

Town and County of Nantucket
ROADS AND RIGHT OF WAY COMMITTEE

Posted Meeting of July 20, 2021
Held by Zoom Videoconferencing

FINAL AND APPROVED MINUTES

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

A. Chair Allen Reinhard called the meeting to order at 4:01 pm. In attendance were Rick Atherton), Ed Gillum, Bill Grieder, Nat Lowell, Allen Reinhard, and Lee Saperstein; there was a quorum at all times. All responded to an attendance roll call. The meeting was recorded and can be viewed on You Tube. Campbell Sutton, guest, joined at 4:40 pm. Absent were Nelson (Snookie) Eldridge and Phil Smith.

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

C. Public Comments.

No public comments. Allen Reinhard, in chair's comments, told of reviewing committee minutes from 2005, when he joined the committee, to today and how impressed he was with the committee's achievements, the principal ones of which he recounted. He noted that the committee is advisory to the Select Board and has had its advice realized into practice in areas such as potential road takings, sidewalk restoration, and location of bike paths. On its own merits, the committee has created the Women's Monument at Founder's Burial Ground and cleared access to that cemetery. There are many more, some of which can be seen in the projects list at the end of the minutes.

Bill Grieder suggested that the committee send a formal letter of thanks to Leslie Forbes for her extensive contributions, particularly with respect to access to the waterfront. He felt, also, that a copy should go to the Select Board for their recognition as well. {Action: Lee Saperstein to draft a letter for Allen Reinhard to send.]

Lee Saperstein noted that there is a committee vacancy. Allen Reinhard urged everyone to be a recruiter for the committee. Nat Lowell asked if the Town could advertise the vacancy and the response was that the Town has published a generic ad for vacancies. In recruiting, Allen Reinhard said that we should parallel the Town's interest in diversity, equity, and inclusion. He also reported that the Civic League is working on a sequence of webinars that promote participation in committees and boards.

D. Annual Committee Reorganization. This being the first meeting of the new fiscal year, Allen Reinhard said that it is time to elect officers. A new vice-chair is needed with the non-renewal of Leslie Forbes, former vice-chair. Nat Lowell jumped in and nominated, as renewals, Allen

Reinhard, Chair, and Lee Saperstein, Secretary. Bill Grieder seconded and approval was unanimous. For Vice-Chair, Rick Atherton nominated Bill Grieder, Ed Gillum seconded, and approval was unanimous. All votes were by roll call.

E. Minutes. Approval of the minutes from May 18, 2021, was moved by Nat Lowell, seconded by Bill Grieder, and approved unanimously by roll-call vote. For the record, a mix-up with the Zoom sign-in procedure caused cancelation of the June meeting.

2. Impact of ATM and Ballot Approval of Lovers Lane and Newtown Roads.

Allen Reinhard was pleased with the approval of projects for badly needed improvements to Lovers Lane and Newtown Road, including paving, repaving where necessary, and construction of bike paths or sidewalks. The improvement in safety will be substantial. He noted that Lovers Lane was included in our letter of November 20, 2020, to the Select Board and Town Manager; this is another achievement on the Committee's part. Lee Saperstein agreed with Allen Reinhard; Nat Lowell reported that the Town expects its newly recruited Transportation Planner to arrive on August 12th and that there may be a greeting reception for him. It was noted that the previous transportation planner was an *ex officio* member of the Committee and it is hoped that this one will be so, too.

Nat Lowell also reported that Mary Longacre, newly appointed to the Nantucket Planning and Economic Development Commission, has been elected as its 2021-2022 Vice-Chair.

3. Committee Position and Recommendation Re: Rotaries.

As an explanation for putting this topic on the agenda, Allen Reinhard said that he thought that the non-binding warrant article forbidding rotaries near schools was ill-advised and dangerous. The traffic queues that build up behind the stop signs at Five Corners and the intersection of Surfside and Bartlett Roads were wasteful of time and fuel and responsible for unnecessary air emissions. He said that rotaries gentled traffic while efficiently moving them through intersections. In his mind, the issue in favor of rotaries was principally one of safety and he believed that it was time to say so to the planners and the Select Board.

Lee Saperstein added that he strongly supports this position and would make a motion to this effect. He noted also that he had shared an opinion piece with the committee (attached). Ed Gillum said that he had lived and drove in London and could report on that city's extensive use of roundabouts. He found that rotaries are effective and, with good and well-placed sidewalks and crosswalks, safe.

While there was general consensus in support of a statement of support for rotaries, there was also caution about not moving too quickly. Ed Gillum suggested that we consider the location of crosswalks near rotaries to optimize the safe usage of them. Allen Reinhard and Nat Lowell both remarked that there will be a reconstruction of the Milestone Rotary for the very reason of pedestrian safety. Nat Lowell also said that Lee Saperstein's comment that roundabouts and

rotaries were the same thing and merely semantically different may have been true at one time but that they now differ by their layout. Ed Gillum added that crosswalks near schools always had crossing guard to ensure safe crossings by students.

Rick Atherton asked about the timing of any submission to be made and suggested that the topic come up again to allow for input from others including the new transportation planner. In response Allen Reinhard said that, to him, this was a critical safety issue. He did accept, however, that this year's capital budget is set and that we have time to deliberate and still get our thoughts before the Select Board in time for next year's budget. Additionally, he would like to provide a draft letter for the committee to consider and edit before we take a final vote. Nat Lowell reminded the committee that the Town has been talking about road intersections by the schools since 2005 and that it was time to act. He acknowledged, though, that waiting until we could see a draft letter was wise. Lee Saperstein agreed and said that he would not make a motion at this meeting but would wait until it was again on the agenda.

