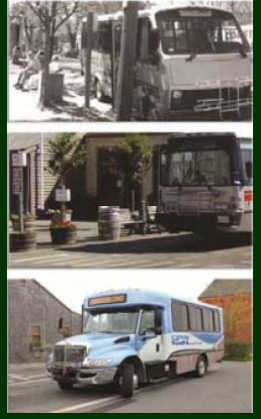
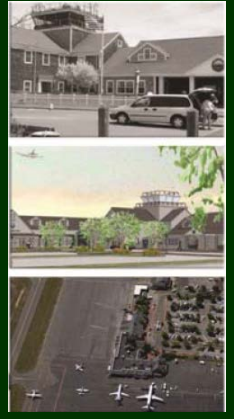
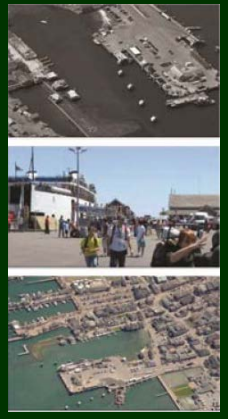
Roadways


Transit

Bike / Ped

Parking


Airport


Ferries

Nantucket Long Range Transportation Plan

2020 - 2040

Plan Update Discussion

01/28/2019

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

Long Range Transportation Plan Update: Development Process

Stakeholders to be consulted throughout process:

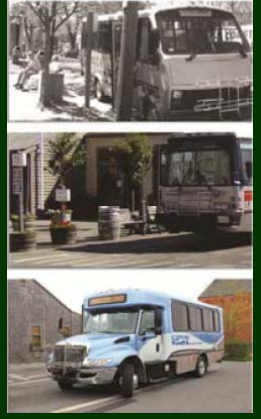
- Representatives of Nantucket in the Federal and State Legislature
- Select Board / County / NRTA Advisory Board
- Roads and Right of Way Committee
- Bicycle and Pedestrian Advisory Committee
- Traffic Safety Work Group
- Steamship Authority
- Airport
- Commission on Disabilities
- Conservation Commission
- 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

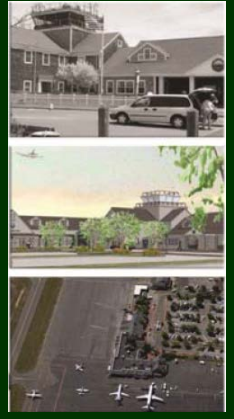
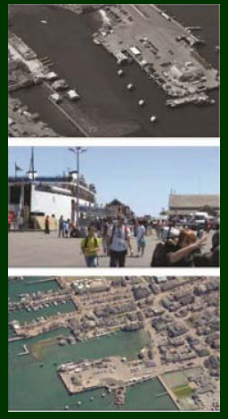
Federal FAST ACT

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:

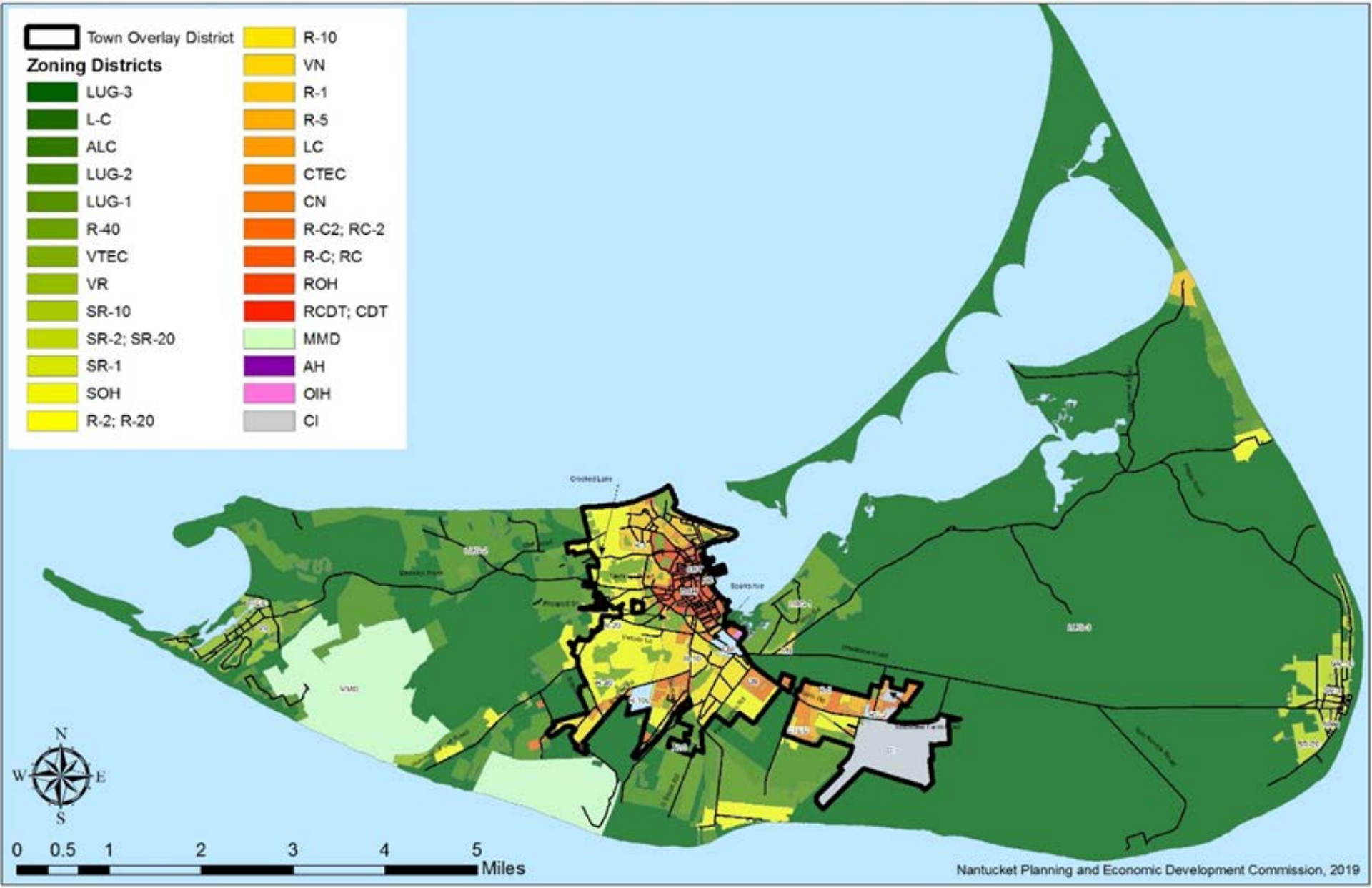
1. **Support Economic Vitality**
2. **Accessibility and Mobility**
3. **Protect and Enhance the Environment**
4. **Enhance Modal Integration and Connectivity**
5. **Efficient Management and Operation**
6. **Preservation of the existing transportation system**
7. **Safety**
8. **Security**
9. **Resiliency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



