to document loud trucks, saying they could use it to bar offenders from securing early morning reservations.

With the exception of dates and vessel assignments, the 2021 schedule is identical to the 2020 schedule, according to Steamship Authority spokesman Sean Driscoll.

The authority’s board and port council are expected to take up the topic at their July meetings.

Follow Ethan Genter on Twitter: @EthanGenterCCT.
Woods Hole Residents Speak Out Against 5:30 AM Ferry Boat

By CARRIE GENTILE
Jun 16, 2020

A truck is loaded onto the Martha’s Vineyard ferry

GENE M. MARCHAND/ENTERPRISE

Woods Hole residents expressed vexation last week over the perennial issue of the 5:30 AM ferry boat that brings trucks as early as 4:45 AM down Woods Hole Road and into the village, causing loud noise, traffic and disruptions.

The Steamship Authority held a virtual hearing June 11 at the request of Woods Hole petitioners opposed to the proposed 5:30 AM boat. If approved by the Steamship Authority board, it will be the ninth summer it runs the early boat.
The hearing drew participants from both sides of Vineyard Sound, with a sharp divide over the necessity of the early boat.

Woods Hole residents, particularly those who live along Woods Hole Road, complained of the noise from downshifting and braking. A few participants said they cannot use bedrooms facing Woods Hole Road because of the noise. Becky Conners, general manager at Sands of Time Inn & Harbor House, said her customers also complain about the noise.

Martha’s Vineyard elected officials said on the call that essential goods are delivered on the early boat, a point many Woods Hole residents questioned.

Jonathan Goldman of Sidney Street said the “long-term” argument for early morning trucks “never seems to pan out in my mind. What are these products that need to be delivered at that hour? Are they time sensitive, lifesaving devices?”

He described the Authority as unreceptive to the concerns of Woods Hole residents. “From the Woods Hole perspective, for countless years, this is falling on deaf ears,” he said.

John Woodwell of Woods Hole also questioned the urgency of ferrying the goods at 5:30 AM instead of a later time.

“It is essential at that hour? No. There is no crisis without a 5:30 boat,” he said.

Four Dukes County commissioners, including Keith Chatinover, testified about the need for the early run.

“The 5:30 boat must continue to operate, and it must continue to operate from Woods Hole to Martha’s Vineyard,” he said. “We have heard from countless local vendors who provide goods and services that the 5:30 freight boat is critical to goods and trucks getting on the island—not only on the island, but then off of the island in a timely manner, so they’re not causing congestion an hour before people are out and about,” he said.

Tisbury Board of Selectmen chairwoman Melinda F. Loberg reminded people that roads on the mainland operate 24/7.
“If you live on the island, your roads are limited to a certain number of hours of the day, and travel cannot happen before 5:30 or after 9:45 [PM], when the Steamship Authority has its regular schedule. So we have to pack a lot into a shorter period of time," she said.

Woods Hole residents brought up diverting freight through New Bedford instead of Woods Hole. At this time there is no proposal in front of the Authority to consider regarding diversifying freight routes to Martha’s Vineyard, Authority spokesman Sean F. Driscoll said.

Last year the Authority formed both a task force and a working group. The former is to tackle long-range transportation issues, including freight. The latter is to develop measures to mitigate noise and traffic around Steamship Authority operations. Both have started to take shape but membership positions still need to be filled.

Former Authority counsel Steve M. Sayers, the hearing moderator, said some work has begun and the Authority is working with Falmouth Police Chief Edward A. Dunne about the need for more speed enforcement on Woods Hole Road. Officials are also talking with the Massachusetts Department of Transportation on reducing the speed limit. Mr. Sayers said the Authority plans to deploy decibel-measuring instruments to evaluate truck noise once its fiscal status improves.

The Authority created an email address that goes directly to the shoreside and the Woods Hole terminal managers’ cell phones. The email address, whtraffic@steamshipauthority.com, is for residents who want to report a driver causing excessive noise.

“We encourage you to contact us immediately, in real time, so we can try to identify the truck as it comes to the dock and we can address it,” Mr. Sayers said.

The last person to speak was Nathaniel S. Trumbull, who spearheaded the petition drive for the hearing. He spoke at length and brought up several points, one being that the Authority knew ahead of time that the 5:30 AM boat would cause excessive noise.

“The Steamship Authority staff knew from the beginning of the potential disruptions it would cause. They made minor changes to help, like limiting the length of trucks to 40 feet. But Falmouth residents are still faced with trucks racing through a residential zone to catch a 5:30 boat,” he said.

The comments from the hearing, and any written testimony received, will be compiled and presented to the staff. A decision will be made at the Authority’s next board meeting in July.
An old battle reignited Thursday night at a virtual hearing, when Woods Hole denizens gave Steamship Authority brass an earful about an early morning freight boat and the truck noise that stems from it. Vineyarders defended the early boat as logistically essential. For its 2021 operating schedule, the SSA has proposed a 5:30 am freight boat, namely the MV Governor, which will only carry trucks under 40 feet long. Woods Hole residents shaped their distaste for that early boat into a petition that triggered the hearing.

As they have perennially, Woods Hole residents, particularly those who live along Woods Hole Road, said the daybreak din of braking and downshifting trucks degrades their quality of life. And as they also have, year in and year out, Vineyarders said the commercial impact of nixing the early ferry was too great for an Island that cannot receive cargo 24 hours a day.

Former SSA attorney Steve Sayers, who moderated the hearing, said at the outset a special task force meant to troubleshoot such issues, though still in its formative stages, once again has forward momentum after stalling when the pandemic struck. Neither he nor any other SSA official voiced a position on the early boat or the trucks connected with it. Sayers did say the SSA plans to deploy decibel-measuring instruments to evaluate truck noise once the ferry line's fiscal state improves.

