

**From:** [Patrick Reed](#)  
**To:** [Megan Trudel](#)  
**Cc:** [Kouame, Raissah A \(DOT\)](#); [Yigezu, Meseret \(FHWA\)](#); [Andrew Vorce](#)  
**Subject:** NP&EDC Packet - Wauwinet Path  
**Date:** Wednesday, December 14, 2022 3:32:27 PM  
**Attachments:** [2022\\_11\\_15\\_Cahill\\_Against\\_Path\\_WLOA\\_Comment.pdf](#)  
[image001.png](#)  
[2022\\_12\\_14\\_King\\_Against\\_Path\\_Environmental\\_Degradation.pdf](#)  
[2022\\_12\\_14\\_Hart\\_Against\\_Path\\_Restrooms\\_Private\\_Beaches\\_Character.pdf](#)  
[2022\\_12\\_14\\_Dufornier\\_Against\\_Path\\_General.pdf](#)

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Hi Megan,

Here are a couple bits of correspondence from those opposed to the Wauwinet Path. I've agreed to share these with the NP&EDC, and have gone ahead and removed email addresses and phone numbers from the document for privacy. Can you please add these to the packet or distribute? I will address this in the TPM update.

While we haven't executed an MOA with FHWA yet (the town's admin is looking at that now), the town's SB requested an update on nonmotorists projects back in late October and I believe a few neighbors saw it and wanted to voice concern. We have had some positive feedback as well, just nothing requested to be on record yet.

Mezi, the response I've provided is that we will include a no build analysis as an alternative to understand environmental impact and options for mitigation, as it would be a requirement of NEPA. I'll keep you updated on the MOA.

Thanks all,  
Patrick

**Patrick Reed**, AICP  
Transportation Program Manager  
(508) 228-7200 ext.7011 | [preed@nantucket-ma.gov](mailto:preed@nantucket-ma.gov)





Tue, Nov 15, 2022 at 2:58 PM

Dear Wauwineters,

I wanted to ensure you are all aware that a Wauwinet Bike path has been made a number 1 priority by several parties including Patrick Reed, the Town of Nantucket Transportation Planner, Nantucket Planning, Planning Board and Economic Development. It will be partially funded by the Federal Highway in order to provide access to Federal land... Great Point.

The project has not been engineered yet, so the process should take 2-3 years just to get to Pocomo Rd. But then Wauwinet will follow. They have received \$1,283,000 in federal funding thus far, and another \$823,500 is in progress. The current funding is to get to Pocomo Rd. I have spoken to Polpis residents, who are very opposed to it going to Pocomo.

Having said that; The Wauwinet Land Owners Association 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 that a bike path to Wauwinet would be very 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 one sole porta-a-potty, there are no bathrooms.

Providing a bike path could bring 20, 50, 100+ pedestrians through Wauwinet wandering aimlessly looking for the public beach, on the harbor and the ocean. The Trustees will promote the mile walk to their property through deep sand, mosquito and green-head infested areas as well as the 9 miles to the lighthouse as an enjoyable sightseeing activity.

The easement across your 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 Trustees guests bringing 150 - 200 cars a day (that's 400 cars round trip); parking along the road, and long lines to air up tires has become a dangerous situation.

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

I'm looking for a consensus from the community. Additional food for thought: bikers wandering around Wauwinet, Plover Lane, Crows Nest Way, Squam Road could cause security issues, etc. I think you all will understand the issues that could arise from a bike path, as transients wander around our neighborhoods with no real security.

We chose to live in Wauwinet for its rural, quiet enjoyment, and historical character. Let's protect Wauwinet from the mob scene.

Please be brief and let me know how you feel about this project going forward. A simple yea or nea will suffice.

Attached is the Select Board Meeting via Youtube. The Wauwinet Path is about half way through the meeting...