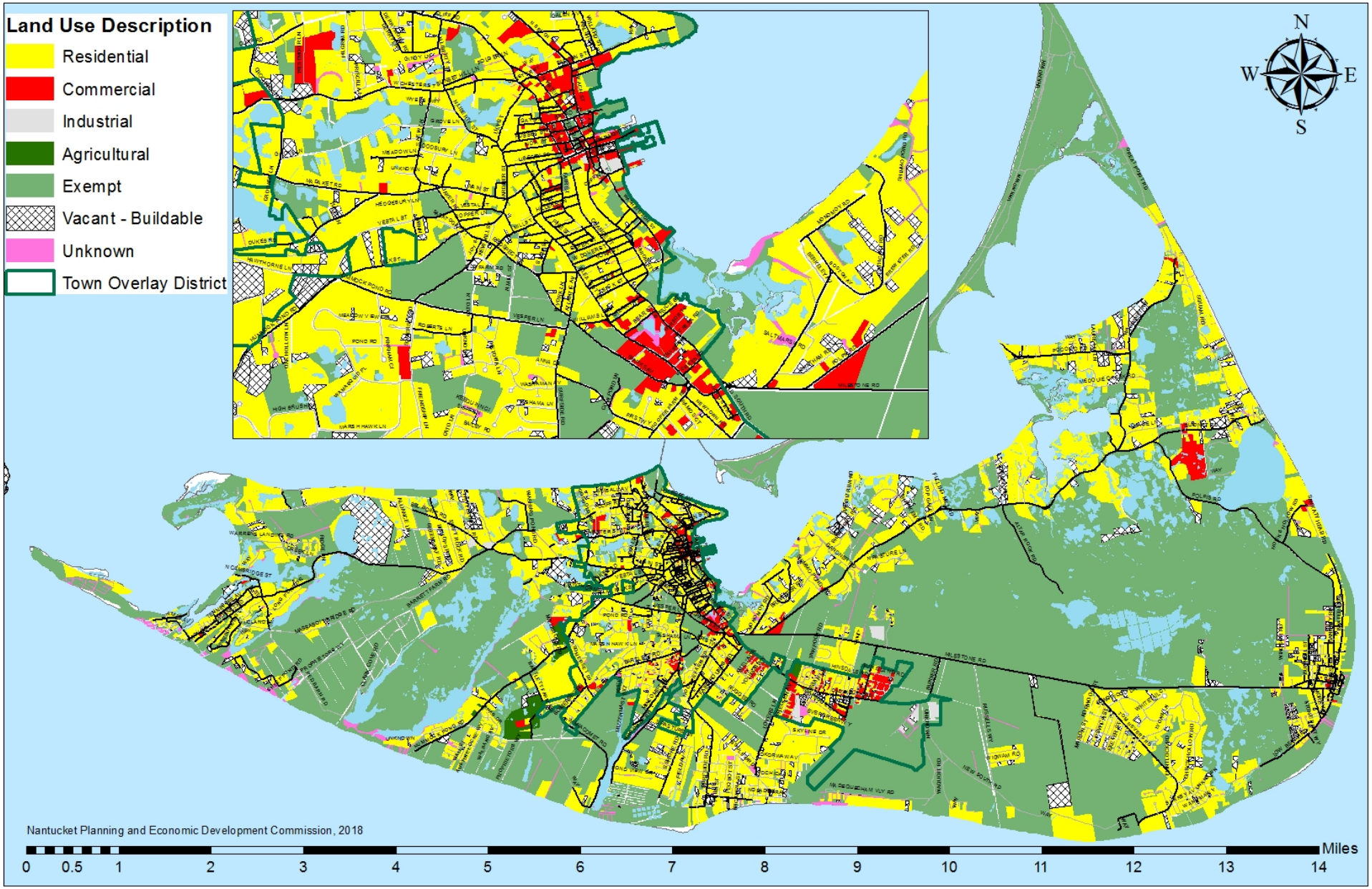



Community Profile

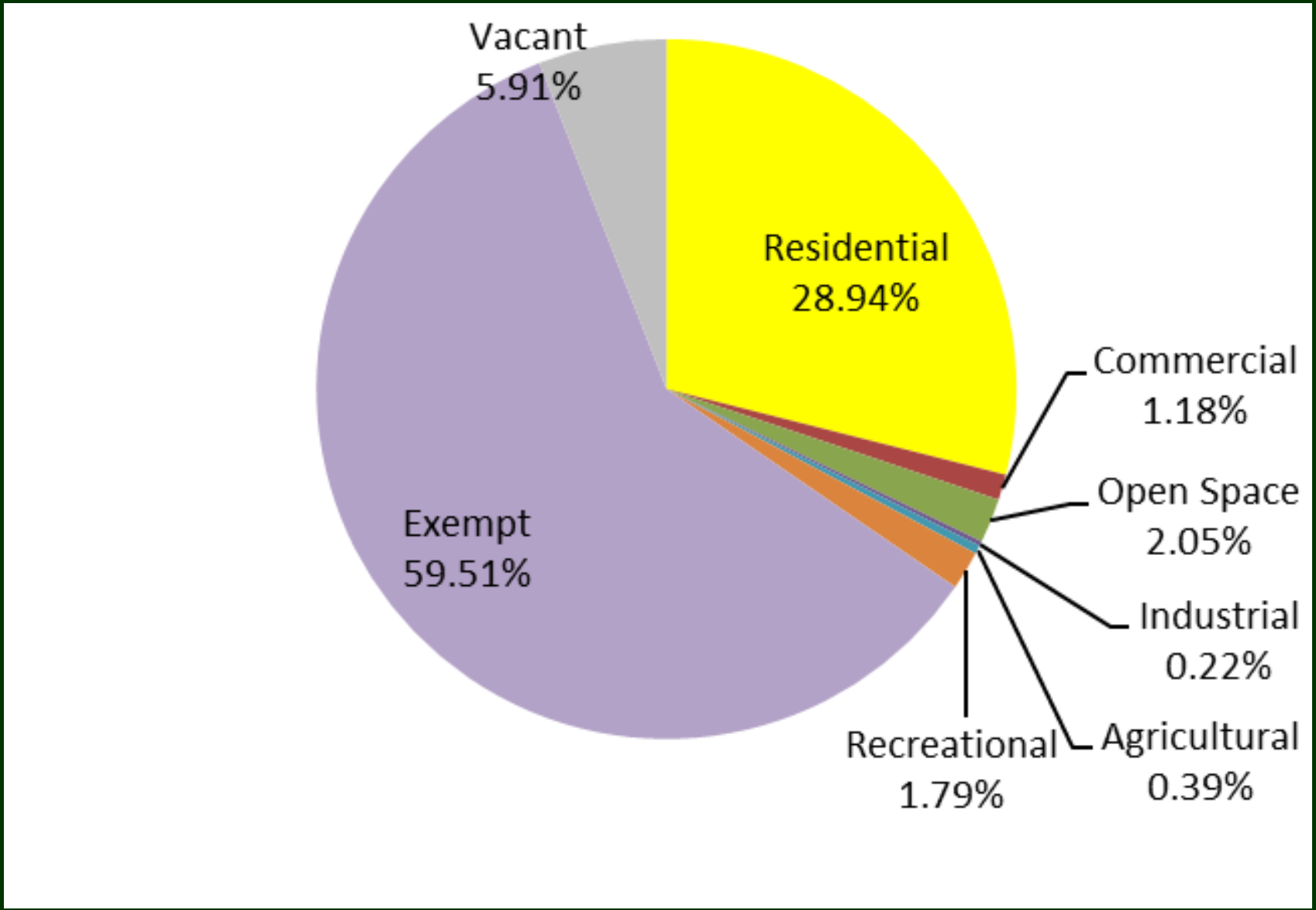
Zoning


Town Overlay District
Zoning Districts
LUG-3
L-C
ALC
LUG-2
LUG-1
R-40
VTEC
VR
SR-10
SR-2; SR-20
SR-1
SOH
R-2; R-20
R-10
VN
R-1
R-5
LC
CTEC
CN
R-C2; RC-2
R-C; RC
ROH
RCDT; CDT
MMD
AH
OIH
CI
N
W
E
S
0 0.5 1 2 3 4 5
Miles
Nantucket Planning and Economic Development Commission, 2019

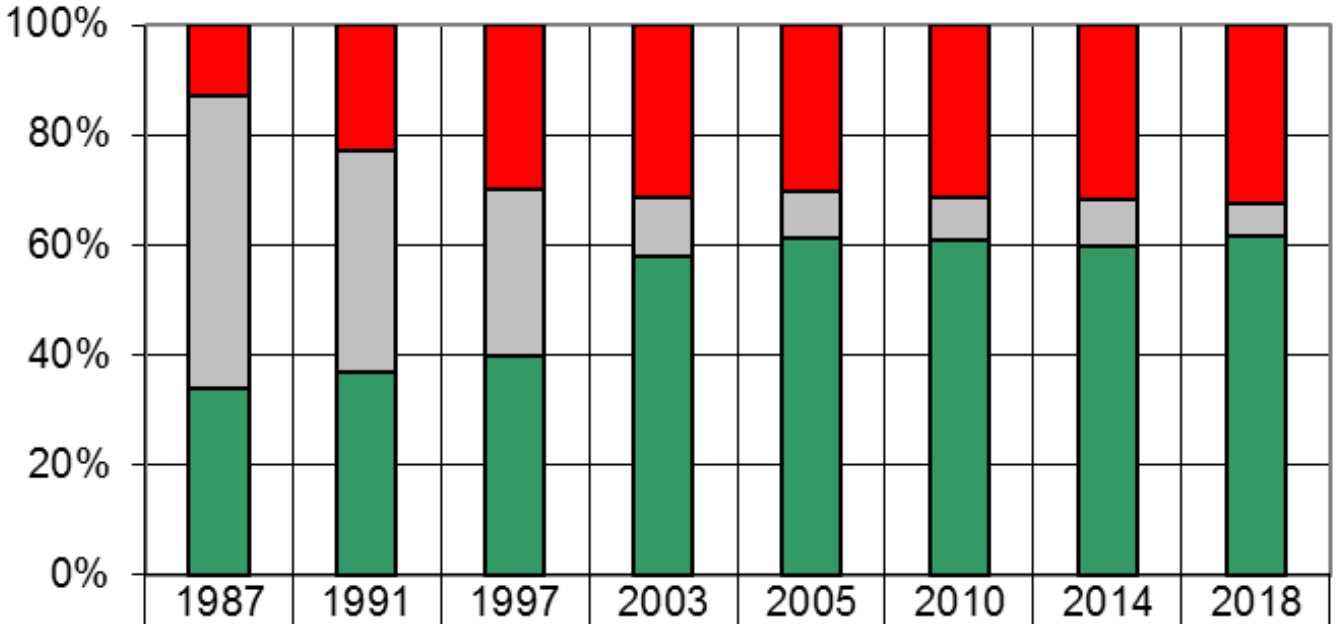
Land Use


Land Use Description
Residential
Commercial
Industrial
Agricultural
Exempt
Vacant - Buildable
Unknown
Town Overlay District
N
W
E
S
Nantucket Planning and Economic Development Commission, 2018
Miles
0
0.5
1
2
3
4
5
6
7
8
9
10
11
12
13
14

Land Use

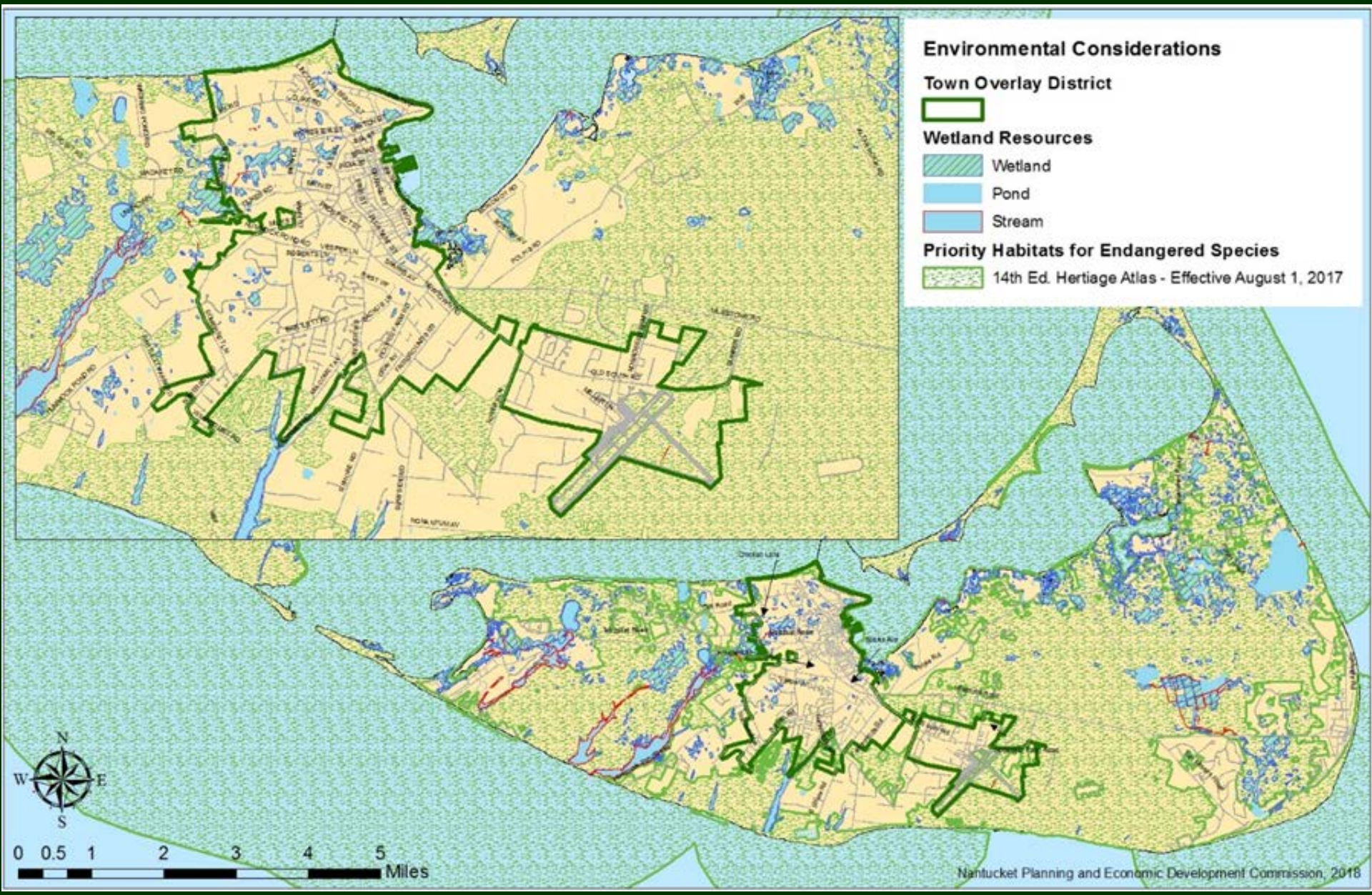

Vacant
5.91%
Residential
28.94%
Commercial
1.18%
Open Space
2.05%
Industrial
0.22%
Agricultural
0.39%
Recreational
1.79%
Exempt
59.51%

