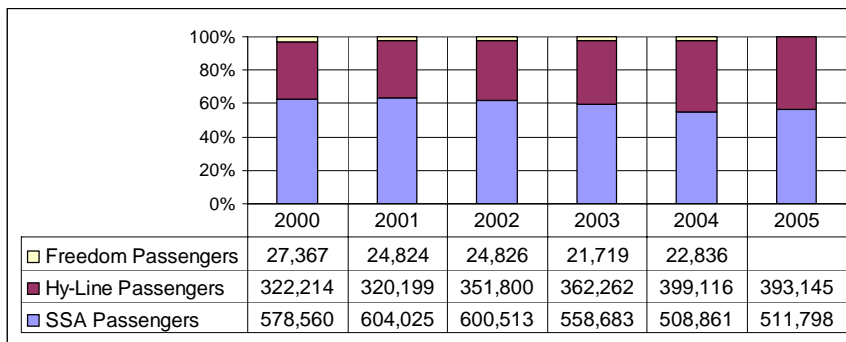




Figure 8. Ferry Terminals

9. WATERBORNE TRAVEL FACILITIES

Figure 9. Total Ferry Passengers (SSA)



Nantucket is served by three ferry providers that provide transport between the island and Hyannis, Massachusetts. Figure 10 shows how passenger traffic is distributed each year (between 2000 and 2005) among the three providers.

9.1. STEAMSHIP AUTHORITY (SSA)

Since 1961, the Woods Hole, Martha's Vineyard, Nantucket Steamship Authority (SSA) has served as the "lifeline to the island", and has maintained a vital transportation link

between Nantucket and the mainland. The SSA is responsible for providing passenger / vehicle / freight ferry service and licensing private carriers, such as Hy-Line Cruises and Freedom Cruise Line.

9.1.1. Traditional Ferry Service

The SSA operates the M/V Eagle, with a maximum passenger capacity of 816, three round trips per day between Nantucket and Hyannis from mid-October through mid-May. During the peak season, from mid-May to mid-October, the SSA adds the M/V Nantucket, with a maximum passenger capacity of 800, to provide an additional three trips per day.

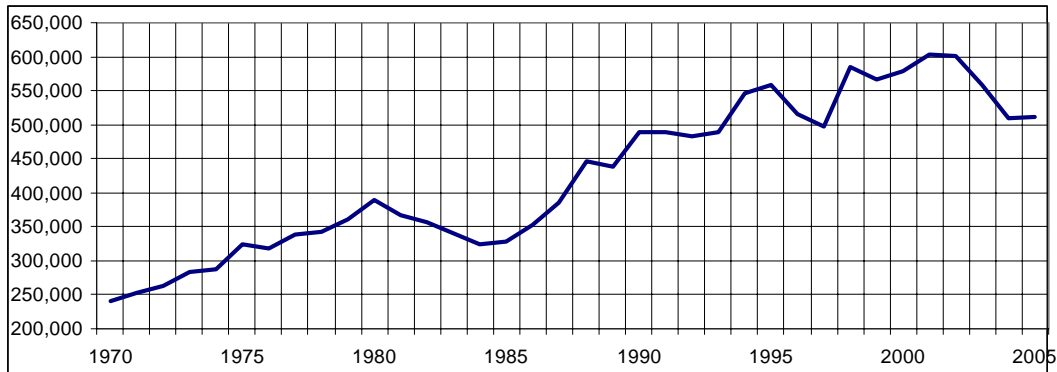


Figure 10. SSA Total Passengers, 1970 - 2005

Figure 10 shows the total number of passengers using the SSA to and from Nantucket and Hyannis from 1970 to 2005. It can be seen that that the number of passengers carried in 2005 more than double the total in 1970.

