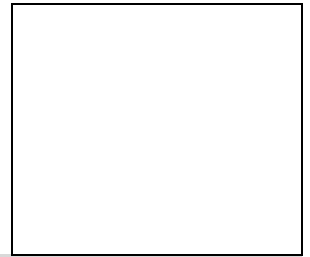




MEETING POSTING

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	Tuesday, February 21, 2023 at 4:00 p.m.
Location / Address	Via Zoom with Remote Participation The meeting will be aired at a later time on the Town's Government TV YouTube Channel https://www.youtube.com/channel/UC-sgxAlfdoxteLNzRAUHixA
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

Tuesday, February 21st 2023 at 4 p.m.

Meeting to be held at 4:00 via Zoom with Remote Participation.

Join Zoom Meeting:

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

Meeting ID: 899 7795 2901

Passcode: 461845

Mobile – voice only (305) 224-1968

Public Comment.

1. Approval of minutes from **January 17th, 2023.**
2. Ken Beaugrand:
 - a. Franklin Street: any update on negotiations with an abutter.
 - b. Stone Alley: update on status
3. Sconset Bluff Walk Subcommittee Review Update:
4. Transition Report from Patrick Reed
5. Received Correspondence: possible bike path to Wauwinet.
6. Public Way Monument Project: update installation locations and scheduling process

7. Old, New or Other business and member comments.

Adjourn, Next meetings: **only via ZOOM 4:00 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?

3C-Related Projects/Need

Project/Item	Context/Status	Next Steps
3C Reporting	Completed through January, 2023	Continue 3C reporting through end of fiscal year. Prepare amendments/adjustments to FY23 UPWP, as necessary, near end of year based on budget.
Comprehensive Title VI Plan	Draft completed January, 2023 and submitted to Raissah Kouame at MassDOT on January 24, 2023	Receive comments of draft report from MassDOT and revise report as requested.
FY24 Unified Planning Work Program	Anticipated to begin in April 2022	<p>Review FY23 UPWP tasks and solicit input from Director/NP&EDC on next year's UPWP. Consider open projects, grants, and pending grants.</p> <p>Review overhead rate and develop justification for continued use or new rate.</p> <p>Review state guidance sheet.</p>
Transportation Improvement Program	Anticipated to begin in March 2022	<p>After coordination with Director, contact Raissah Kouame to discuss whether the following projects should be programmed: Tom Nevers Sidepath; Wauwinet Sidepath; Pleasant/Williams/Sparks complete streets project; Milestone Road project.</p> <p>Review state guidance sheet.</p>
Long Range Transportation Plan	<p>Underway. Background research completed on other formats/styles/approaches to LRTP. Staff determines Cape Code Commission LRTP is best precedent.</p> <p>Approach determined to not add new projects/simplely update existing project lists. NP&EDC concurred. Approach to simplify to only necessary material to make the document more consumable for a general audience. NP&EDC concurred.</p> <p>Questionnaire was completed in early fall. NP&EDC chair provided revisions in late December 2022 (delayed due to chair's absence). Questionnaire is ready for release,</p>	<p>Consult financial guidance from state (MassDOT) and prepare project lists. Update previous estimates using inflation rate.</p> <p>Release and advertise questionnaire.</p> <p>Contact Bob Frey to update MAPC/MassDOT contact for projections review (MAPC's work is behind schedule).</p> <p>Prepare weighting for to rank projects (could be an index or simple multipliers for "yes"/"no" scores).</p> <p>Prepare draft text/ or outline and submit to NP&EDC For review in early spring, 2023. Plan for endorsement in summer.</p>

	<p>and can be used to re-weight existing projects (based on public input) following close of LRTP questionnaire. Chair suggests creating a QR code and adding QR code to transit stop posts and other places of interest. Advertisements could also be paid for on the ferries/positioned at ferry terminals.</p> <p>Staff reviewed MassDOT/MAPC/Umass Socioeconomic projections and shared with Director, Deputy Director, and Land Use Planner. No comments received. Staff provided acceptance notice to MAPC.</p> <p>Staff created safety and demographic graphics for NP&EDC January 23 meeting, to be used in the LRTP; however, MAPC continues to send updated demographic information.</p>	
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Capital Improvement Projects

Project/Item	Context/Status	Next Steps
<p>In-Town Bike Path (Orange Street Nonmotorist Improvements)</p>	<p>Multiphase project. Current focus is beginning the design process for a path on the northern side of Orange Street between Goose Pond and the rotary, where paths exist on the north side of the roadway on Land Bank property. Eliminating this gap (in tandem with the project below) will create a nonmotorists connection between the town and points east that does not require crossing of the rotary.</p> <p>A request for estimate was mailed to Steven Rhoads, VHB, and staff met with Steven in late November. As of this writing, no estimate has been provided but VHB has reiterated that it plans to submit for this project. VHB may like to work with the town on amending the scope.</p>	<p>Receive and review VHB's estimate.</p>
<p>Milestone Road Path Extension and associated Intersection Improvements at Milestone & Polpis</p>	<p>Path was designed by former DPW Director for north side of Milestone Road between Monomoy and Polpis. Path was brought to permitting by contractor GPI, but MassDOT required improvements to be made</p>	<p>Check in with GPI/MassDOT on status and/or design decisions related to ICE.</p>