Land Use

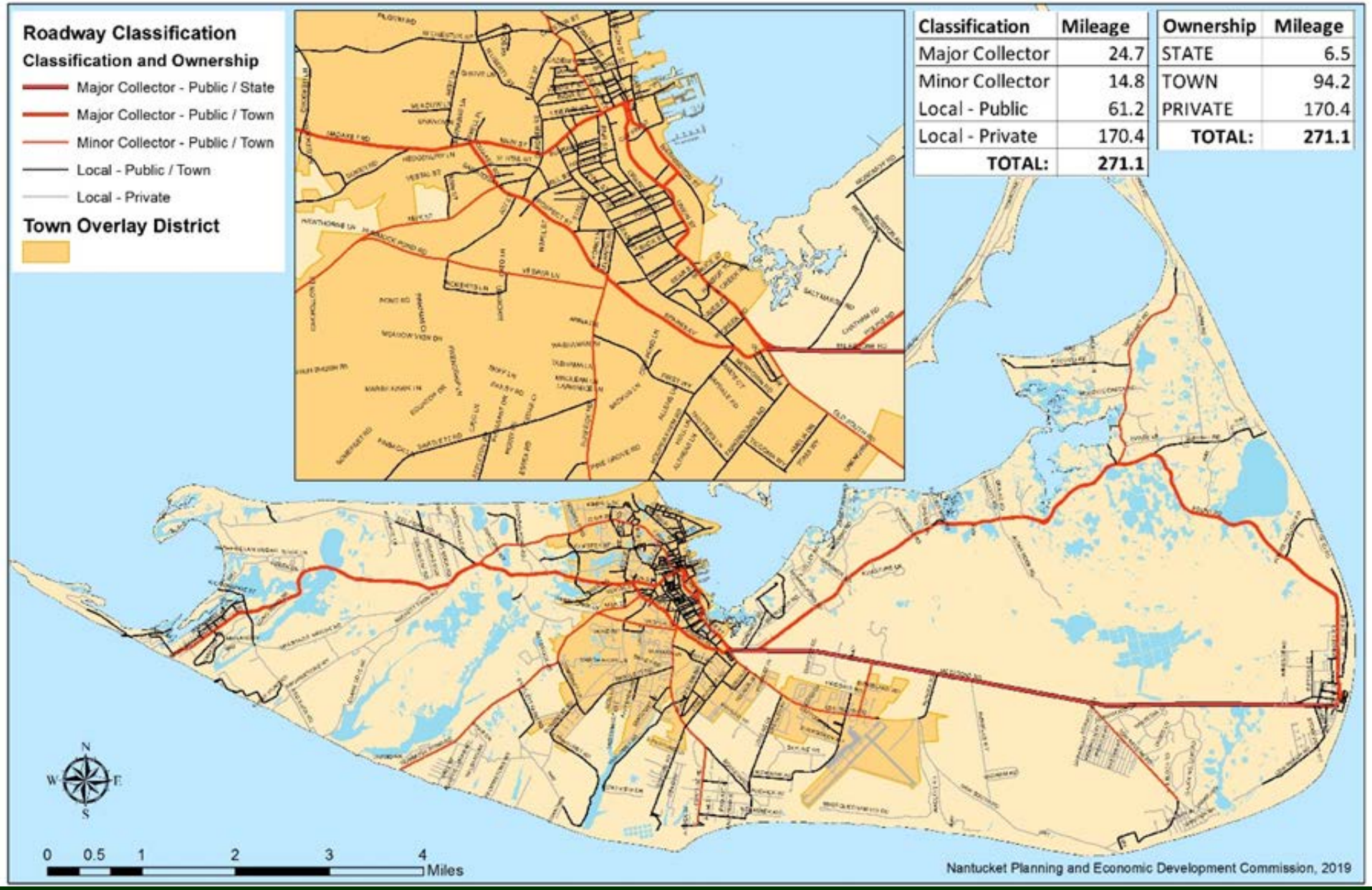


	1987	1991	1997	2003	2005	2010	2014	2018
Developed	13.0%	23.0%	30.0%	31.3%	30.1%	31.4%	31.6%	32.5%
Open to Development (Vacant)	53.0%	40.0%	30.0%	10.8%	8.8%	7.8%	8.6%	5.9%
Exempt Property (Public, Conservation, Open Space)	34.0%	37.0%	40.0%	57.8%	61.1%	60.8%	59.8%	61.6%

Environmental Considerations



Roadways



Classification	Mileage
Major Collector	24.7
Minor Collector	14.8
Local - Public	61.2
Local - Private	170.4
TOTAL:	**271.1**

Ownership	Mileage
STATE	6.5
TOWN	94.2
PRIVATE	170.4
TOTAL:	**271.1**

Roadways

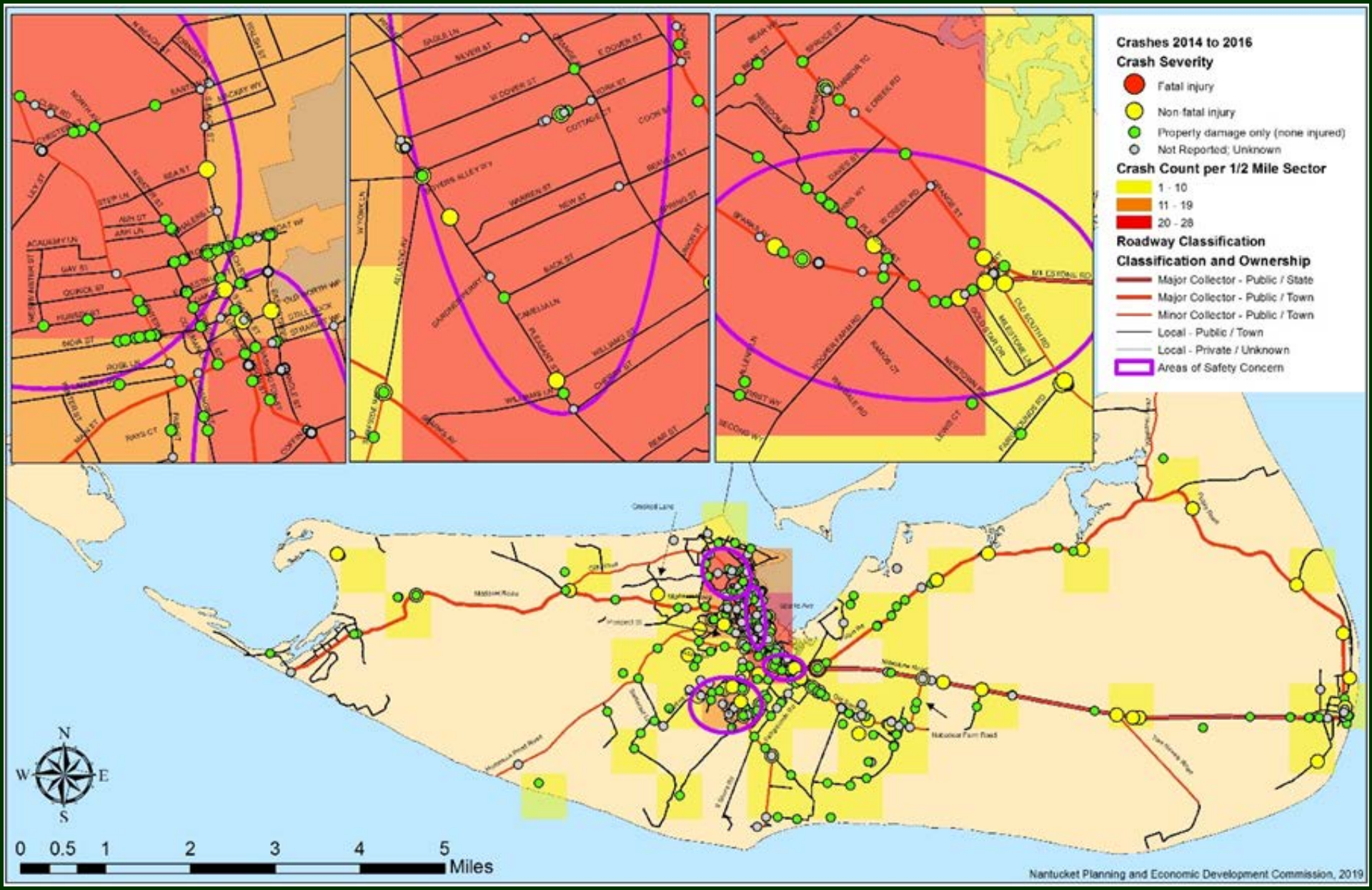
Table 1. Automated Traffic Recorder (ATR) Counts – June to August (NP&EDC)

	2015	2016	2017	2018
Milestone Road	16,602	15,396	17,200	16,850
Old South Road		15,427	15,656	15,776
Orange Street		12,772	13,896	14,697
Surfside Road				10,547
Sparks Avenue	9,649	9,908	9,868	9,064
Fairgrounds Road		8,966	9,096	8,904
Bartlett Road				8,714
Polpis Road		6,096	5,956	6,080
Nobadeer Farm Road		5706	6048	5993
Union Street	3,330	3,330	3,050	2,935
Sankaty Road		1,605	1,734	1,637

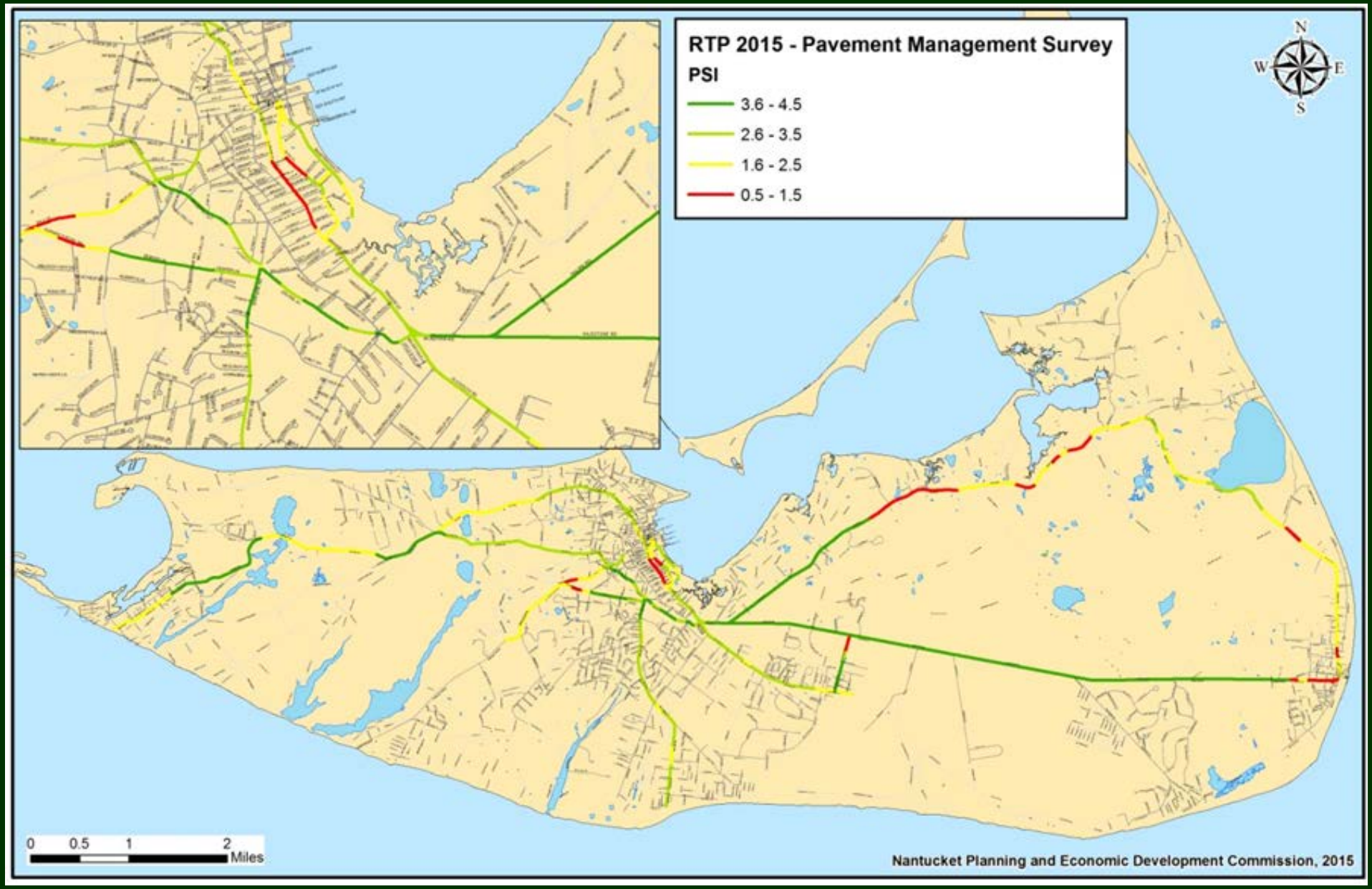
Roadways

Public Roadways
High Traffic Volumes
Public Roadways
Town Overlay District
Sparks Ave
Vesper Ln
Polpis Rd
Milestone Road
Sankaty Rd
Old South Rd
Fairgrounds Rd
Nobadeer Farm Road
Tom Nevers Road
S Shore Rd
0
0.5
1
2
Miles
N
W
E
S