Melinda Loberg, chair of the Tisbury selectmen, said “crucial goods and services” are conveyed by the early boat.
“I live near the port, and can hear, like probably the people in Woods Hole, the backup beeps of trucks loading and unloading,” she said. “I know that we’ve all chosen the place where we live, and there are some impacts from that decision, and I know that some of them are negative, both for us and for you in Falmouth, in Woods Hole. I also just want to remind people that if you live on the mainland, your roads operate 24/7. If you live on the Island, your roads are limited to a certain number of hours of the day, and travel cannot happen before 5:30 [am] or after 9:45 [pm], when the Steamship Authority has its regular schedule. So we have to pack a lot into a shorter period of time, and I am just in favor of keeping that boat for the businesses and people of Martha’s Vineyard.”

Artist Jonathan Goldman, who lives in Woods Hole, said justification for early trucks carrying important products “never seems to pan out in my mind.”

Goldman went on to say he’d “really like to know what those are,” and argued he could abide “time-sensitive” medical products delivered to Martha’s Vineyard Hospital at that hour, “but if they’re not life-saving devices,” he questioned the urgency and utility of the early run across Vineyard Sound.

He described the SSA as historically unreceptive to the concerns of Woods Hole residents about trucks and early boats. “From the Woods Hole perspective, for countless years, this is falling on deaf ears,” he said.

John Gore, who said he lives on Woods Hole Road near the intersection of Church Street, expressed displeasure with trucks’ noise and speed.

“We’re unable to use our front bedroom because of the noise of trucks,” he said. Gore said noise comes not just from trucks headed to the ferry terminal, but from trucks exiting it. Those trucks “accelerate through their gears” and create noise and danger, he said. “It’s just amazing to me that there’s not been an accident.”

Woods Hole resident Damien Kuffler called for a rewrite of the Enabling Act to provide greater accountability and oversight in general, and specifically more rights to Falmouth beyond being a means to fulfill the ferry line’s mission.

Becky Conners, general manager at Sands of Time Inn and Harbor House, who lives at the intersection of Church Street and Woods Hole Road, said she’s had “many close calls” with trucks crossing the road to get to work.

Conners described the downshifting sounds made by trucks headed to the terminal as “horrible, loud, jarring” and said she cannot use the front bedrooms in her house.

Dukes County commissioner Christine Todd spoke against eliminating the early freight boat. Among other negative effects, Todd said, loss of the boat would further increase the already inflated transportation costs for Vineyard cargo. Todd was unsold on suggestions raised at the hearing that the problem could be solved by channeling Vineyard freight through New Bedford. Todd questioned the residency of hearing attendees, claiming they were meddling in affairs in which they had no legitimate stake.
“I'm sympathetic to the position of the community of Woods Hole. We're up to 62 participants who are on this call, many of whom, I think, or some of whom, aren't from Woods Hole [and] are trying to determine how 17,000-plus Islanders are affected by this, and so that concerns me very much.”

Dukes County commissioner Keith Chatinover was in accord with Todd. “The 5:30 boat must continue to operate, and it must continue to operate from Woods Hole to Martha’s Vineyard,” he said. “We have heard as commissioners from countless local vendors who provide goods and services that the 5:30 freight boat is critical to goods and trucks getting on the Island — not only on the Island, but then off of the Island in a timely manner, so they’re not causing congestion an hour before people are out and about. And like Christine, I sympathize with the people in Woods Hole, and I really understand that you may not think this is an ideal scenario.”

Woods Hole resident Nathaniel Trumbull, a longtime SSA critic, spoke at length. Among his arguments were that the SSA “mismanaged” a previous New Bedford freight experiment, and has refused to issue an RFP for another attempt.

“This smacks of protectionism;” he said, and added the argument the SSA won’t survive through the winter if some traffic is siphoned off is an “antiquated” concept. He said a New Bedford freight route might alleviate traffic volumes on the Vineyard, and provide the security of “redundancy.”

Sayers said all the evening’s comments, coupled with any written commentary, will be compiled into a report and presented to the SSA board for consideration.
I’m hoping the Woods Holers were served good cheese with their whines.

Log in to leave a comment

New news– the residents of woods hole have every right to express their displeasure about truck traffic going down their roads every morning at 5 AM.

Log in to leave a comment

Fabulous!

Log in to leave a comment

Another reason to have electric vehicles and ferries.

Log in to leave a comment
To run electric ferries how much will the ticket prices have to increase?

AJ Over the long haul, electric ferries are cheaper to run because of reduced maintenance cost and cheaper fuel per mile prices. Electric ferries also have the added benefit of no diesel exhaust if you happen to be sitting outside. No chance of fuel leaks, and no chance of having the bilges pumped out accidentally. But back to the cost. The short answer to your question is that as long as we can get competent management, ticket prices should go down.

Donx3...where would you propose putting the massive recharging stations that would be required? Not a lot of available space in WH, VH, OB.

tq– good point. My rough calculation of that is larger than I would have expected. It comes out to about 8,000 cu ft. or a 20 ft cube, for a quick charging station. Likely less for slower charging station. But we could easily
expect it to be the size of 2 car garage. Do you have any more accurate info on that question? Probably wouldn’t need one in O.B Thanks for bringing that up. I hadn’t thought about it.

3. **DeanRosenthalMV** June 12, 2020 at 6:12 pm

I’m with Woods Hole on some of this — when their houses were purchased, many of them, the kind of traffic that existed then was exponentially less. It's not as simple as “we all choose where we buy our houses”. And for Vineyarders who whine that Woods Hole is whining, give us a break! Do you really want to hear trucks squeal at 5:30? But it sounds like the actual problem is dangerous driving and gear shifting and brakes in that department. Is it really the case that things can't be adjusted? I have NEVER been up that early on MV and I've lived here almost a decade (the rare night owl who lives here) but I find it hard to believe that island traffic is at top rush hour before 7:30-8 AM. We really can’t push things up? That seems ridiculous. Maybe commission a traffic study and see what the facts are.

Log in to leave a comment

**SallyGeorge** June 13, 2020 at 10:28 pm

It’s not about Island traffic. It’s about the trucking coming down out of Boston or from NYC being able to operate as efficiently as possible before they even get on that boat. When you force them to run in traffic, you force them to run dirty and expensive. Thats more pollution for the Cape and higher costs for the Island. Or worse, trucks kill the route entirely.

