

Town and County of Nantucket
ROADS AND RIGHT OF WAY COMMITTEE

Posted Meeting of
February 21, 2023, at 4:00 pm
Held by Zoom Videoconferencing

FINAL AND APPROVED MINUTES

1. Call to Order, Approval of the Agenda, Approval of Minutes, and Public Comments.

A. Chair Bill Grieder called the meeting to order at 4:02 pm. In attendance were Committee Members Rick Atherton (left at 4:32 pm), Ed Gillum (left at 5:00 pm), Bill Grieder, Nat Lowell, Allen Reinhard, and Lee Saperstein; there was a quorum until 5:00 pm. Also in attendance was Ken Beaugrand, Real Estate Specialist (left at 4:09 pm), and Lynn Flipski (left at 4:40 pm) and Bruce Mandel, Guests. All committee members present responded to an attendance roll call. The meeting was recorded and can be viewed on the Town's You Tube site (on Town's main web page as "Watch Meetings Live", select "Playlists" then look for "Roads and Right of Way"): <https://www.youtube.com/watch?v=pLx44LJeTl0>

Absent: Nelson, "Snookie," Eldridge, Rob Ranney, and Phil Smith.

B. Approval of the Agenda. The agenda was approved unanimously by acclamation.

C. Public Comments.

None.

D. Approval of the minutes of the meeting of January 17, 2023.

Allen Reinhard moved approval of the minutes of the meeting of January 17, 2023, Nat Lowell seconded, and the committee voted positively by roll-call vote to approve them.

2. Ken Beaugrand Comments.

A. Franklin Street: Any Update on Negotiations with an Abutter.

Ken Beaugrand reported that a taking of Franklin Street is not a Town priority. Allen Reinhard reminded the committee that the Town's Cemetery Commission wanted the way taken so as to protect parking alongside New North Cemetery.

B. Stone Alley: Update on Status.

Ken Beaugrand reported, also, that the Warrant for the Annual Town Meeting on May 6, 2023, contains Article 101, which, if passed, would provide for a pedestrian easement down Stone Alley from Orange Street to Union Street. The easement would ensure access for both casual visitors and Town personnel. This arrangement solves responsibility for liability and maintenance, which remain in the care of the abutting owners, while allowing the Town to inspect the way. Bill Grieder asked if the easement will prevent decay of the way and Ken Beaugrand said that yes, it will, because of the ability to monitor the way. The easement requires free pedestrian passage along the way.

3. ‘Sconset Bluff Walk Subcommittee Review Update.

Bill Grieder called on members of the ‘Sconset Bluff Walk Subcommittee, Ed Gillum, Nat Lowell, and Allen Reinhard, for a report. Speaking for the group, Ed Gillum said that they had walked the path just the day previous. Mindful of the concerns expressed by the ‘Sconset Civic Association at the Committee’s meeting of 29 September 2022, and incorporated in the “Projects List” at the end of these minutes, Ed Gillum said that they had reviewed the sign at the entrance to the Bluff Walk and compared the permitted hours of use, 7:30 am to sunset, with the similar sign at the Codfish Park playground. They understood that the list of “DOs” and “DONTs” is needed. Any replacement should be brief and easy to read. Commercial tour groups are not permitted. Except for one or two prominent encroachments, the maintenance of the path was acceptable. Regrettably, they saw bags of dog feces on the side of the path. A disposal bin might alleviate this practice. It is hoped that the behavior of both visitors and home owners would be respectful of the path’s history and purpose. Enforcement will be difficult. Nat Lowell and Allen Reinhard agreed that Ed Gillum’s presentation covered their concerns.

Bill Grieder summarized their presentation with a review of needed actions: in concert with the ‘Sconset Civic Association, Lynn Flipski, President, provide a draft of a new sign that details acceptable behavior on the path; identify sign locations; follow up on encroachments; and provide suggestions for enforcement. Lynn Flipski was invited by Bill Grieder to speak. She has, she said, read all available reports on the path and its history. The people of ‘Sconset, particularly abutters to the path, are aware of the path and its use; there is an opportunity for additional education on the harm done to the path and the bluff from erosion. Her association continues to monitor the one or two tour-group proprietors who drop visitors off at the path. She suggested that the new sign could include a QR code that links to a descriptive document. Lee Saperstein said that this was an excellent idea; the brochure could reside on their web site or on the committee’s. [Action: Subcommittee and Lynn Flipski draft text for signage and suggest locations for the signs.]

