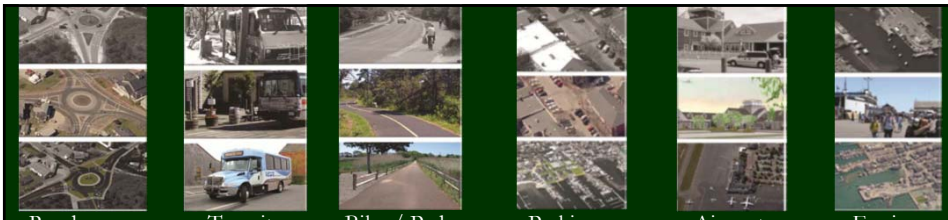


Roadways Transit Bike / Ped Parking Airport Ferries

Nantucket Long Range Transportation Plan

2020 - 2040

Plan Update Discussion

12/20/2018

1

Long Range Transportation Plan Update: Development Process

November 2018 to February 2019	- 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

2

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

3

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:

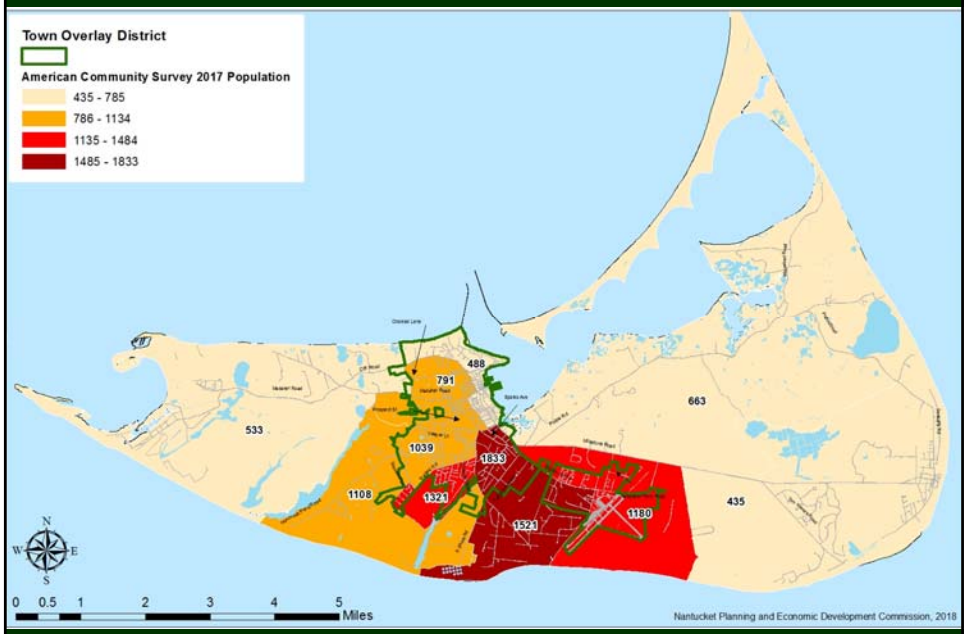
1. **Support Economic Vitality**
2. **Accessibility and Mobility**
3. **Protect and Enhance the Environment**
4. **Enhance Modal Integration and Connectivity**
5. **Efficient Management and Operation**
6. **Preservation of the existing transportation system**
7. **Safety**
8. **Security**
9. **Resiliency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

4

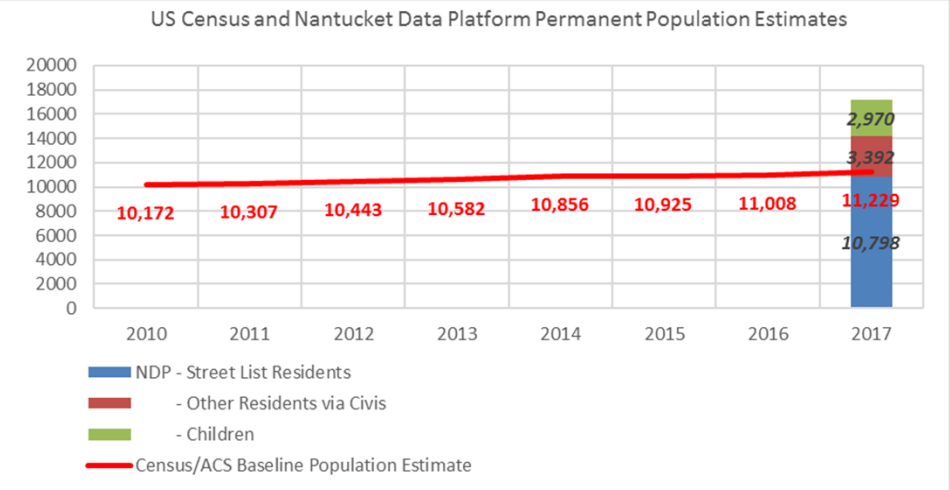
Community Demographics

5

Community Demographics



Community Demographics
Effective Population



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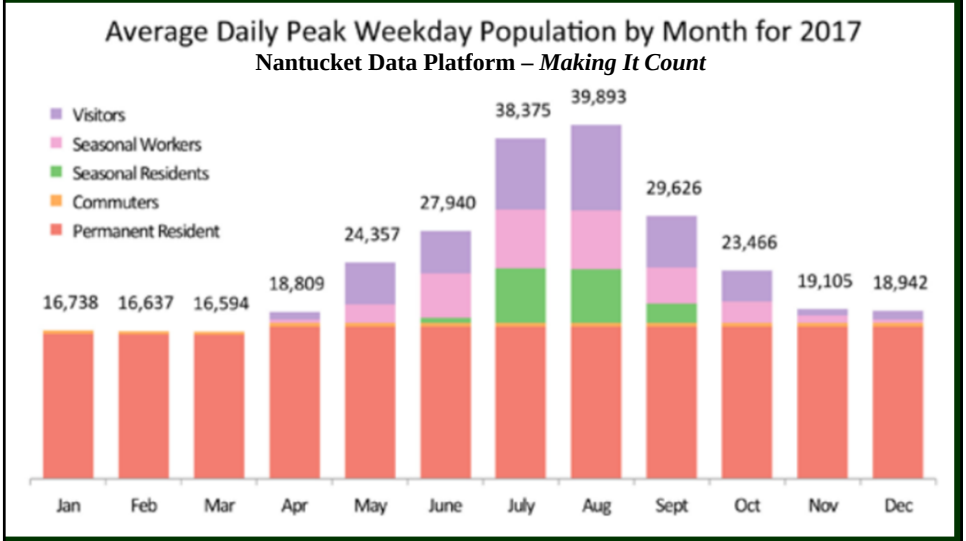
Community Demographics
Effective Population