Log in to leave a comment

**ajay** June 14, 2020 at 11:14 am
This is the Vineyard.
Stop being sensible.

Log in to leave a comment

4. viewfromhere June 12, 2020 at 8:23 pm

New Bedford was already tried a couple of times for freight and failed. These people in Woods Hole constantly complain about all things SSA. I think the SSA was there before you bought your house and will be there long after.
Food and products have to be delivered to the island in the early morning to schedule main street deliveries to not screw up traffic too much on island. The trucking companies and the SSA have tried to be very accommodating to the Woods Hole residents, but they won’t let it go until they shut down all traffic morning, noon or night. Good luck with that

Log in to leave a comment

5. oceanna June 12, 2020 at 9:46 pm

i happen to know a lot of people who live and work in woods hole. they are warm, friendly and generous. most islanders think of woods hole as just a bump in the road that you pass through on the way to and from the boat. but it is a proud little village with a rich history, just as the island is. smug islanders may say, “well, they shouldn’t have chosen to live there” yet i believe many of the people who live along woods hole road live in houses that have been in the family for many years. i liken it to chilmark (i don’t know why) where they have family houses that have been passed down and are now occupied by grown children, grandchildren, etc. so even though they chose to live there, they aren’t newbies who decided to put up a mansion on woods hole road and then realized it was noisy. many are simply invested in their homes. of course, we know there are quite a few little inns along the road as well, which i’m sure we are sometimes glad they are there
when we get “stuck on the other side”. so here is their problem, as i understand it. the huge freight trucks that barrell down the road in the wee hours of the morning are breaking down the curves and hill leading to the steamship. also sometimes when they arrive early and aren’t allowed down into the lot, they will park along the side of the road or even side of driveways when homeowners and hotel guests are trying to sleep. i imagine if one lived in vineyard haven or oak bluffs on the ONLY exit road from the steamship and every morning you had to wake to that noise, it would be very disturbing. maybe a compromise can be made but it bothers me when some island people just want to brush this issue aside and not work with it. that’s my 2 cents.

Log in to leave a comment

6. BigT  June 12, 2020 at 10:49 pm

I feel bad for the people that have to deal with this. I completely understand the need for getting supplies to the island and I don’t know that there is a good solution but some common ground needs to be found somehow. It’s not fair to just keep blowing these folks off. We put a man on the moon there must be a way to make this work better for everyone.

Log in to leave a comment

7. Pekinfinearts  June 13, 2020 at 12:53 am

Increased freight from New Bedford seems the obvious solution. What’s the problem with diverting some to New Bedford, a truly commercial port?

Log in to leave a comment
Great points, oceanna & BigT. I do hope there’s some middle ground to be found. If not, I can understand why the needs of MV have to be prioritized, but we shouldn’t fault those in Woods Hole for voicing frustration. I’m guessing any of us would feel the same in their shoes. Islanders (me included) have complained about far less. Imagine if any of these residents have dogs. 😳 Mine would turn into Looney Tunes if they had to hear trucks outside the driveway that early.

Log in to leave a comment

Eliminating the early boats will make this more expensive for islanders and increase pollution for the people of Woods Hole. When trucks run slow, they run dirty and expensive. It is ideal to have them running at off hours throughout the week rather than force them to sit in high season traffic down the docks.

It seems like anyone with any grasp of these realities left the conversation long ago.

Log in to leave a comment

Sally—There are financial trade offs—just because it might cost another 2 cents to get a t shirt here does not mean the people of Woods hole have to suffer. there are more considerations than just the Vineyard people and their pocketbooks. Why would trucks ”run slow”(er) later in the day? And PLEASE, if you are concerned about the air pollution in Woods hole, please ask the steamship parking employees to tell people to turn off their cars when waiting for the boat.
The trucks run slower later in the day because there is more traffic. Carriers operate on paper thin margins as it is. Making their work any less profitable will only incentivize them to abandon the route entirely.

The way to fix the Woods Hole problem is to move the whole operation to New Bedford. New Bedford is a true commercial port, not some sleepy little out of the way Cape Cod town, they like trucks 7/24. The SSA is a true commercial operation, it has no place in a sleepy little research based village.

The fun part will be watching the Woods Hole merchants scream and yell. I am going to guess that over half of their annual gross income comes from Vineyard traffic.

Fact check: Only 3-4 Woods Hole businesses adjacent to the Steamship Authority terminal in reality benefit from the Steamship Authority. Pie in the Sky, Quicks Hole, Woods Hole Inn, one or two of the ice cream shops, and that’s about it. Very few Vineyard travelers venture to merchants past the Eel Pond Bridge. If we’re talking about truck drivers only, Pie in
the Sky is the only merchant they might visit and they don’t have time for it. Pie has more than enough local business, thank you. The vast majority of Vineyard travelers simply don’t leave an extra cent in Woods Hole or Falmouth, except perhaps at the filling station. It’s very hard to quantify what the Steamship Authority brings to Falmouth at all except for congestion and embarkation fees, for which Falmouth’s own budget isn’t desperate. The Steamship Authority pays no taxes to the town, nor has it ever been generous enough to offer even a small PILOT contribution. (Watch the SSA at the end of the year as it metes out its assessments to port towns due to SSA operating losses this year and 5-10 years of embarkation fees to Falmouth will be gone in one fell swoop).
The problem with the use of Jake Brakes is that they do not allow the service brakes to get hot enough for them to fail.

Log in to leave a comment

I feel so bad for wh residents putting up with this. it’s like having DOPES for neighbors it saps your peace

Log in to leave a comment
June 23, 2020

Dear Mr. Davis,

Eighteen additional Falmouth residents have signed the petition below.

Please note that some of those residents also provide comment below with their signatures.

Thank you.

Sincerely,

Nat Trumbull, 11 Church St., Woods Hole, [redacted]

--

Dear Steamship Authority General Manager Robert Davis,

The Steamship Authority is proposing a 5:30AM freight ferry from Woods Hole for 2021.