Table 36. Monthly Passengers on the SSA, 2000 to 2005 (SSA)

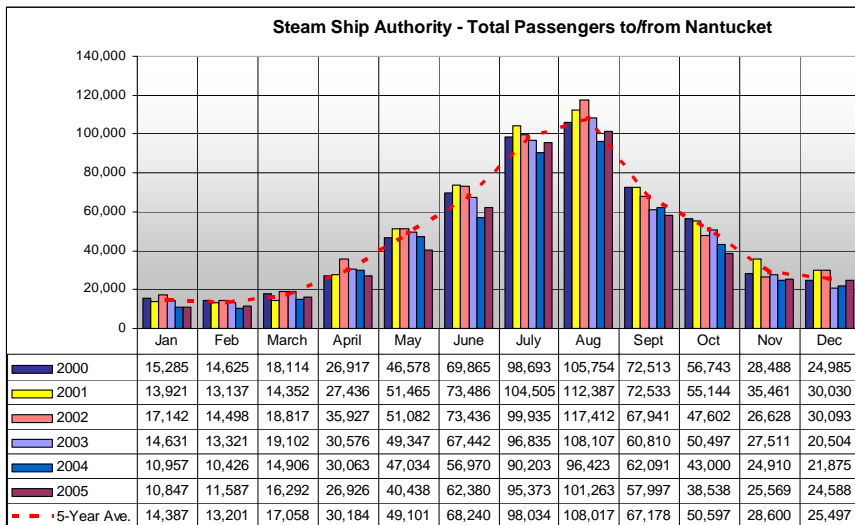


Table 36 shows the total passengers carried on the SSA each month from 2000 to 2005. This table shows that typically over 50,000 passengers are carried between Nantucket and Hyannis each month between May and October; and during the peak months of July and August, there are about 100,000 passengers carried each month.

9.1.2. High-Speed Passenger Service



Figure 11. SSA High-Speed Ferry, M/V Iyannough (SSA)

Since 1998, the SSA has operated a high-speed passenger-only ferry service between Nantucket and Hyannis, which takes about an hour from dock-to-dock. The M/V Flying Cloud, which began service in 2000, has a seating capacity for 300 passengers, and operated five trips per day from mid-October through mid-May, and six round trips from mid-May through mid-October. In March 2006, a new high-speed ferry, the M/V Iyannough, replaced the M/V Flying Cloud, and operates with a capacity of 393.

Table 37. SSA Passengers by Vessel Type, 2000 to 2005 (SSA)

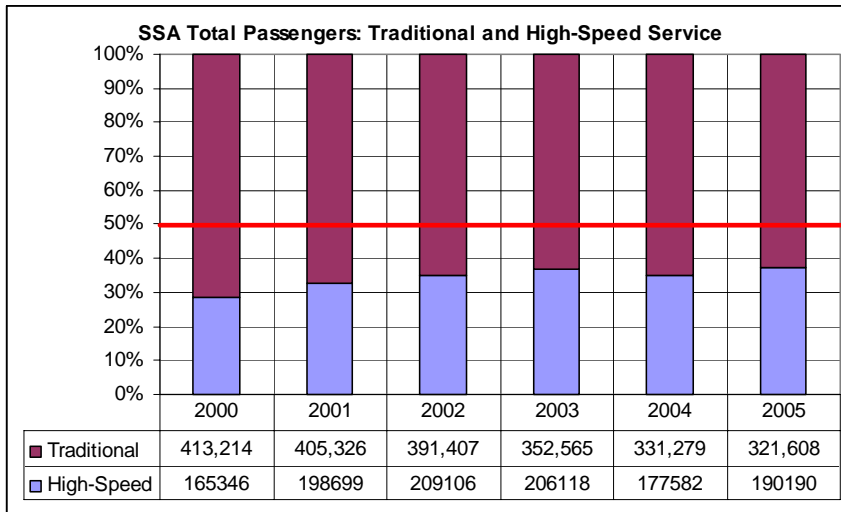


Table 37 shows the number of SSA passengers between Hyannis and Nantucket between 2000 and 2005 by vessel type (traditional versus high-speed ferry). The total number of passengers carried on high-speed service has increased 52.4% since the inaugural high-speed service began in 1998. During the same time period, passenger traffic on conventional service ferries has decreased 12.5%.

9.1.3. Vehicle and Truck Ferry Service

The M/V Eagle and M/V Nantucket are equipped to carry vehicles between Nantucket and Hyannis. The M/V Eagle is configured to carry up to 52 spaces for vehicles with each space equivalent to a standard car at 17'-11" in length. The M/V Nantucket meanwhile is configured to carry up to 50 similarly sized vehicles.