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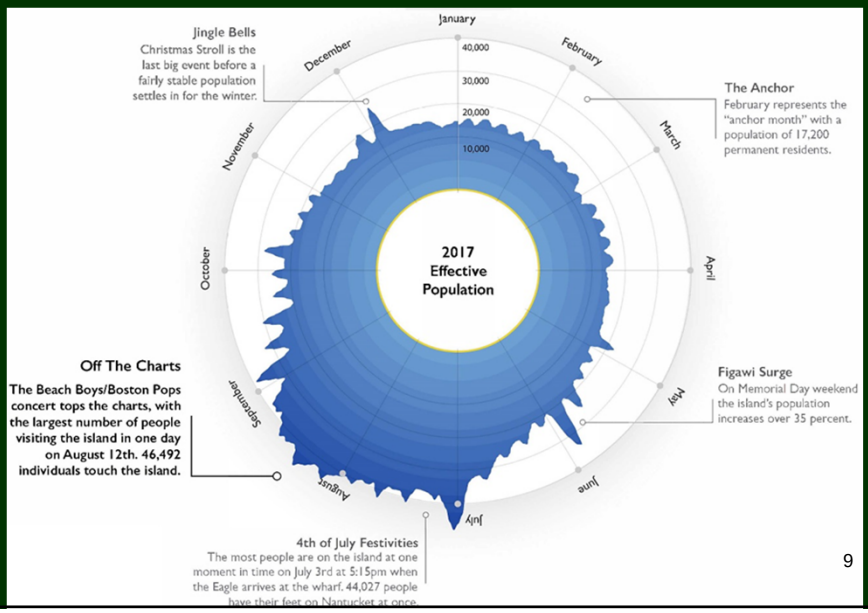
Community Demographics
Effective Population



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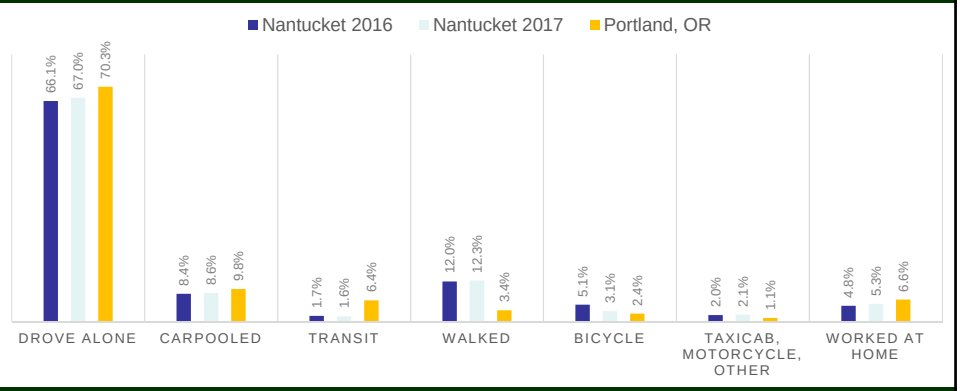
Commuter Mode Split



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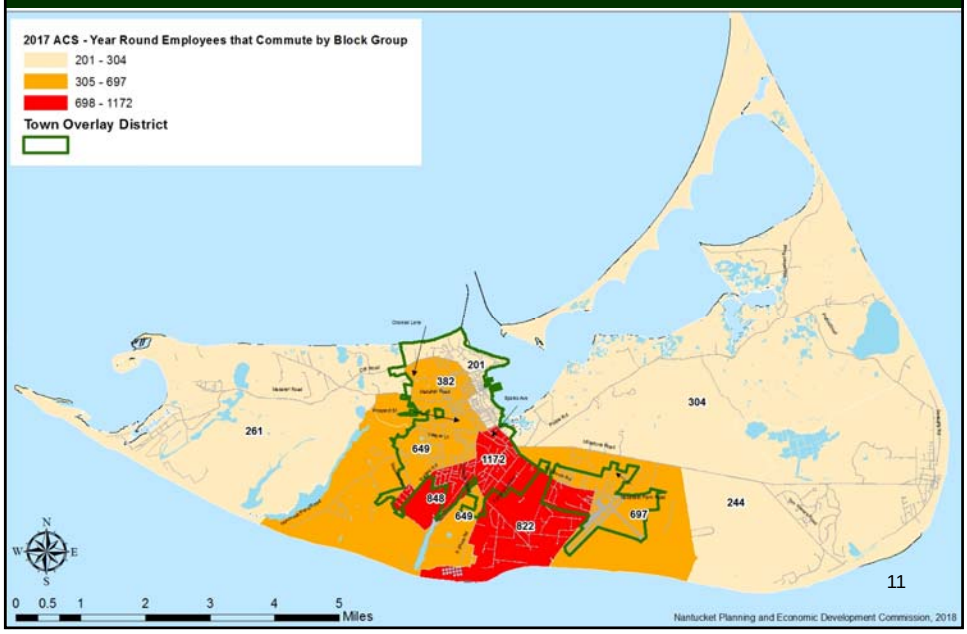
Commuter Mode Split