4. Transition Report from Patrick Reed

Although unable to attend and, in anticipation of his departure from Nantucket’s Planning Office, Patrick Reed provided a detailed Transportation Program Manager Transition Document, which is attached.

5. Received Correspondence: Possible Bike Path to Wauwinet.

Bill Grieder spoke of the number of letters, mainly to the Select Board, on the proposed bike path to Wauwinet, for which he had received copies. They have been received and reviewed; each correspondent received a personal reply from him. Both sides of the issue, to build or not build a bike path, were well represented. He suggested that the committee need not comment on these letters. As a matter of safety, Nat Lowell commented that he has measured the width of the paved surface on this road and it varies between 18.5 and 19.0 feet. These dimensions suggest that it is not safe for cars and bicycles to co-exist on the road.

6. Public Way Monument Project: Update Installation Locations and Scheduling Process.

Bill Grieder said that the DPW had not been able to locate the missing Public Way flush monuments and that we should presume them to be lost. We will need to obtain replacements for the flush monuments and continue to schedule installation of the upright ones. Although the original ones had been donated by Neil Paterson Inc., NPI, Lee Saperstein suggested that the committee arrange to purchase new ones. He moved that Allen Reinhard should contact NPI in anticipation of creating a purchase order and, if one is needed, that the committee be authorized to make this purchase. The motion was seconded by Allen Reinhard and approved unanimously. Allen Reinhard mentioned that several of the upright monuments are inscribed with “Public Footpath” rather than “Public Way” and that the Land Bank will install two of the “Footpath” ones to mark all of West Chester Street on its way to Wannacommet Road. Lee Saperstein reminded committee members that there is a file memorandum on places

needing monuments. [Action: Allen Reinhard to meet with NPI and, if needed, be authorized to ask the Town to make purchase orders for flush monuments.]

7. Old, New, and Other Business, and Member Comments.

In anticipation of Ed Gillum's 5:00 pm departure and the loss of a quorum, Bill Grieder asked if there was anything pressing to discuss. Lee Saperstein shared a map of the Harbor Way and said that he is working on a brochure to go on the committee's website that can be accessed with a QR code.

Bill Grieder said that a discussion of the Francis Street Beach lease would need to wait until the next meeting. He apologized also to Bruce Mandel who had wanted to address the committee.

9. Adjourn.

Adjournment came automatically at 5:00 pm with the loss of a quorum. The next meeting is at **4:00 pm, March 21, 2023**. It and the April meetings will be by Zoom video call only.

Lee W. Saperstein, Secretary _____ Date _____

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	Review FY23 UPWP tasks and solicit input from Director/NP&EDC on next year's UPWP. Consider open projects, grants, and pending grants. Review overhead rate and develop justification for continued use or new rate. Review state guidance sheet.
Transportation Improvement Program	Anticipated to begin in March 2022	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. Review state guidance sheet.

<p>Long Range Transportation Plan</p>	<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/simply 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>
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	<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
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<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>	
<p>Mill Hill Connector</p>	<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>

<p>Pleasant/Williams/Sparks</p>	<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>	
<p>Surfside Area Water/Roadway Improvements</p>	<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>
<p>Tom Nevers Sidepath</p>	<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>	Continue to coordinate with FHWA's EFLD for project updates (compare against project schedule).
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Studies/Initiatives

Project/Item	Context/Status	Next Steps
Safe Streets and Roads for All Grant	NP&EDC teamed with FRCOG and MVC to apply for a SS4A grant. A decision is pending.	None—wait for pending decision.
Paid Parking Technical Assistance	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.	No definite steps until a Parking Coordinator is hired.
Loading Zone Technical Assistance	Staff served as a liaison to a student team from WPI. Recommendations developed to improve loading zone efficiency in town.	<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.

APPENDIX A. CORRESPONDENCE ON POSSIBLE BIKE PATH ALONG THE WAUWINET ROAD.