4. Discussion of Other Out of Town Streets That Are Connectors Between Town Without Sidewalks.

Allen Reinhard said that this was an important topic for the committee but that he would like to assemble more information before proceeding to discuss it; hence, he will defer this to a future agenda. Lee Saperstein said that he was all ready to talk about North Beach Street and Ed Gillum said that he knew of smaller connecting streets that do not have sidewalks. Lee Saperstein suggested that committee members send their proposed streets and ways to Allen for the future discussion.

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

Allen Reinhard spoke of our memorandum of November 20th to the Select Board on streets that need sidewalks, which is the one referenced in agenda item 2. on Lovers Lane, and how concerned he is to receive an update on it. He also hopes to get an update on our recommendation for the taking of Winn Street and portions of Somerset Road. He noted that Phil Smith is working on an accurate listing of public versus private ways on Nantucket. He is hopeful that this project will also identify ways that access the waterfront and are in need of protection.

In a separate topic, Nat Lowell spoke of his concern for electrically powered vehicles, bicycles and skateboards, that travel on bike paths at unsafely high speeds. Lee Saperstein suggested that we work on this issue jointly with the Traffic Safety Work Group and the Bicycle and Pedestrian Advisory Committee.

Bill Grieder spoke of his concern for maintenance and repair of milestone posts along the Madaket and Milestone Roads. He shared a photograph of one that is short and often hit by cars as they park on the road's shoulder and another photograph of a post hidden by shrubbery. Allen Reinhard replied that he would ask the DPW to add the milestone posts to their maintenance list.

6. Adjourn.

Adjourn: The meeting was adjourned at 5:12 pm by consensus. The next meeting will be held at 4:00 pm on **Tuesday, August 17, 2021.**

Lee W. Saperstein, Secretary _____ Date _____

Roads and Right of Way Outstanding Projects List:

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

- Install remaining monuments at 'Sconset Footpath, Hulbert Ave.
- Update file of existing monuments
- Move monuments at Westchester St. Ext. & Crooked Lane

Sidewalk Projects: (Allen)

- Prospect St. (bike path to Upper Vestal St.) and on to Madaket bike path
- Cliff Rd. Coffin Park to bike path at Sherburne Tpk.
- Pleasant St. Gardner Perry Lane to Williams St.
- Follow implementation of downtown sidewalk improvements
- Bike/Pedestrian connection from Surfside to Hummock Pond to Madaket paths

Harbor Walk Project: (Rick)

- Identify route and identify sections needing constructed walkway
- Concept drawings of construction required
- List permits and approvals needed and process to obtain
- Funding

Chapter 91 Monitor Project: (Leslie & Lee)

- Define goals for project
- Make local license information available on line
- Chapter 91 licenses along route for the Harbor Walk
- Locate other locations on Nantucket and Madaket Harbors requiring licenses

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

- Nantucket Central Rail Road trail
- Map existing island trail and footpath systems and identify missing links
- How should maps and information be shared?

E-Mail from Lee Saperstein to Libby Gibson, Town Manager, and Andrew Vorce, Director of Planning; sent June 6, 2021.

Andrew and Libby: It was my intention to speak against the “roundabout prohibition” article but a medical concern got in my way. According to the I & M, it passed by a narrow margin and is non-obligatory. Below is what I was going to say. If this should also go to the Select Board, that would be fine with me. I’m happy to chat more about my concern.

Reasons not to have a stop-sign controlled intersection at Bartlett and Surfside Roads.

1. The proposed Roundabout was designed by a traffic expert for whom I have a great deal of respect. Many of us are experienced drivers but few of us are traffic-design experts. Mike Burns is.
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2. Stop Sign discipline on Nantucket is not good. I had occasion to make that remark to Chief Pittman and he regaled me with anecdotes of bad stop-sign behavior that he and his officers had seen.
3. The two existing rotaries, Milestone and Sparks, are surrounded by pedestrian crosswalks. I have not heard that the incidence of accidents is greater there than at stop signs.
4. The traffic back-up at the existing intersection is frustratingly long and wasteful of fuel.
5. With respect to children and roundabouts, I am something of an old experienced hand; they are respectful of traffic. In the last Christmas break before the pandemic, we visited with my London family and it fell upon me to do the school run with my granddaughter. The route included the A316, a major artery in and out of London and with roundabouts of all sizes and traffic control; the route also included city streets through Twickenham, also with roundabouts including mini-ones. The last were really painted circles in the middle of existing intersections. To the point, I passed at least six schools with school children of both primary and secondary ages. I’d ask my granddaughter if she recognized their uniforms and she would tell me to which school they were going. Uniformly rambunctious and raucous on the sidewalk, they were careful and cautious as they approached pedestrian crossings. Children have a strong sense of self-protection, at least where traffic is concerned.

For your amusement. My experience is that they are rotaries in Massachusetts, roundabouts in England, and traffic circles in New Jersey and New York. The distinction is purely diction; any attempt at making technical distinctions is pushing the noodle. All the same thing.

Thanks for reading. Lee