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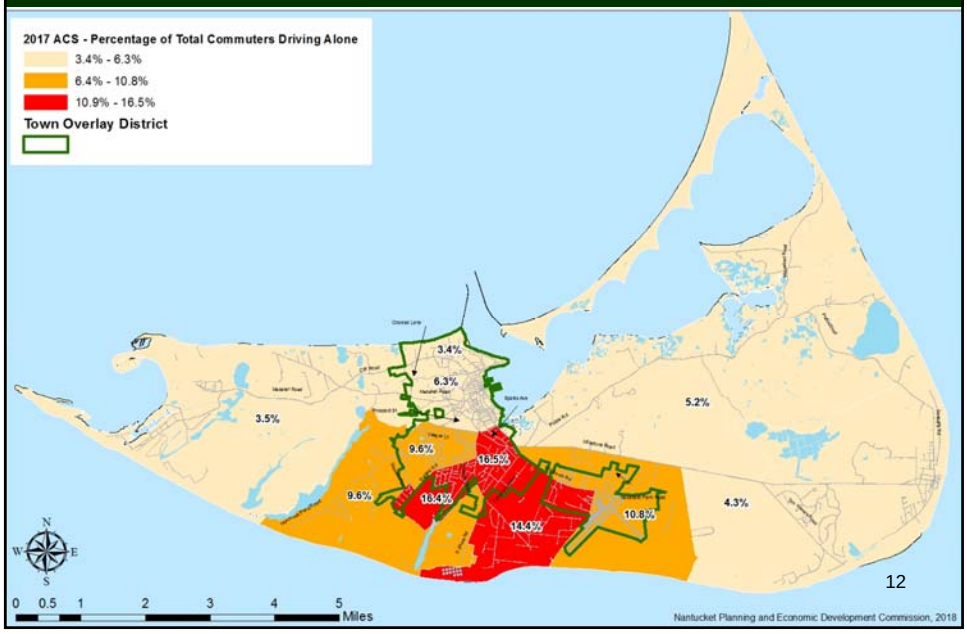
Commuter Mode Split



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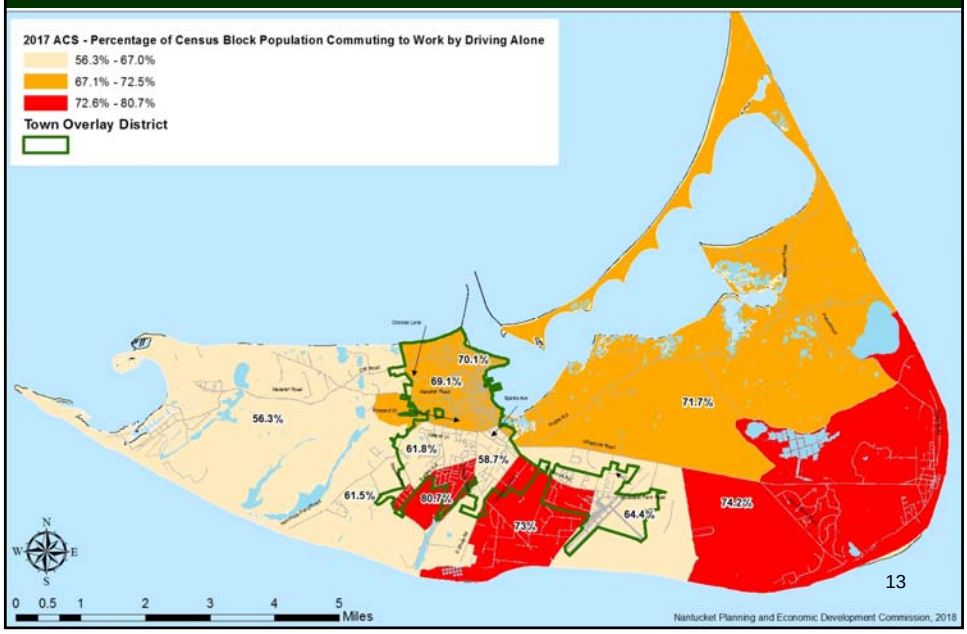
Commuter Mode Split



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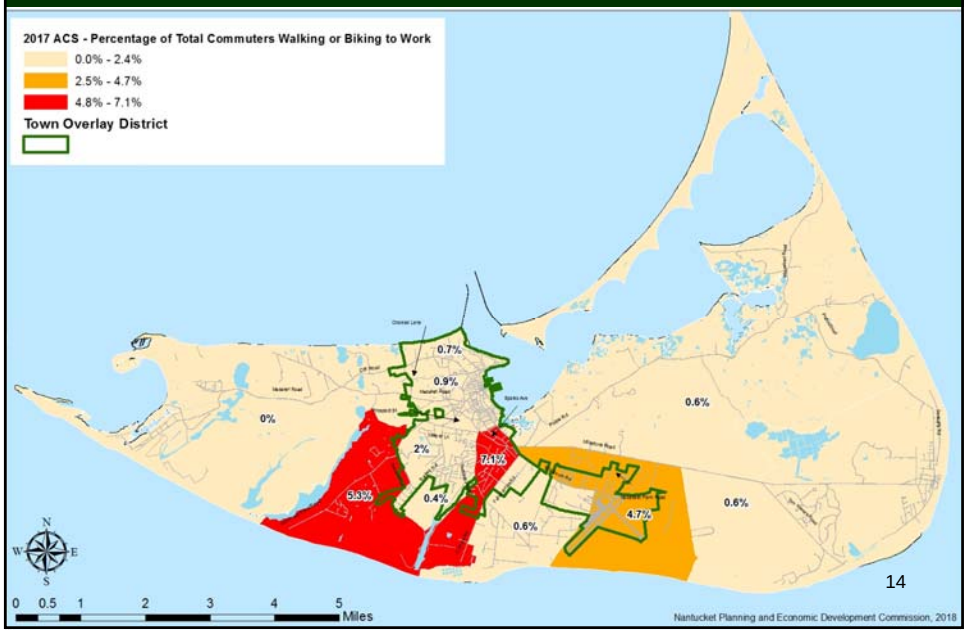
Commuter Mode Split