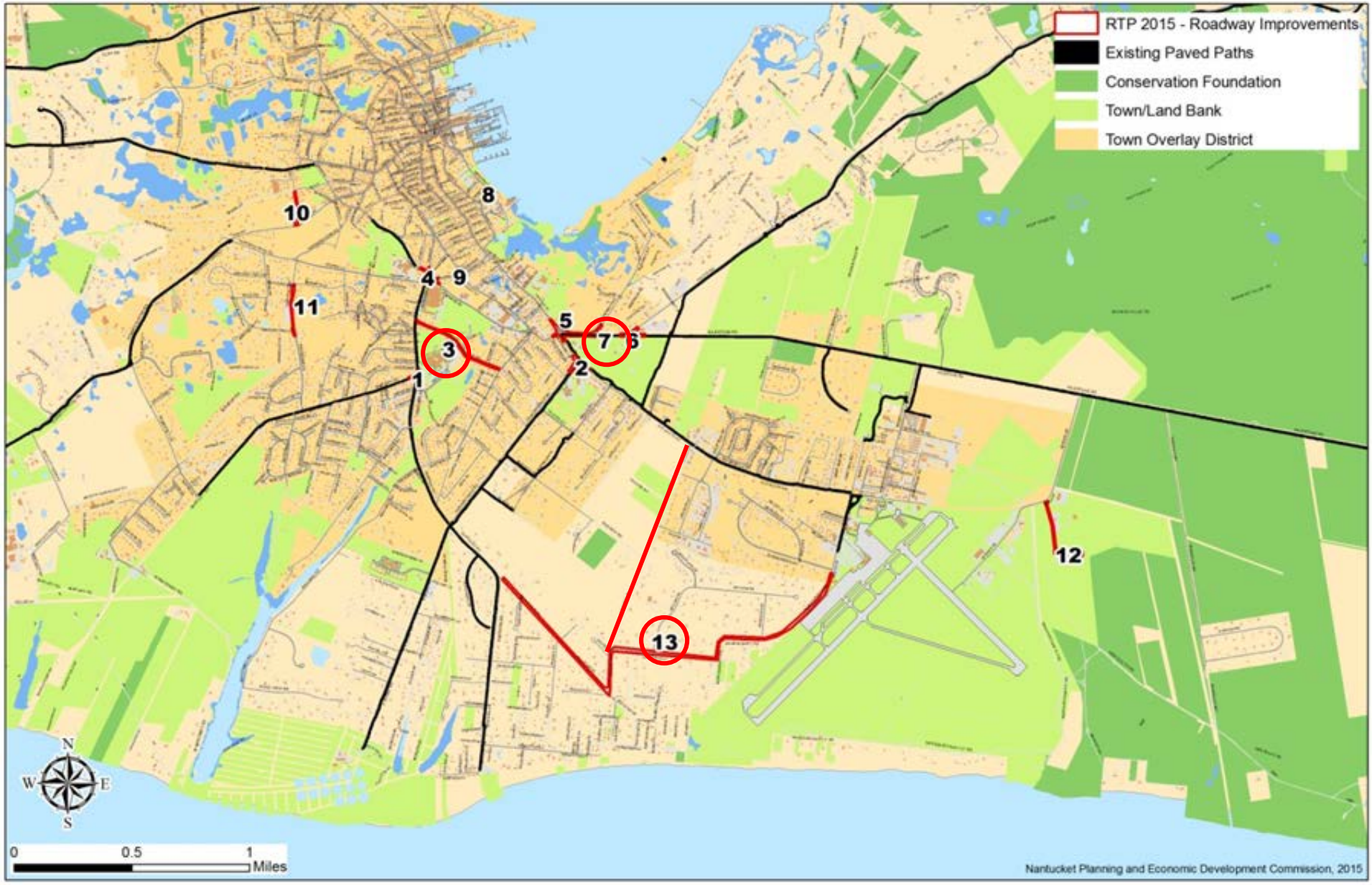
Roadways - Crashes



Roadways – Road Condition (needs updating)



Roadways – Road Improvements (needs updating)



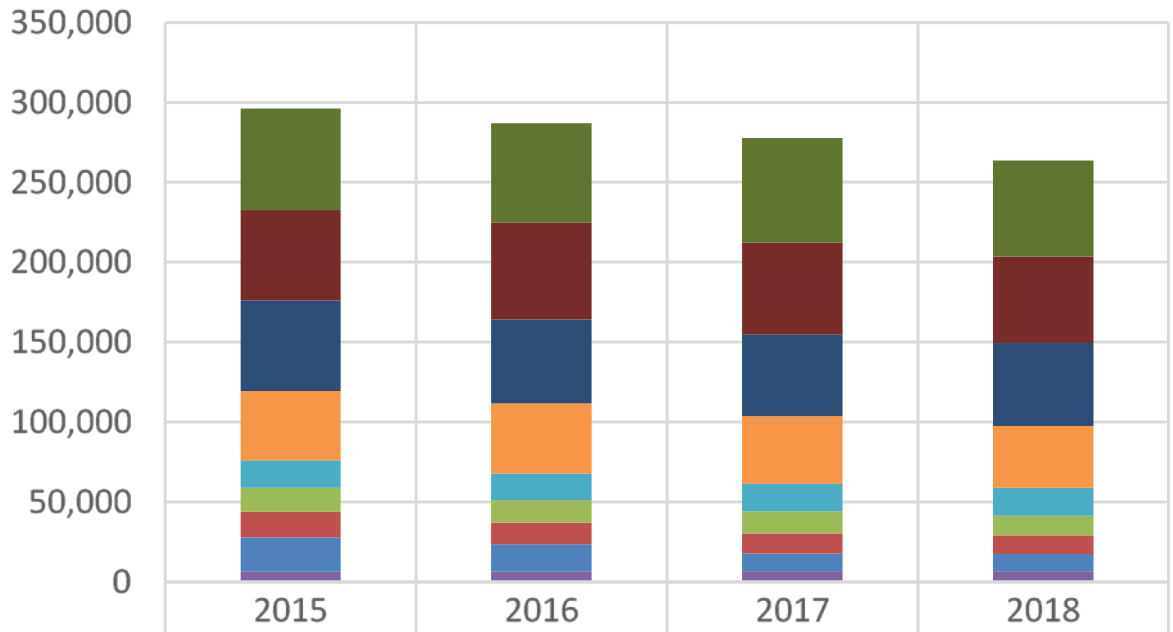
Public Transportation

Public Transportation

Table 1. NRTA Fixed Route Passengers

Public Transportation

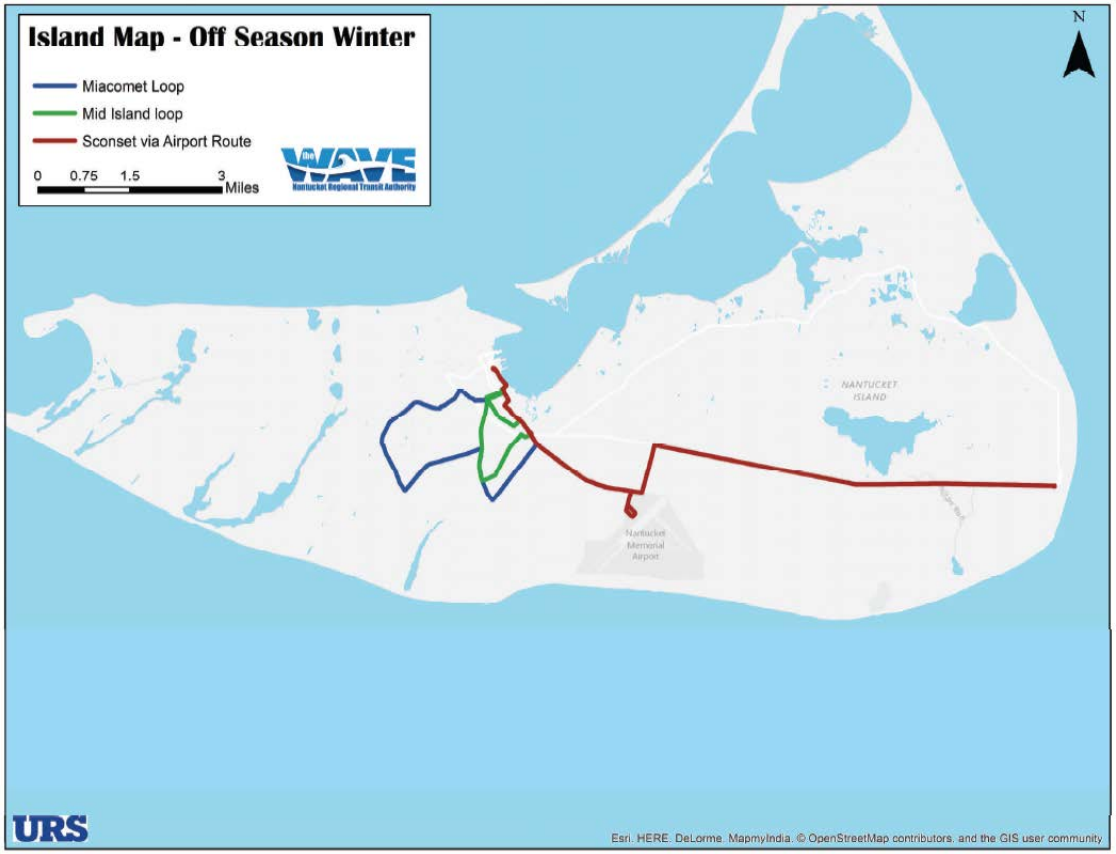
Table 1. Passenger Boardings by Route 2015-2018 (NRTA)



	2015	2016	2017	2018
Miacomet	63,771	62,315	65,271	60,059
Mid Island	56,466	60,614	57,762	53,950
Sconset - Old South	56,583	52,298	51,031	51,873
Madaket Route	43,209	44,101	42,191	38,862
Sconset - Milestone	17,371	16,512	17,195	17,514
Jetties Beach	14,873	14,136	13,706	12,044
Surfside Beach	16,133	13,357	12,664	11,638
Airport / Fast Ferry Connector	21,328	17,220	11,105	10,857
Sconset - Polpis	6,551	6,489	6,732	6,756

Public Transportation – Service Expansion (needs updating)

