



Bicycle & Pedestrian Advisory Committee

Bicycle and Pedestrian Advisory Committee – Minutes

Wednesday, August 24, 2022

2 Fairgrounds Way

Members Present:

- Ian Golding
- Michel Kremer
- John Mynttinen
- Joseph Topham
- RJ Turcotte
- Laura Walters

Members Missing: Jason Bridges

Staff Present: Patrick Reed

Additional Guests or Members of the Public: Matt Fee (Select Board Proxy)

I. Administrative Items

a. Call to Order: The meeting was called to order at 3:33pm

b. Establishment of Quorum: Quorum established.

c. Approval of Agenda: No additional items.

d. Welcome/Opening Remarks: Staffer Patrick Reed welcomed the group and provided background on his past experience in transportation planning.

e. Selection of Chair and Alternate: The group discussed selection of chair and vice chair. Mr. Golding mentioned that he was previously vice chair. He nominated Jason Bridges as chair, who was not present. Selection of chair was continued to a future meeting. The group put forward Mr. Golding as a candidate for vice chair. Mr. Fee nominated Mr. Golding, and his nomination was seconded by Mr. Topham. His selection passed unanimously.

f. Discussion of Future Meeting Times & Formats: Mr. Golding facilitated a discussion of future meeting times. The group agreed to pursue virtual meetings, but discussed making an effort to meet twice a year or so in-person, as suggested by Ms. Walters. The group agreed, and Mr. Reed offered to check-in from time to time regarding appropriate occasions for in-person meetings (generally related to plan review). Mr. Reed requested the group select a time and date. Following discussion, the group proposed meeting on Tuesdays at 3:30pm, during either the third or fourth week of each month.

II. Action and Discussion Items

a. Transportation Project Updates: Mr. Reed provided updates on various transportation projects on the horizon that the group could anticipate/expect updates on as follows:

- **Wauwinet Sidepath:** Mr. Reed provided information about the town's previous grant awards (MA-11 and MA-16, combined \$1,283,200 inclusive of a 20 percent match). Mr. Reed also noted that additional funding has been sought via an application by the NP&EDC (823,050, no match). Mr. Golding asked if a timeline had been established. Mr. Reed replied that Federal Highway would be managing the path project with town coordination, and that they submitted an MOA last week. Mr. Reed noted that the MOA anticipates completing preliminary design in spring, but that seemed potentially optimistic. Mr. Golding asked if neighbors were contributing funds. Mr. Reed responded that the some neighbors on the roadway were interested in seeing the path through and were exploring opportunities to create a fundraising account. Mr. Reed mentioned that he had advised the citizens to hold-off on seeking donations until the design was advanced to a point in which donors could understand what they may be donating funds toward with a bit more specificity. Mr. Reed noted that interested parties could donate easements in advance of the project.
- **Orange Street/In-Town Bike Path:** Mr. Reed noted that the town was working to advance a second phase on the In-Town Bike Path project, noting that there were \$47,000 remaining on a contract with VHB to support a connection between the Creeks and the rotary. Mr. Golding suggested reaching out to Rachel Freeman at ReMain Nantucket to better understand their current work on Orange Street. Mr. Fee agreed concurred with this suggestion and noted that a portion of the ReMain plan may be elevated.
- **Mill Hill Connector:** Mr. Reed provided an overview of the Mill Hill Connector project, noting that design had been completed in 2017, but that since then, the Land Bank has been working with the Town on a land transfer. Because the Land Bank wishes to integrate the bike path project into the design of the park, the Land Bank will take on project design and implementation of this facility. It is staff's understanding that this will include financial support of the connection. It is also staff's understanding that the connectors termini will remain as originally envisioned at Old Farm Road and the current terminus of the Prospect Street path.
- **Lovers Lane:** Mr. Reed provided an overview of the Lovers Lane project, noting that the project is intended to pave Lovers Lane between Boulevard and Old South Road, noting that the Select Board had recently reviewed the project. The project's cost have increased from initial projections, mainly due to the provision of additional drainage to "future-proof" the facility. Mr. Reed noted that because of this, town staff and the consultant presented an implementation phasing plan to the Select Board, which would include drainage as the first phase, the bicycle path in the Department of Conservation and Recreation's property as the second phase, and then implementation of paving and the rest of the sidepath in the third phase. Mr. Reed also noted that the project is in the vicinity of other planned water extensions. Because of this, town staff are looking to

