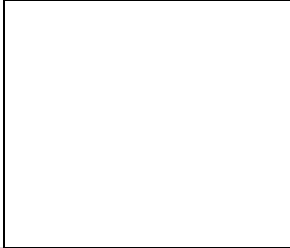




MEETING POSTING

TOWN OF NANTUCKET

Pursuant to MGL Chapter 30A, § 18-25
All meeting **notices and agenda** must be filed and time stamped with the
Town Clerk's Office and posted at least 48 hours prior to the meeting
(excluding Saturdays, Sundays and Holidays)



Committee/Board/s	Nantucket Roads and Right of Way Committee
Day, Date, and Time	Thursday, January 17, 2023 at 4:00 p.m.
Location / Address	131 Pleasant Street Meeting Trailer and Remote Participation via Zoom
Signature of Chair or Authorized Person	Bill Grieder, Chairman

AGENDA

Please list below the topics the chair reasonably anticipates will be discussed at the meeting

NANTUCKET ROADS & ROW COMMITTEE

AGENDA

Thursday, 4:00 Tuesday, January 17th 2023

Meeting to be held at 4:00 at 131 Pleasant Street trailer and Remote Participation via Zoom meeting.

Join Zoom Meeting:

<https://us06web.zoom.us/j/89977952901?pwd=VWdpMEZqdDV1NGI4cy9OMkVCZDZ5UT09>

Meeting ID: 899 7795 2901

Passcode: 461845

1. Public Comment.
2. Approval of minutes from **November 15, 2022.**
3. Ken Beaugrand: (if available) update on road, sidewalk and takings projects, encroachments.
4. Continued discussion possible takings:
 - a. Franklin Street: Cemetery Commission
 - b. Stone Alley: Ginger Andrews
5. Patrick Reed: (if available) any update on road and sidewalk projects.
6. Inquiry from the public re: a possible bike path to Wauwinet
 - a. Clarification of RROW Committee's role
 - i. No proposal or plan for RROW to review
 - b. Received correspondence from the public

7. Public Way Monument Project: identify installation locations and schedule installation process
8. Old, New or Other business and member comments.

Adjourn, Next meetings: **only via ZOOM 4:00 February 21, 2023, March 21, 2023, April 18, 2023**

Roads & ROW Ongoing Projects List:

Public Way Monument Project: (Lee & Allen & Snookie)

Install remaining monuments at Sconset Footpath, Hulbert Ave., and other locations

- Need scheduling with DPW

Update file of existing monuments

- In progress

Move monuments at Westchester St. Ext. & Crooked Lane

- Need to coordinate with Land Bank

Sidewalk Projects: (Lee & Allen)

Prospect St. (sidewalk to Upper Vestal St.) to Madaket bike path

- Referred to Transportation Planner

Cliff Rd. Coffin Park to bike path at Sherburne Tpk.

- Request sent to Selectboard to add to future sidewalk list

Pleasant St. Gardner Perry Lane to Williams St.

- Referred to Transportation Planner

Lovers Lane Bike path/ road reconstruction

- Bids received over budget – need additional funding

Follow implementation of downtown sidewalk improvements

- Updates provided by DPW representative to RROW

Bike/Pedestrian connection from Surfside to Hummock Pond to Madaket paths

- Land takings completed – needs Town Meeting funding

Chapter 91 Monitor Project: (Lee, Rick, Phil)

GIS department head Nathan Porter working to make available online

Harbor Walk Project, list of permits and approvals

- Plan presented to Selectboard – ReMain Nantucket providing assistance

Identify Chapter 91 licenses along route for the Harbor Walk

- In progress

Locate other locations on waterfronts requiring licenses

- Request sent to ConCom to copy RROW on any received applications or notices

Nantucket Greenway and Trail System Project: (Allen, Lee)

Nantucket Central Railroad trail map of existing portions of route

- Locations identified at Easy Street, Washington Street extension, Naushop development and Bayberry Commons to Surfside

Island Trail Map with all walking trails

- In progress

Sconset Bluff Walk Review: (Allen, Ed, Nat)

- update sign verbiage?
- Increase sign locations?
- Increase maintenance?
- Survey path?
- Identify encroachments?