1.1.1.1. Off-Season Winter Service



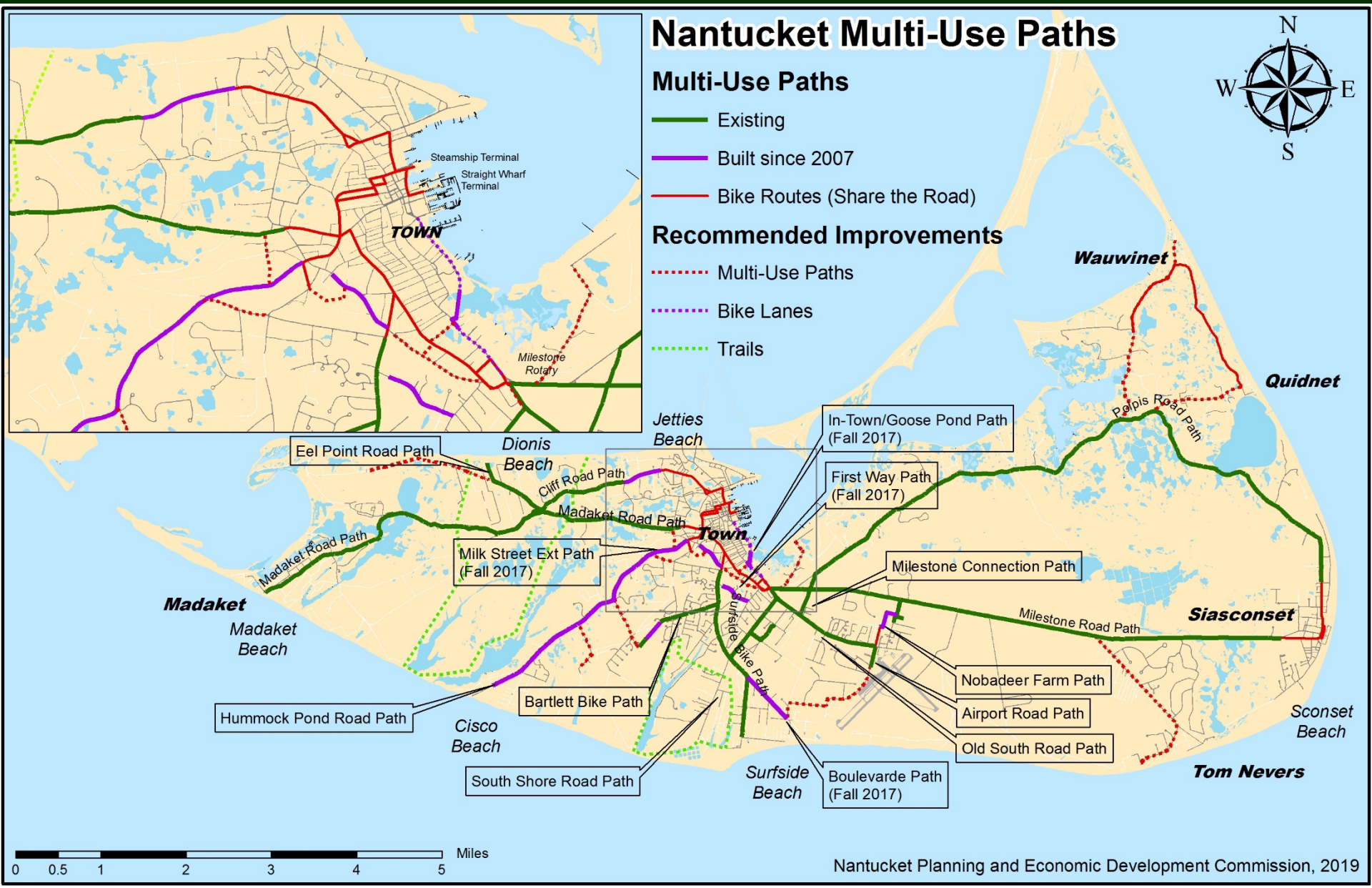
Days / Hours of Service:	Add off-peak season service 7:00AM to 9:00PM
Frequency of Service:	Mid-Island – 30 minutes
	Miacomet – 30 minutes
	Sconset via Airport – 60 minutes
Estimated Cost:	$870,000
Additional vehicles needed:	0

Public Transportation – Downtown Transit Hub (needs updating)

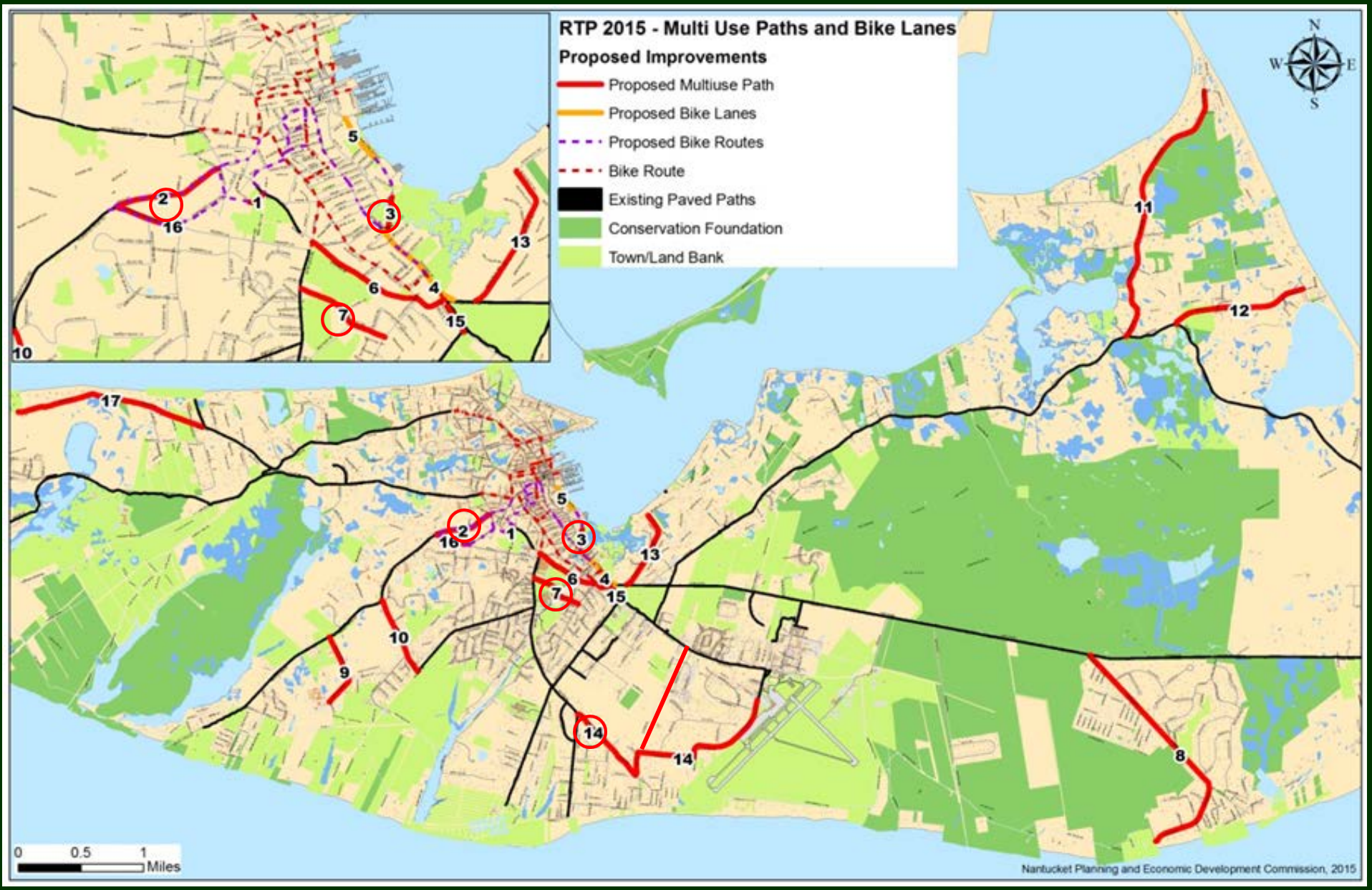
1.1.1.1. Wilkes Square Transit Center (downtown transit hub)

BLOCK B

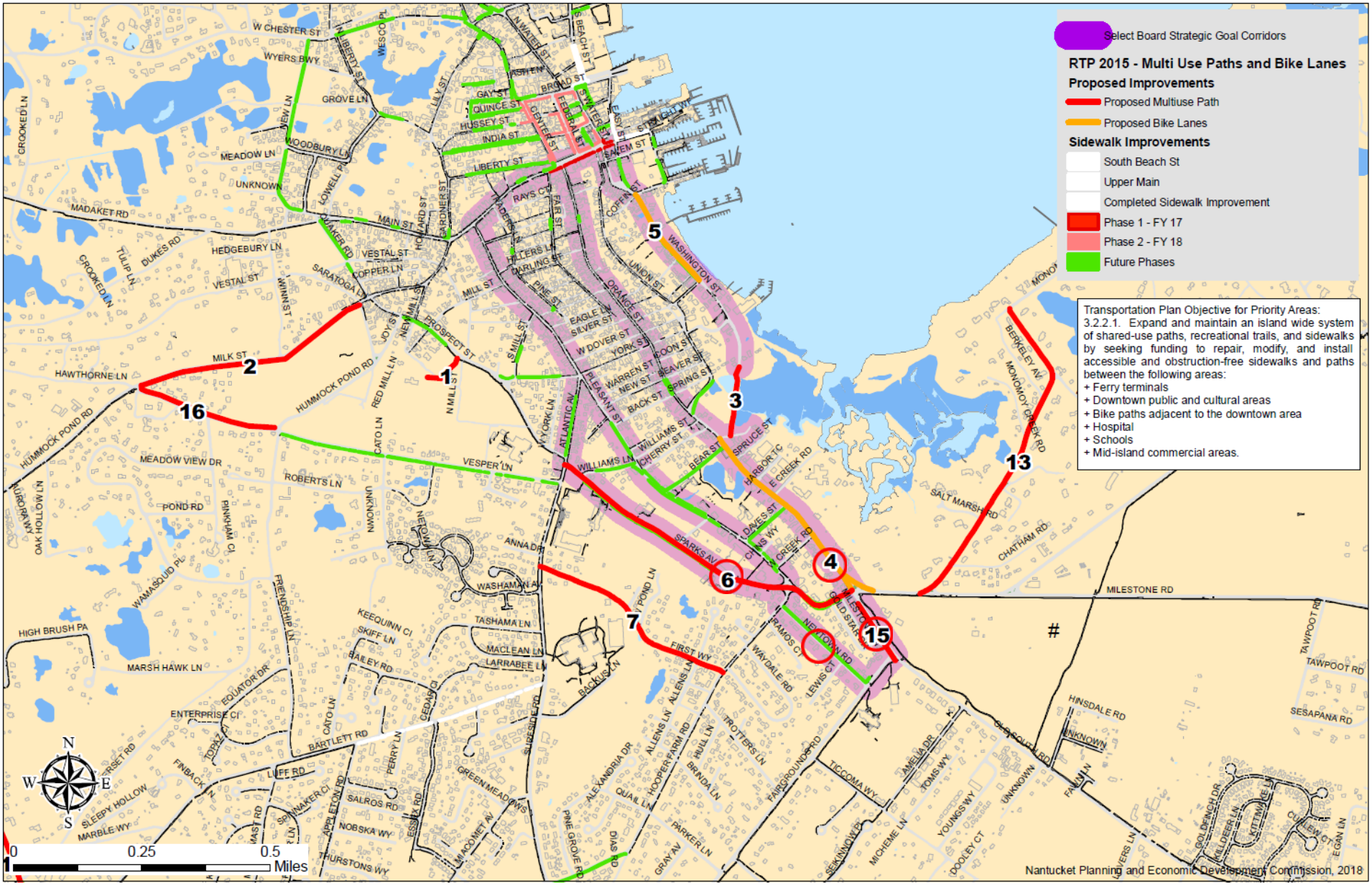
Bicycle and Pedestrian Network (needs updating)