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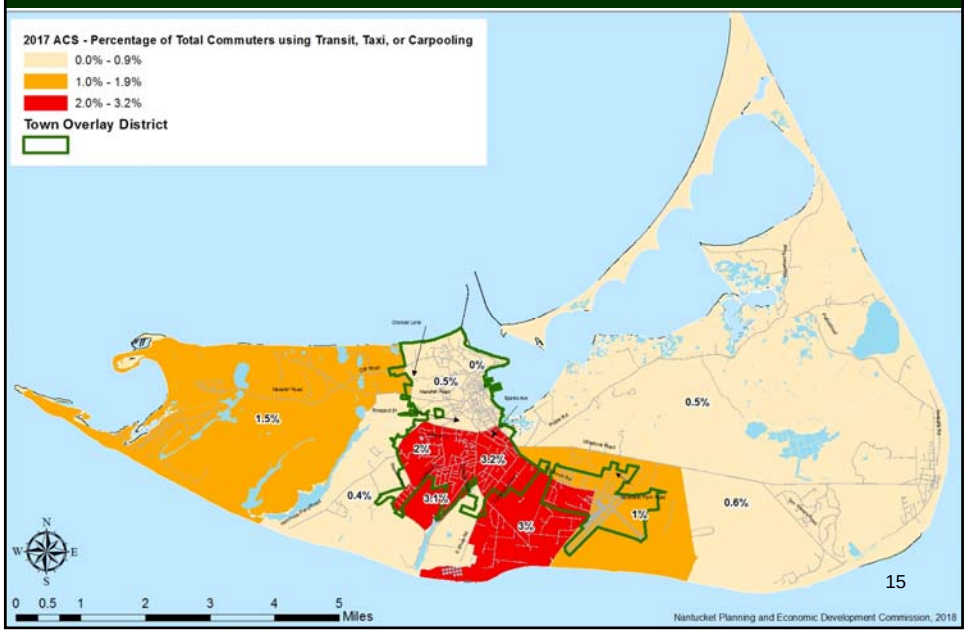
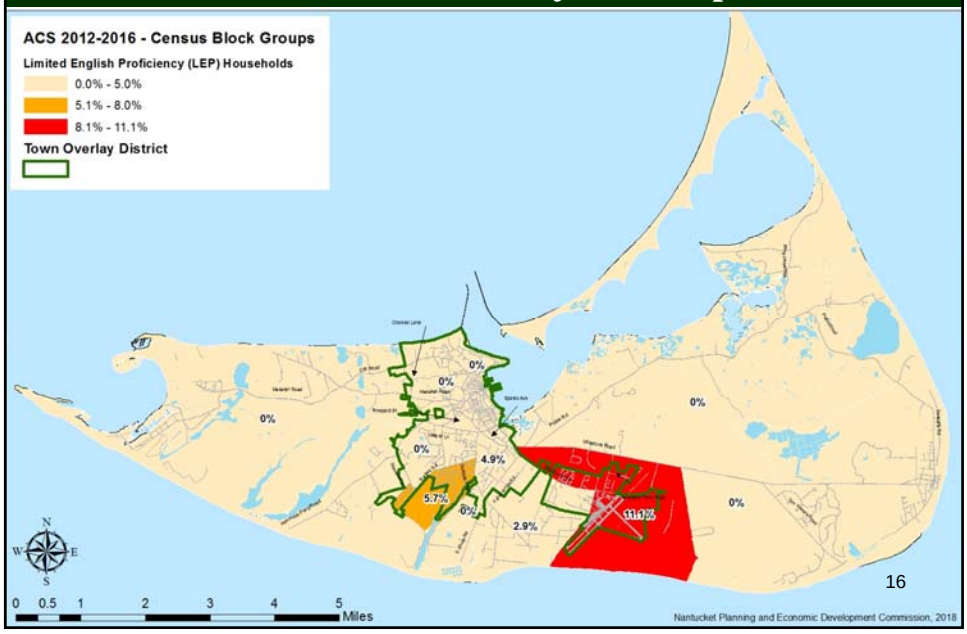
Commuter Mode Split



15

Transportation Equity
Title VI and Environmental Justice Populations



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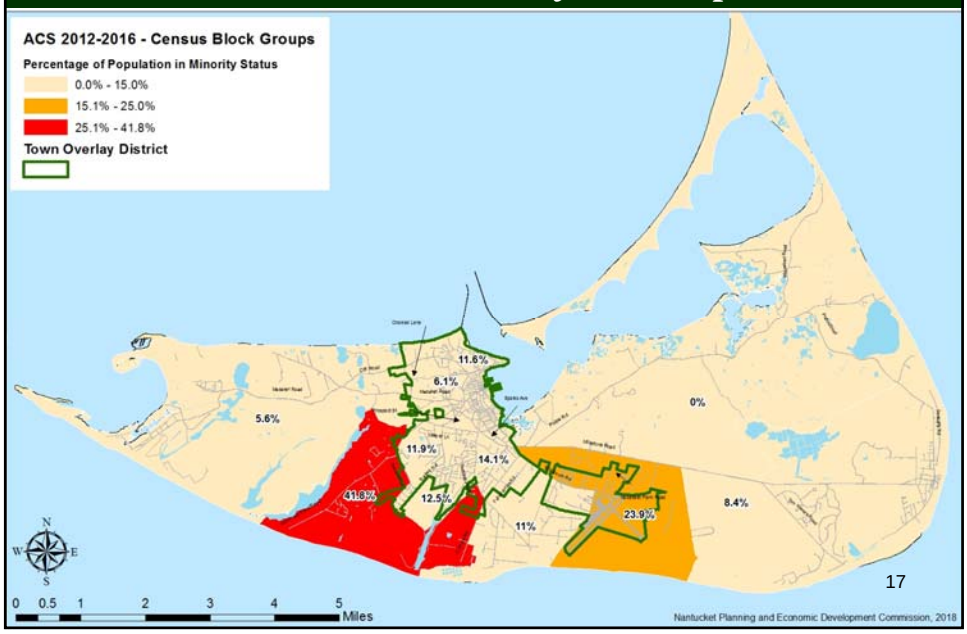
Transportation Equity for All Users
Title VI and Environmental Justice Populations



