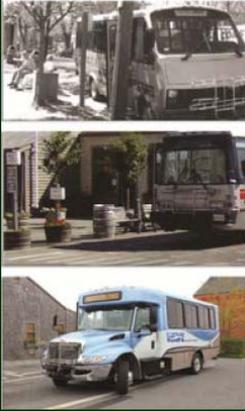




Roadways



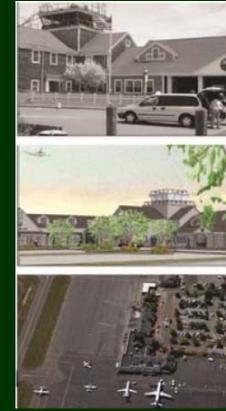
Transit



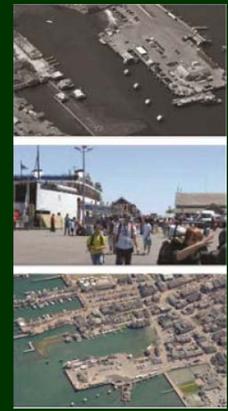
Bike / Ped



Parking



Airport



Ferries

Nantucket Long Range Transportation Plan 2020 - 2040

Plan Update Process

11/20/2018

Long Range Transportation Plan Update: Development Process

November 2018 to February 2019	<ul style="list-style-type: none">- Update Community Profile- Solicit input on vision, goals, and objectives with public and transportation stakeholders- Supplement input with existing parking, open space and Master Plan survey results
February to March 2019	Develop initial draft plan with updated project descriptions and draft recommendations based on objective criteria.
April to May 2019	Coordinate review of draft RTP with land use, environmental, historic preservation, and tribal agencies, as well as FHWA, FTA, MassDOT
May to June 2019	Conduct public review of draft
June 2019	NP&EDC approval of final RTP

Long Range Transportation Plan Update: Development Process

Stakeholders to be consulted throughout process:

- Representatives of Nantucket in the Federal and State Legislature
- Select Board / County / NRTA Advisory Board
- Roads and Right of Way Committee
- Bicycle and Pedestrian Advisory Committee
- Traffic Safety Work Group
- Steamship Authority
- Airport
- Commission on Disabilities
- Conservation Commission
- Council on Aging
- Council for Human Services
- Nantucket Housing Authority / Housing Nantucket
- Nantucket Public Schools
- Historic Resources stakeholders
- Wampanoag Tribe of Gay Head – Cultural Resource Protection

Federal FAST ACT

Each Regional Planning Agency (RPA) that receives federal funding must respond to the planning requirements of the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015.

Under the FAST ACT, transportation investments must consider the following planning factors in the planning process:

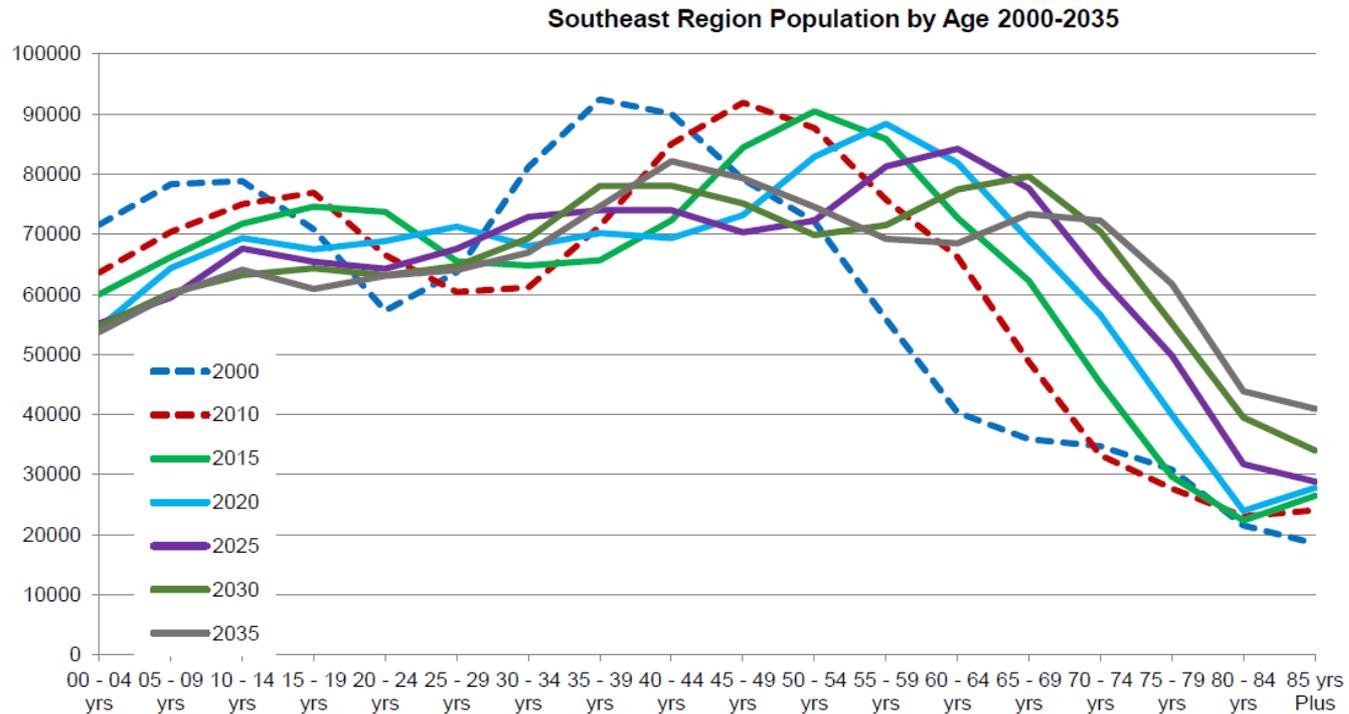
1. Support Economic Vitality
2. Accessibility and Mobility
3. Protect and Enhance the Environment
4. Enhance Modal Integration and Connectivity
5. Efficient Management and Operation
6. Preservation of the existing transportation system
7. Safety
8. Security
9. Resiliency and Reliability
10. Enhance travel and tourism



Community Demographics

Community Demographics

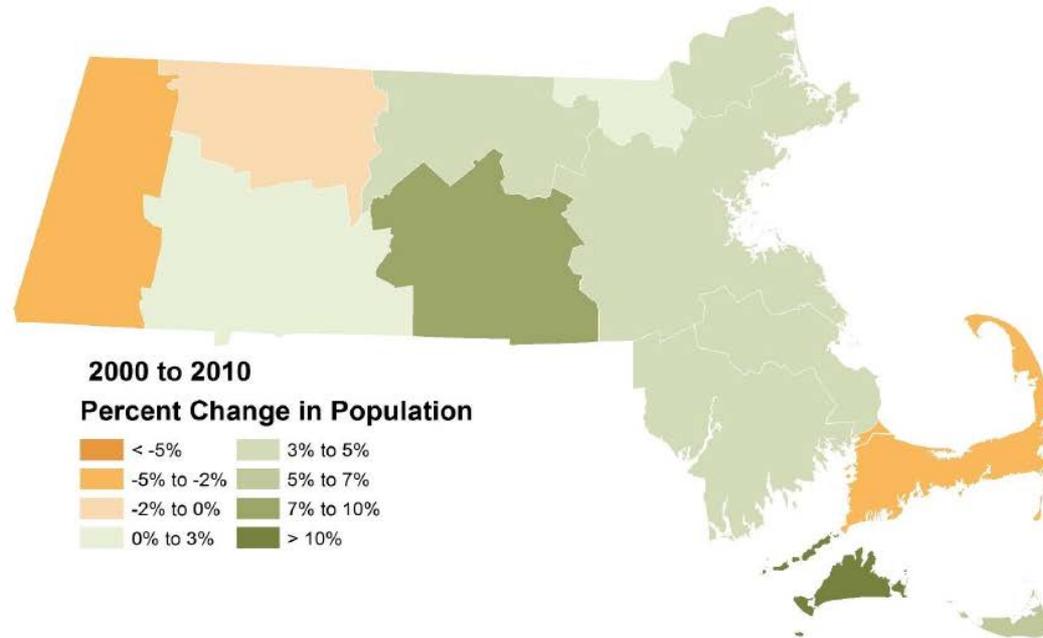
Reset Launch 2015 and Adjust Birth and Death Rates