	<p>at Milestone and Polpis. Town staff assisted NP&EDC and Select Board to write letters of support for MassDOT to take on both projects, which it had indicated it would do.</p> <p>Internal MassDOT discussion underway about next steps for programming/design.</p>	
Mill Hill Connector	<p>In 2018/2019 timeframe, PLUS worked with local engineering firm to design connector; however, after coordination with Land Bank, there is a desire to integrate this path with their revised park plans. The town turned over responsibility of the path to Land Bank, who is working with Bracken Engineering to survey and design the path.</p>	<p>Check-in on occasion for status updates/support offers.</p>
Pleasant/Williams/Sparks	<p>Path project designed conceptually by BETA. Various parts of project aggregated into a larger mega project by former DPW Director; however, staff deems it too challenging to advance design and construction as a single package (would need to be phased regardless due to construction management). Staff proposes to break project up into smaller components, focusing first on Pleasant Street, a sidewalk on Williams Street, and the portion of Sparks between the rotary and roundabout. New scope written for BETA, but BETA has requested smaller summary scope.</p>	
Surfside Area Water/Roadway Improvements	<p>Project to improve water in Surfside Areas, and includes reconstruction of several roadways, to include sidepaths and traffic calming. Water improvements fall in phase 1 of the project. Roadway improvements fall in later phases.</p> <p>Early design work for roadways complete. GPI team has designed traffic calming improvements for review by Town staff, which will be integrated into future discussions with DPW, Police, Fire, etc.</p>	<p>Review/coordinate with town admin staff on traffic calming (future project phases).</p>

Tom Nevers Sidepath	<p>Weston and Sampson currently under contract and supporting design and engineering for the town. As of this writing, W&S is 90 percent done with the survey work for the basemap for the plans (subcontractor is Blackwell).</p> <p>Andrew to work with W&S on easement need diagrams so that the town may engage property owners on the path construction.</p>	<p>Coordinate with W&S as design advances. Coordinate with Director on any support needs for easements.</p>
Wauwinet Sidepath	<p>The town received two grant awards in 2016 and 2018 to support a sidepath between Polpis Road and the Gatehouse adjacent to/proximate to Wauwinet Road. The town approved an MOA to commence design services for this path in January, 2023.</p> <p>Staff additionally applied for \$823,050 for additional grant funding in the FY22 cycle and a decision is pending. Current request being reviewed by CapCom for inclusion in ATM request.</p>	<p>Continue to coordinate with FHWA's EFLD for project updates (compare against project schedule).</p>

Studies/Initiatives

Project/Item	Context/Status	Next Steps
Safe Streets and Roads for All Grant	<p>NP&EDC teamed with FRCOG and MVC to apply for a SS4A grant. A decision is pending.</p>	<p>None—wait for pending decision.</p>
Paid Parking Technical Assistance	<p>Staff presented to the Select Board and commented on Town Manager's proposed reorganization of the Traffic Safety Work Group into the Traffic and Parking Board. No further action is required until a Parking Coordinator is hired.</p>	<p>No definite steps until a Parking Coordinator is hired.</p>
Loading Zone Technical Assistance	<p>Staff served as a liaison to a student team from WPI. Recommendations developed to improve loading zone efficiency in town.</p>	<p>Track Water Company's progress on advancing movement of hydrant on Center Street. Encourage water company to undertake additional hydrant moving projects.</p> <p>If Traffic and Parking Board created, potentially consider revisiting signage per recommendation of WPI, retaining character but improving ease of comprehension for visitors.</p>

		Develop public-facing map of loading zone and parking locations.
Traffic Counting Long-Term Plan	<p>Town owns one permanent counter at Goose Pond Road and Orange Street. Town has decided to shift funds to purchase a Big Data subscription to do traffic based counting. Staff notes that MassDOT has access to Streetlight and is considering future contract adjustments that loop in RPAs.</p> <p>Big Data must be validated for local roadways. Staff purchased ferrous metal counters for placement along rural roadways to create adjustment factors for future Big Data tools.</p>	<p>Determine when/which vendor the town will use for counts. Create a location based validation plan and execute.</p> <p>Staff will need to initiate TRAFx DataNet subscription (included with counters) for ferrous metal counters.</p>
Documentation and Removal of Stop Signs/Markings facing Nonmotorists on Sidepaths/Shared Use Paths	Requested by BPAC per previous approved citizen town meeting warrant article. Request for estimate scope provided to GPI.	Receive the estimate and coordinate with DPW on next steps.

From: Robert Axelrod <raxelrod@stavinsaxelrod.com>

Subject: Wauwinet Road Bike Path Project

Date: January 11, 2023 at 6:16:58 PM EST

To: "avorce@nantucket-ma.gov" <avorce@nantucket-ma.gov>, "emooney@nantucket-ma.gov" <emooney@nantucket-ma.gov>, "jmbridges@nantucket-ma.gov" <jmbridges@nantucket-ma.gov>, "billgrieder@gmail.com" <billgrieder@gmail.com>, "allenreinhard@yahoo.com" <allenreinhard@yahoo.com>, "preed@nantucket-ma.gov" <preed@nantucket-ma.gov>, "rsears@nantucket-ma.gov" <rsears@nantucket-ma.gov>

All, Thank you for your service to the island and your work on behalf of the proposed Wauwinet bike/side path. I regret that this letter of support for the path is arriving after yesterday's Select Board meeting.

I am a long-standing summer resident of Wauwinet with a home at 5 Plover Lane. I ride my bicycle the length of Wauwinet Road two to three times per week and am an occasional pedestrian on it as well. I am familiar with the concerns voiced by some of my neighbors that the proposed path would be a road to nowhere but do not see any merit in these concerns, which are unlikely to ever result in real-world problems. There is already considerable bicycle traffic on Wauwinet Road and it occurs without creating any of the feared impacts.

To me, the heart of the matter is public safety. In its current condition, Wauwinet Road is not a safe place to bicycle, jog or walk. It is a narrow, winding two-lane road with many blind spots and shoulders that are often impassible. I am uncomfortable cycling or walking on it and know that my family members and many others will not do so for safety reasons. I am also a frequent automobile driver on the road and this is a source of concern as well. Every motorist on the road is at risk from an impatient driver who attempts to go around cyclists or pedestrians in an unsafe manner.

