

Paul Foley

From: Don Macdonald [thevineyarder@gmail.com]
Sent: Sunday, August 14, 2011 5:18 PM
To: foley@mvcommission.org
Subject: Round-A-Bout

Roundabout is senseless

The idea of a roundabout at the Blinker intersection has been on my mind since the idea was first presented and it's about time I forward my thoughts. I cannot believe that any sensible person could possibly think a round-a-bout is the best idea for the blinker intersection. I have been on the Island long enough to see the changes in traffic patterns at the blinker increase beyond the frustration point. Many times I have started to pass (my turn) through this intersection when the car right behind the one passing in the intersection attaches itself to the rear bumper (pun intended) and follows through, not waiting its turn. Several times vehicles go ahead out of turn. One time I was nearly hit on the side by one who simply sped through the intersection I can only guess many drivers are somewhat blind or have not yet been able to count to 4.

Though I do not attend meetings for personal reasons, I am informed from what I see and read, especially concerning this project, I did happen to watch the film presented several years ago in favor of roundabouts. I wonder if I was the only one to notice that there were never more than five or six cars in the area of the roundabout at any one time. The film reminded me of one of those corny staged '50s films we used to see in grade school.

I am wondering why anyone would be so much against a stop light. A light could be timed to allow Barnes Road airport traffic, boat traffic, or after-school traffic to pass at greater lengths of times as necessary. Maybe a trip switch to change the light if traffic builds up beyond a certain point. Why not widen the roads a little at the Intersection so right turn traffic can proceed after stopping? As I see it, a red or green light would be easier for those to understand, given that some cannot count to four, understand the principal of courtesy, or comprehend rotary type intersections. As with off island lights they could revert to red/green blinking in the off hours

If you think for a minute that a round-a-bout will stop these idiots from cutting off another driver, you are sadly mistaken. I would suggest you spend some time at the rotary under the Bourne Bridge and listen to the horns blowing. It's almost laughable.. I was recently informed that other places, having tried the round-a-bout method, are changing their mind due to increased accidents.

Another concern should be with our not-so-environment-friendly society and the amount of pollution stop-and-go traffic can cause. The greenhouse gas effect and heating of the earth is a real problem, and it appears that if we all did a little to change our lifestyle it might help This blinker light project is indeed minor in the scheme of things but would be one of those things that could help a little . The simple process of hitting the gas pedal from a standstill, one car at a time, would create far more pollution than 10 or 15 cars moving through the intersection in unison. A rotary type intersection of this type will also create stop and go traffic much as it exists now.

I also don't believe that allowing the flow of traffic through the intersection would be increasing the traffic load at Post Office Square in Edgartown. Though both ends of the Edg-VH road need attention it is highly unlikely that this is where all the backed up blinker traffic is heading. It is clear that a cut off road for up island traffic in Vineyard Haven would relieve traffic at it now exists and another lane at the Stop and Shop would help on that end. It is important that the whole picture be taken into account before tearing up the blinker area. It should not be about, the money being there for the asking, so lets just build it. The short of it is that a round-a-bout is not the answer and will be a waste of money to build. On top of initial expenses there will be continued taxpayers cost to cover grounds maintenance in the future.

Again the simple fixes are a little widening of the road for right hand traffic turns, and a computer-controlled stop light. Hopefully those that cannot count to four are also not color blind. In the end I think just counting total accidents at the intersection would not prove anything. I personally have had at least 4 very

serious near misses and several cut offs as I started to execute my turn. I think these incidents should count if this is the way this project is to be justified. I think it would also help to move the bike crossings a hundred feet or more away from the intersection moving bikers away from the confusion and possibly slowing traffic into the intersection a little earlier. I would also add I started driving for The VTA this year and have confirmed even further in my mind that a stop light is the only reasonable answer for this project..

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