UMASS DONAHUE INSTITUTE

Community Demographics

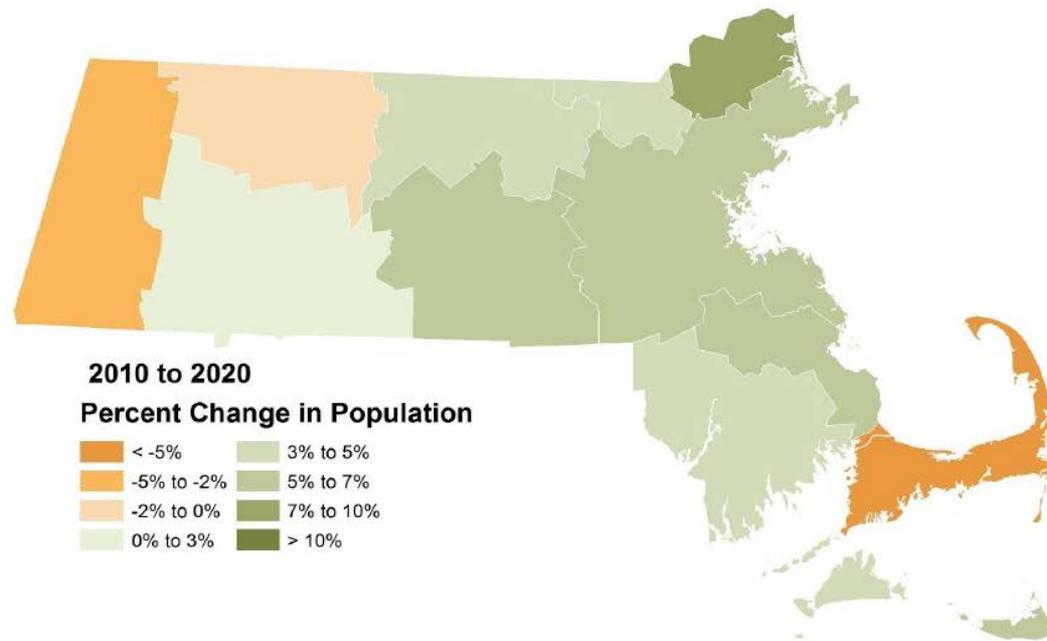
Population Change by RPA Region 2000-2010



UMASS DONAHUE INSTITUTE

Community Demographics

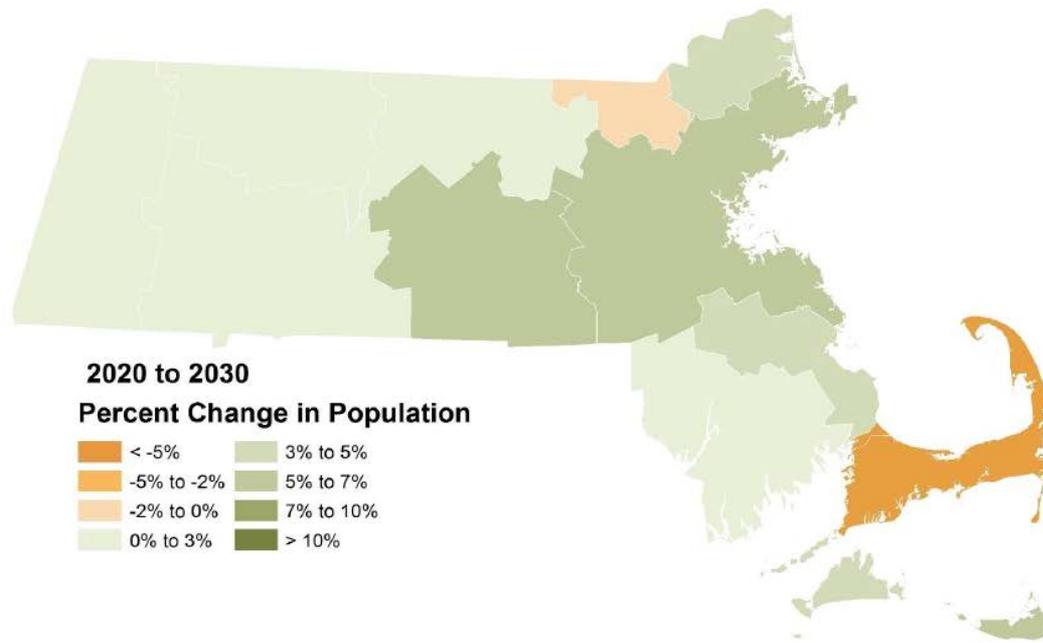
Population Change by RPA Region 2010-2020