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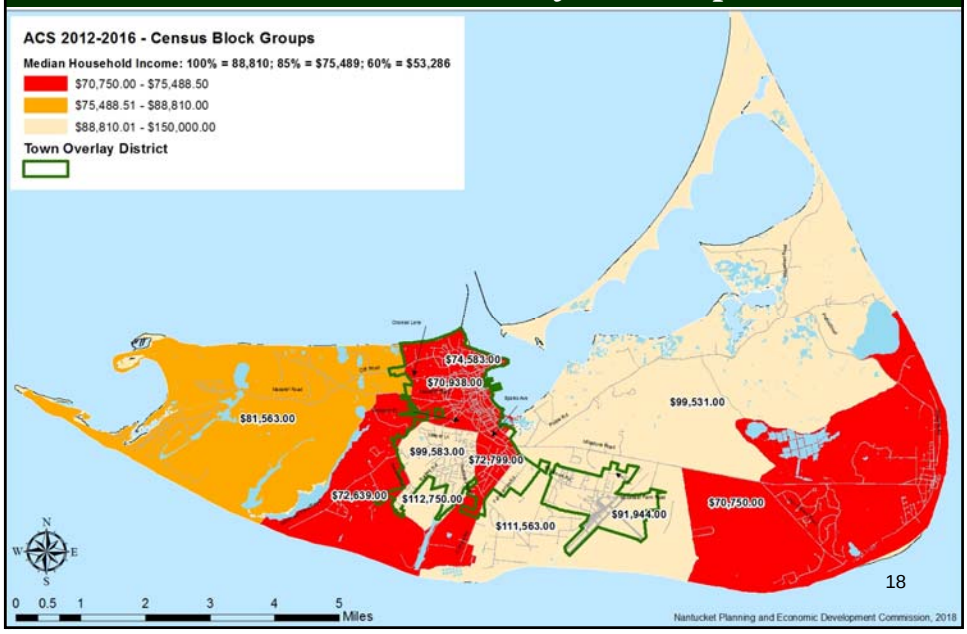
Transportation Equity for All Users
Title VI and Environmental Justice Populations



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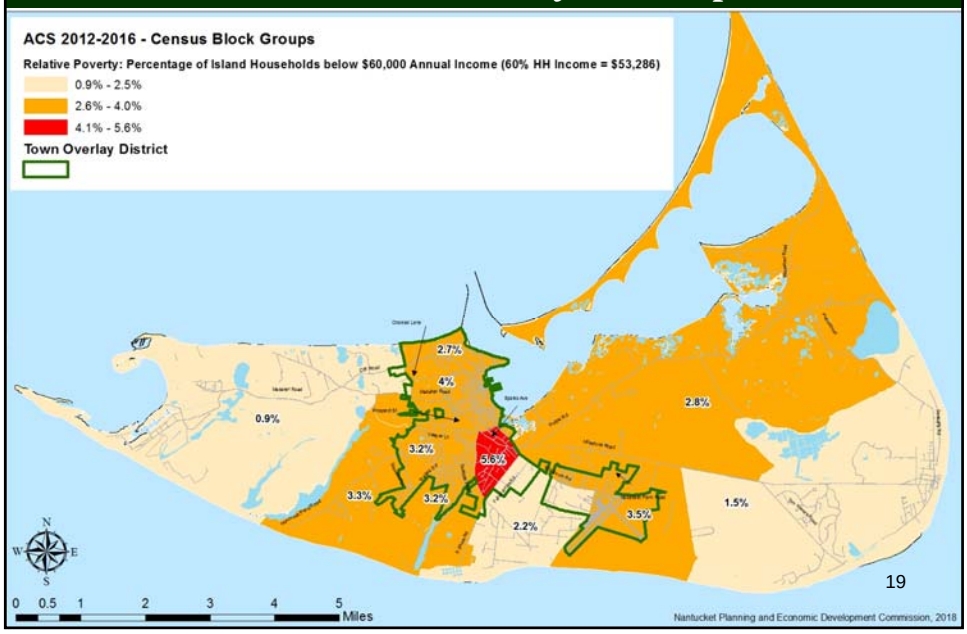
Transportation Equity for All Users
Title VI and Environmental Justice Populations



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Transportation Equity for All Users
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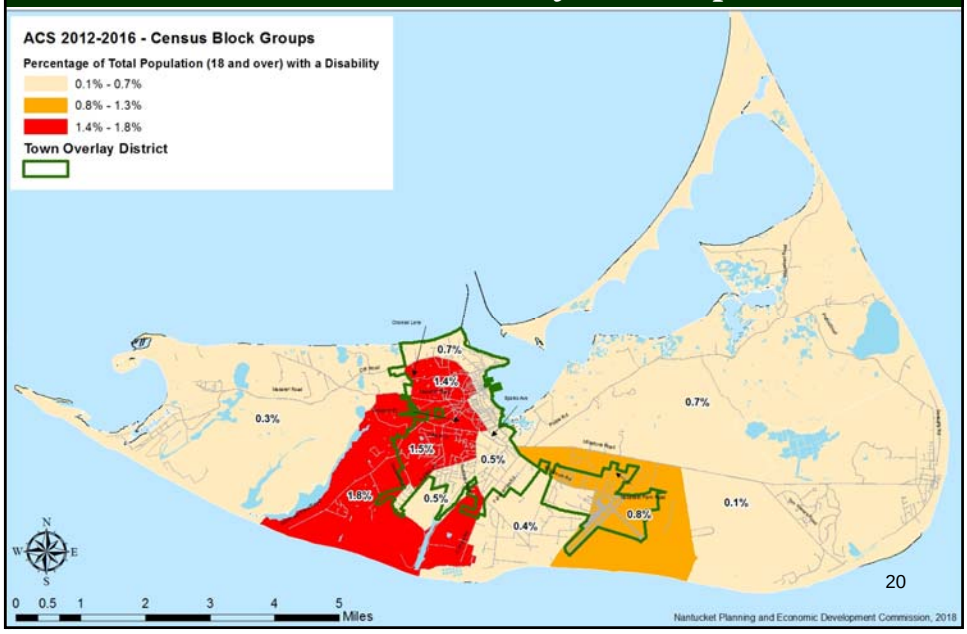