December 30, 2022

To:

Mr. Andrew Vorce
Ms. Erica Mooney
Mr. Jason Bridges
Mr. Bill Grieder
Mr. Patrick Reed
Mr. Rick Sears

Dear Gentlemen and Lady!

I am writing to you all regarding the proposed bike path to Wauwinet. I am **completely** opposed to this project for the numerous **extreme** negative impacts it will have on our community.

#1. Wauwinet Road has much conservation land and wetlands on both sides of the road, including 4-5 streams to cross between Pocomo and Wauwinet.

#2 Where will people go to the bathroom as there are none?

This will mean more people will dismount, trespass thru private properties looking to relieve themselves.

People will look for beach access and trespass thru private properties. This means more 'strangers' to our quiet community wandering around.

#3. After a very long journey to Wauwinet, there is no water source.

#4. While the trustees promote the mile walk to their property through deep sand, mosquito and green-head infested areas to continue the 9 miles to the Great Point lighthouse, most will not be able to sustain this activity.

Over the last few years, there has been an exorbitant increase in the number of cars parking on either side of the road in order to get the pass to Gt. Point, let the air out of their tires.....again, they are parking along either wetlands, or conservation land. This has impacted the safety of our children on bikes, families walking their dogs etc. Adding a bike path to **NOWHERE** will only adversely affect what has always been a very quiet, safe neighborhood.

Other bike paths end in places which do provide food/water sources, and access to beaches. **We wholeheartedly believe that this proposed project will forever negatively impact one of the last, special places on the island.**

Sincerely,

Susan Belcher
8 Plover Lane
Nantucket, MA 02554

TO:

Mr. Andrew Vorce - Director of Planning and Economic Development:

Ms. Erika Mooney - Select Board - Operations Administrator

Mr. Jason Bridges - Select Board - Chairman

Mr. Bill Grieder - Roads & R.O.W - Chairman Elect

Mr. Patrick Reed - Transportation Planner -

Mr. Rick Sears - Deputy Director of Finance

FROM:

Wauwinet Land Owners Association - Officers and Directors

The Wauwinet Land Owners Association (WLOA) Charter is:

"The purposes for which the WLOA Corporation is formed are to protect the property and other interests of Wauwinet landowners and to preserve and improve the natural environment and beauty of Wauwinet and the Island of Nantucket."

It is the WLOA board's position, as well as the super majority of its residents, that a bike path to Wauwinet would be detrimental to the Wauwinet community. The bike path would be a destination to nowhere. At the gate house, the Wauwinet Road becomes private. There is no general store, there is no drinking water source, and, except for the two lovely port-a-potties, there are no bathrooms. After a 10 mile bike ride from Town, these facilities would be necessary.

Providing a bike path could bring 20, 50, 100+ pedestrians through Wauwinet wandering aimlessly looking for the beach, on the harbor and the ocean. The Trustees will promote the mile walk to their property through deep sand, mosquito and green-head infested areas as well as the 10 mile hike to the lighthouse as an enjoyable sightseeing activity.

This is not for the faint-hearted hiker.

The easement across private property was established to provide driving access for fishermen in the 1970's, maybe 25 - 50 cars a day. Now the chaos, congestion and gridlock at the gatehouse caused by the motorists going to Great Point brings 150 - 200 cars a day (that's 300- 400 cars round trip), parking along the road, and long lines to air up tires has quite often become a dangerous gridlock for Residents, pedestrians and bikers.

We also cannot ignore the environmental impact a bike path parallel to Wauwinet Road would endanger. We know that a good portion of both sides of Wauwinet Road is conservation and/or wetlands; plus, there are 4 - 5 natural streams that cross under Wauwinet Road between Pocomo Road and Wauwinet, a negative and expensive project.

We have received a huge majority consensus from the Wauwinet community opposing this project due to unintended consequences including bikers wandering around private properties in Wauwinet, Plover Lane, Crows Nest Way, Squam Road that could cause security issues. It has recently been brought to our attention that non-residents have been wandering through the "Pretty Path" to Crows Nest Cottages exploring. We think you all can understand the issues that could arise from a bike path, as non-residents wandering around our neighborhoods with no available destination raises a great concern to the security of our children and properties.