UMASS DONAHUE INSTITUTE

Community Demographics

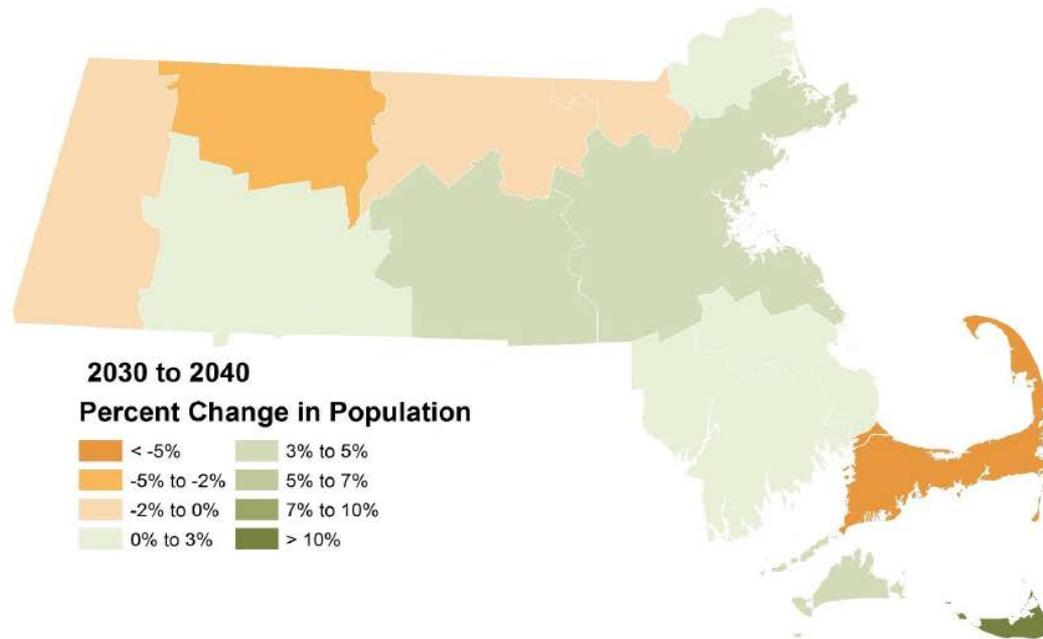
Population Change by RPA Region



UMASS DONAHUE INSTITUTE

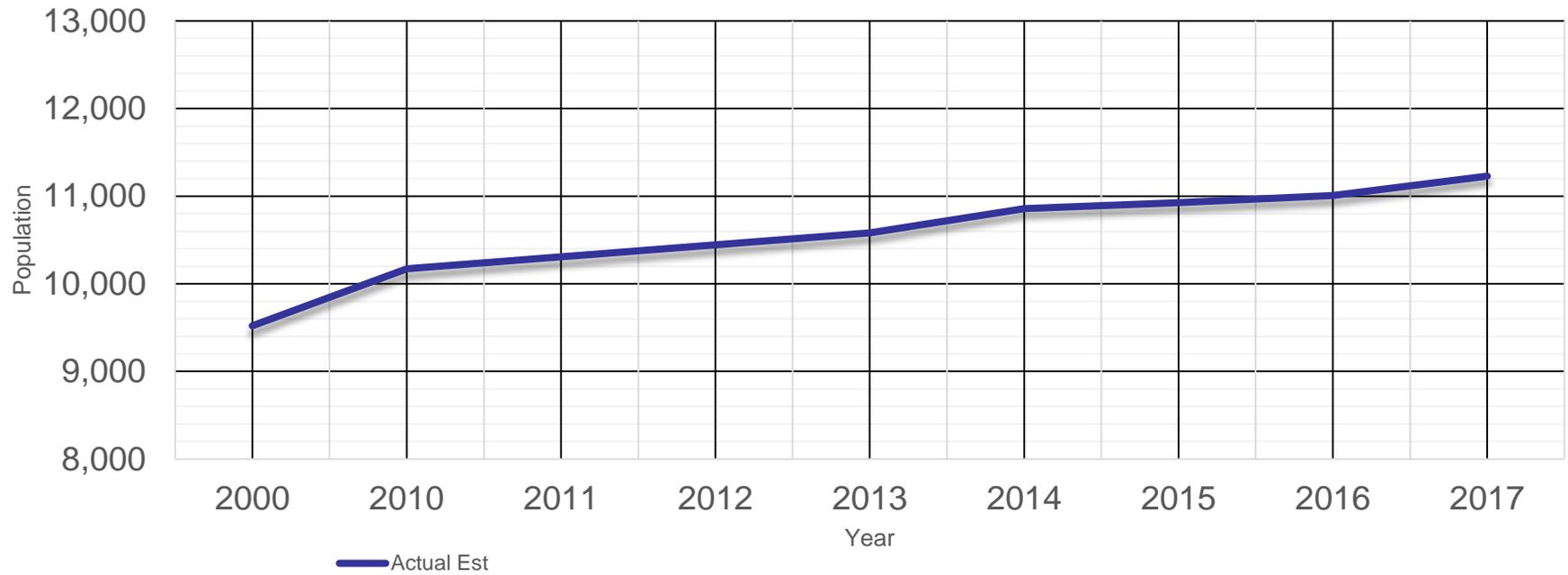
Community Demographics

Population Change by RPA Region

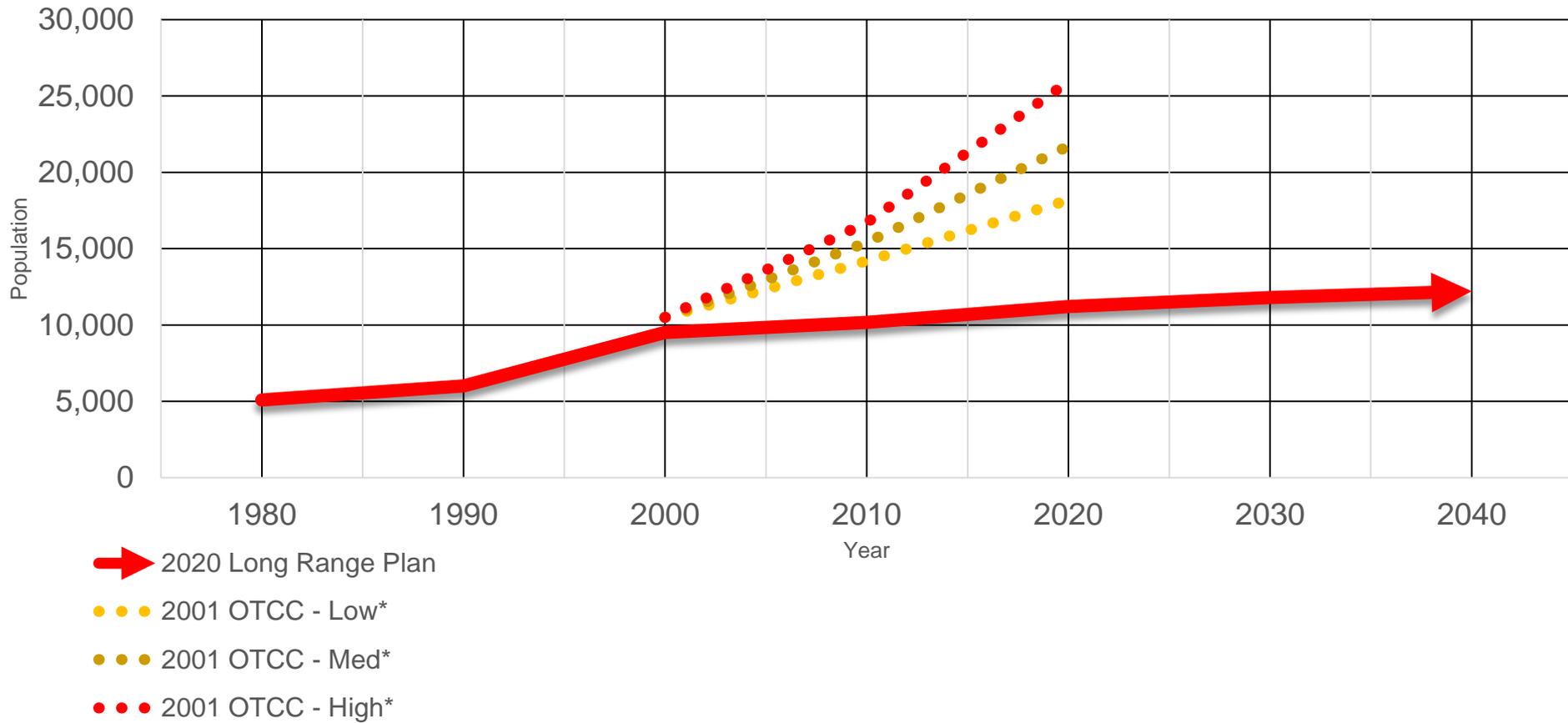