Table 38. Total Vehicles Carried between Nantucket and Hyannis, 1970 to 2002 (SSA)

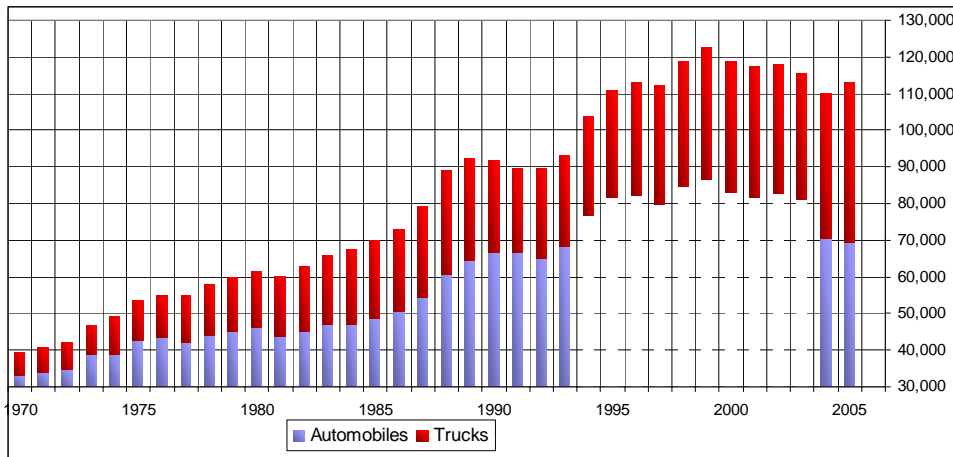


Table 38 graphs the number of vehicles carried between Nantucket and Hyannis from 1970 to 2005 by accounting for both passenger automobiles and trucks. The graph shows that there is a dramatic increase in the number of vehicles carried over time, which reached over 110,000 vehicles per year in 1996. Additionally, the total automobiles carried in 2005 was 2 ½ times more than were carried in 1970.

Table 39. SSA Total Monthly Vehicles, 2000 to 2005 (SSA)



Table 39 shows the total vehicles carried on the SSA each month from 2000 to 2005. In the peak months of May through October the volume of cars exceeds 9,500, and in the July and August the total carried typically exceed 13,000.

Table 40. SSA Traffic Report Summary, 1970 to 2002 (SSA)

Date	Passengers	Automobiles	Trucks
1970	241,682	33,026	6,261
1971	253,674	34,116	6,597
1972	263,334	34,741	7,339
1973	283,036	38,627	8,315
1974	287,551	38,806	10,340
1975	323,710	42,873	10,486
1976	318,079	43,585	11,367
1977	338,762	42,085	12,906
1978	341,952	44,042	13,735
1979	361,568	44,965	14,997
1980	389,090	46,043	15,582
1981	366,414	43,917	16,409
1982	357,476	45,122	17,727
1983	340,180	46,960	18,805
1984	324,032	47,183	20,498
1985	328,545	48,662	21,303
1986	353,511	50,414	22,421
1987	386,281	54,363	25,115
1988	445,716	60,673	28,405
1989	438,248	64,421	28,033
1990	489,922	66,448	25,279
1991	488,493	66,476	23,264
1992	483,925	64,835	24,769
1993	488,810	68,119	24,824
1994	545,911	76,692	27,233
1995	559,363	81,714	29,292
1996	515,662	82,485	30,636
1997	497,194	79,536	32,741
1998	584,370	84,827	34,030
1999	566,195	86,862	35,829
2000	578,560	82,894	36,118
2001	604,025	81,771	35,782
2002	600,513	82,769	31,521
2003	558,683	81,162	34,320
2004	508,861	70,607	39,631
2005	511,798	69,352	44,025

9.1.4. Freight Ferry Service

The SSA also operates a freight ferry to Nantucket. The M/V Gay Head, M/V Katama or the M/V Sankaty has been assigned during the various schedules to provide this service. The SSA operates up to 3 scheduled round trips daily by the freight boat; this schedule includes trips designated as “Hazardous Material” trips. This is the maximum number of

trips allowed per an agreement with the Town of Barnstable. The hazardous material boat is prohibited from carrying automobiles or passengers, with the exception of the driver and a helper for each truck, when transporting material classified by the United States Coast Guard as hazardous material. Non-Hazardous trucks may also be transported on the conventional service ferries.