Sincerely yours,

Bob Axelrod

Robert A. Axelrod
President
Stavins & Axelrod Properties, Inc.
1730 Rhode Island Ave. NW
Suite 909
Washington, DC 20036
202 223 8220 Ext. 1
raxelrod@stavinsaxelrod.com

From: <tjanathan@comcast.net>

Subject: Wauwinet Side Path

Date: January 16, 2023 at 5:00:11 PM EST

To: <rsears@nantucket-ma.gov>, <allenreinhard@yahoo.com>, <billgrieder@gmail.com>, <jmbridges@nantucket-ma.gov>, <emooney@nantucket-ma.gov>, <avorce@nantucket-ma.gov>, <bmphr@nantucket-ma.gov>, <townmanager@nantucket-ma.gov>

Members of the Select Board, Town Manager and Committee Heads:

Thanks for all that you do for the Town. My wife and I live at 2 Weetamo Rd which as I suspect you know is a street off the Pocomo Rd approximately where 48 Pocomo Rd is. We and our families before us have been property owners on Nantucket in several areas of the island for almost 60 years. Since we moved to Pocomo in 2016 we both have been strongly concerned for the safety of bicyclists and pedestrians who use the Wauwinet Road. I personally have witnessed a car passing bicyclists on one of the blind curves; the car made it but less than a minute later a Toscana Cement truck came in the other direction at us. If the truck had been a minute earlier, it is not a question of whether or not there would have been fatalities, the only question would have been how many. Thus my wife and I strongly support the construction of the Sidepath as soon as it reasonably can be done.

Thank you for your time and consideration. In the event that you would like to discuss this important project with us directly, please do not hesitate to contact us. My parents retired to Nantucket and lived on island year round; my wife and I are on island at least 5 months every year. Thank you very much for your consideration. With kind regards, Tom Anathan

Thomas J. Anathan

tjanathan@comcast.net | +1.561.660.0136

From: Cornelia Bower <neely2@msn.com>

Subject: Wauwinet Bike Path

Date: January 8, 2023 at 9:09:11 AM EST

To: billgrieder@gmail.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov

January 7, 2023

Dear Board Members;

I have read the letters my neighbors have written to you and agree completely with all except one. A bike path to Wauwinet would be a dead end for all the visitors who take it on.

My driveway is next to the air pump and I have been dealing with the line of cars that queue up to fill their tires for years. With cars in line, cars parked along the side of the road and wetlands, where do you plan on putting a bike path?

My grandparents, parents, cousins and siblings have all owned homes in Wauwinet for it's unique charm, please don't ruin it.

Thank you,

Neely Bower
106 Wauwinet Road

From: Julie Connolly <julie@jkc-law.com>

Subject: Re: The Wauwinet "Side Path"

Date: January 10, 2023 at 12:45:01 PM EST

To: Patrick Reed <preed@nantucket-ma.gov>

Cc: Erika Mooney <emooney@nantucket-ma.gov>, Andrew Vorce <AVorce@nantucket-ma.gov>, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, Dawn Hill Holdgate <dawn@greatpointproperties.com>, Matt Fee <snatural@nantucket.net>, rsears@nantucket-ma.gov, bmohr@nantucket-ma.gov, mmcnab@nantucket-ma.gov, TownManager@nantucket-ma.gov

Dear Select Board and Town Officials,

After living in Madaket for 18 years, we moved to Wauwinet in 2020. Our family is large, with children and grandchildren who enjoy biking, walking and running. The lack of a fun, safe way to run, bike or walk along Wauwinet Road, contrasted to Madaket Road, was immediately apparent to us.

Wauwinet Road is dangerously congested by trucks, cars, hotel vans, bicycles, joggers, and walkers, with dogs and strollers. It twists and turns, making visibility difficult, and it is narrow, preventing safe passing of people on the road. The narrow, curvy road creates sudden, dangerous conditions for vehicles and people, no matter the speed of the traffic. No one wants an accident. The side path would reduce the risk of an accident and eliminate the current congestion, by getting people off the road and safely on a side path. The proposed side path would enhance the experience of everyone enjoying Polpis, Pocomo and Wauwinet, most especially the residents of the area.

I have read some of my neighbors' concerns about increased bike traffic to Wauwinet causing congestion and security risks to residents of the area. I respectfully submit that those concerns are speculative. Unlike the paths to Madaket, Cisco and Sconset, there is no public beach and there are no public facilities in Wauwinet, which might encourage an influx of bikers that others seem to fear. Instead, the proposed side path would solve the serious safety issues that Wauwinet Road presents, and outweighs any concerns about the possible, incremental increase in bike traffic that might occur.

My family and I strongly support the Town's efforts to build a side path along Wauwinet Road, which promises to bring safety and enjoyment to enhance an area of the island that we all cherish.

Thank you,

Julie Connolly
4 Plover Lane

Julie Connolly Law PLLC

P.O. Box 665
Concord, NH 03302-0665
603.496.5927
julie@jkc-law.com

From: Tom David <peppergun@gmail.com>

Subject: Wauwinet Side Path

Date: January 9, 2023 at 7:19:51 PM EST

To: avorce@nantucket-ma.gov, BOS <emooney@nantucket-ma.gov>, Jason Bridges <jmbridges@nantucket-ma.gov>, billgrieder@gmail.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov, allenreinhard@yahoo.com

Dear Mr. Vorce,

My wife and I are big fans of the proposed bike path. We have lived year round at Quidnet Milk Rte, off the Wauwinet road near Pocomo, since 1978.

We know how dangerous it is. We have driven it at least twice a day for 45 years.