Community Demographics

Annual Population Estimates

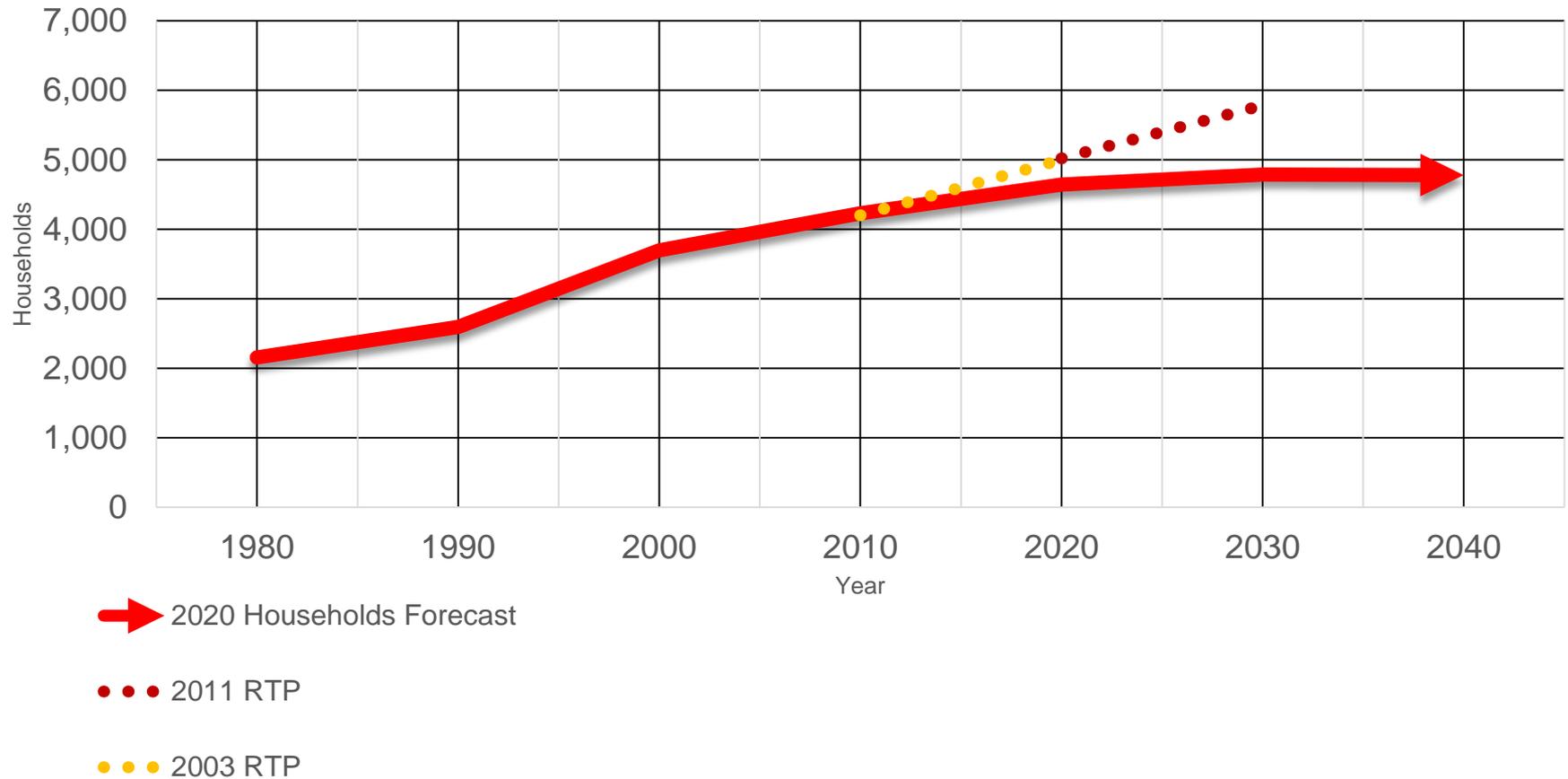


Community Demographics

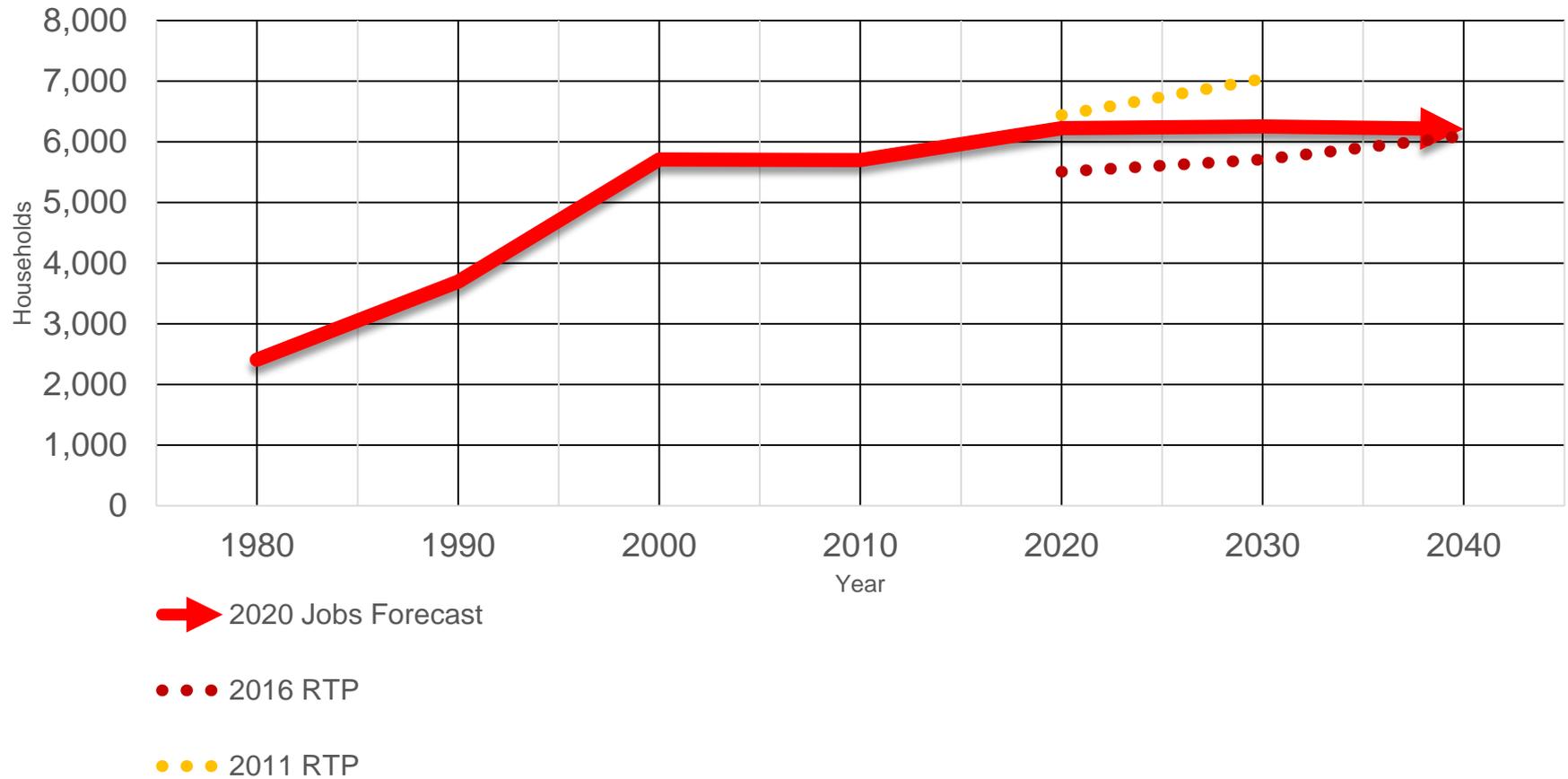


* - 2001 Optimal Carrying Capacity Study with estimated 2020 (2.5% - Low, 3.5% - Medium, 4.5% - High)