The Steamship Authority Board voted to approve the “Report Issued under Section 15A of the Authority’s Enabling Act on the Proposed 2020 Summer Operating Schedules” in October 2019. (1) The Report stated that a Long-Range Vineyard Transportation Task Force (2) would begin to function as a response to the Steamship Authority’s decision on the public hearing.

The Task Force was supposed to address a wide range of transportation impacts (3) raised by residents during the August 26, 2019 public hearing.

Has the Long-Range Vineyard Transportation Task Force begun to meet? Have Martha’s Vineyard residents been appointed to serve as members of the Task Force? Have any recent steps been undertaken to approach New Bedford or other mainland ports about the possibility of serving as a supplemental port for non-time-sensitive freight (for example, bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) for shipping to and from Martha’s Vineyard? Has the Task Force considered how those steps could begin to create a regional transportation plan to help mitigate impacts in
Bourne, Falmouth, and other communities in southeastern Massachusetts?

Our information is that the Task Force has not yet been formed.

The Steamship Authority in 2018 increased its schedule from Woods Hole to three more round-trip freight runs a day to Martha’s Vineyard in summer. Fifty-six one-way SSA boat trips are proposed to be scheduled each day between Woods Hole and the Vineyard in summer 2021.

We find it unacceptable on the part of the Steamship Authority that it is proposing a 5:30AM freight schedule from Woods Hole terminal for 2021 before the Long-Range Vineyard Transportation Task Force has begun to function.

We request that the Steamship Authority postpone approval of a 5:30AM freight schedule from Woods Hole terminal (as in the past, we object to the SSA-related large trucks traveling to the 5:30AM ferry that wake up Falmouth residents beginning at 4:45AM and earlier; we do not object to cars on that ferry) until a future date when the Long-Range Vineyard Transportation Task Force is functioning as the Steamship Authority promised in its Report eight months ago.

Sincerely,

1.
John T. Vose
468 Woods Hole Road, Woods Hole, MA

I am opposed to the constant increase in vehicular traffic to the Vineyard particularly the very early boat for trucks. The new dock should have been built in New Bedford which can be accessed by a 4 lane highway and not a narrow 2 lane road through a residential neighborhood.

2.
Jane Vose
PO Box 489, Woods Hole, MA 02543

Your growth is untenable. Seriously consider New Bedford.

3.
Georgianne Dunn
34 Ransom Rd
4. Margaret S Dimmock
330 Woods Hole Rd Falmouth

5. Barbara Christopher
254 Woods Hole Road, Falmouth, MA 02540

Every element of the freight traffic on Woods Hole Road negatively impacts us: the early morning heavy, noisy traffic, the speed of the trucks, the impact on the road itself where every hump, hole and crack is accentuated by the heavy trucks.

6. Mary Jo Mahan
3 Kettle Hole Rd

7. Brian Mahan
3 Kettle Hole Rd

8. Barbara Zeidan
9 Huettner Rd

The increased Steamship Authority traffic and the increased buses that consistently exceed the speed limit makes it so dangerous when walking on Woods Hole Road to get to Church Street or into Woods Hole. The buses drive so fast that the wind from the bus feels like it will knock you over. So frustrating and scary! No regard for pedestrian safety.

9. Dr. John Gore
It's not just the number of trucks - it's the noise, speed and danger that matter. It is essential, whatever the schedule, to institute traffic calming and penalize truckers who do not mitigate noise level and speed.

10.
Ron April
448 Woods Hole Rd

11.
CARISSA APRIL
448 Woods Hole Rd

12.
Richard Hugus
312 Woods Hole Rd.

13.
Mary R Thompson

14.
Robert Bennett
312 Woods Hole Rd.

15.
Diane Buhl
35 Carey Lane
16.
Mark Polebaum
35 Carey Lane

17.
Martha Bennett
503 Sippewissett Rd Falmouth

18.
Andrea Anderson
471 Sippewissett Road

---------- Forwarded message ----------
From: Nathaniel Trumbull <natr@steamshipauthority.com>
Date: Fri, May 29, 2020 at 7:35 PM
Subject: Submission of petition from 58 Falmouth residents requesting a public hearing about SSA 2021 schedules
To: Robert Davis <rdavis@steamshipauthority.com>, Terence Kenneally <TKenneally@steamshipauthority.com>, <schedules@steamshipauthority.com>

Dear Mr. Davis,

Please find attached a petition from 58 Falmouth residents requesting that the Steamship Authority hold a public hearing about SSA proposed schedules for 2021.

All petitioners are being blind copied in this email.

Thank you for confirming receipt of our petition.

Sincerely,

Nat Trumbull
11 Church St., Woods Hole, MA 02543
Petition to Steamship Authority for Public Hearing on Proposed Schedules in 2021

May 29, 2020

Dear Steamship Authority General Manager Robert Davis,

Following submission of 50 signatures from Falmouth residents and a public hearing on August 26, 2019, the Steamship Authority Board voted to approve the "Report Issued under Section 15A of the Authority’s Enabling Act on the Proposed 2020 Summer Operating Schedules" in October 2019. (1) The Report stated that a Long-Range Vineyard Transportation Task Force (2) would begin to function as a response to the Steamship Authority’s decision on the public hearing.

The Task Force was supposed to address a wide range of transportation impacts (3) raised by residents during the August 26, 2019 public hearing.

Has the Long-Range Vineyard Transportation Task Force begun to meet? Have Martha’s Vineyard residents been appointed to serve as members of the Task Force? Have any recent steps been undertaken to approach New Bedford or other mainland ports about the possibility of serving as a supplemental port for non-time-sensitive freight (for example, bulk construction materials, bulk landscaping materials, construction and demolition waste, single stream recyclables) for shipping to and from Martha’s Vineyard? Has the Task Force considered how those steps could begin to create a regional transportation plan to help mitigate impacts in Bourne, Falmouth, and other communities in southeastern Massachusetts?

Our information is that the Task Force has not yet been formed.