We choose to live in Wauwinet for its rural, quiet enjoyment, charm and historical character. We are a community of second, third, and some fourth generation homeowners along with first time homeowners seeking the quiet enjoyment of Wauwinet. We choose to protect Wauwinet from the gridlock, chaos and confusion the rest of the island is experiencing.

Questions at issue for a bike path to Wauwinet:

- 1) One unintended consequence Wauwinet already deals with is the traffic caused by the Trustees. Land given to the Trustees and Conservation by Wauwinet Residents/Landowners has become a tourist destination with over 300- 400 cars a day traveling round-trip through Wauwinet and our Village, and consequently, exponentially increased traffic on the Wauwinet Road from Polpis Road.
- 2) Gridlock at the gatehouse caused by motorists airing down their tires, airing up their tires, purchasing beach permits in order to access the road north of the Wauwinet Village, and parking on the shoulder of the road is already a dangerous situation for pedestrians and bikers.
- 3) From the Gatehouse to the Federal Lands at Great Point where a permit is required, there is a mile-long easement through private properties. Through these private properties, the access road is very narrow (one car wide with thick brush on both sides) and the access road consists of very soft sand where it is impossible to ride a bike creating a liability for landowners, homeowners and our association.
- 4) After the first mile of private road, the next 10 miles of access road to Federal Land becomes extremely soft deep sand that is impossible to ride a bike, and very challenging to walk, not to mention a dense haven for mosquitoes and green head flies.
- 5) With climate change and rising tides, access to the Federal lands is greatly threatened by coastal flooding, erosion and other climate change-related risks. Travel on the beach access has already become endangered due to beach erosion closing the road and cutting off access.
- 6) It is the opinion of the Wauwinet Land Owners Association that a better solution to reducing the speeds and improving the safety of the Wauwinet Road would be to install asphalt speed bumps at engineered locations at a much lesser cost and monumentally less environmental impact to our wetlands and conservation lands.
- 7) It is also our opinion that the Federal funds could be better spent and more afforded by repairing the existing bike paths that are in a state of disrepair.
- 8) Statistically, a good survey would be to evaluate how many biking accidents have occurred on Wauwinet Road as compared to the Polpis bike path and other island bike path(s).
- 9) As a matter of information; Great Point Lighthouse is owned by the US Coast Guard, the land the lighthouse sits on is owned by US Fish & Wildlife (Federal Land), surrounded by land donated to the Trustee's and or Nantucket Conservation. Currently, none of these entities are maintaining the lighthouse.

10) Lastly, We are surprised that the Town would accept funds from the federal government for such a dubious project. At the end of this proposed bike path project, there remains 14 miles of a difficult and challenging (potentially dangerous) journey to get to Federal land.

Sincerely,
Wauwinet Land Owners Association

Anthony Cahill, President
John Allman, VP
Paul Carini, Treasurer
Linda Allman, Secretary
Mike Gillies - Director
Jon walker - Director
Chris McKeown - Director
Whit Benedict - Director
Alison Hudson - Director

From: Robin Dufournier robindufournier@gmail.com
Subject: Wauwinet Bike Path
Date: December 14, 2022 at 5:22 AM
To: billgrieder@gmail.com
Cc: tcahilljr@gmail.com



Dear Bill,

I am a landowner on Crow's Nest Way in Nantucket. I strongly oppose the project for a Wauwinet bike path. It would damage the ecology of the area, and bring excessive traffic to an area unprepared to welcome it.

Regards,
Beatrix Dufournier

Sent from my iPad



From: Janet Hart janet.a.hart@comcast.net
Subject: Opposition to proposed bike path to Wauwinet
Date: December 14, 2022 at 11:51 AM
To: avorce@nantucket-ma.gov, EMooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov
Cc: Tony Cahill tcahilljr1@gmail.com

Dear Mr. Vorce, Ms. Mooney, Mr. Bridges, Mr. Grieder, Mr. Reinhard, Mr. Reed, and Mr. Sears,

I am writing to express my strong opposition to the proposed bike path to Wauwinet.