Please go full speed ahead to get it built.

We have both contributed to the funding effort, so we are putting our money where our hopes are.

Nancy Moylan
Tom David
6 Old Quidnet Milk Rte.

--

Tom David

www.unicornmills.com, HugositeLearnEnglishin365Lessons, www.fastgoodeasy.com, <http://aysmm.blogspot.com/>, <http://grubskiff.blogspot.com/>

From: Maggie Evans <evansmargaret25@gmail.com>

Subject: Wauwinet Road side path

Date: January 10, 2023 at 8:00:01 AM EST

To: Maggie Evans <evansmargaret25@gmail.com>

Good morning,

I am writing today in opposition to the proposed Wauwinet Road side path under consideration by the Select Board.

Specifically, I'd like to address the town's four stated objectives in prioritizing staff time and budget toward this project. According to the town/county of Nantucket website, this project is seeking to "improve community connectivity, access to recreation and conservation lands, and complete another long-planned leg of the original 1977 Nantucket Bicycle Master Plan."

In response to the above stated goals, I'd like you consider:

- What you're connecting to when the end of the proposed path offers no public restroom and no store for food, water or other facilities;
- How pedestrians and bicyclists are expected to access Great Point and Coskata Coatue Wildlife Refuge (recreation and conservations lands) 1.5 miles beyond the paved road. Geography and topography prove this plan is far from creating access to the conservation and recreation north of the gatehouse in Wauwinet;
- Why you're using a 46-year-old master plan as the basis and bible for a project in 2023. The neighborhood in question and the island in general have changed a great deal in nearly five decades and I don't see how a master plan that was developed in 1977 could possibly fully represent the needs and priorities of Nantucket today.

Lastly, on the subject of safety, the safety of nonmotorists is undoubtedly the most critical reason for a side path on any road. With this in mind, why is this side path a top priority when safety issues have not yet been addressed at other far more heavily congested island intersections and routes to date? Before spending hundreds of thousands of dollars, I'd ask you all to prioritize projects based on our current 2023 island reality, instead of idealizing the promise of a 1977 master plan.

Please reconsider the proposed Wauwinet side path and allocate taxpayer money to maintaining and improving existing bike and pedestrian infrastructure where it's needed most.

Thank you for your time and service to the Nantucket community.

Sincerely,
Maggie Evans

From: Mike Fargo <mikefargo99@gmail.com>

Subject: Proposed Wauwinet Bike Path

Date: January 9, 2023 at 4:22:14 AM EST

To: avorce@nantucket-ma.gov, Erika Mooney <emooney@nantucket-ma.gov>, jmbridges@nanticket-ma.gov, billgrieder@gmail.com, "allenreinhard@yahoo.com" <allenreinhard@yahoo.com>, preed@nanticket-ma.gov, rsears@nanticket-ma.gov

Cc: Tony Cahill <tcahilljr1@gmail.com>

To:

Mr. Andrew Vorce

Ms. Erika Mooney

Mr. Jason Bridges

Mr. Bill Grieder

Mr. Allen Reinhard

Mr. Patrick Reed

Mr. Rick Sears

From: Alvin W. Fargo - 133 Wauwinet Road

Re: Proposed Wauwinet Bike Path

Gentlemen and Ms. Mooney:

My family owns 133 Wauwinet Road in Wauwinet Village, and I am writing this letter in support of the position taken by the Wauwinet Land Owners Association (WLOA) that a bike path to Wauwinet would be detrimental to the Wauwinet Community. It just makes no sense unless the bikers intend to have a meal or a drink at Toppers before biking back to town. If not, it would be a bike path to nowhere, as there are no other public facilities in the village.

Our home is located north of The Wauwinet on a dirt spur off of the road through Wauwinet village to Great Point. The spur, which is approximately 125 yards long, accesses eight private homes and dead ends on private property. The concern raised by WLOA that bikers will be wandering around private property is very real. It already happens. There have been numerous occasions when bikers, or people walking down our spur, try to access the ocean beach by walking up and over the dunes on ours or our neighbors' private property. This not only raises a security concern for our families, but it also causes damage to the barrier bluff. Strangers have even walked up our boardwalk seeking access to the ocean beach. I can't imagine how very much more serious this problem will be if bikers are encouraged to ride to Wauwinet on a bike path with nowhere to go when they arrive.

Members of our family have resided in our Wauwinet home for 58 years, and we love the tranquility of the Wauwinet community. We trust that you will seriously consider the adverse consequences of the proposed bike path and decide not to fund it.
Sincerely, Alvin W. Fargo

From: Mark Greenberg <markgreenberg08@gmail.com>

Subject: Wauwinet Road is too dangerous today -- we need a side path!

Date: January 10, 2023 at 11:44:13 AM EST

To: Patrick Reed <preed@nantucket-ma.gov>, Andrew Vorce <AVorce@nantucket-ma.gov>, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, "bill.grieder@gmail.com" <bill.grieder@gmail.com>, "allenreinhard@yahoo.com" <allenreinhard@yahoo.com>, Matt Fee <snatural@nantucket.net>

The Pocomo Association (Approx. 80 Home owners) has had discussions for the past several years on why the town never completed its plan for a bike path on Wauwinet road. There has been near unanimous support for a side path (Bike Path). Most members of the Pocomo Association have been extremely concerned about the safety issues that currently exists on Wauwinet Road. Over the past 20 years, the volume of traffic has significantly increased -- This is just a reality that we all need to deal with on our island. We've all seen the impact of too many drivers (often too old or too young -- or just simply driving too fast) **on a narrow, winding road with hairpin turns that is a disaster waiting to happen -- and yet more frightening, a fatal one.**

It is in the best interest for ALL Nantucketers and guests to have safe access to all of the natural beauty that this island has to offer. When the side path is completed, we probably will see more people coming to Pocomo Point -- and hopefully some of those bike riders would have been people that previously drove their cars -- that would be a MUCH BETTER IDEA! We see no issue in sharing our island with our neighbors and guests -- isn't that what Nantucket has always been about.