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 greenhead 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 milelong

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

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

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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

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APPENDIX B.

POTENTIAL ROAD TAKINGS LIST, As of November 2022

Order	Road	Road Status, Public (pub) or Private (pvt)	Public Use of this Road	Road links Two Public Roads	Public Safety Concerns	Traversable by Emergency Vehicles	Abutters' Requests	Access to Public Property Including Beaches	Traffic Circulation Patterns	Other Benefits to the General Public; Comments
1	Winn Street	pvt/pub	Yes	Yes	Moderate	Difficult	Yes	No	Moderate	Taking private portion and rebuilding will provide public access around Quaker Cemetery to beach bike paths, which is a high priority. Private portion of Winn St. is narrow and this may affect ability to rebuild it.
2	Somerset Road/Friendship Lane complex	pvt	Yes	Yes	Moderate	Difficult	Yes, %age	No	Light	Drainage and maintenance problems; input from abutters; DPW concerns that drainage fixes should be comprehensive to be effective.
3	Franklin Street	pvt	Yes	Yes	No	Yes	Yes, Cem	Yes	Light	A taking will provide public access to New North Cemetery including control of parking alongside entry point. Ken Beaugrand reports that a confidential issue must be resolved before he may report to the committee.
4	Warren's Landing Road	pvt	Yes	Yes	Slight	Moderate	Yes, FLA	Yes	Light to moderate	Access to Warren's Landing and Eel Point; Fisher's Landing Assn Letter; proof of Town's commitment needed.
5	Amelia Drive and Ticcoma Way	pvt/pub	Yes	Yes	Moderate	Moderate	Yes	No	Heavy	Amelia was private but has been taken; Ticcoma (to Fairgrounds) is public. Expanding commercial developments and narrow roadways limit two-way traffic and suggest that improvements to these roads is appropriate. The committee may wish to advise on parking, traffic flow, and even road widening.
6	Stone Alley	pvt	Yes	Yes	Yes	No	Yes	No	heavy	Stone Alley is an historic pedestrian way captured in many historic paintings. It is used by residents on the alley and by visitors to the island. Town maintenance would improve the look of the alley and increase its safe use. The Select Board is reviewing a taking action. Ken Beaugrand reports on this date that an encroachment issue is under review and that, once resolved, a recommendation will be made on taking. Maintenance and liability remain as issues to be considered.
7	Independent Way	pvt	Yes	Yes	limited	Yes	Yes	no	light	Independent Way, formerly Coon Street, is an historic street that, somehow, was left off the 1799 listing of streets. Although a private way, the Town has maintained it and now suggests strongly that it should be taken as a public way

APPENDIX C. MONUMENTS TO BE INSTALLED.

Hulbert Avenue

- Henry Street needs an upright (1) monument.
- James Street may not need to be marked but if it does, it will take a flush (1) one in the middle of the easement.
- Johnson Street needs a replacement flush (2) monument.
- Willard Street needs an upright (2).

Baxter Road

(a utility pipe along Baxter may be a water main, take care on where to dig)

- Nosegay Lane has a flush monument at the footpath but needs an upright (3) at Baxter Road, probably by the signpost.
- Rosaly Lane needs a flush (3) monument by the footpath and an upright (4) by Baxter Road on the north side of the driveway (Joan Porter garage).
- Emily Lane is marked with flush monuments at either end of the way
- Anne's Lane also has no monuments and could use flush (5, 6) ones at either end.
- 65 Baxter Road has a flush monument at either end of the way to the footpath.

Tom Nevers

(Two private ways)

- 65 Wanoma Way - deeded way to Tom Nevers Pond.
- 63 Wanoma Way - Private way to the water.

Summary:

- Uprights: 4
- Flush monuments: 6

APPENDIX D: Sconset Bluff Review – Possible next Steps

Sub-Committee

- Ed Gillum
- Nat Lowell
- Allen Reinhard

Review Current Items

- 2010 committee report
- Sign verbiage
- Existing marker locations
- Path maintenance
- Reported issues

Possible Actions

- Update sign verbiage
- Increase sign locations
- Increase maintenance
- Survey path
- Identify encroachments