9.2. PRIVATE FERRY SERVICE

9.2.1. Hy-Line Cruises

Hy-Line Cruises is a privately owned and operated ferry service. The Hy-Line provides passenger ferry service between Nantucket, Martha’s Vineyard, and Hyannis during the peak summer season, as well as year round high speed ferry service to and from Hyannis.

The M/V Great Point, with a capacity for 720 passengers, provides three trips between Nantucket and Hyannis from May 8th to October 28th, while the M/V Grey Lady II, a high-speed passenger catamaran ferry with a capacity for 149 passengers, provides six year-round one-hour trips for passengers between Nantucket and Hyannis during the peak summer season, and continues service with five trips during the off-peak season.

Table 41. Total Hy-Line Passengers, 1996 - 2005 (SSA)

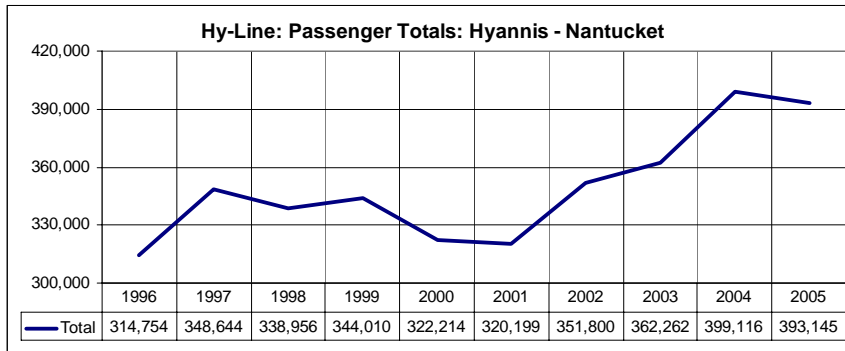
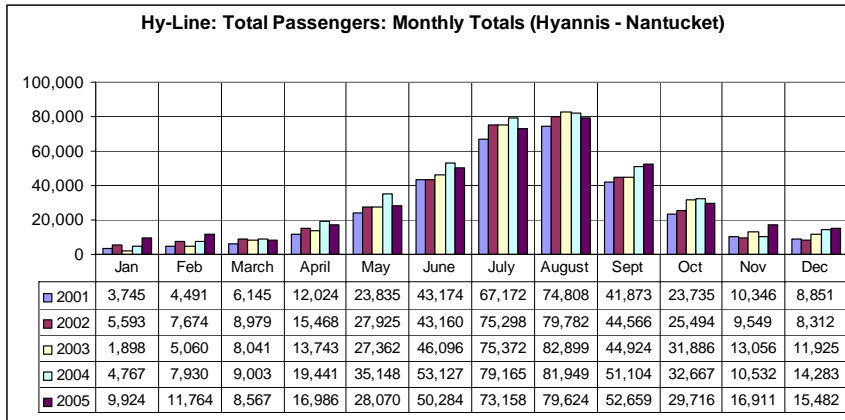
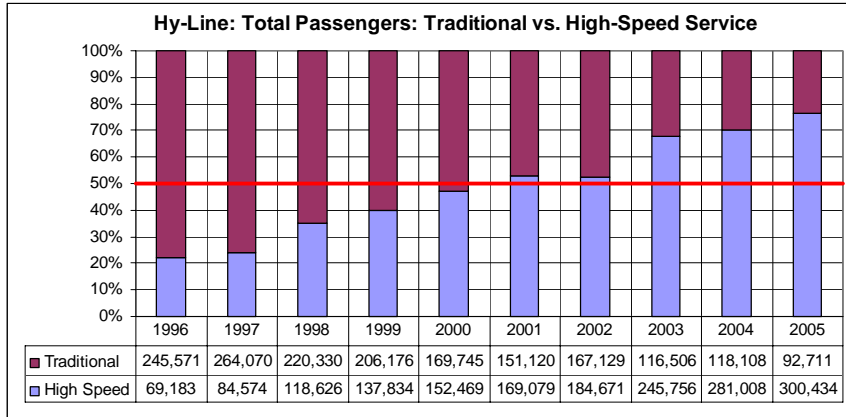