We find it unacceptable on the part of the Steamship Authority that it is proposing a 5:30AM freight schedule from Woods Hole terminal for 2021 before the Long-Range Vineyard Transportation Task Force has begun to function. We request that the Steamship Authority postpone approval of a 5:30AM freight schedule from Woods Hole terminal (as in the past, we object to the SSA-related large trucks traveling to the 5:30AM ferry that wake up Falmouth residents beginning at 4:45AM and earlier; we do not object to cars on that ferry) until a future date when the Long-Range Vineyard Transportation Task Force is functioning as the Steamship Authority promised in its Report eight months ago.

We request that you conduct a public hearing, to be held within 14 days of receipt of this petition, on Steamship Authority proposed operating schedules for 2021, per Section 15A of the SSA Enabling Act.

Sincerely,

1 Arden Edwards 353 Woods Hole Road, Falmouth, MA 02540
2 Nina Levinthal c/o Flora Schiminovich, 7 Hilton Ave., Woods Hole
3 Laura Hastings 18 Spencer Baird Road, Woods Hole, MA
4 Jennifer Hastings 18 Spencer Baird Road, Woods Hole, MA 02543
5 Jan Elliott PO Box 598 Woods Hole MA 02543
6 Ann Newbury PO Box 724, Woods Hole MA 02543
7 John E. Dowling 106 Ransom Road, Falmouth
8 Patricia Tucker 1 Buzzards Bay Ave., Woods Hole
9 Camilla King 16 Butler St, Woods Hole
10 Peter Shile 25 Gardiner Road, Woods Hole, MA 03543
11 Anne D. Halpin 319 Woods Hole Rd. Falmouth 02540
12 Richard Lovering 338 Woods Hole Rd, Falmouth MA 02540
13 Stephen Gellis 24 Spencer Baird Rd Woods Hole
14 Elizabeth Farnham 101 Stoutenburgh Lane
15 David Hastings 18 Spencer Baird Rd, Woods Hole MA
16 Judith G. Stetson 261 Quissett Ave., Woods Hole, MA 02543
17 Jane E. Atwood 41 High Street, Woods Hole MA 02543
18 David Tucker 1 Buzzards Bay Avenue, Woods Hole, MA 02543
19 Bonnie Simon 144 Gardiner Rd., Woods Hole
20 Paul Lobo 114 Ships Watch Falmouth
21 Penelope McGill 8 Quissett Harbor Rd. Falmouth
22 Joseph Klimek 8 Quissett Harbor Rd. Falmouth
23 Hannah Coppola 40 Eric Clauson Lane, Falmouth, MA
24 Judith L. Day 55 Larches Way, PO Box 717, Woods Hole, MA 02543
25 Kate N. Day 5 Bowditch Road, Woods Hole MA
26 Russell G Murphy 5 Bowditch Road, Woods Hole 02543
27 Philip L Richardson 146 Church Street, Woods Hole, MA
28 Trina 19 Standpipe Hill Rd, Woods Hole, MA 02543
29 Bronwen Polloni 24 Sumner Street, Woods Hole
30 Walt Schanbacher 14 Cowdry Road, Woods Hole, MA 02543
31 Gerald J Fine 21 Church Street, Woods Hole
32 Catherine Bumpus 45 Millfield St Woods Hole, MA 02543
33 Nan Schanbacher 14 Cowdry Rd, Woods Hole, MA 02543
34 James Mavor 19 Standpipe Hill Rd, Woods Hole, MA
35 John Bruce 14 School St., Woods Hole
36 Jonathan Goldman 12 Sidney Street, Woods Hole
37 Nicole Goldman 12 Sidney Street, Woods Hole MA 02543
38 Wendy Nies
39 Eugenie Kuffler 49 Gosnold Road, Woods Hole 02543, MA
40 Rebecca Truman 3 Little Harbor Road, Woods Hole
41 Julia Leshin 59 Church Street, Woods Hole MA 02543
42 Barbara Jones 38 Locust St, Falmouth, MA 02540
43 Suzanne Kuffler 49 Gosnold Road, Woods Hole
44 Richard Balkin 3 Oyster Pond Rd
45 Valerie Walbek 32 Buzzards Bay Avenue
46 Susanna McKenna 90 Woods Hole Rd.
47 Gregory Wozena 296 Woods Hole Rd., Falmouth, MA
48 Shirley Wozena 296 Woods Hole Rd, Falmouth, MA 02540
49 Nan Logan 482 Woods Hole Road
50 Alberto Collasius jr 11 Juniper Point Rd
51 Damien Kuffler 49 Gosnold Rd., Woods Hole, MA 02543
52 Diana Roth 42 Glendon Road, Woods Hole
53 Margaret McCormick 44 Quissett Ave, Woods Hole MA 02543
54 Kristin Alexander 101 Cumloden Drive, Falmouth, MA 02543
55 Andrew R Solow 44 Quissett Ave, Woods Hole MA 02543
The purpose of the Long-Range Vineyard Transportation Task Force ("Report," pg. 15) is "to identify reasonable steps that can be taken to address issues and concerns about freight and other traffic in each of those communities [Falmouth, Oak Bluffs, Tisbury, and New Bedford]."

For photographs of those and other impacts, see www.woodshole.net
Dear Steamship Authority Board members,

As you may know, a citizens group has been monitoring truck traffic on the 5:30AM freight ferry out of Woods Hole village over a 10-day period.

The results of this monitoring are attached to this email and are respectfully submitted for your consideration as you work on the 2021 summer schedule from Woods Hole village. (Additional evidence relating to the necessity of 5:30AM trips is being gathered and will be submitted in the near future.)

This monitoring evidence: (1) highlights, again, the negative impacts of the 5:30AM freight ferry on Falmouth and Woods Hole neighborhoods; (2) challenges the basic justification for the 5:30AM freight ferry - that the goods and materials shipped on these trips are "essential" within that time frame; and, (3) demonstrates consistent violations of permitted arrival times and multiple failures of the SSA to enforce arrival time regulations.

We ask that you consider this new information as you work on next summer's schedule.

Thank you.