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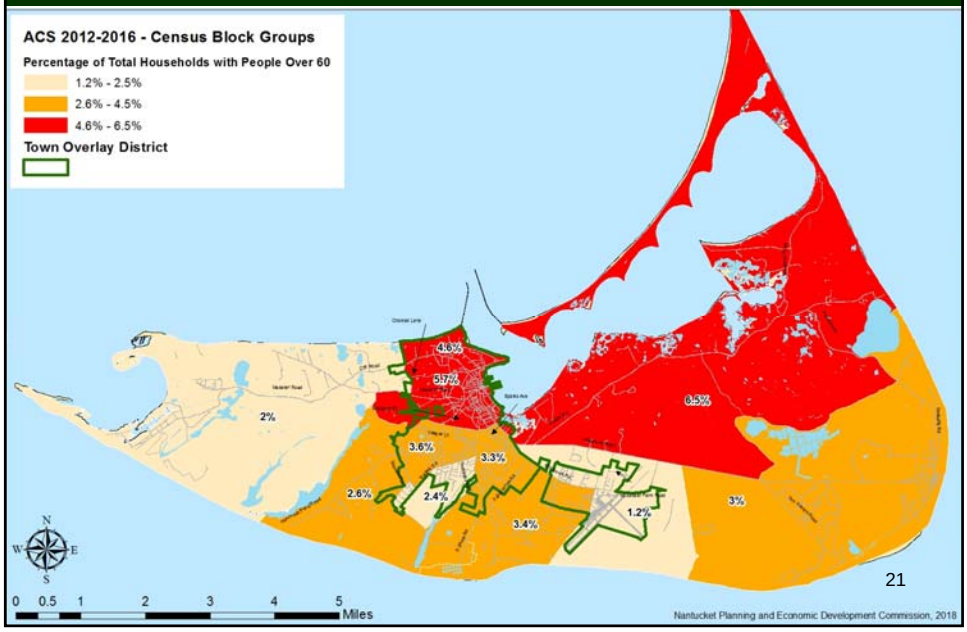
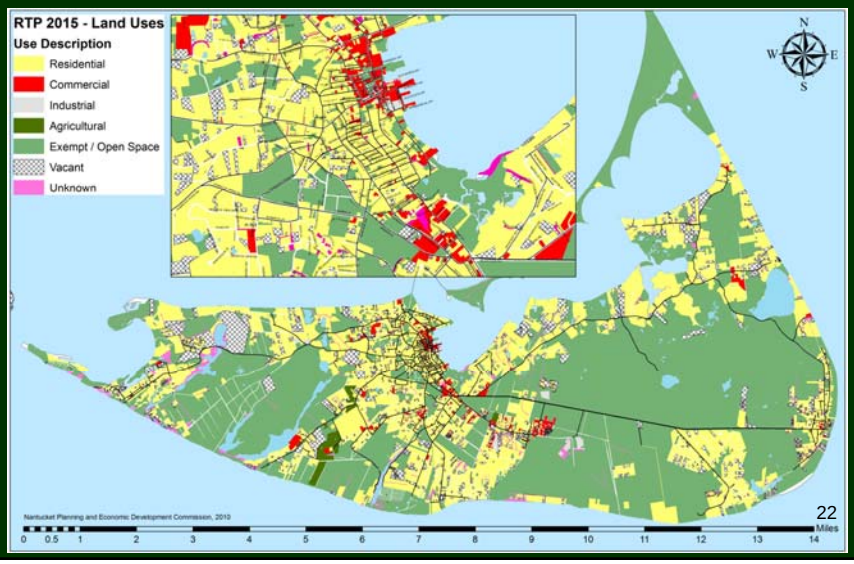
Transportation Equity for All Users
Title VI and Environmental Justice Populations



21

Land Use and Transportation Facility Profiles

Updating of the Land Use and Transportation Facility profiles is still on-going and should be ready for the January NP&EDC meeting.



22

Vision and Goals

23

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, 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.

24

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. Resiliency and Reliability
6. Transport between the Mainland
7. Congestion and Safety Balance
8. Environmental and Historical Sensitivity

25

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 management policies and additional opportunities for parking in the downtown area.
4. Improve information for using the island's ~~alternative~~ transportation system.
5. ~~Telecommunication~~ Consider how transportation programs and projects would contribute to the resiliency or reliability of the transportation system.
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.

26

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.

27

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

28

Updating Vision and Goals

GOALS:

3. Create management policies and additional opportunities 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.

29

Updating Vision and Goals

GOALS:

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

   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.

30

Updating Vision and Goals

GOALS:

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

5. Consider how transportation programs and projects would contribute to the resiliency or reliability of the transportation system.

   Comment: telecommunication has not been an impactful goal to date; perhaps merge with "Improving Information" goal to provide users information via internet, smartphones, etc.

31

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.

32

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.

33

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

34

Next Steps:

December 2018 to February 2019	- 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
May to June 2019	Conduct public review of draft
June 2019	NP&EDC approval of final RTP

35

LONG RANGE TRANSPORTATION PLAN

VISION:
Manage the use of cars on Nantucket while providing a transportation system that is safe, ~~convenient~~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: I) live, work, play within proximity, 2) financial disincentive to using the automobile, 3) providing infrastructure for active transportation modes.

Mechanisms for implementing the vision:

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

GOALS:

1. Town and Country: 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.

Objectives/Policies:

a) ~~Adopt and implement a policy concerning the i~~Improve~~ment~~, maintain~~enance~~, ~~or~~and acquire~~sition of~~ roads consistent with the Town and Country ~~concept~~Overlay Districts.
   Measure: All TIP and local capital roadway projects will be evaluated as part of project evaluation scoring ~~for~~based on location within the Town or Country overlay district.

~~b) Seek official designation to preserve the scenic integrity of the island's four scenic roads: Madaket Road, Polpis Road, Milestone Road, and Wauwinet Road.~~
   ~~Measure: Submit roadway to authorized agencies for consideration.~~

~~c)~~b) Require a street configuration for subdivisions in or near villages that is consistent with historic village patterns and connects streets.
   Measure: All proposed subdivision roadways consider neighboring roadway materials and aesthetics when submitted for review.

2. Multi-Modal: 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

Commented [MB1]: Low priority. This honorary designation requires home rule petition to achieve official byway designation by Massachusetts Legislature. These roadways are within the Country overlay for local design review purposes.

Objectives/Policies:

a) Expand and maintain an island wide system of shared-use paths, recreational trails, and sidewalks by seeking funding from public and private sources to repair, modify, and install accessible and obstruction-free sidewalks and paths between the following areas: ferry terminals, downtown public and cultural areas, bike paths adjacent to the downtown area, the Hospital, Schools, and midisland commercial areas.
   Measure: ~~Submit at least one bike and pedestrian project annually to the Capital Project Committee for funding consideration~~Complete at least one key sidewalk route that connects from Mid-Island (6 Fairgrounds Rd) to the ferries with improved standards for accessibility.