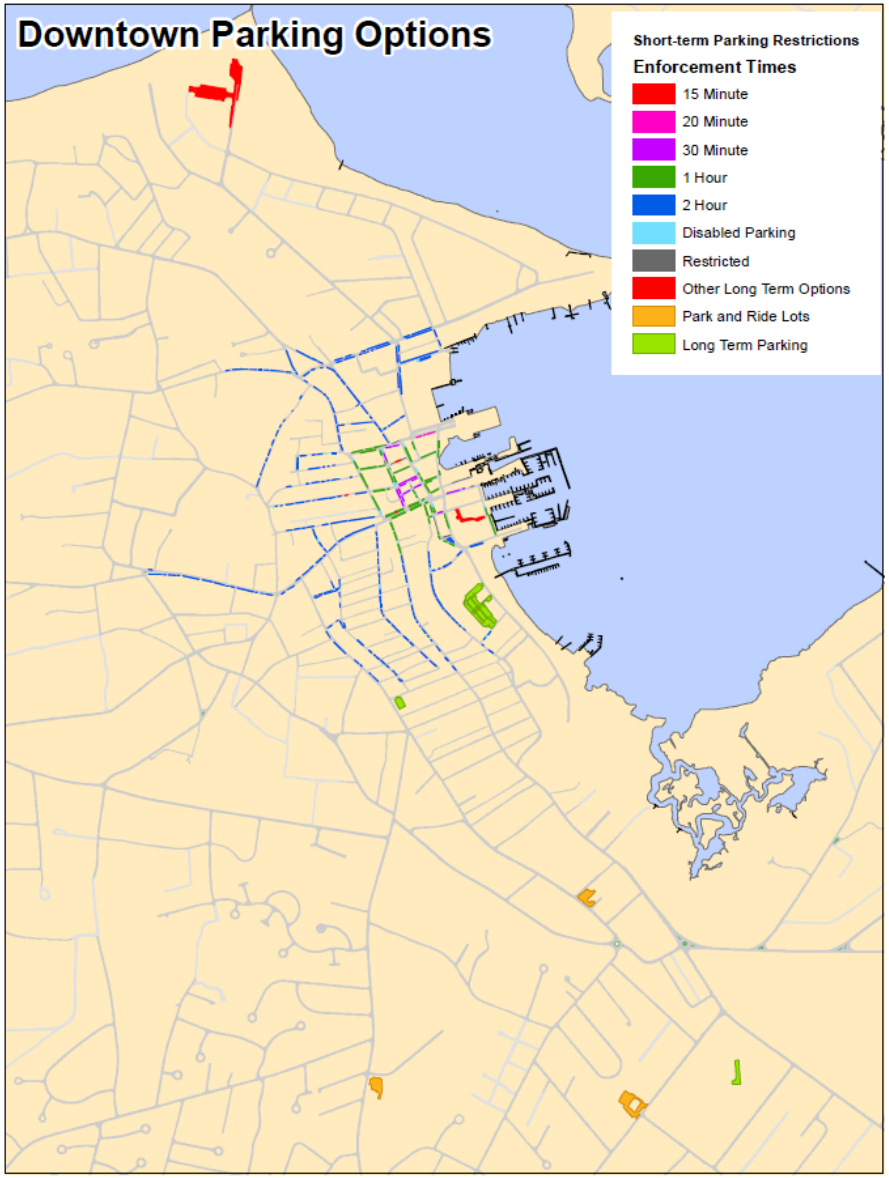
Bicycle and Pedestrian Network (needs updating)

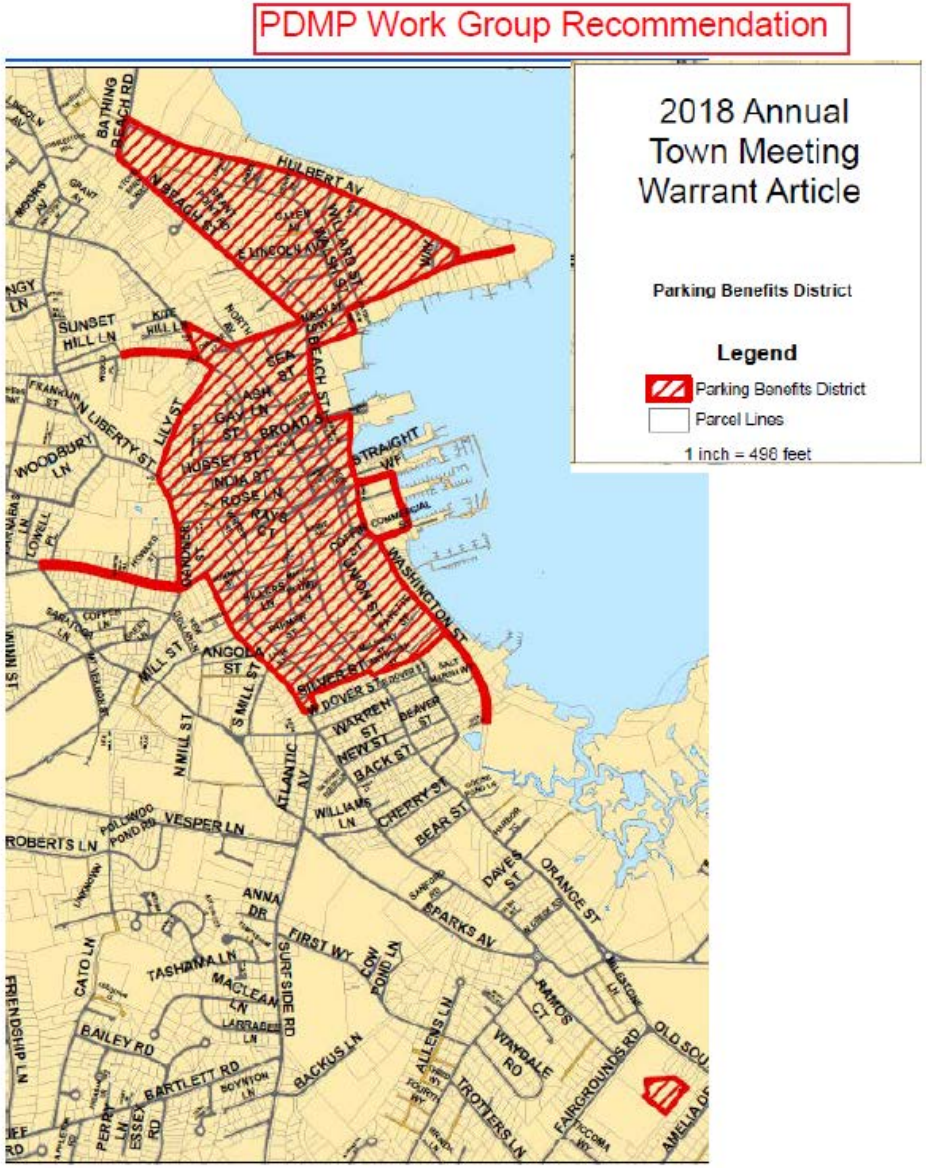


Bicycle and Pedestrian Network (needs updating)

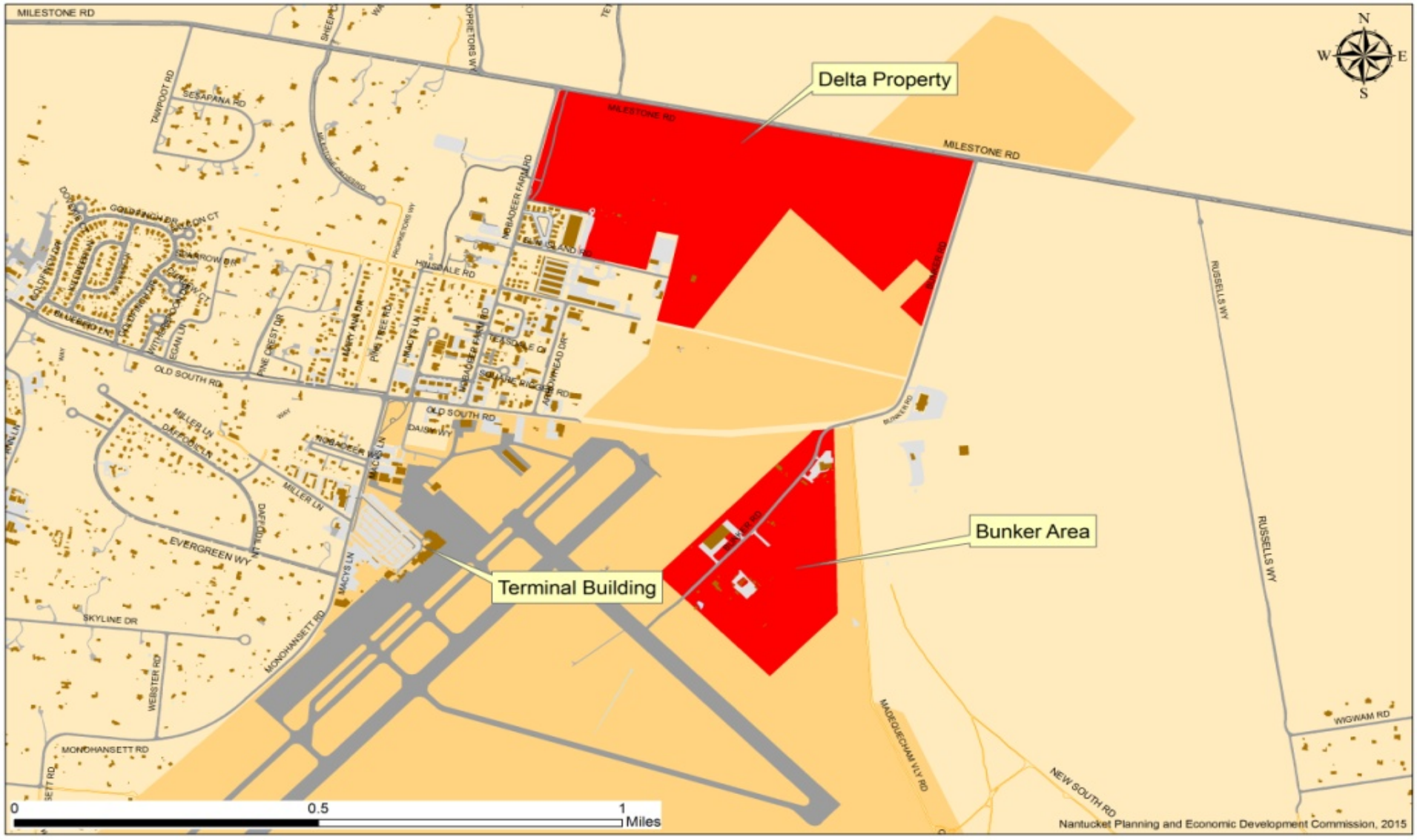


Parking Facilities (needs updating)

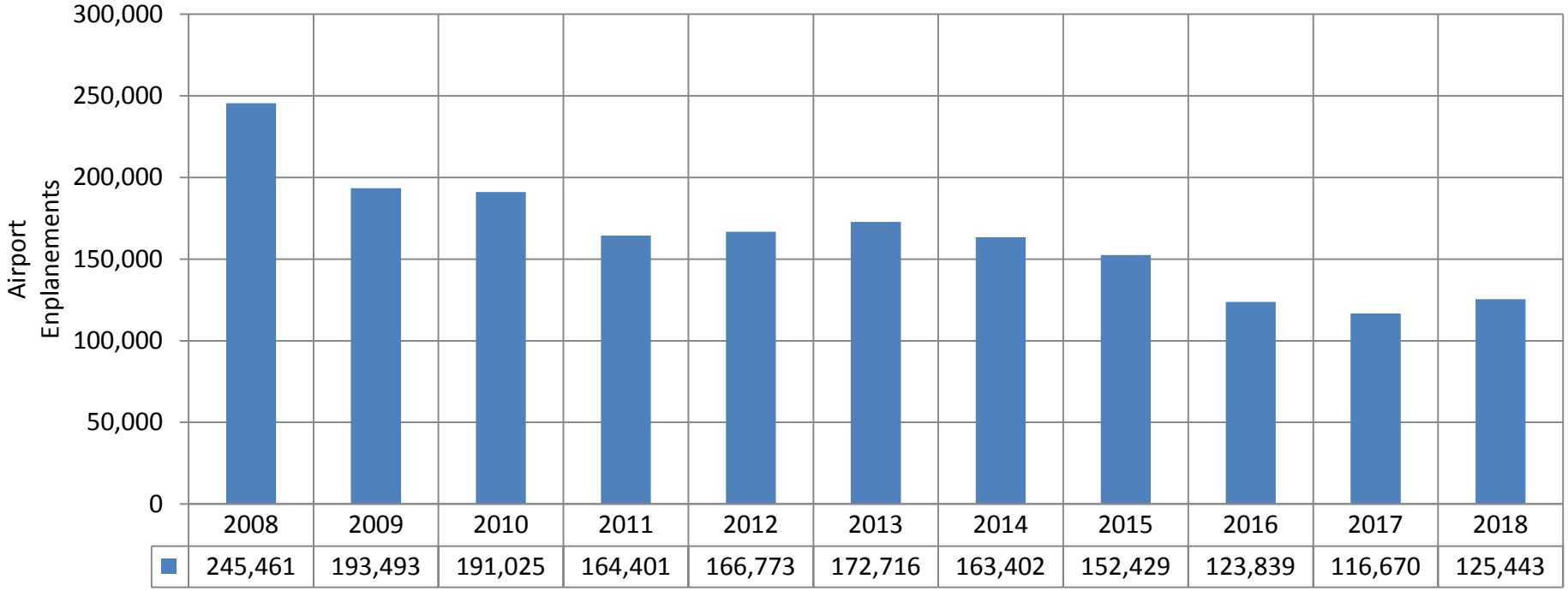




Airborne Travel Facilities (needs updating)