My first trip to Nantucket was in the summer of 1964 when I was a year old. My family stayed at the Wauwinet House for several summers, and then bought a house in Wauwinet in 1977. My mother bought a second house in Wauwinet in 2008. As long-time summer residents of Wauwinet (and property tax payers), we oppose the extension of the bike path to that part of the island.

The character of Wauwinet is different from the rest of the island. There is no general store, and there are no public bathrooms (there are two port-a-potties at the gatehouse, but those are wholly inadequate even now without a bike path). The current configuration of the bike path around the island works well, and should not be altered. In 'Sconset, for example, bikers can stop at the 'Sconset Market or one of several restaurants for refreshments; there are also bathroom facilities. In contrast, the only restaurant option in Wauwinet is the inn, which is often either completely booked with inn guests and others, or off limits to the public for weddings or other events.

Additionally, when bikers arrive at Wauwinet there is essentially nothing for them to do but turn around and go back. The beaches in Wauwinet are private. Indeed, on the nantucket.net website, Wauwinet beach is not even mentioned. The site makes reference to Coskata/Coatue, but those areas are only accessible by boat or by four-wheel drive vehicle. While some may want to visit the mile-long walk through land run by The Trustees, that location is not equipped for the influx of bikers a bike path would bring.

Traffic by four-wheel drive vehicles is already a major challenge for Wauwinet. Initially, approximately 25 to 50 cars traversed the easement to Great Point; these days it is closer to 200 cars a day. Adding bikers into this mix will simply cause more chaos and disruption to this distinctive and relatively quiet part of the island.

While I understand that the Nantucket I grew up knowing in the 1960s and 70s no longer exists, there is no reason to exacerbate conditions that are already difficult in Wauwinet. I urge you to reconsider extending the bike path to that part of the island.

Thank you for your consideration.

Sincerely,

Janet Arnold Hart
650-255-1814

From: Louise King lou.perk.king@gmail.com

Subject: opposition to Wauwinet bike path

Date: December 14, 2022 at 8:15 AM

To: avorce@nantucket-ma.gov, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov, Alan Penzias alan.penzias@gmail.com, tcahilljr1@gmail.com, hannah king hannahpking@gmail.com, Perry King peterregis@aol.com

KL

I am writing as a long term summer resident of Wauwinet. Along with my cousins, I am a third generation partial owner of a family cottage in the area (2 doors down from hotel).

I strongly oppose the creation of a bike path.

On initial review, I saw the purported purpose of increasing safety and greater equitable access to federal lands.

However, the area of Wauwinet and protected coastal areas are unique to the Island. Our resources in that small space are scarce. We already see 150-200 cars a day passing through this delicate landscape as they reach the beaches. Adding 100s of persons on bikes - with no access to services of any kind - would likely result in significant issues not only for those visiting but who have not planned for a lack of water or facilities - but also for our delicate coastal areas. Miles long walks on small beach roads to the nearest beach access will likely result in many stranded frustrated visitors. As a physician I expect to see emergencies and am concerned about the level of care we will be able to provide to those suffering from heat stroke or becoming stranded and under attack by mosquitoes and green head flies.

Ahead of spending this amount of money - without truly guaranteed matched funds - we have an ethical duty to carefully explore the potential environmental impact and alternatives to achieve a goal of equitable access to federal lands. Knowing the amount of protected conservation and wetland that surround Wauwinet and the road that leads to it - it is self-evident that a careful environmental impact study would strongly disfavor further asphalt encroachment to allow for a bike path. Beyond that, increasing person density in the area will surely be detrimental to the delicate coastland.

I realize I have repeated the term "delicate." I've done so intentionally. I've spent 50 years in this space and have seen even the small changes of building and development severely impact the delicate natural wonder of Wauwinet, the beaches and Coskata. We will naturally lose these incredible pieces of our Earth to climate change. Even so, we should do everything we can to keep them safe as long as we have them.