~~b) Coordinate the Town's efforts to construct bicycle and pedestrian facilities with those of private developers who contribute to the construction of on-site and off-site paths as a condition for approval.~~
   ~~Measure: Evaluate the proximity of all proposed developments to RTP projects.~~

~~c) Coordinate with the DPW, Visitor Services, NRTA, and other agencies to identify location and quantity of bike racks that may be necessary in the core area, at the beaches, and at the Airport to encourage and facilitate bicycle use.~~
   ~~Measure: Evaluate bike rack utilization each summer season.~~

~~d)~~b) Seek supplemental funding ~~from acceptable sources~~ to increase frequency and expand hours of operation of ~~shuttle~~ bus service, to add ridership capacity, and induce greater utilization of the transit service.
   Measure: Include at least one recommended improvement of the Regional Transit Plan in the annual Capital Improvement Plan, Transportation Improvement Program, or Parking Benefit District fund when established.

~~e)~~c) Seek funding to design and construct taxi stand improvements along New Whale Street and Straight Wharf ~~as recommended in the Wilkes Square Redevelopment Study, as updated~~.
   Measure: Submit request annually to the Capital Project Committee for funding consideration.

d) Develop a program through the Town's Human Resources Department that would allow certain Town employees to work from home.
   Measure: Establish a baseline number of employees that telecommute regularly.

e) Consult with leadership in the building trades to encourage carpooling and other means of reducing trips related to building and construction.
   Measure: Utilize the Builder's Association to encourage awareness and strategies to reduce vehicle trips.

3. Parking Management: Create ~~options and~~ management policies and additional opportunities 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.

Objectives/Policies:

Commented [MB2]: Merged private contributions with 2a above

Commented [MB3]: Moved to Goal 4 – Wayfinding

Commented [MB4]: Moved from Telecommunication goal

a) Launch a downtown parking management system based on demand management principles within the Town's designated Parking Benefit District with revenues collected used for operation, maintenance, and improvements to parking, transit, biking, and walk facilities within the Parking Benefit District.
Measure: Achieve 85% occupancy of public parking spaces.

~~a) Continue to suggest amendments to the Traffic Rules and Regulations that would better protect the economic viability of downtown commerce by improving on-street parking opportunities and reducing congestion in the downtown area.~~
~~Measure: Meet annually with parking stakeholders to review potential amendments.~~

b) Continue to review and suggest modifications to the on-street space available for commercial delivery vehicles.
Measure: Include subject in annual meeting with parking stakeholders.

~~c) Continue to evaluate alternative parking permit systems for the downtown area.~~
~~Measure: Include subject in annual meeting with parking stakeholders.~~

~~d)~~c) Identify and evaluate peripheral parking areas to provide additional parking options for the NRTA and downtown area.
Measure: Include subject in annual meeting with parking stakeholders.

~~e)~~d) Encourage the lodging establishments to provide or expand the use of vans whenever a parking waiver is granted by the Planning Board.
Measure: All proposed lodging establishments will be requested to evaluate service.

e) Continue to encourage downtown restaurants to persuade potential patrons, at the time reservations are made, to use taxis or the NRTA shuttle system.
Measure: Include subject in annual meeting with parking stakeholders.

f) Encourage employers to purchase shuttle passes for their employees and participate in the Emergency Ride Home program.
Measure: Require as part of parking waiver requests submitted to Planning Board.

~~f)~~a) ~~Promote the use of NRTA Park and Ride lots for downtown access as an alternative for island residents and visitors who reside beyond walking distance to existing shuttle routes.~~
~~Measure: Include funding for promotional material in annual NRTA budget.~~

~~g) Assist the Town in developing a strategy to implement a paid parking system with a portion of the revenue to fund an additional NRTA Park and Ride route for the downtown area.~~
~~Measure: Include subject in annual meeting with parking stakeholders.~~

4. Wayfinding: Improve information for using the island's ~~alternative~~ transportation ~~modes~~system.
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

Objectives/Policies:

a) Maintain and improve ~~digital communication that provides~~ information on inventory and utilization of Nantucket's roadway, ferry, airport, taxi, bicycle, pedestrian, ~~and~~ public transportation, and parking facilities ~~systems~~.

Commented [MB5]: Merged with 3a above.

Commented [MB6]: Updated language moved to 3a.

Commented [MB7]: Moved from Goal 4 - Wayfinding

Commented [MB8]: Moved from Goal 4 - Wayfinding

Commented [MB9]: Moved to Goal 4 – Wayfinding

Commented [MB10]: Merged with 3a above

Measure: Review ~~Town maintained on-line information annually~~available systems for collecting real-time information on transportation modes and utilization of facilities.

b) Continue to ~~P~~publicize traffic laws that apply to bicyclists through the Nantucket Police Department.
Measure: ~~Include~~Continue to seek funding for educational material ~~in annual Town budget~~from various sources.

c) Assist as necessary with ~~the development~~updating of ~~additional~~other information systems to inform travelers on ferries, airplanes, taxis, the shuttle, and at the Visitor Center and Chamber of Commerce of details concerning bike routes, shuttle routes, and any changes to those systems.
Measure: Include educational material in annual Visitors Guide.

~~d)a) Continue to encourage downtown restaurants to persuade potential patrons, at the time reservations are made, to use taxis or the NRTA shuttle system.~~
~~Measure: Include subject in annual meeting with parking stakeholders.~~

~~e) Encourage employers to purchase shuttle passes for their employees and participate in the Emergency Ride Home program.~~
~~Measure: Require as part of parking waiver requests submitted to Planning Board.~~

~~f)~~d) Encourage distribution of truck-route maps for downtown Nantucket to all truck drivers when they board in Hyannis.
Measure: Include subject in annual meeting with SSA Administration.

e) Promote the use of NRTA Park and Ride lots for downtown access as an alternative for island residents and visitors who reside beyond walking distance to existing shuttle routes.
Measure: Include funding for promotional material in annual NRTA budget.

f) Coordinate with the DPW, Visitor Services, NRTA, and other agencies to identify location and quantity of bike racks that may be necessary in the core area, at the beaches, and at the Airport to encourage and facilitate bicycle use.
Measure: Evaluate bike rack utilization each summer season.

g) Evaluate changes to the Town's website and on-line services that may reduce vehicle trips.
Measure: Include subject in annual meeting with parking stakeholders.