Tony

<https://www.youtube.com/watch?v=SwbbcSOPCA0>

**Subject:** RE: opposition to Wauwinet bike path  
**Date:** Wednesday, December 14, 2022 2:43:00 PM

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Dr. King:

Thank you for contacting me about your opposition to the Wauwinet Path.

This project, envisioned since Nantucket's 1977 Bicycle Master Plan, is anticipated to be the recipient of federal aid based on two separate grant awards to the town from 2016 and 2018. As it stands today, the town is working with the Federal Highway Administration, who will manage the project, to execute a Memorandum of Agreement (MOA) to begin the design process. Typically, projects that are the recipients of federal aid undergo an alternatives analysis that includes a "no-build" scenario for the purposes of comparison of impacts and benefits against "build" alternatives. Through this process, FHWA and the town will identify environmental degradation and also options for mitigation. Members of the public will be welcomed to engage in review of the various alternatives, including a no build alternative, to provide feedback and advocate for their perspectives.

Based on the current MOA's language—which is under review by town administration—public outreach opportunities to look at concepts will occur in spring, but the timeline is still a bit fluid until parties have signed and executed the agreement. I'd encourage you to follow updates on the project's website here <https://www.nantucket-ma.gov/2579/Wauwinet-Path>, so you can join any opportunities for discussion. You are also welcome to reach out to me for updates.

As a staff member of the NP&EDC, I provide updates on ongoing transportation work from a regional perspective. I will distribute your correspondence to that body.

Thank you,  
Patrick

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**Sent:** Wednesday, December 14, 2022 8:15 AM

**Subject:** opposition to Wauwinet bike path

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

I strongly oppose the creation of a bike path.

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

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

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

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

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

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

Sincerely  
Louise

## **Louise P. King, MD, JD**

*Assistant Professor Brigham and Women's Hospital  
Director of Reproductive Bioethics, Center for Bioethics Harvard Medical School  
Affiliated Faculty Petrie Flom Center Harvard Law School*

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*Pronouns: {she, her, hers}*

**Subject:** Opposition to proposed bike path to Wauwinet  
**Date:** Wednesday, December 14, 2022 11:51:51 AM

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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](http://nantucket.net) website, Wauwinet beach is not even mentioned. The site makes reference to Coskata/Coatue, but those areas are only accessible by boat or by four-wheel drive vehicle. While some may want to visit the mile-long walk through land run by The Trustees, that location is not equipped for the influx of bikers a bike path would bring.

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

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

Thank you for your consideration.

Sincerely,

Janet Arnold Hart

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**Subject:** RE: Wauwinet Bike Path  
**Date:** Wednesday, December 14, 2022 2:35:00 PM

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Dear Ms. Dufournier:

Thank you for contacting me about your opposition to the Wauwinet Path. This project, envisioned since Nantucket's 1977 Bicycle Master Plan, is anticipated to be the recipient of federal aid based on two separate grant awards to the town from 2016 and 2018. As it stands today, the town is working with the Federal Highway Administration, who will manage the project, to execute a Memorandum of Agreement (MOA) to begin the design process. Typically, projects that are the recipients of federal aid undergo an alternatives analysis that includes a "no-build" scenario for the purposes of comparison of impacts and benefits against "build" alternatives. Members of the public will be welcomed to engage in review of the various alternatives to provide feedback and advocate for their perspectives.

Based on the current MOA's language—which is under review by town administration—public outreach opportunities to look at concepts will occur in spring, but the timeline is still a bit fluid until parties have signed and executed the agreement. I'd encourage you to follow updates on the project's website here <https://www.nantucket-ma.gov/2579/Wauwinet-Path>, so you can join any opportunities to discuss the project. You are also welcome to reach out to me for updates.

As a staff member of the NP&EDC, I provide updates on ongoing transportation work from a regional perspective. I will also distribute your correspondence to that body.

Thank you,  
Patrick

-----Original Message-----

Sent: Wednesday, December 14, 2022 5:25 AM  
Subject: Wauwinet Bike Path

Dear Patrick,

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

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