Sincerely,

For the petitioners, Nat Trumbull
Results of 10-day monitoring of truck arrival times at Woods Hole Terminal, June 17 – June 26, 2020

Violations of early arrival rule at Woods Hole Terminal

The first permitted truck arrival time at WH Terminal is 5:10AM.
Day 1.

June 17 (Wed.)

Arrival time at Crane St. bridge

4:55AM Truck with stones (also circled down Water St. first)

Video of stones truck turning onto Water St. WH Village  
(see https://youtu.be/e0P-xja6B38)

Video of stones truck arrival at WH Terminal  
(see https://youtu.be/PbIvWkZAuzs)

5:06AM Cape Coastal, appears to be carrying landscaping materials  
(https://youtu.be/9DOR8bXZlCg and 2:00 timestamp)
Day 2.

June 18 (Thurs.)

Arrival time at Crane St. bridge

4:55AM UPS cab
4:59AM US Foods (see https://youtu.be/BAPgHLUpZwI for this and following trucks)
4:59AM Appliance truck
5:00AM Crane Appliance
5:01AM Crane Appliance
5:02AM Gordon Food Service
Day 3.

June 19 (Fri.)

Arrival time at Crane St. bridge

4:57AM Service Milton truck (see https://youtu.be/wbrAje3sABk for this at 4:00 timestamp and other trucks below)
4:58AM Sid Wainer and Son
4:58AM Dole and Bailey Food Service
5:06AM Crane Appliance (goes down Water St., will circle back at
5:07AM)  
5:07AM Sysco (dangerously stops at WH Road, Crane St. intersection for
2 min.)
5:07AM Sysco (dangerously stops at WH Road, Crane St. intersection for
2 min.)
5:09AM Silvia Nursery (dangerously cuts ahead of first stopped Sysco
truck at intersection)
5:09AM US. Foods (dangerously cuts ahead of first stopped Sysco truck
at intersection)
Day 4.

June 20 (Sat.)

Arrival time at Crane St. bridge

4:53AM black plastic delivery (goes to Water/Railroad, see at 5:01AM in video)
4:59AM Sysco (see https://youtu.be/YGJnWJNYGuE at 6:00 timestamp for this and trucks below)
5:00AM horses delivery (goes to Water/Railroad, see return to Crane St. bridge at 5:05AM)
5:01AM black plastic delivery on truck
5:03AM Sid Wainer and Son
Day 5.

June 21 (Sunday)

4:57AM red cab with approx. 48’ trailer
(see https://youtu.be/mtqCpJPbQ-Y at Church St. intersection)
Day 6.

June 22

4:52AM Dennison Lubricants truck (leaves WH Terminal to go back in Falmouth direction (see https://youtu.be/egiIAn7g2xM)
5:00AM Ritz cracker truck (see https://youtu.be/9LTk_3Q20go at 0:30 timestamp for this and other trucks below)
5:07AM Dennison Lubricants truck is back from Falmouth direction
5:08AM Gordon Food Service
5:08AM US Foods
5:08AM Service truck (Milton)
5:09AM Sysco
Day 7.

June 23 (Tues.)

4:58AM Dole and Bailey Food Hub
(see https://youtu.be/kg5OmDBlaqY and 05:49 min. time stamp)
5:08AM F.B. Webb Company (Daikin AC)
5:08AM Cape Cod Commercial Linen
Day 8.

June 24 (Wed.)

4:43AM Black truck observed parked at Sands of Time (license CT AU45364), see again at 4:58 below

4:58AM Ron’s Trucking “We Do When They Won’t” (see https://youtu.be/reGXAYi8w9M for this and other trucks below)
4:59AM Black truck above
5:07AM White truck with trailer
5:09AM Sid Wainer and Son
5:09AM Crane Appliance
Day 9.

June 25 (Thurs.)

4:55AM F.W. Webb truck observed parked at Sands of Time, see again at 5:09AM below

5:06AM Crane Appliance (see https://youtu.be/mcx0LSxev5M at 14 min. timestamp for this truck and other trucks below)
5:08AM Crane Appliance
5:09AM F.W. Webb (appliances)
5:09AM Gordon Food
Day 10.

June 26 (Fri.)

4:46AM Jordan’s Furniture truck returns from Woods Hole in Falmouth direction (see video at https://youtu.be/7XEkts3UH4g)

4:58AM White straight truck, unmarked
(see https://youtu.be/29r7qWM5mwo at 6:35 min. timestamp for this truck and other trucks below)
5:07AM Jordan’s Furniture
5:08AM Jordan’s Furniture
5:09AM HT Berry
5:09AM Sysco
Steve Sayers

From: Nathaniel Trumbull <nathaniel.trumbull@falmouthma.gov>
Sent: Tuesday, July 21, 2020 7:25 AM
To: Kathryn Wilson; James Malkin; Robert Ranney; Robert Jones; Moira Tierney; megan.english-braga@falmouthma.gov; sam.patterson@falmouthma.gov; William.Straus@mahouse.gov; Mark.Montigny@masenate.gov; Antonio.Cabral@mahouse.gov; David.Vieira@mahouse.gov; Dylan - Rep. (HOU); susan.moran@masenate.gov; julian.cyr@masenate.gov; nancy.taylor@falmouthma.gov; Robert Davis; schedules; Robert Munier; Doug Brown
Cc:

Subject: Results of 8-day monitoring of truck inventory on 5:30AM freight ferry from Woods Hole village
Attachments: Results of 8 day monitoring of truck inventory on 530AM ferry.pdf

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Steamship Authority Board Members,

As you know, a citizens group has been monitoring freight truck traffic on the 5:30AM ferry to Martha's Vineyard out of Woods Hole Village.

On June 30, 2020, you received via email this citizen's group's first report detailing the arrival times of trucks for this ferry, together with supporting video materials. This report covered the period June 17 to June 26 2020.

We are pleased to submit this second report which describes the observable contents of the goods and materials shipped on these truck trips from June 17 to June 24, 2020.