5. ~~Telecommunication: Utilize the telecommunication infrastructure to promote less work-related travel.~~

~~5.~~ Resiliency and Reliability – Consider how transportation programs and projects would contribute to the resiliency or reliability of the transportation system.
Comment: has not been an impactful goal to date; resiliency and reliability are required considerations for the LRTP; the telecommunication objectives and policies have been merged with other goals.

Objectives/Policies:

a) Improve the telecommunication and network connectivity in the downtown area for data demands related to transportation facility utilization and enforcement systems.

b) Incorporate resiliency and reliability into the project evaluation scoring of capital projects to further consider air quality impact and other contributors to climate change.

Commented [MB11]: Moved to Goal 3 – Parking Management

Commented [MB12]: Moved to Goal 3 – Parking Management

Commented [MB13]: Moved from Goal 3 – Parking Management

Commented [MB14]: Moved from Goal 2 – Multi-modal

c) Incorporate design elements into projects to strengthen the transportation system that is vulnerable to flooding.
d) Continue to evaluate programs and policies that discourage development in vulnerable areas.
~~a) Develop a program through the Town's Human Resources Department that would allow certain Town employees to work from home.~~
~~Measure: Establish a baseline number of employees that telecommute regularly.~~
~~b) Evaluate changes to the Town's website and on-line services that may reduce vehicle trips.~~
~~Measure: Include subject in annual meeting with parking stakeholders.~~

Commented [MB15]: Moved to Goal 2 – Multi-modal

Commented [MB16]: Moved to Goal 4 - Wayfinding

6. Transport between the mainland: 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.

Objectives/Policies:

~~a) Strive for the expansion of healthy and multi-modal transportation (i.e., sidewalks and public transportation) servicing the ferry providers and the Airport to reduce auto-dependency.~~
~~Measure: Submit at least one bike and pedestrian improvement in or around island ports annually to the Capital Project Committee for funding consideration.~~
~~b)~~a) Study all ferry wharves and adjoining streets to see how they can more efficiently handle visitor arrivals and departures.
Measure: Update data and/or recommendations of the Downtown Traffic Study ~~annually~~regularly.
~~c)~~b) Advocate for better use of voluntary noise abatement routes.
Measure: All noise complaints are collected and investigated by Airport Administration.
~~d)~~c) Limit non-compatible land uses under and adjacent to Runway instrument approaches and established noise abatement corridors.
Measure: Inform Airport Administration of all major developments in vicinity of the Airport.
~~e)~~d) 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. Measure: Coordinate annually with Steamship Authority Administration and analyze ferry traffic reports monthly.
~~f) Study the ways and means of encouraging smooth transitions between the ferries, the Airport, and Nantucket destinations, while reducing the traffic impacts.~~
~~Measure: Collect traffic data annually to track level of impact of ferry traffic.~~
~~g)~~e) 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.
Measure: Include subject in annual discussions with SSA Administration.
~~h) Encourage scheduling of arrivals and departures of ferries that do not conflict with peak traffic periods in the vicinity of the ferry terminals.~~
~~Measure: Include review of scheduling in annual discussion with SSA Administration.~~

Commented [MB17]: Included in Goal 2 – multimodal above

Commented [MB18]: Similar to 6a above

Commented [MB19]: Similar to 6a above

~~i) Renew talks with the ferry service providers to create of a mutual strategy to reduce congestion at the Steamship Authority and lower Broad Street.~~
~~Measure: Include review of scheduling in annual discussion with SSA Administration.~~

Commented [MB20]: Similar to 6a above

7. Congestion and Safety Balance: 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

Objectives/Policies:

a) Consider the degree of a project's safety improvement as a key factor in evaluating and prioritizing projects for the Transportation Improvement Program.
   Measure: Evaluate safety as part of the prioritization of projects for the TIP.
b) Institute a variety of traffic-calming measures to slow the speed of traffic and create more pedestrian-friendly streets in the downtown and mid-island areas.
   Measure: Conduct speed studies as part of the annual traffic data collection.
c) Develop alternative solutions to identified "problem intersections" along ~~Milestone Road, Old South Road~~Surfside Road~~,~~ and Pleasant Street~~ for pedestrians and bicyclists~~.
   Measure: Submit at least one "problem intersection" project annually to the Capital Project Committee for funding consideration.
d) Coordinate with School Administration to encourage walking and biking to the schools.
   Measure: Meet with School Administration prior to the beginning and end of the school year to discuss accommodations for walking and biking to school.
e) Seek funding for ~~roadway~~ capital improvements along established ~~truck~~ NRTA routes ~~and collector roadways~~and at NRTA bus stops that enhance safety, accessibility, and reduce traffic congestion.
   Measure: ~~Prioritize~~ Continue to include NRTA capital requests in the annual TIP and incorporate them into roadway projects funded in the local Capital Improvement Program ~~projects located along collector roadways and truck routes~~.
~~f) Consider options recommended in the Downtown Traffic Study, as updated, to improve vehicle flow along roadways servicing ferry terminals.~~
   ~~Measure: Update data and/or recommendations of the study annually.~~

Commented [MB21]: Changes focus from truck route turning movements that have been implemented or are underway to NRTA stop enhancements, such as those recommended in the Old South Rd Corridor Study

Commented [MB22]: Similar to Goal 6a above

8. Environmental and Historical Sensitivity: Consider environmental and historical impacts of any transportation system improvement.
   Comment: provides conformity with federal FAST ACT and planning best practices

Objectives/Policies:

a) Continue to ~~E~~evaluate environmental and historical impacts of proposed projects during the criteria scoring and prioritizing of the proposed project.
   Measure: Prioritize projects based on minimized impacts to environmental and historical resources~~ and reducing contributions to and resiliency to Climate Change~~.
b) Include protocols in construction agreements ~~protocols~~ for preventing and removing invasive species identified by the Natural Heritage & Endangered Species Program or the Nantucket Conservation Commission as part of any transportation improvement.
   Measure: Include protocols in all construction contracts.