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integrate these phases, which will include the design and paving of Orkorwaw and Monahansett, into a more comprehensive phased package of improvements for the Surfside Corridor area. Mrs. Walters asked if the bike path would be directly adjacent to the roadway. Mr. Reed responded that for the most part the path would be adjacent to the roadway on Lovers Lane separated by five feet of landscaping. Within the DCR property, the path will be located farther away from the roadway (as it exists today). Staff noted that the other roadways being designed in the area will also have bicycle facilities. Mr. Fee mentioned that during the Select Board's review, the Select Board discussed whether the currently planned section for Lovers Lane is adequate or would require traffic calming, including things like parking. He continued that part of the question that needs to be answered is if the town should assume this (and other roadways in the area) are urban, suburban, or rural. Furthering this discussion, Mr. Kremer asked projections related to the islands growth, to help understand and plan how roads should be designed. Mr. Golding requested Mr. Reed provide the group the Nantucket Planning and Economic Development Corporation's previously approved Long-Range Plan, which provides a basic outline of projections and project prioritization (including high-level cost estimates). Mr. Topham mentioned that the NP&EDC discussed a need to understand how currently envisioned improvements aligned with planned improvements, including setting up additional roadway connections for paving (Ticomma and Rugged).

Following this comment, Mr. Golding requested staff consider speeding and the nuisance sign law in its discussion of priorities (later in the agenda) as he had to depart. Staff agreed to coordinate the agenda with the chair and vice chair.

- **Milestone Road Bike Path Extension:** Mr. Reed indicated that the DPW is working to implement a path connection on the north side of Milestone Road between the Monomoy Road and Polpis Road. Mr. Reed noted that the DPW is currently coordinating with the State on access permits for the roadway, and the consultant is discussing the intersection of Polpis Road and Milestone Road with MassDOT.
- **Tom Nevers Sidepath:** Mr. Reed mentioned that PLUS is working to advance planning for a path on Tom Nevers Road and is currently locating sources to advance initial designs now that a feasibility study is complete.
- **Sparks/Williams/Pleasant Complete Streets Improvements:** Mr. Reed quickly noted that the Town is working on a complete streets project to improve and add sidewalks on Pleasant Street, Sparks Street, and Williams Street. Staff is currently review plans provided by the consultant.

b. Discussion Regarding Role of Committee including Coordination with Other Committees:

Mr. Reed discussed how the group provides its advisory comments to other regulatory groups. If BPAC wishes to submit comments on a plan, project, or policy, it can craft letters to the Select Board, NP&EDC, or other bodies to provide comments. Mr. Reed asked the group about its own priorities. Mrs. Walters asked about current projects, and why, for example, the town is looking to work on Lovers Lane currently. Mr. Kremer mentioned that the prioritization of projects should align with a discussion of equity and transportation equity, including better walking and

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biking safety for all. Mr. Kremer noted the vicinity of the schools should be a priority area. Mr. Fee, Mrs. Walters, and Mr. Topham noted that micro-mobility should be a topic at future meetings due to community interest. The group briefly discussed the history of banning and allowing mopeds on the island as a case study for integrating/accepting new transportation modes. Mr. Fee discussed making our stop sign/crossing policies consistent across all bike and path facilities, noting that they vary based on when the facility was implemented. The group agreed that safety should be a large priority. Mr. Fee explained the role of the Traffic and Safety Work Group to BPAC, mentioning that they deal with case to case minutia of parking (for example, where parking should / should not be based on safety needs), crosswalks etc. The group discussed reaching out to the Data Platform to help inform understanding about where crashes occur on the island and discussed several locations of concern.

III. Other Business

a. Committee Comment: There were no additional committee comments.

b. Public Comment: There were no members of the public in attendance and therefore no public comments.

IV. Adjournment: The group moved to adjourn at 4:42pm, unanimously.