

## Paul Foley

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**From:** Tilton Tents [tiltontents@verizon.net]  
**Sent:** Tuesday, September 06, 2011 1:56 PM  
**To:** foley@mvcommission.org  
**Subject:** Roundabout Project

All this talk, all these questionable statistics, all the anecdotal reports on how well or badly "roundabouts" are received in OTHER off-island locations. IMHO, you, the MVC must consider only what is best for the MV Community and what the community wants. Please consider:

1. Safety: Over the years, many fatal automobile accidents at other Island locations, but never any automobile fatalities at the 4-way stop (or previous "blinker" only) intersections. (I know you'll say YET, but its' difficult to be seriously injured or killed with a probable total maximum impact speed of 20 MPH). Mo-Peds are dangerous as we know and should not be part of the equation - "RIDE @ THEIR OWN RISK" should be the signs @ Mo-Ped rental businesses. Bicycles: Bike paths are the answer to a great may traffic problems. Fewer cars = less pollution = less accidents = positive environment for us all. Barnes Road needs a bike path! The expansion of the VTA is also a very positive solution to less cars, less pollution, fewer accedents etc., etc. Is the " 4-way stop" an extreme danger issue? It certainly was prior to the "Stop Signs". Now we hear that people are afraid to "drive it". I say you'll also have to avoid "5 corners", either end of the VH-EDG Rd @ certain hours and certainly don't ever drive in any metropolitan area (Boston, NYC).

2. Pollution: (Exhaust/engine oil leaks) Let's get on the whole pollution band wagon. 1st: More bike paths! 2nd: "SHUT-OFF ENGINE" signs (as I have at Tilton Rental) at every drive-up bank area, every parking lot where people keep engines running for AC, etc. and specifically let's target "5 corners" and the "raised bridge" back-ups and either end of the VH - EDg Rd. (By the way, we do understand that pushing cars faster thru the 4-way stop does not increase the number of cars - just the back-up.)

3. Misc. Mentions: Is the MVC truly comfortable with a designer who, at this stage of the project, can't give exact basic dimensions of the "Roundabout"?? 100' - 120' outside dimension, 18' - 20' roadway etc. These variables mean VARIABLE COSTS. And what about those crosswalks for bikes and pedestrians just before entering the roundabout? Safe? Back-up?

4. And last (but not least in my life) What about the obvious congestion (Bus stop, triangular planter) at Tilton Rental's Edg-VH Rd. driveway entrance? What is the plan for people turning in??

5. And how can we ignore the number of residents who DO NOT want this project. Petitions ignored. Years go by and we all think "it's over". BUT SURPRISE: easements are in place, designs have been revised. The original was 66' in diameter with a 3' high center and now it's somewhere between 100' & 120' in diameter with a much lower center area (guess they finally heard our "local expert" Trip Barnes extol the dangers in the original. I have heard from residents on the street in the last 2 months: "This is still going to happen"? "Are they crazy"? For 7 or 8 weks?? we don't need it!.

Please consider carefully.

Thank you,

Sandra Lippens

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