I agree with my neighbors - there are surely other ways to increase safety on Wauwinet road and to ensure access for those who wish to see this unique part of the island. To be clear - I sincerely want more people to be able to safely and responsibly access the beauty of Wauwinet that I have been so blessed to know for so long. But there are better ways. Many options have been proposed including speed bumps on the road and creating more options for guided tours into the delicate protected spaces. Any option undertaken should be carefully explored with a non-biased assessment of environmental impact.

Thank you for the work you do and for reading my opinions expressed herein. I appreciate your time and am happy to speak with any of you about these issues at any time

Sincerely
Louise

Louise P. King, MD, JD

Assistant Professor Brigham and Women's Hospital

Director of Reproductive Bioethics, Center for Bioethics Harvard Medical School

Affiliated Faculty Petrie Flom Center Harvard Law School

lperkinsking@bwh.harvard.edu

brighamandwomens.org

Pronouns: {she, her, hers}

From: johnmartin19@optimum.net
Subject: Wauwinet Bike Path - The Bridge to Nowhere
Date: December 14, 2022 at 12:26 PM
To: avorce@nantucket-ma.gov, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov



The infamous Bridge to Nowhere in Alaska; millions spent to build a bridge to an island where there were only a few summer camps. The bridge was only built because there was Federal money available to do it.

Now Nantucket proposes to build a Bike Path to Nowhere. OK, it goes to Pocomo Road which is nowhere near the Federal land at Great Point. If the plan was to eventually build a path to Pocomo Point it might make a little sense, but the plan is to continue the path to the Wauwinet Gatehouse which is pretty much Nowhere, there is nothing there. The Gatehouse is miles from the Federal land, a very difficult walk.

There is only one reason to build this bike path, THERE IS FEDERAL MONEY AVAILABLE TO DO IT and that is NOT a good reason. However, there are many reasons NOT to build the path that have been numerated by Tony Cahill on behalf of the Wauwinet Land Owners Association, but let me emphasize one, there is no Federal commitment to build the path beyond Pocomo Road.

The Town should concentrate their efforts on keeping Wauwinet Road repaired (it needs work now) and perhaps widen it a little, and NOT pursuing this unwarranted and unnecessary project.

John & Peggy Martin, 10 Plover Lane

From: Bill Grieder <bill.grieder@gmail.com>

Subject: Re: Wauwinet Bike Path Dec 2022

Date: December 16, 2022 at 1:24:13 PM EST

To: Cahill Tony <tcahilljr1@gmail.com>

Cc: Grieder Bill <billgrieder@gmail.com>, "Reed, Patrick" <preed@nantucket-ma.gov>, JOHN ROWE <jgrowe02@gmail.com>, Paul Carini <paulcarini@comcast.net>, Mike Gillies <81mgill@gmail.com>, Jon & Kerry Walker <jwalkerbc@me.com>, John Allman <jallman@allmanco.net>, Chris McKeown <chrismckeown235@gmail.com>, Allison Hudson <Allisonhudson929@gmail.com>, Linda Allman <lwpallman@gmail.com>

Dear Tony,

Thank you for your email expressing your concern about a possible bike path to Wauwinet.

The charges given to the Nantucket Roads and Right of Way Committee by the Select Board is to review any issues concerning the status of access over public and private roads, rights of way, abutters ways, proprietors' roads, footpaths, and any other ways throughout Nantucket town and county and to make recommendations to the Board of Selectmen / County Commissioners to ensure and improve public access over them.

It is my recollection that constructing a bike path to Wauwinet was first discussed in the late 1970's. Since then, there has been little if any effort to move forward on the project. Apparently, the idea is being to be reviewed in greater detail.

There is a link ([HomeGovernmentBoards, Commissions & CommitteesCommissionsPlanning & Economic Development CommissionTransportation PlanningSidepaths](#)) on the Town website that provides information about existing or proposed bike paths.

As the review process moves ahead, **each** board or committee will hold required public meetings where opponents as well as proponents can express their views. Their agendas and meeting dates are posted on the Town website. If you haven't done so, I'd suggest enrolling in the email notification to help you track the project.

Sincerely,

Bill

Bill Grieder
10 F Street
Nantucket, MA 02554
P 508-228-3652
C 508-543-3311
E bill.grieder@gmail.com