Table 42. Monthly Total Hy-Line Passengers, 2001 to 2005 (SSA)



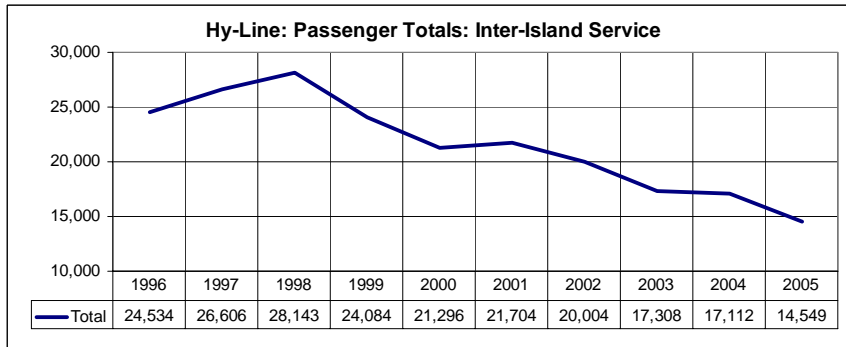
Tables 41 and 42 show the total number of passengers carried on all Hy-Line Ferries to Nantucket from Hyannis. The data shows that during the peak season of May to October there are over 10,000 passengers carried to Nantucket, and during the months of July and August there are typically over 35,000 passengers brought to Nantucket.

Table 43. Hy-Line Passengers: Traditional and High-Speed (SSA)



In Table 43, the total yearly passengers carried on both the traditional and high-speed ferries are shown to understand the difference in passenger totals between traditional and high-speed service. It can be seen in this table that traditional service had carried a majority of passengers to Nantucket; however, beginning in 2001, this trend has since shifted, and reflects a preference for 1-hour service.

Table 44. Total Hy-Line Inter-Island Passengers (SSA)



Hy-Line also provides three trips between Nantucket and the Town of Oaks Bluff on Martha’s Vineyard, or inter-island service, with the M/V Cross Rip, with a capacity for 400 passengers, and M/V Brandt Point, with a capacity for 500 passengers, from early June 7th to September 21st. Ridership from this service is shown in Table 44.

9.2.2. Freedom Cruises

Freedom Cruises is a private passenger ferry operating between Harwich Port, MA and Nantucket from mid-May to Mid-October. The service operates three (3) round trips daily from mid-June to the end of August.

9.3. PRIVATE BOATS

The marina, yacht club, boatyards and commercial mooring operators service the boating community in Nantucket Harbor. The majority of the marina clientele are large power vessels, in contrast to the commercial moorings that are most often used by sailboats. According to the Nantucket Marine Department there is a summertime weekend turnover rate of approximately 100 boats per day in Nantucket Harbor.

The Town of Nantucket owns and operates a boat dock that can accommodate 100 boats with a maximum length of 40 feet. There is a sewage pump-out facility, pump-out boat, dinghy docks, ice potable water, public restrooms, showers, trash and recycling barrels. The Nantucket Harbormaster's office is located at the dock.

The Nantucket Boat Basin is a 240 slip marina / resort facility managed by Island Resorts. This facility is located off New Whale Street within the Nantucket Harbor between Town Pier to the South and the Old North Wharf to the North. The basin facility consists of three solid fill wharves with adjacent pile-support piers: 1. Swain's Wharf (to the south); 2. Old South Wharf (in the center); 3. Straight Wharf (to the north). Located on each of these wharves are public access way, open spaces and several building structures that provide water-dependent accessory uses to the basin patrons and the general public.

Madaket Harbor Inc. is a floating system that can accommodate approximately 64 boats at full capacity.