Simply put, the side path is not a luxury but a necessity to keep our children, grandchildren and ourselves safe from the increased traffic on a winding and narrow road.

There is no alternative.

Thank you
Mark Greenberg

17 Pocomo Road
e: markgreenberg08@gmail.com

From: Allison Hudson <allisonhudson929@gmail.com>

Subject: The Wauwinet Side Path

Date: January 9, 2023 at 10:08:54 AM EST

To: billgrieder@gmail.com

Cc: Tony Cahill <tcahilljr1@gmail.com>

Dear Mr. Grieder,

I am a Wauwinet homeowner and Nantucket resident in the heart of the Wauwinet village. My property shares a boundary with the Trustees parking lot / Gatehouse. I am writing to voice my opposition to the Wauwinet Side Path (nee Bike Path) for the following reasons:

1. There is neither enough space or amenities for the existing traffic in the village, let alone an ongoing additional influx. And visitors can be disrespectful. Visitors in motorized vehicles can easily access the Federal Land that lies beyond, those on foot or on a bike are significantly less likely to do so.

As a resident with a front-row view to the peak season visitors going to Great Point, and/or just exploring, I state these points as fact. The overflow of cars around the gatehouse is unmanageable, and unwieldy. I have had to install No Parking signs on my property, and a neighboring household frequently cannot enter / exit their own driveway for the line of cars at the end of Wauwinet Road. Nevertheless, people continue to park on my lawn to air down or wait for others, some even taking offense when politely asked to use the gatehouse area. The majority understand that they are supposed to use this area but simply do not have the space to fit in. The area is increasingly out of control at present, and peak visiting season is extending dramatically as we all know.

While walking my dog in the afternoon I have witnessed cars pulled over just past the Inn with visitors urinating in the bushes. I have also witnessed visitors urinating in the bushes while waiting for the air pumps upon exiting the village. It does not seem to matter that there is a port-o-potty located in the gatehouse parking lot.

I have also witnessed fender benders in the area of the entry to the Inn because there is more vehicle traffic than the area can handle. This is exacerbated by cars attempting to maneuver to avoid pedestrian traffic.

All this to say, an additional influx of people via additional access would be like putting the inventory of a 3,500 square foot house into a 1,500 square foot house - it technically can be done but would be miserable and unsafe for everyone, visitors included.

Now, this would be far less of an issue if the land that is meant to be reached via this additional access was actually accessible by bike or on foot. People would actually have a place to go. So far, every biker (yes, people do bike in spite of the lack of a Side Path) I have spoken to or observed turns back after the Inn, for obvious reasons! They are left to head back to their place of origin, not having reached an actual destination in the meantime. I have had one person ask me for water from my home, and several ask me if they can get a drink anywhere.

In addition to the disappointing behavior I have witnessed in the Wauwinet Village, I have also come across evidence of disrespectful behavior at the Land Bank property adjacent to Chaos Corner. There are often cigarette butts littered all around the bench there, as well as occasional wrappers and cans. I worry greatly that visiting users on the Side Path would create additional litter of this nature.

2. Safety on Wauwinet Road is a matter of common sense.

I am an avid cyclist and have not once wished for a bike path on Wauwinet Road. It is a joy to ride on Wauwinet Road. Being safe on any bike outing is a matter of applying common sense, e.g. paying attention.

Now feels like the right time to mention that while there are ghost bikes in a few places on the existing bike path around the island, there has never been an actual accident on Wauwinet Road.

3. The Side Path will cause permanent loss of habitat including endangered wetlands, which will be gone forever to benefit a relatively small number of people.

This is heartbreaking. A study of the existing bike path furthers this feeling. It is not well maintained, and what maintenance is done is haphazard. I have several images proving this, please see attached. To imagine this loss of habitat for a short path that will likely fall into disrepair is very disappointing.

4. Access to the Side Path from Polpis Road is unsafe for inexperienced cyclists and children / teens.

The corners on Polpis Road, on either side of Wauwinet Road, are properly dangerous. Cars pass at well over 40 MPH, and there is little time for a novice cyclist to plan a crossing. Bikers would need to cross this road in order to access the short bike path to nowhere. Having observed this crossing many many times, it is a matter of when, not if, an auto accident and/or another ghost bike would occur based on an influx of bikers.

Using the funds to actually maintain Wauwinet Road would answer to the call of creating better access. It is in disrepair leading up to and past the Gatehouse, plus is crumbling on the side in sections. The simple addition of speed bumps and / or additional speed enforcement (both of which also required budget) would create a safer environment for all visitors to the Federal Lands. The people (who are property owners in the Wauwinet area) currently in favor of this path are seasonal residents who have expressed a desire to use the path to go *towards town*, not for Federal Land access. This path will serve a very select few for a short period of time while leaving visiting tourists stranded and local residents overwhelmed.

Thank you for your consideration of the points above,

Sincerely,

Allison Hudson

6 Crows Nest Way
Nantucket, MA 02554

January 11, 2023

To Whom It May Concern:

I am writing to express my strong support for the proposed bike path along Wauwinet Road. Despite the impression given by the Wauwinet Land Owners Association, there is not monolithic universal opposition to the suggested plan among neighborhood residents.