Community Demographics

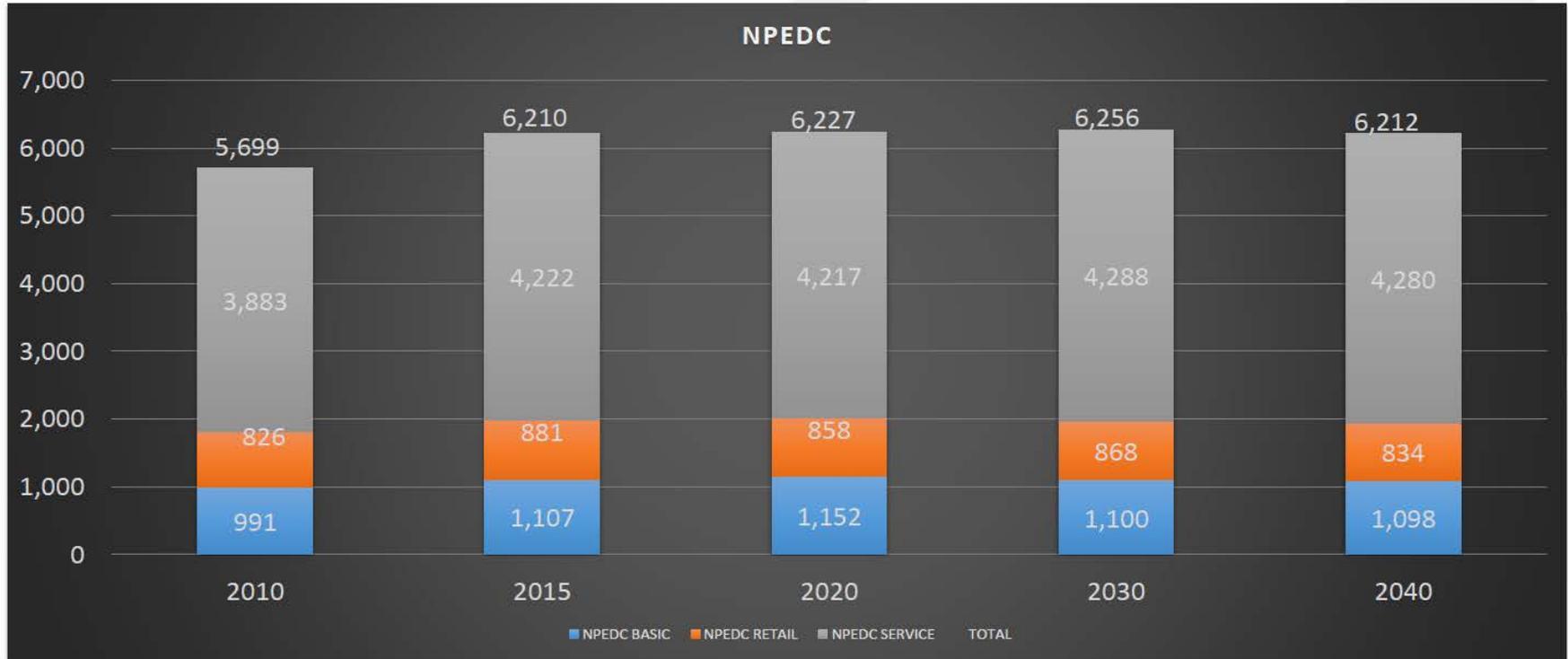


Community Demographics



Community Demographics

NPEDC

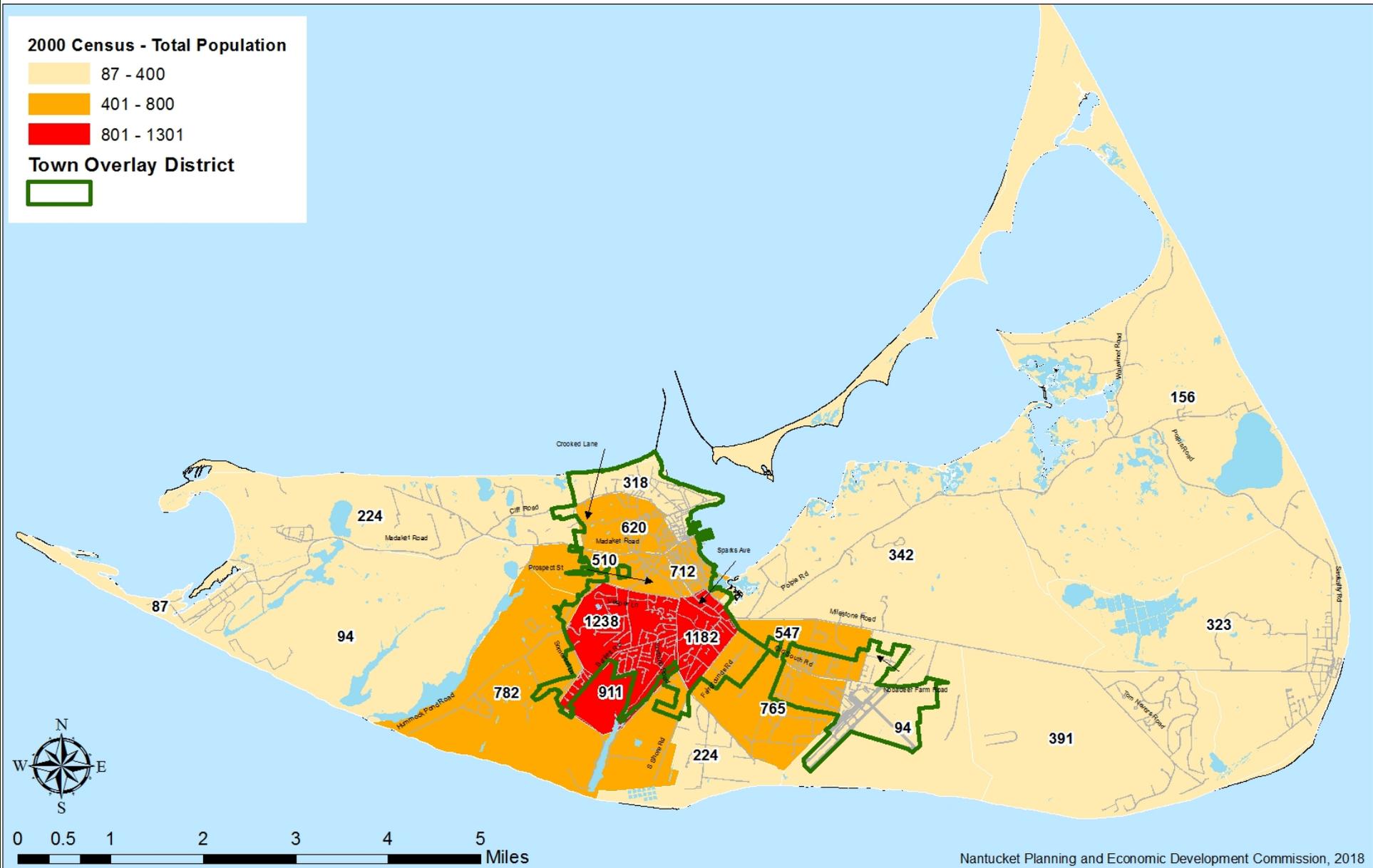


Community Demographics

2000 Census - Total Population

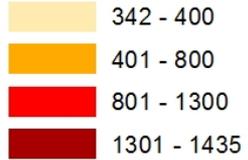
- 87 - 400
- 401 - 800
- 801 - 1301

Town Overlay District