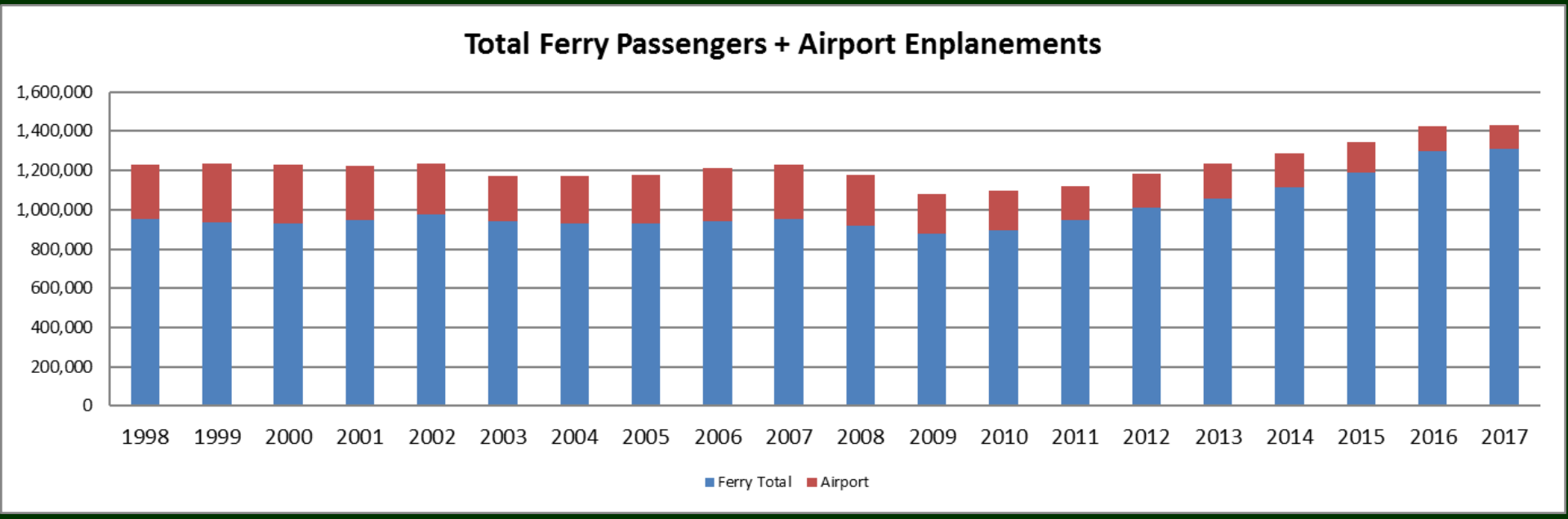
Airborne Travel Facilities (needs updating)



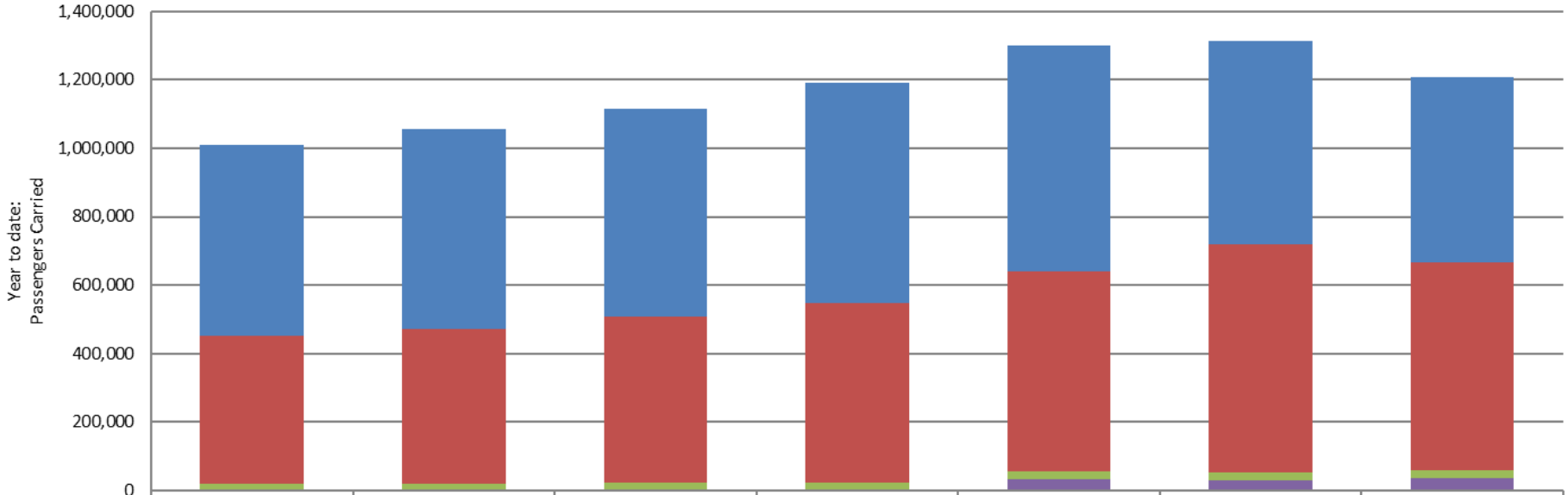
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
■	245,461	193,493	191,025	164,401	166,773	172,716	163,402	152,429	123,839	116,670	125,443

Waterborne Travel Facilities (needs updating)

Waterborne Travel Facilities (needs updating)

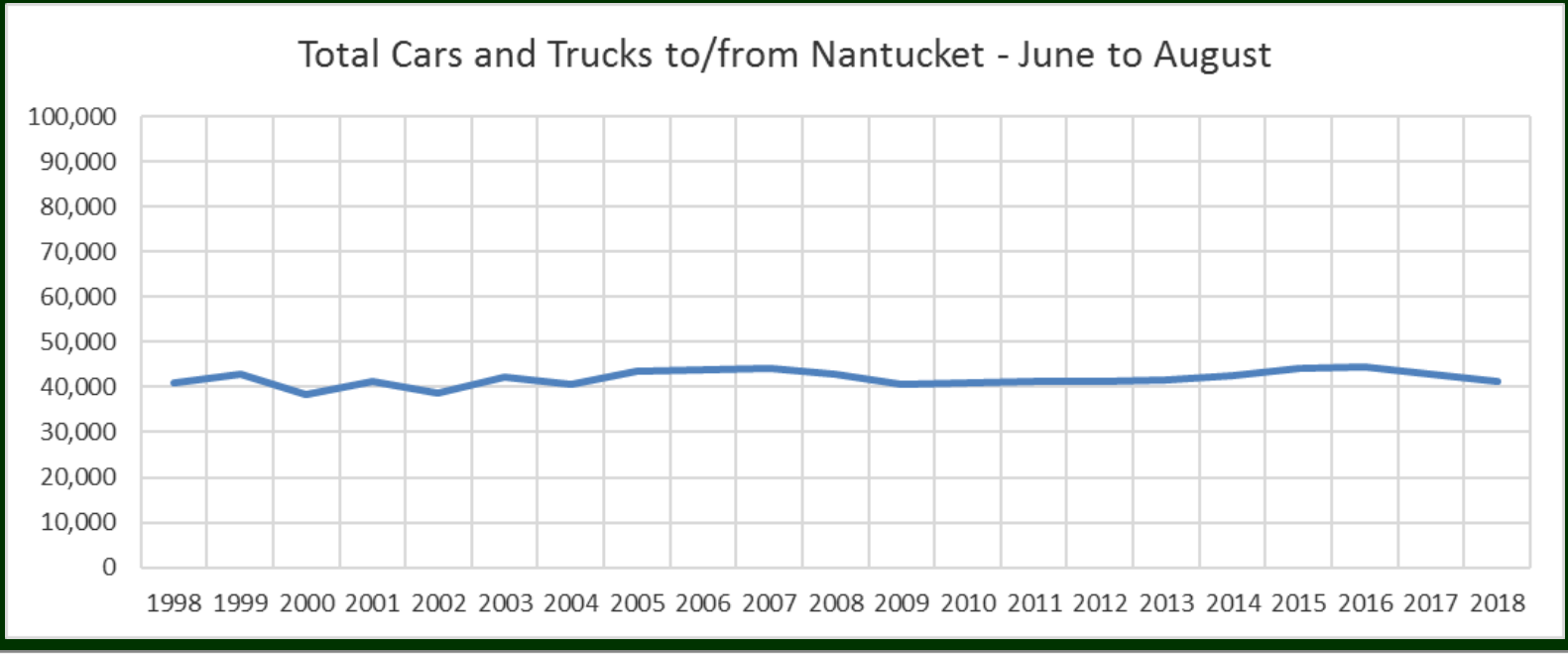


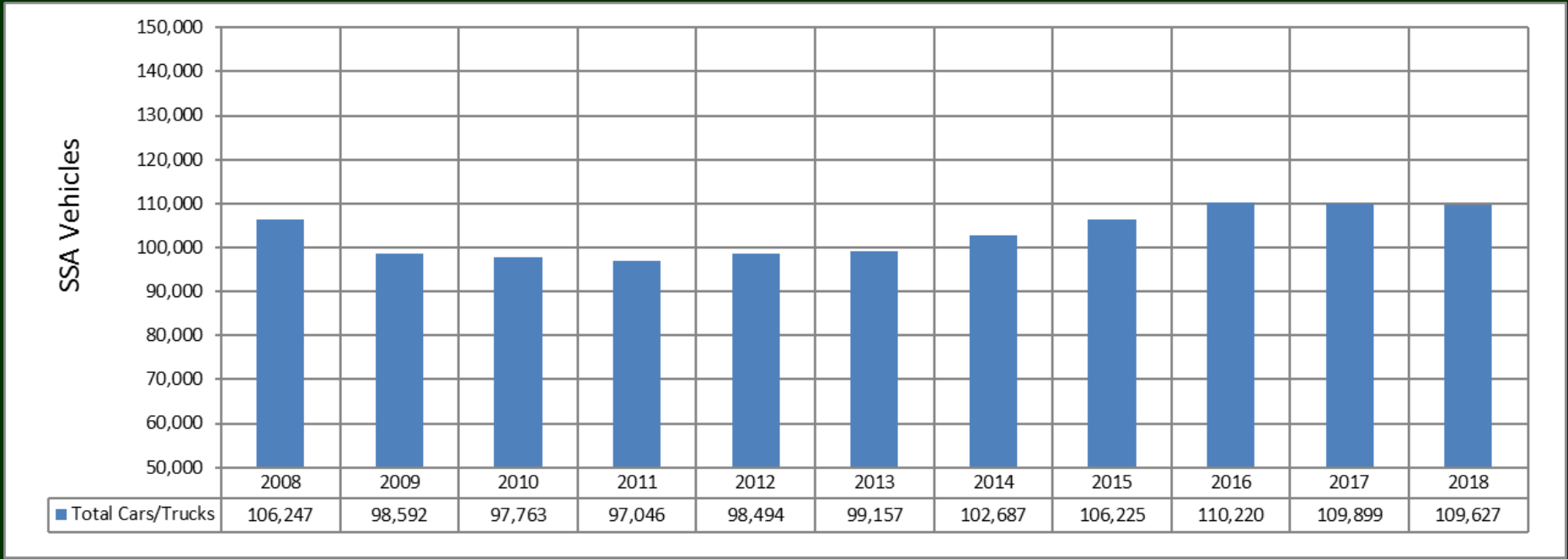
Waterborne Travel Facilities (needs updating)