In terms of total numbers, 87 trucks were carried on the 5:30AM freight ferry over this eight day period. 44 trucks were carrying no food at all and included such non-time sensitive items as stones, landscaping materials and equipment, and lumber. The details of this monitoring are attached to this email.

As noted in the June 30 report, this evidence once again challenges one of the basic justifications for the 530AM freight ferry from Woods Hole - that the majority of goods and materials shipped on these trips are "essential" within that time frame.

We respectfully ask that you consider the information contained in our two reports as you work on the 2021 summer schedule from Woods Hole to the Vineyard.

Thank you.

For the petitioners, Nat Trumbull

---

Monitoring of truck inventory on 5:30 freight ferry, WH to VH, June 17 to June 24, 2020

*Trucks on 5:30AM ferry without food
June 17, 2020, Wednesday

1. Truck with stones*
2. Sysco
3. Brown tank truck (unclear what liquid is, but not food)*
4. Sysco
5. Sysco
6. Ritz cracker truck
7. Marvin (house materials)*
8. Truck (countertops)*
9. Unidentified white truck (food is unlikely, no refrigeration unit)*
10. Utility truck*
11. Red dump truck (definitely not food)*
12. Yellow truck carrying lumber*
13. Truck with covering on trailer (likely landscaping materials)*
14. Sid Wainer
15. Crane Appliance*

June 18

1. M.A.P. Insulation Co.*
2. UPS large cab (no trailer)*
3. Crane Appliance*
4. Crane Appliance*
5. U.S. Foods
6. F.W. Webb (appliances)*
7. Gordon Food Service
8. Gordon Food Service
9. Sid Wainer and Son
10. Truck with black garbage-like containers on back, labeled Trident*
11. Mid-Cape (says "Views" on truck, possibly windows)*

June 19

1. Sid Wainer and Son
2. Dole and Bailey Food Hub
3. Crane Appliance*
4. Sylvain Nursery*
5. US. Foods
6. Sysco
7. Sysco
8. Crane Appliance*
9. Gordon Food Service
10. Gordon Food Service
11. US. Foods
12. US. Foods
13. Sid Wainer and Son
14. Sysco
15. Service truck*

June 20

1. Sysco
2. Sid Wainer
3. Crane Appliance*
4. Crane Appliance*
5. Crane Appliance*
6. Boat on trailer*
7. Truck carrying some black stackable plastic items (100% not food)*
8. Horse trailer with horses*

June 21, Sunday

1. Landscaping tractor*

June 22

1. Dennison Lubricants*
2. US Foods
3. Milton Service truck*
5. Ritz cracker truck
6. Gordon Food Service
7. Gordon Food Service
8. Sysco
9. Sysco
10. Sid Wainer and Son
11. Sysco
12. White truck unmarked (unlikely food, no refrigeration unit)*
13. Empty long truck*

June 23

1. Dole and Bailey Food Hub
2. US. Foods
3. US. Foods
4. Gordon Food Service
5. Gordon Food Service
6. Black covered truck with garbage-like container (definitely not food)*
7. Truck with empty truck bed*
8. Daikin (appliances)*
9. Cape Cod Commercial Linen*
10. Sid Wainer and Son
11. Landscaping equipment/large tractor carried on truck*

June 24

1. Spacefitters, black truck*
2. Sid Wainer and Son
3. Baynes Electric Supply*
4. Truck with covered goods (looks like lumber)*
5. Crane Appliances*
6. Sysco
7. Sysco
8. Ron's Trucking Corp. (looks like moving company, not food)*
9. Ritz cracker truck
10. Cape Cod Linen*
11. Sysco
12. Crane Appliance*
13. Heavy red construction truck loaded with sand*
Results of 8-day monitoring of truck inventory on 5:30AM freight ferry, WH to VH, June 17 to June 24, 2020
Monitoring of truck inventory on 5:30AM freight ferry, Woods Hole to Vineyard Haven, June 17 to June 24, 2020

87 trucks were carried on the 5:30AM freight ferry over the 8-day period of June 17 to June 24, 2020

44 trucks were carrying no food at all, and included such non-time-sensitive items as stones, landscaping materials and equipment, and lumber

*Trucks on 5:30AM ferry without food
Day 1.

June 17, 2020, Wednesday

1. Truck with stones*
2. Sysco
3. Brown tank truck (unclear what liquid is, but not food)*
4. Sysco
5. Sysco
6. Ritz cracker truck
7. Marvin (house materials)*
8. Truck (countertops)*
9. Unidentified white truck (food is unlikely, no refrigeration unit)*
10. Utility truck*
11. Red dump truck (definitely not food)*
12. Yellow truck carrying lumber*
13. Truck with covering on trailer (likely landscaping materials)*
14. Sid Wainer
15. Crane Appliance*
Day 2.

June 18

1. M.A.P. Insulation Co.*
2. UPS large cab (no trailer)*
3. Crane Appliance*
4. Crane Appliance*
5. U.S. Foods
6. F.W. Webb (appliances)*
7. Gordon Food Service
8. Gordon Food Service
9. Sid Wainer and Son
10. Truck with black garbage-like containers on back, labeled Trident*
11. Mid-Cape (says “Views” on truck, possibly windows)*
Day 3.

June 19

1. Sid Wainer and Son
2. Dole and Bailey Food Hub
3. Crane Appliance*
4. Sylvain Nursery*
5. US. Foods
6. Sysco
7. Sysco
8. Crane Appliance*
9. Gordon Food Service
10. Gordon Food Service
11. US. Foods
12. US. Foods
13. Sid Wainer and Son
14. Sysco
15. Service truck*
Day 4.

June 20

1. Sysco
2. Sid Wainer
3. Crane Appliance*
4. Crane Appliance*
5. Crane Appliance*
6. Boat on trailer*
7. Truck carrying some black stackable plastic items (100% not food)*
8. Horse trailer with horses*
Day 5.
June 21, Sunday
1. Landscaping tractor*
Day 6.