The primary argument for the bike path is **SAFETY SAFETY SAFETY**. The road is very narrow, with multiple blind curves and many hidden driveways. It has almost no shoulder on either side, offering very little space for cars, bikes and pedestrians to avoid each other. Commercial vehicle drivers tend to drive above the speed limit and disregard passing rules, especially at the beginning and end of the day when construction and service traffic is heaviest. Off hours, local residents drive over the limit, thinking that they “know” the road. Many people walk or bike the road for recreational purposes. I can personally assure you that it requires a high degree of attention to bike or walk safely on the road. As the island summer population and corresponding traffic has increased so drastically in recent years, frankly it’s a miracle that an accident has not already occurred.

Potential threats to the environment are imagined. The Conservation Commission will enforce any local legislation and construction standards to protect the adjacent wetlands and forests. If anything, a bike path will actually help **reduce car traffic and toxic emissions**, especially in the area around the Polpis Harbor Community Sailing site. Net-net the bike path is likely to **BENEFIT** the local environment.

Opponents have also voiced concerns about the potential increase in visitors to the neighborhood. It’s 13+ miles from town, 26+ miles round trip. Let’s face it - not that many people on rented single speed bikes make it all the way out to the gate house. The **primary beneficiaries of the path will be area residents** - people like me who bike every day for exercise and the dozens of neighborhood children who bike that treacherous, winding stretch to Polpis Harbor sailing classes, to visit NISDA or head to Sconset for an ice cream cone.

Underlying the opposition is a barely veiled truth: some people simply don’t want to share their little slice of paradise. They fear higher traffic along the road and dread curious visitors traipsing through the woods or between houses in search of harbor or ocean access. While that sentiment may be understandable, it is not a justifiable reason to kill the project. Massachusetts has clearly defined private property laws and a few politely worded signs can remind visitors of them. **More importantly, the Nantucket**

government has a *responsibility* to provide safe access to the public lands beyond the Wauwinet gate house. The lands are protected for the safety of the environment, but they are also meant to be shared. Providing anything less than safe access to this special place would be a dereliction of duty.

Thank you for considering my point of view about the benefit to the entire community.

Best regards,

A handwritten signature in cursive script that reads "Corina Larkin". The ink is black and the signature is fluid and connected.

Corina Larkin

From: Nancy M <nancy.moylan@gmail.com>

Subject: I am an Enthusiastic Supporter of the Wauwinet Bike Path

Date: January 10, 2023 at 8:23:57 AM EST

To: jmbridges@nantucket-ma.gov

Cc: bmohr@nantucket-ma.gov, mmcnaab@nantucket-ma.gov, dhillholdgate@nantucket-ma.gov, mfee@nantucket-ma.gov, avorce@nantucket-ma.gov, emooney@nantucket-ma.gov, allenreinhard@yahoo.com, preed@nantucket-ma.gov, rsears@nantucket-ma.gov, billgrieder@gmail.com, TownManager@nantucket-ma.gov, mcranson@fire.nantucket-ma.gov, wpittman@police.nantucket-ma.gov

Greetings from Wauwinet,

Count me in as someone who's been patiently waiting for a safe way to bike along Wauwinet Road. I'm beyond excited to know that the Wauwinet Bike Path is soon to be a reality. For decades I've had to explain to visiting family and friends that biking isn't safe on Wauwinet Road. Without a bike path, it's simply too dangerous. It doesn't matter how many mirrors or lights you have, its not safe. Cars, trucks, sand, brush from the sides of the roads, the narrowness and curves of the road, all work against bikers. So, for years, I've been putting my bike in my truck, driving to Polpis Road, and only then do I begin biking. For over thirty-five years I've known it shouldn't be this way, but I understood other bike paths took precedence. It's finally Wauwinet's turn.

I want the whole community to be able to safely bike to and explore the Nantucket Conservation's Squam Swamp Property, the Land Bank's property next to Jane Lamb's house, Polpis Harbor, the soon to be open Land Bank property at Eat Fire Springs, NISDA, Pocomo Road and its beaches, Squam Road and specifically the public beach access point next to 51 Sqaum Rd where there's parking for only two cars, the entrance to beaches leading to Great Point, and, of course, The Wauwinet House and Toppers. This section of Nantucket, the Wauwinet Road area, offers so many beautiful spots and vistas for bikers. But, until the Wauwinet bike path is built, it's too risky to be on a bike on Wauwinet Road.

There are tons of us, on and off-island, who bike for pleasure or necessity, and look forward to having a Wauwinet Road bike path. Biking is healthy, it's good for the environment, and helps keep cars off our roads. I look forward to the day when Nantucket Community sailing students can bike safely to their Polpis Harbor sailing lessons after getting off the NRTA bus on Polpis Road.

Please make our wishes a reality. It's a win for all.

Thank you,

Nancy Moylan

6 Old Quidnet Milk Route

Nantucket, MA 02554

508 208 0507

nancy.moylan@gmail.com

From: Sarah O'Neill <sqoneill@mac.com>

Subject: Bike Path to Wauwinet ("**Side Path**")

Date: January 10, 2023 at 2:43:27 PM EST

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: youngack@me.com

To Whom It May Concern,

I am **STRONGLY FOR the proposed bike path/side path** along the Wauwinet Road to connect Wauwinet to the main bike path on the Polpis Road.

The current situation isn't safe for bicycle riders or drivers because the Wauwinet Road is curvy and hilly so it makes passing bikes in a car difficult—and there is no shoulder at all for bicycle riders to pull over.

My family (including my three siblings— and our spouses and kids) has two houses in Wauwinet, and I spend time in Nantucket every summer. For eight summer seasons 1988-1995, I was the head chef at Straight Wharf Restaurant while living in Wauwinet, so I have spent a lot of time driving the Wauwinet Road daily. I never liked passing bicycles on this road because visibility ahead is poor and cars would pile up behind bikes and then basically have to pass without knowing if a car may suddenly show up coming at you while you are passing the bike.