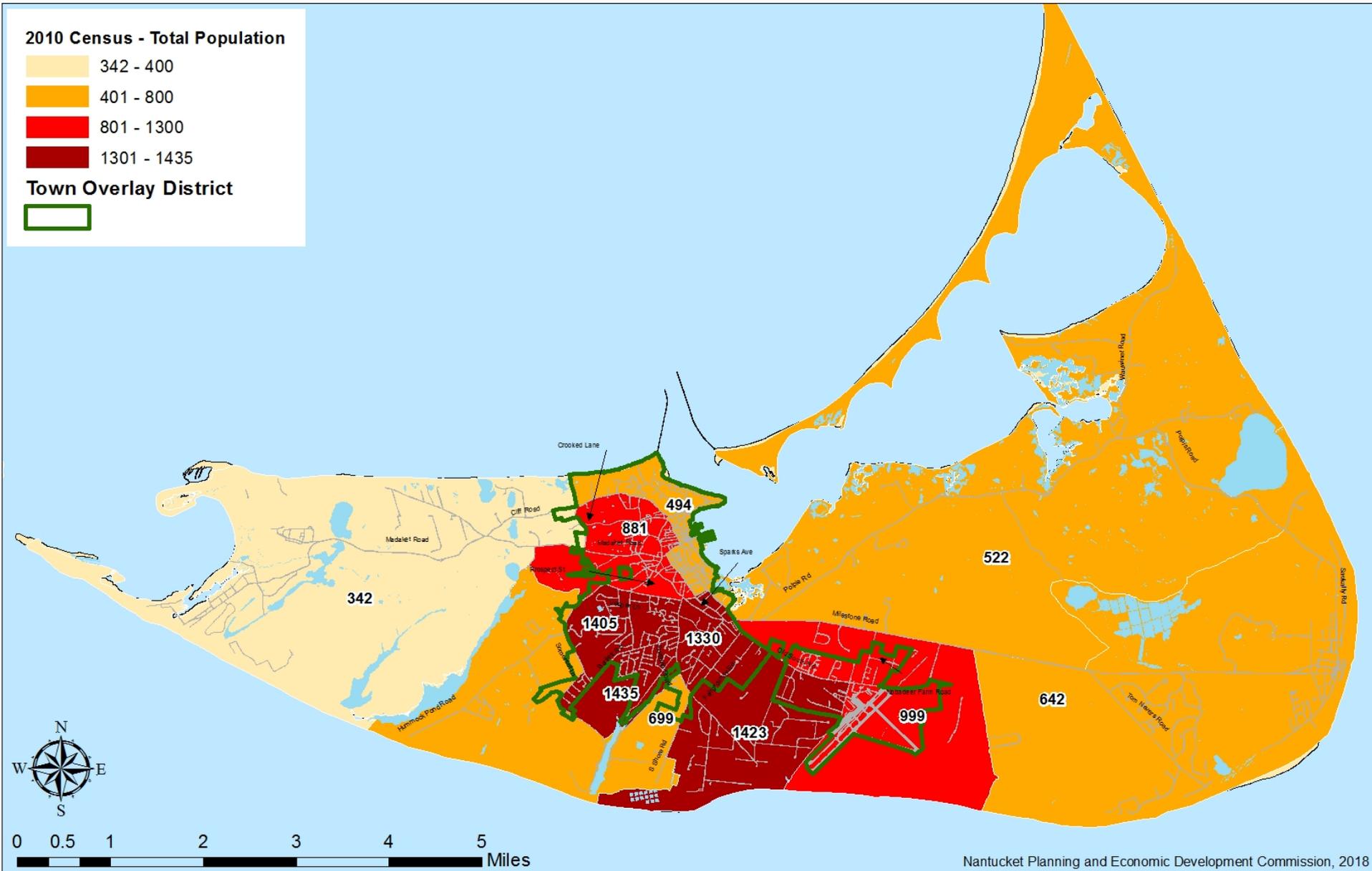


Community Demographics

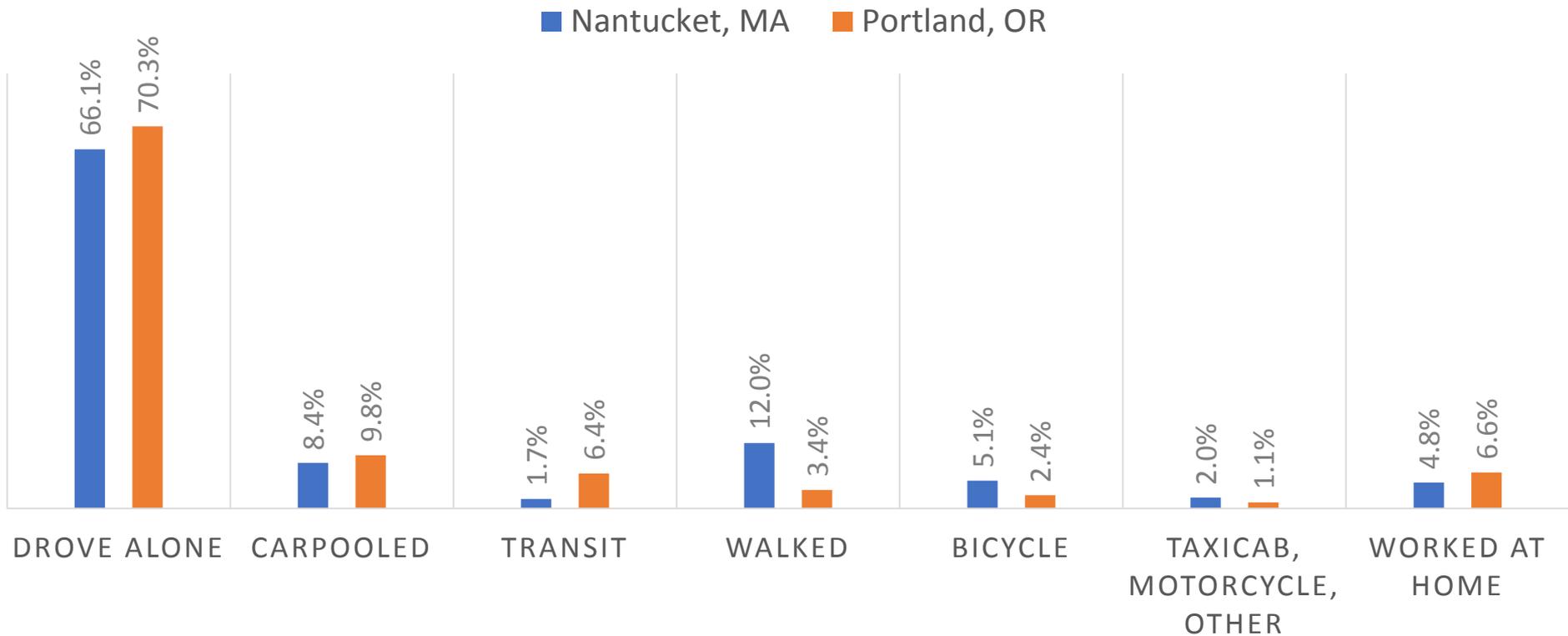
2010 Census - Total Population



Town Overlay District

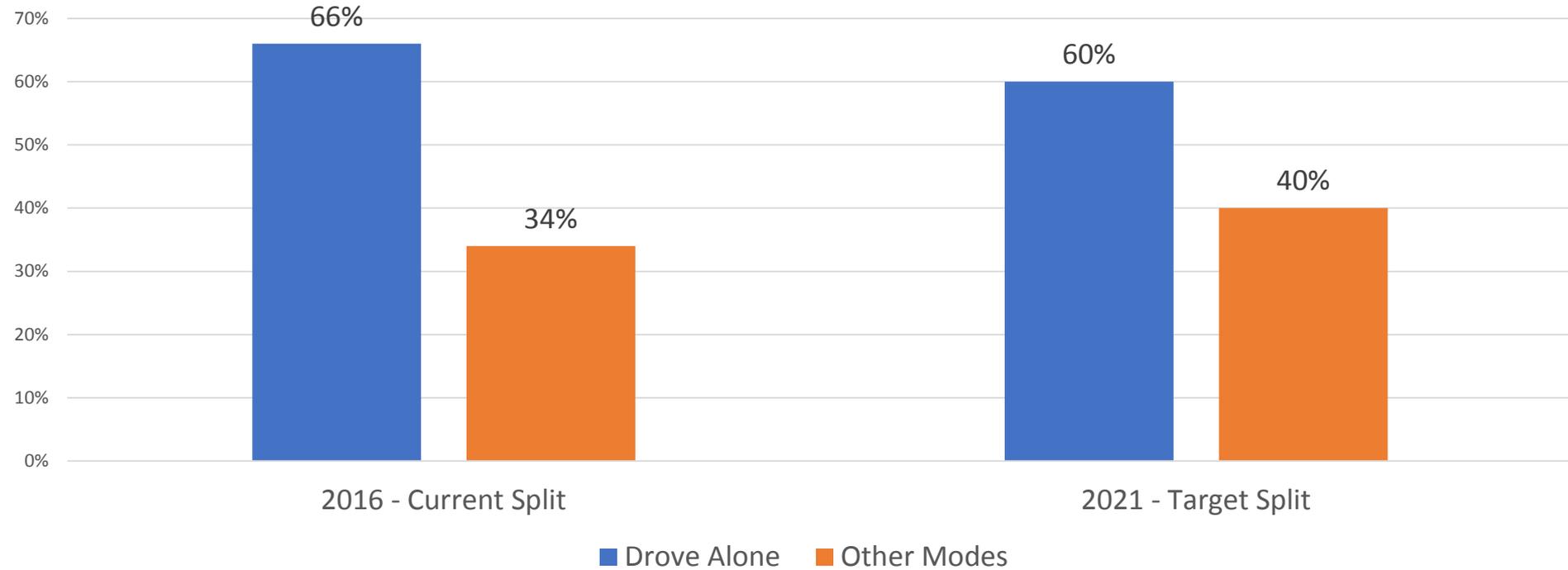


Commuter Mode Split

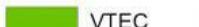
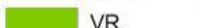
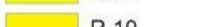