A 1989 survey documented approximately 1,800 private moorings and 138 commercial moorings within both Nantucket and Madaket Harbors. Of these, 1,325 private moorings, and 125 commercial moorings are found in Nantucket Harbor, with the 475 remaining private moorings and the 13 remaining commercial moorings located in Madaket Harbor.

9.4. INTER-MODAL ACCESS / LINKAGES

Both Ferry wharves are located in the central core waterfront and are within walking distance of rental bikes, rental mopeds, rental cars, taxis and private tour and shuttle buses.

9.5. STEAMSHIP AUTHORITY IMPROVEMENTS

The following projects are candidates for Federal and State capital funding programs. The funding sources for these improvements do not affect the funding target for the Nantucket region and are made exclusively between the Steamship Authority and the Federal and State agencies. As a result these improvements are not found in section 12 of this plan.

9.5.1.1. M/V Nantucket Mid-life Refurbishment

Cost: \$5,000,000
Description: In the fall of 2006 the M/V Nantucket, built in 1974, began refurbishment including a complete sandblasting and recoating of all exterior surfaces, pilothouse modifications, snack bar area modifications, replacement of all exterior windows, asbestos abatement, complete replacement of the 02 deck and mezzanine deck joiner work, decking and seating, HVAC upgrades, heating boiler upgrade, bow thruster upgrade, elevator replacement and steel replacement as required. The work would be scheduled for the fall of 2006 and would require 150 to 180 days in a mid-size shipyard.

9.5.1.2. M/V Eagle Mid-life Refurbishment

Cost: \$4,000,000
Description: The proposed refurbishment of the M/V Eagle, built in 1987, would include a complete sandblasting and recoating of all exterior surfaces, replacement of all exterior windows, complete replacement of the 02 deck and mezzanine deck joiner work, decking and seating, HVAC upgrades, elevator replacements and steel replacement as required. The work would be scheduled for the fall of 2006 and would require 120 to 150 days in a mid-size shipyard.

9.6. WATERBORNE TRANSPORTATION GOALS AND OBJECTIVES

9.6.1. To provide an efficient and convenient water-transportation system that connects mainland ports with Nantucket Harbor.

9.6.1.1. Advocate for convenient and unimpaired access by water to and from the mainland, including affordable fares, to be provided to Nantucket residents at all times of year.

9.6.2. To encourage the coordination of land side services on Nantucket at time of ferry arrivals.

- 9.6.2.1. Study the ways and means of encouraging smooth transitions between the ferries and Nantucket destinations, while reducing the secondary impacts of ferry service on the downtown area.
- 9.6.2.2. Urge all ferry services to provide destination facilities with the number of walk-on passengers, so that an appropriate number of shuttles, taxis, and bicycles are available on arrival.
- 9.6.2.3. Encourage scheduling of arrivals and departures of ferries that do not conflict with peak traffic periods in the vicinity of the ferry terminals.

9.6.3. To encourage the provision of freight service to the island that is dependable, affordable, and meets the economic needs of the island, while considering the land-side effects of scheduling, vehicle size, and trip frequency.

-
- 9.6.3.1. Encourage the Steamship Authority to study the feasibility of allowing freight deliveries arriving in Nantucket out of the port of Hyannis or other ports to be made so as not to coincide with peak traffic periods.
 - 9.6.3.2. Encourage the Steamship Authority to participate in a feasibility study of the establishment of a facility to "break bulk" on Nantucket, allowing the transfer of freight from larger to smaller trucks.

9.6.4. To coordinate Steamship Authority and private passenger carrier arrivals and departures with land side transportation.

- 9.6.4.1. Renew talks with the Steamship Authority toward the creation of a mutual strategy to improve congestion at the Steamship Authority and lower Broad Street.
- 9.6.4.2. Study all ferry wharves and adjoining streets to see how they can more efficiently handle visitor arrivals and departures, coordinated with land side services.

9.6.5. To improve traffic congestion and safety in the vicinity of ferry terminals.

- 9.6.5.1. Study alternatives to improve vehicle flow along roadways servicing ferry terminals.
- 9.6.5.2. Study alternatives to improve access to ferry terminals for shuttles, taxis, bicycles, and pedestrians.