I have been riding bikes in Nantucket on and off for most of my life. I rode as a kid and then rode with my own kids when they were younger and still ride sometimes now. Riding on the Wauwinet Road has always seemed very dangerous to me. With our own kids when they were younger, we just took to renting bikes in town so we could get right on the bike path and then riding around and back to the shop so we could avoid the Wauwinet Road. If there had been a path, we would certainly have ridden out from Wauwinet.

The bike path is fantastic. It's a joy to ride bikes on the main path. I have ridden to Sconset and back loads of times and also to town or the entire loop. But some days I don't ride because I just don't feel up to facing that two miles without the path.

I don't see a connecting bike path for Wauwinet as causing any problems. I heard people say they worried bike riders would ask to use their bathrooms or show up on the beaches. I highly doubt it. I have never once heard of someone riding the main bike path asking to use someone's bathroom along main bike path. And the folks who do ride the Wauwinet Road now do not ask to use bathrooms. I haven't heard from friends in Sconset that bike riders are swarming their beaches.

Environmentally, I assume that care would be taken in creating the bike path connector. And if anything, it would mean more bike riding and less car traffic, so less exhaust pollution.

Again, mainly, I think the Wauwinet Road would be a much safer place to drive a car and/or ride a bicycle if there was a side path for bicycles and I am all for it!

Thank you for your consideration and work.

Best,

Sarah O'Neill
917-699-0629
15 Crows Nest Way
98 Wauwinet Road

From: John Rowe <jgrowe02@gmail.com>

Subject: Proposed Wauwinet Bike Path

Date: January 18, 2023 at 5:54:36 PM EST

To: Linda Mulrean <lindamulrean@gmail.com>, Tony Cahill <tcahilljr1@gmail.com>, avorce@nantucket-ma.gov, billgrieder@gmail.com, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, preed@nantucket-ma.gov, rsears@nantucket-ma.gov

Hello,

I am writing this letter to join those who have already written to express their opposition to the proposed bike path to Wauwinet, which I also wholeheartedly oppose.

I am a Wauwinet summer resident, and I am also a bicyclist. I have enjoyed riding my bike with friends and family around Nantucket over many, many years, and I can't help but look at this planned path from a bicyclist's point of view.

What will it be like for a bicyclist arriving in Wauwinet for the first time after an eight and a half mile ride from town? I don't think the experience will be at all that enjoyable because when they arrive there's nothing to do, nowhere to go, no place to buy light refreshments after the long ride, no public restrooms. There is only a private hotel and a small community of private homes and cottages. Great Point road, which passes through the community, is restricted to residents and permitted 4x4 traffic. That traffic can be heavy at times and potentially dangerous. The road is narrow and unpaved and quickly becomes impassable for most bicycles. So I think most bicyclists will end up hot, tired and frustrated.

The unintended consequence of this could be that frustrated bicyclists will give the new bike path a bad reputation, especially when compared to the other bike paths on the island — "it's a long ride and not much fun when you get there." As a result, far fewer people than is hoped for will actually use the bike path, and those who do use it will not enjoy themselves. If the goal of building a bike path is to create enjoyment for people, this one will not achieve that goal.

Sincerely,

John Rowe

From: Heidi Stamas <heidistamas@gmail.com>

Subject: Wauwinet Road Side Path

Date: January 10, 2023 at 1:08:42 PM EST

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

Dear Select Board and Planning Board members:

I write to **strongly support** building a side path/sidewalk on Wauwinet Road. I have two homes on Crows Nest Way (10A and 17) and for the 30 years I have been there, I have been concerned about safety on Wauwinet Road and wished that there would be a sidewalk/path.

When my children were young I loaded bikes into the car to begin rides on the Polpis bike path in order to avoid the speeding cars on Wauwinet Road. And, when I'm driving my car I often see people running and walking and think it is a terrible place for those activities--cars have to swerve around them and fully occupy the oncoming traffic's lane to avoid hitting pedestrians and bikers. It is treacherous and I'm thrilled that after all these years we may improve the situation. I have no worries about people crowding our beach as a result of this path. My only concern is enhancing safety for everyone, drivers included, because it has been an unsafe situation or years. This will benefit all of us in Wauwinet and Pocomo by giving us access to the Polpis path more easily and safely. It would also cut down on people driving to the Polpis path to start their bike rides, so it's environmentally better as well. Any other environmental concerns will be addressed I'm sure, by ConCom. Thank you for your attention and your work for Nantucket. Sincerely,

Heidi Stamas
917-817-8689

From: george thom <gthom.tim@gmail.com>

Subject: Wauwinet Road Side path

Date: January 10, 2023 at 11:07:42 AM EST

To: Allen Reinhard <allenreinhard@yahoo.com>, Robert Young <youngack@me.com>, avorce@nantucket-ma.gov, "bill.grieder@gmail.com" <bill.grieder@gmail.com>, bmohr@nantucket-ma.gov, emooney@nantucket-ma.gov, jmbridges@nantucket-ma.gov, preed@nantucket-ma.gov, rsears@nantucket-0ma.gov

To the Select Board et al, as seasonal summer visitors since 1970 and property owners in Polpis for the past 40 years my wife Anne and I want you to know that we are entirely in support of the construction of the Wauwinet Road Side path. As an enthusiastic cyclist I've been waiting patiently for the construction of this project ever since the completion of the Polpis Road Bike path which we were in total support of and gladly granted a 400' easement on our property to the project. I enjoy riding out to Wauwinet to visit friends and the Conservation Foundation and Land Bank properties but do so only in the off seasons as you risk life and limb during the high season. The construction of the side path is essential to provide SAFE accessibility for walkers, runners and bikers to this beautiful part of the island. The time has come.