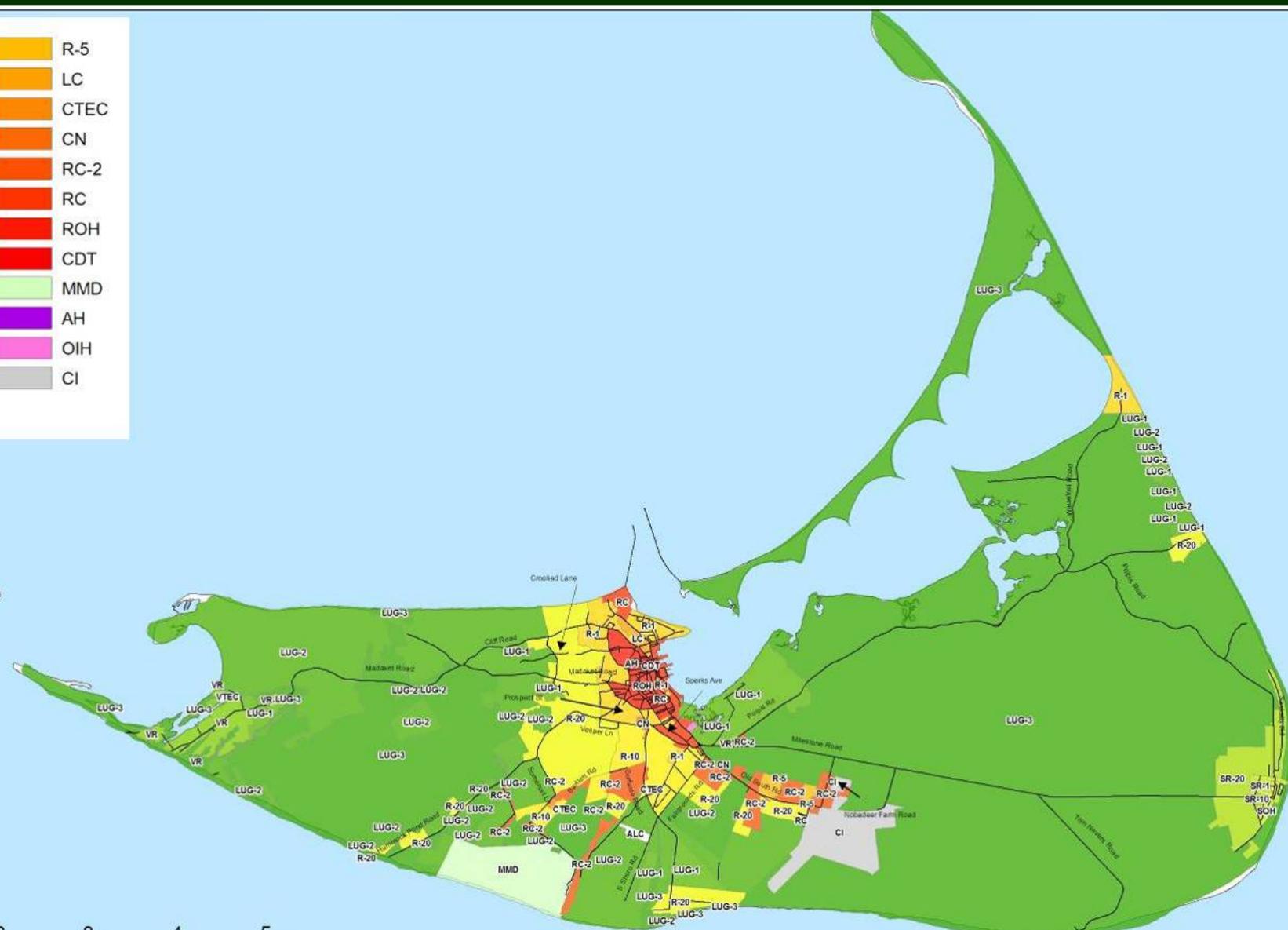
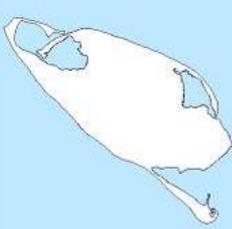
Commuter Mode Split

Modal Shift by 2021



Zoning Profile

Zoning Districts	
	R-5
	LUG-3
	LC
	LUG-2
	CTEC
	LUG-1
	CN
	VTEC
	RC-2
	VR
	RC
	SR-10
	ROH
	SR-20
	CDT
	SR-1
	MMD
	SOH
	AH
	R-20
	OIH
	R-10
	CI
	R-1

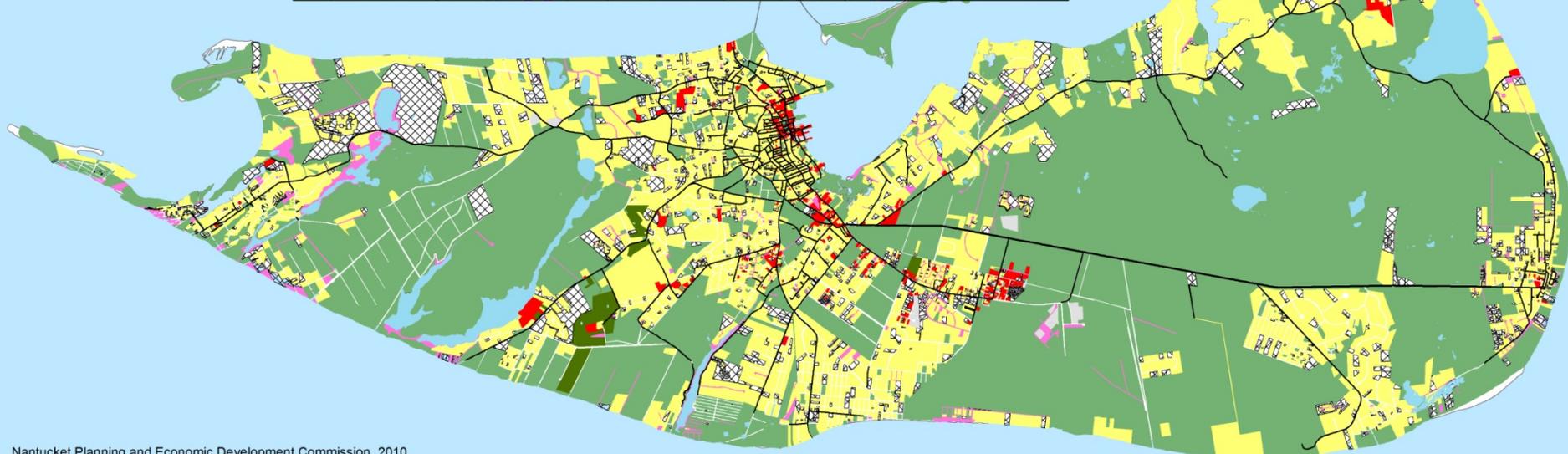
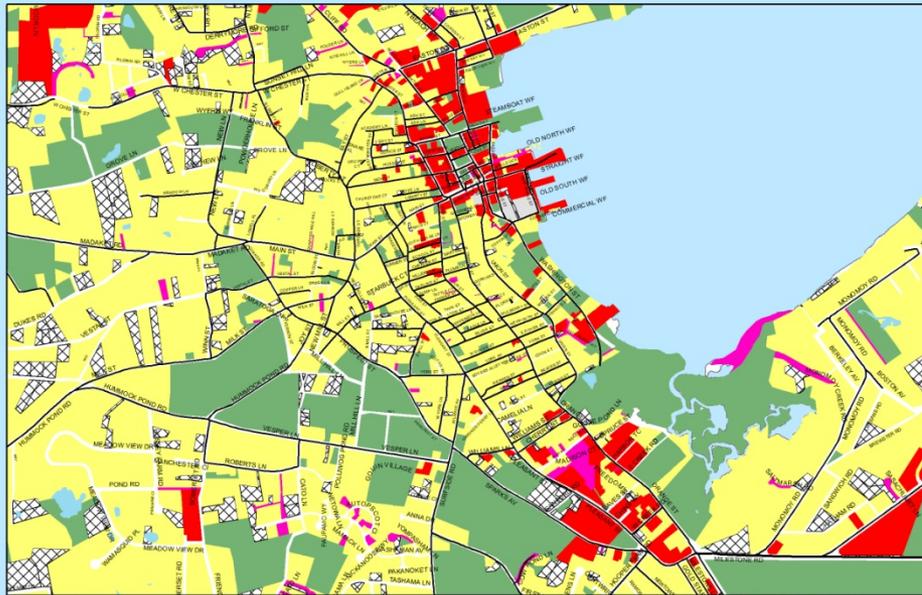


Land Use Profile

RTP 2015 - Land Uses

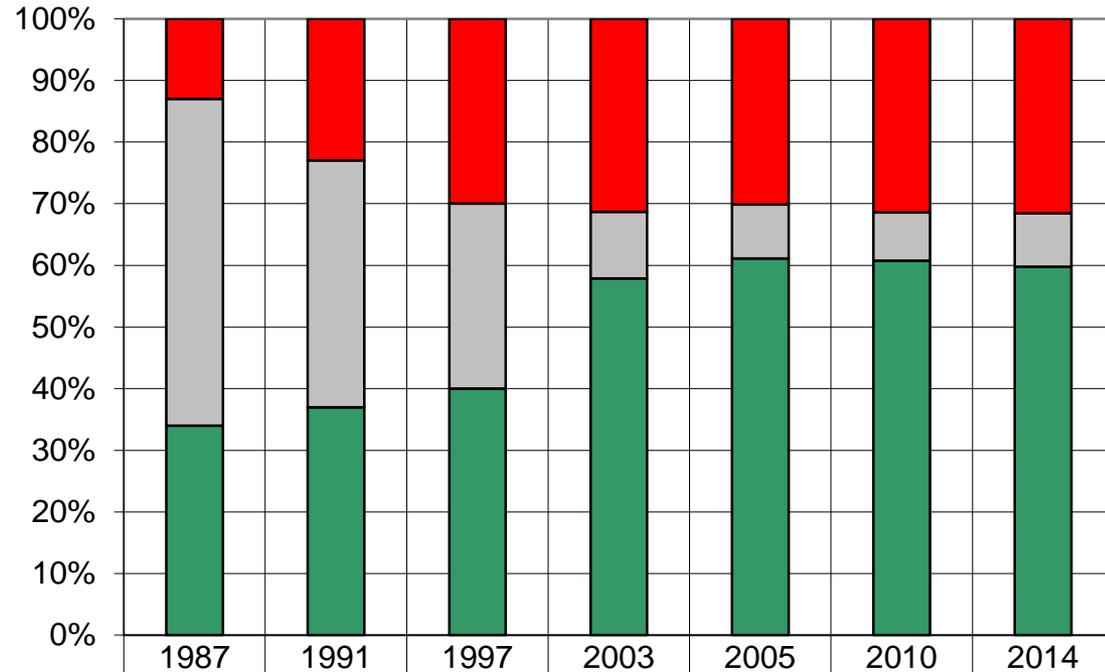
Use Description

- Residential
- Commercial
- Industrial
- Agricultural
- Exempt / Open Space
- Vacant
- Unknown