June 22

1. Dennison Lubricants*
2. US Foods
3. Milton Service truck*
5. Ritz cracker truck
6. Gordon Food Service
7. Gordon Food Service
8. Sysco
9. Sysco
10. Sid Wainer and Son
11 Sysco
12. White truck unmarked (unlikely food, no refrigeration unit)*
13. Empty long truck*
Day 7.

June 23

1. Dole and Bailey Food Hub
2. US. Foods
3. US. Foods
4. Gordon Food Service
5. Gordon Food Service
6. Black covered truck with garbage-like container (definitely not food)*
7. Truck with empty truck bed*
8. Daikin (appliances)*
9. Cape Cod Commercial Linen*
10. Sid Wainer and Son
11. Landscaping equipment/large tractor carried on truck*
Day 8.

June 24

1. Spacefitters, black truck*
2. Sid Wainer and Son
3. Baynes Electric Supply*
4. Truck with covered goods (looks like lumber)*
5. Crane Appliances*
6. Sysco
7. Sysco
8. Ron’s Trucking Corp. (looks like moving company, not food)*
9. Ritz cracker truck
10. Cape Cod Linen*
11. Sysco
12. Crane Appliance*
13. Heavy red construction truck loaded with sand*
We Tuckers trace our Woods Hole residency to the 1950s and to our home ownership in Woods Hole to 2010. We want to put in writing that we are strongly opposed to the proposed significant increase by the Authority of truck traffic on Woods Hole Road to and from the ferry terminal downtown. The village should not be further burdened by all of the noise that the truck traffic creates. Please respect our wishes to keep the village and Falmouth a place of quiet enjoyment.

Dave and Pat Tucker
1 Buzzards Bay Avenue
Woods Hole, MA 02543
Steve Sayers

From: hdfatboy2001 <removed>
Sent: Saturday, June 13, 2020 10:59 AM
To: schedules
Subject: Truck traffic on Woodshole rd. is an accident waiting to happen. Its not a matter of if its a matter of WHEN!!!

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Sent from my Sprint Samsung Galaxy S10+.
I would like to see eighteen wheeler traffic from the end of rt 28 to Woods Hole eliminated. I believe we're waiting for a disaster to occur. Trucks are carrying every conceivable supply to the Vineyard. These include tanker vehicles carrying highly toxic and combustible substances. These trucks have to make a precarious turn at the intersection of rt28, Main St and Palmer Av where automobile traffic must navigate to avoid a collision. I once saw four tourists peddling down Woods Hole Rd on a surrey bike. Of course they had no idea they were putting their lives in danger. I have also observed as much as nine eighteen wheelers in a parade to Woods Hole. This is a narrow two lane road not built for trucks of this type. They should be going out of New Bedford. I hope we don't have to see a major disaster to occur before the right thing is done.

Tree Tops Resident, Woods Hole Road

Sent from AOL Mobile Mail.
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear Sirs,
I strongly object to the proposed January 4, 2021 - January 4, 2022. I strongly object to you growing truck traffic on a road never designed to service a community of early 200,000. You must find alternatives.
Thank you,

Jane
I am opposed to the continuing increase in vehicular traffic to the Vineyard, particularly early boat for trucks.

Sincerely,
John T. Vose
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Dear SSA Board Members:

To save myself some time I have simply copied and pasted a letter sent to the Board in 2017. Nothing has changed.

31 July 2016

The Steamship Authority
Proposed Schedule Changes
P.O. Box 284
Woods Hole, MA 02543

RE: Proposed Schedule Changes 2017

To whom it may concern:

With your publication of the proposed Early Spring and Spring Operating Schedules for 2017 and the request for public comment on these schedules, we are making the following observation:

The 5:30am departure from Woods Hole is continued despite persistent requests from people living on Woods Hole Road to discontinue this scheduled trip. A 5:30am departure translates to vehicles traveling on Woods Hole Road as early as 4:30am.

This schedule was unacceptable in 2017 and it still is unacceptable.

Stephen and Carol
526 Woods Hole Road
Woods Hole, MA 02543
WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

We live on Woodshole Road and the noise from the 4am trucks are disturbing our sleep. The early morning freight boat should be scheduled later in the day. Please register our complaint about the noise generated from 4am truck traffic headed for the 4:30 am freight boat.

Don and Myrna Weiss
Treetops/120 Woodshole Road
Members of the Board,

The experiment of running freight traffic through Woods Hole at 5:30 in the morning continues to be a miserable failure. The testimony by residents of Falmouth and Woods Hole whose sleep is disturbed by your freight in the wee hours of every morning for six months of the year should have been enough for you to throw in the towel on the experiment years ago. There is nothing that arrives on Martha's Vineyard at 6:15 in the morning that cannot arrive at 9:15, or at noon, or in the afternoon, or evening, and it can all, and should all, be run out of New Bedford.

In addition, the SSA is now pushing huge numbers of cars onto Martha's Vineyard, more than twice as many as the people of Martha's Vineyard asked for in their 1997 resolution. These days the transportation system on Martha's Vineyard is a mess because the SSA has packed so many cars onto the island that there is gridlock. Why on Earth would you continue to refuse to listen and refuse to care about this problem that you created?

It is time to move forward into the 21st century by 1) eliminating the 5:30 AM freight boat, 2) moving all freight through New Bedford, and 3) steadily reducing trips until the SSA is in conformance with the 1997 resolution.

Thank you,

John Woodwell

John C. Woodwell, Ph.D.
Church Street
Woods Hole,
Steve Sayers

From: Barbara Zeidan <[REDACTED]>
Sent: Monday, June 15, 2020 10:37 AM
To: schedules
Subject: Steamship authority bus drivers consistently speeding on Woodshole rd.

WARNING: This email originated from outside of The Steamship Authority. Please use CAUTION when clicking links, opening attachments, or providing information unless you recognize the sender and know the content is safe.

Hello,
The steamship Authority bus drivers exceed the speed limit making it extremely Dangerous for Pedestrians walking on the sidewalk on near Glendon, Standpipe and Church street. I tried to signal for a bus Driver to slow down last summer ad they actually gave my the finger.

Sent from my iPhone