Sincerely yours,
George and Ann Thom

From: Robert Young <youngack@me.com>
Subject: Re: The Wauwinet "Side Path"
Date: January 9, 2023 at 5:37:32 PM EST
To: Erika Mooney <emooney@nantucket-ma.gov>
Cc: Andrew Vorce <avorce@nantucket-ma.gov>, jmbridges@nantucket-ma.gov, billgrieder@gmail.com, allenreinhard@yahoo.com, Patrick Reed <preed@nantucket-ma.gov>, Dawn Hill Holdgate <dawn@greatpointproperties.com>, Matt Fee <snatural@nantucket.net>

To the Nantucket Select Board and other interested parties,

It has come to my attention that a number of persons have sent in negative comments regarding the long awaited, proposed Wauwinet Bike Path Project.

As a home owner on Wauwinet Rd I feel that it is critically important that this beautifully scenic road might also be the most dangerous for walkers, bikers, runners as well as for automobile and truck drivers. It's hard not to see the dangers inherent in the twisting turns and blind corners that threaten us daily.

We all have families and many are very young children and grandchildren, and they should have a safe way to get to their friends next door or to access the miles of bike paths nearby.

I am fully prepared to give an easement to the town on my property if asked. I and others, have also donated to a fund established by the Community Foundation for Nantucket which I hope will raise substantial funds dedicated to support the town's efforts to start this project as soon as possible.

I ask you to please support this project before there is some tragic event along this scenic road.

Robert Young
youngack@me.com
49 Wauwinet Rd

Attached is a letter that was sent out by the Polpis Area Assoc in December.

November 30, 2022,

Dear Neighbors, as you may know, the Town of Nantucket has identified a "side path" (formerly referred to as a bike path) along Wauwinet Road as a top priority because of the safety issues the road presents, and it is committed to constructing a side path within the next few years. The Town has already obtained federal funding for the project and local funding has been allocated. The Department of Planning and Land Use Services has begun the engineering process, with preliminary plans expected to be completed in early 2023. Those plans will be posted on the Town's website, for public comment and input, with permitting scheduled to begin in April 2023. This project has been in the works for many years, and it will soon be a reality. We, the residents of Polpis, Pocomo and Wauwinet, will be the primary beneficiaries of this side path. We all know well that Wauwinet Road is heavily traveled and has several twists and turns, which create dangerous conditions for motorists, pedestrians and cyclists. A side path will enhance our community, by enabling us to move about safely, whether by foot, bicycle, or vehicle. We all enjoy the rural character and preserved, natural landscapes of our end of the island, which we also all want to protect. A side path will complement, not detract from, that beauty. We have the opportunity to work with the Town, to help build a path that is environmentally friendly and aesthetically pleasing, for all of us to enjoy. A side path along Wauwinet Road promises to be an asset for all of us. The details of the route have not yet been designed, but the Town is looking for a public-private partnership to facilitate a timely completion of the project. To that end, financial donations and grants of easements are needed to get the path built. If the path is designed to cross over a section of your property, the planners will work with you to minimize any impact by buffering with appropriate landscaping. We hope you will consider supporting this important and valuable addition to our community. Learn more by visiting the Town's website, <https://www.nantucket-ma.gov/faq.aspx?qid=692>

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

The proposed Article only addresses 2 things:

1. Updates the list of motorized vehicles and devices that are not supposed to be on sidewalks.
2. Equates sidewalks with bike paths, side paths, shared use paths or multiuse paths to give users the same safety level as we provide for users of sidewalks.

Chapter 98

Chapter 98 Motorized Passenger Devices prohibits motorized vehicles from being used on sidewalks and was adopted by Article 54 of the Annual Town Meeting of 4-12-2004 and approved by the State Attorney General on 9-3-2004.

Chapter 98 was created almost two decades ago for the safety of our citizens and visitors to protect the users of sidewalks and other public ways from the motorized personal vehicles. At the time, the concern was motorized scooters, skateboards, Segways. Since that time two important changes to our community have developed:

- A The Chapter's list of devices created two decades ago needs to be updated because more types of motorized personal devices have been put into use due to new technologies.
 - B Of Nantucket's more than 250 miles of roads, there are 31 miles bike paths / multi-use paths now referred to as side-paths.
 - C Bike paths were never intended to be used by motorized vehicles.
- The proposed Article 71
 - Makes no changes to the existing language of Chapter 98.
 - Does not delete any existing language.
 - Does not re-write Chapter 98.
 - Does not adversely affect businesses.
 - No anticipated additional costs to Town associated with the Article.
 - Enforcement remains passive as stated in Chapter 98.
 - The Madaket Conservation Association has endorsed the Article's intent to protect users of the Madaket side path, where there have been incidents of pedestrians being struck by motorized vehicles on the path.
 - The Article was discussed at the Civic League's annual presidents meeting and received endorsement.
 - The list of motorized personal vehicles proposed to be included in Chapter 98 are:
 - Scooters (two seated vehicles)
 - Mopeds (single seat vehicles)
 - One wheel roller boards – Maximum speed up to 22MPH or more

- Self-balancing unicycles and scooter (skate) boards
 - Razor boards (boards with handlebars and throttle speed controls)
 - Powered bicycles.
- Speed specifications for these of listed devices range between 12 and 40 MPH. Walkers travel 3 to 3-1/2 MPH. Motorized vehicles listed are legally allowed to use roads.

Reference material examples supporting not mixing motorized vehicles with pedestrians

- In Netherlands, which has the highest density of non-motorized bicycle usage in Europe, motorized bicycles are not permitted to use bike paths.
- In New York City's Central Park, where on weekends the Park is turned over for walking, bicycling, pedestrians using baby strollers, wheelchairs, and rollerbladers – motorized vehicles such as those listed are prohibited.