Land Use Profile:

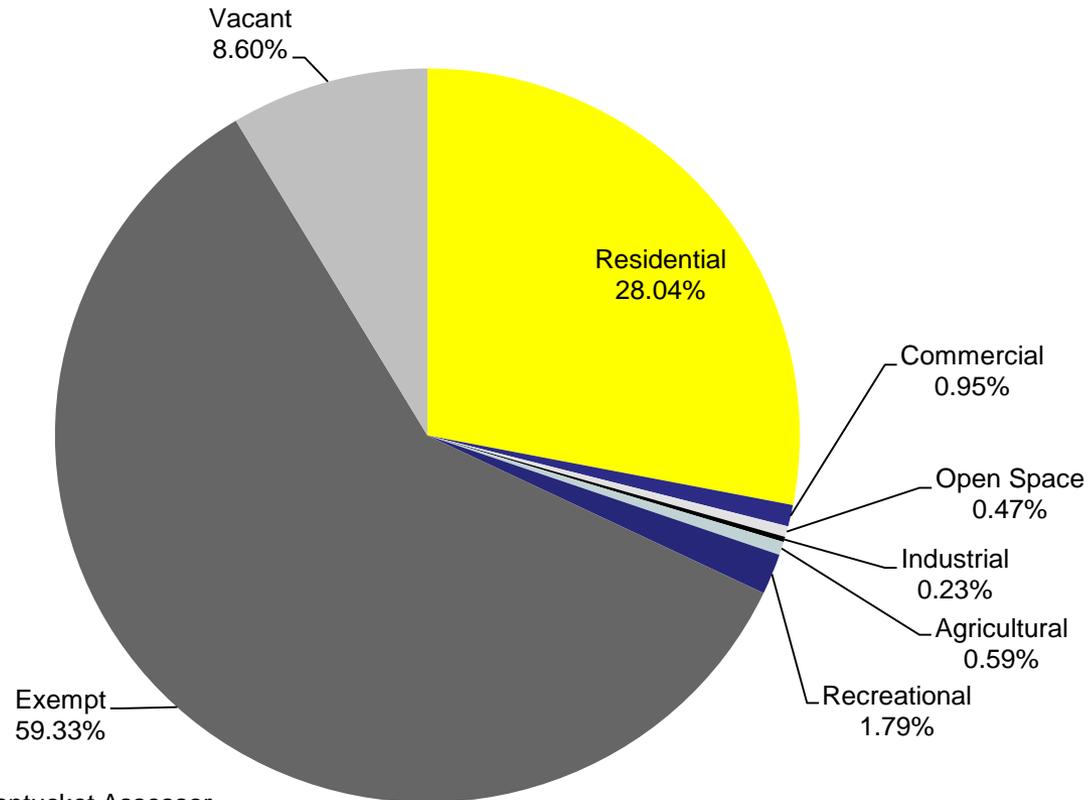
Developed, Conservation, and Vacant Land



■ Developed	13.0%	23.0%	30.0%	31.3%	30.1%	31.4%	31.6%
■ Open to Development (Vacant)	53.0%	40.0%	30.0%	10.8%	8.8%	7.8%	8.6%
■ Exempt Property (Public, Conservation, Open Space)	34.0%	37.0%	40.0%	57.8%	61.1%	60.8%	59.8%

Land Use Profile

2015 RTP - Land Use



March 2014, Nantucket Assessor



Vision and Goals

Current Transportation Vision Statement

VISION:

Considering the need to preserve the historic and environmental qualities of the island, the community's transportation vision for the next 20 years is to:

1. Manage the use of cars on Nantucket while,
2. Providing a transportation system that is safe, convenient **(change to accessible for all users)**, economical, and sensitive to the character of the island.

Comment: aligns with Strategic Goal #3 - reduce single occupancy vehicle usage via the following approach: 1) live, work, play within proximity, 2) financial disincentive to using the automobile, 3) providing infrastructure for active transportation modes.

Current Transportation Goals

GOALS:

The eight emphasis areas for the goals that will address these challenges are:

1. Town and Country
2. Multi-modal
3. Parking Management
4. Wayfinding
5. Telecommunication
6. Transport between the Mainland
7. Congestion and Safety Balance
8. Environmental and Historical Sensitivity

Current Transportation Goals

GOALS:

The principal mechanisms suggested for addressing this challenge are to:

1. Continue using the Town and Country overlay districts to guide development and infrastructure investments.
2. Offer an array and interconnection of transportation modes to the traveling public.
3. Create options and management policies for parking in the downtown area.
4. Improve information for using the island's alternative transportation modes.
5. Utilize the telecommunication infrastructure as a means to reduce the number of trips.
6. Ensure that transportation to and from the island is safe, convenient, economical, and sensitive to the various areas of the island.
7. Rely on traffic control methods that reduce congestion while maximizing public safety and livability.
8. Consider environmental and historical impacts of any transportation system improvement.

Updating Vision and Goals

GOALS:

1. Continue using the Town and Country overlay districts to guide development and infrastructure investments.

Comment: aligns with justification for Strategic Goal #3 - live, work, play within proximity.

Updating Vision and Goals

GOALS:

2. Offer an array and interconnection of transportation modes to the traveling public.

Comment: aligns with Complete Streets policy, aligns with Strategic Goal #2 - connect sidewalk between downtown and midisland; and aligns with justification for Goal #3 - providing active transportation infrastructure

Updating Vision and Goals

GOALS:

3. Create options and management policies for parking in the downtown area.

Comment: needs refinement; aligns with Strategic Goal #1 - develop a parking demand management program; and aligns with justification for Goal #3 -financial disincentive to using the automobile.

Updating Vision and Goals

GOALS:

4. Improve information for using the island's alternative transportation modes.

Comment: needs refinement; perhaps change to align with Complete Streets Policy "to maintain comprehensive inventory" of bike and pedestrian infrastructure needs; perhaps expand to include information on system utilization for the public and Town officials.

Updating Vision and Goals

GOALS:

5. Utilize the telecommunication infrastructure as a means to reduce the number of trips.

Comment: has not been an impactful goal to date; perhaps merge with "Improving Information" goal to provide users information via internet, smartphones, etc.; and perhaps include language for utilization of "Big Data" to inform decision makers on utilization of the transportation system.

Updating Vision and Goals

GOALS:

6. Ensure that transportation to and from the island is safe, convenient, economical, and sensitive to the various areas of the island.

Comment: refine to include resiliency and reliability attributes.

Updating Vision and Goals

GOALS:

7. Rely on traffic control methods that reduce congestion while maximizing public safety and livability.

Comment: provides conformity with federal FAST ACT and planning best practices.

Updating Vision and Goals

GOALS:

8. Consider environmental and historical impacts of any transportation system improvement.

Comment: provides conformity with federal FAST ACT and planning best practices

Next Steps:

December 2018 to February 2019	<ul style="list-style-type: none">- Continue updating Community Profile- Review vision, goals, and objectives with individual transportation stakeholders
February to March 2019	Develop initial draft plan with updated project descriptions and draft recommendations based on objective criteria.
April to May 2018	Coordinate review of draft RTP with land use, environmental, historic preservation, and tribal agencies, as well as FHWA, FTA, MassDOT
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