	2012	2013	2014	2015	2016	2017	2018
SSA	558,539	582,983	605,852	644,787	660,547	592,501	540,157
Hyline	432,061	451,568	487,758	524,529	586,252	668,366	608,479
Freedom	19,852	20,285	21,704	22,924	22,997	22,405	23,458
SeaStreak NB					29,175	27,123	33,907
SeaStreak NYC					1,947	1,819	1,725

Waterborne Travel Facilities (needs updating)

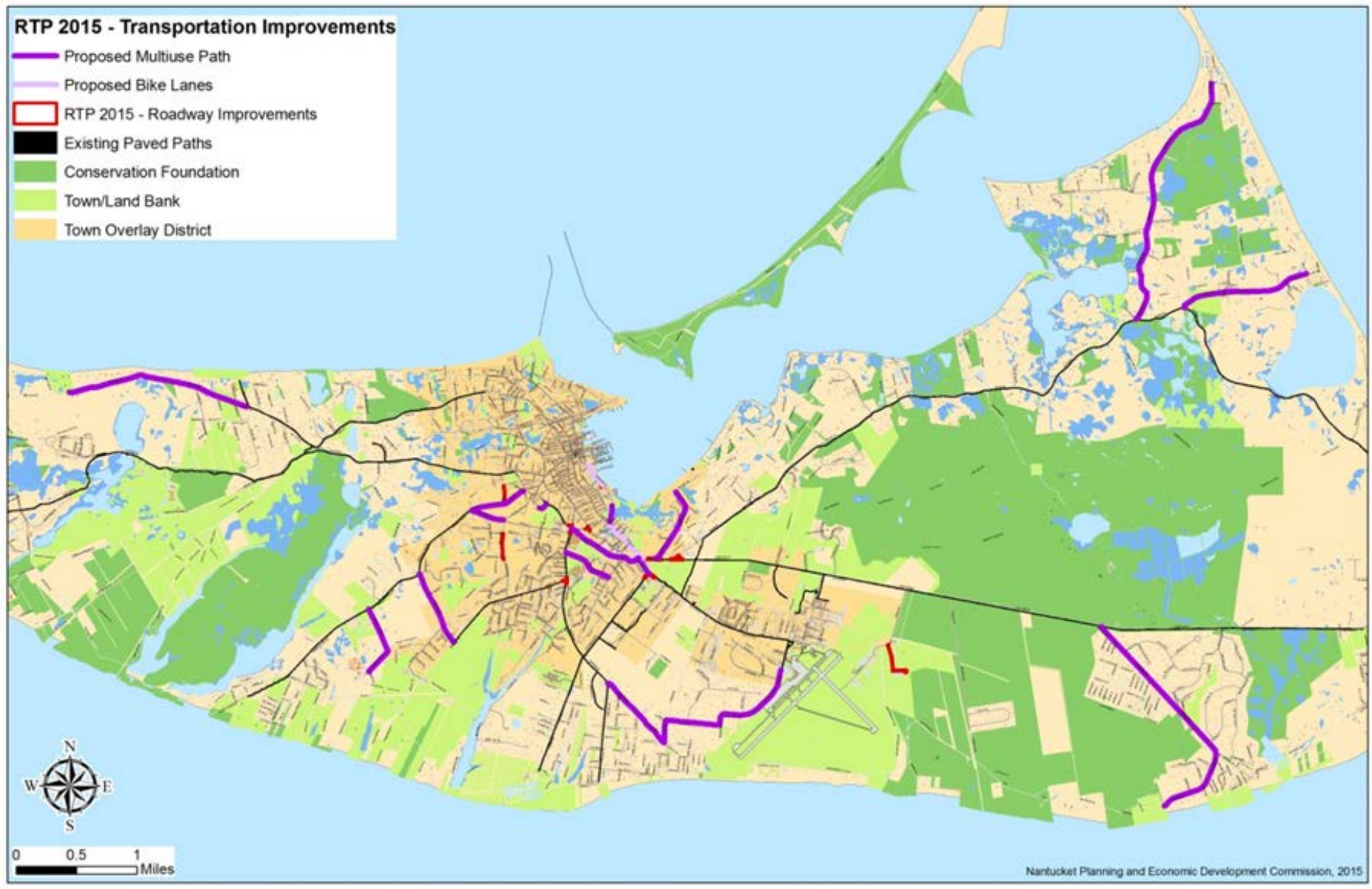




	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Total Cars/Trucks	106,247	98,592	97,763	97,046	98,494	99,157	102,687	106,225	110,220	109,899	109,627

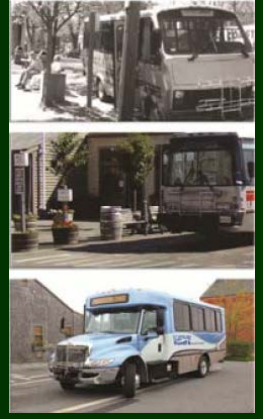
Waterborne Travel Facilities (needs updating)

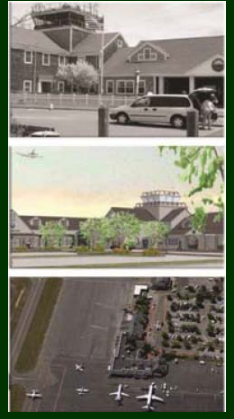
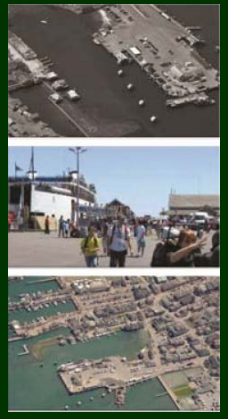
Recommendations, Prioritization, and Capital Planning (needs updating)



Recommendations, Prioritization, and Capital Planning (needs updating)

Project	Cost Estimate	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040
In-Town Bike Path, Phase 1	$1,200,000	$384,065				
Surfside Rd at Bartlett Rd	$700,000	$819,000				
Fairgrounds Rd at Old South Rd	$700,000	$819,000				
In-Town Bike Path, Phase 2	$385,000		$468,000			
In-Town Bike Path, Phase 3	$440,000		$535,000			
Four Corners	$900,000		$1,280,000			
Milestone Rotary	$950,000			$1,406,000		
Milestone Rd at Polpis Rd	$500,000			$740,000		
Milestone Rd at Monomoy Rd	$500,000			$740,000		
Tom Nevers Rd Path, Phase 1	$1,478,400				$2,700,000	
Somerset Lane Path	$739,000					$1,600,000
Bartlett Farm Road Path	$654,000					$1,400,000
Pavement Management (balance of unspent funds)		$239,260	$97,218	$88,330	$667,912	$628,198
Total Programmed		**$2,022,065**	**$2,283,000**	**$2,886,000**	**$2,700,000**	**$3,000,000**
Anticipated Federal Funding		**$2,261,325**	**$2,380,218**	**$2,974,330**	**$3,367,912**	**$3,628,198**



Vision and Goals

(See Attached)

LONG RANGE TRANSPORTATION PLAN

VISION:
Equitably and legally limit vehicles on Nantucket while 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: 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. Vehicle Restrictions
2. Town and Country
3. Multi-modal
4. Parking Management
5. Wayfinding
6. Resiliency and Reliability
7. Transport between the Mainland
8. Congestion and Safety Balance
9. Environmental and Historical Sensitivity

Commented [MB1]: Per NP&EDC 12/17/19 vote

GOALS:

1. **Vehicle Restriction**: Reduce the number of motor vehicles on the island
   a) Establish a definitive limit on the numbers of vehicles transported to the island.
   b) Regulate the number of vehicles on island by instituting a Town-administered permit.
   c) Negotiate a binding agreement that guarantees year-round access to and from the mainland by water is provided to Nantucket residents.

Commented [MB2]: Per NP&EDC 12/17/19 vote

2. **Town and Country**: Continue using the Town and Country overlay districts to encourage living, working, and playing within proximity.
   Comment: aligns with justification for Strategic Goal #3 - live, work, play within proximity.

Objectives/Policies:

a) Improve, maintain, and acquire roads consistent with the Town and Country Overlay Districts.
   Measure: All TIP and local capital roadway projects will be evaluated as part of project evaluation scoring based on location within the Town or Country overlay district.

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.

3. **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

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: Complete at least one key sidewalk route that connects from Mid-Island (6 Fairgrounds Rd) to the ferries with improved standards for accessibility.
b) Seek supplemental funding to increase frequency and expand hours of operation of 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.
c) Seek funding to design and construct taxi stand improvements along New Whale Street and Straight Wharf.
   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.

4. **Parking Managemen**t: 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.

Objectives/Policies:

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.
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) Identify and evaluate peripheral parking areas to provide additional parking options for the NRTA and downtown area.

Commented [MB3]: Same as Strategic Goal #2

Commented [MB4]: Merged private contributions with 2a above

Commented [MB5]: Moved to Goal 4 – Wayfinding

Commented [MB6]: Moved from Telecommunication goal

Commented [MB7]: Same as Strategic Goal #1

Commented [MB8]: Merged with 3a above.

Commented [MB9]: Updated language moved to 3a.

Measure: Include subject in annual meeting with parking stakeholders.

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.

f) Measure: Include subject in annual meeting with parking stakeholders.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.

5. **Wayfinding**: Improve information for using the island's 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

Objectives/Policies:

a) Improve the telecommunication and network connectivity in the downtown area for data demands related to transportation facility utilization and enforcement systems.
Measure: Coordinate with telecommunication utilities as necessary to improve connectivity and bandwidth in and around the downtown area.

b) Maintain and improve information on inventory and utilization of Nantucket's roadway, ferry, airport, taxi, bicycle, pedestrian, public transportation, and parking facilities.
Measure: Review available systems for collecting real-time information on transportation modes and utilization of facilities.

c) Continue to publicize traffic laws that apply to bicyclists through the Nantucket Police Department.
Measure: Continue to seek funding for educational material from various sources.

d) Assist as necessary with updating of 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.

e) 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.

f) 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) 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.

h) Measure: Evaluate bike rack utilization each summer season.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 [MB10]: Moved from Goal 4 - Wayfinding

Commented [MB11]: Moved from Goal 4 - Wayfinding

Commented [MB12]: Merged with 3a above

Commented [MB13]: New objective related to infrastructure needs

Commented [MB14]: Moved to Goal 3 – Parking Management

Commented [MB15]: Moved from Goal 3 – Parking Management

Commented [MB16]: Moved from Goal 2 – Multi-modal

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6. **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) Incorporate resiliency and reliability into the project evaluation scoring of capital projects to further consider air quality impact and other contributors to climate change.
b) Incorporate design elements into projects to strengthen the transportation system that is vulnerable to flooding.
c) Continue to evaluate programs and policies that discourage development in vulnerable areas.
d) Reduce greenhouse gas emissions from the public sector by replacing and modernizing the fleet of municipal vehicles.
   Measure: Submit at least one capital project each year that replaces a municipal vehicle with a vehicle that has substantially less greenhouse gas emissions.

7. **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) 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 regularly.
b) Advocate for better use of voluntary noise abatement routes.
   Measure: All noise complaints are collected and investigated by Airport Administration.
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.
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.
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.

8. **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:

Commented [MB17]: Conforms with recommendations of the Governor's Commission on the Future of Transportation

Commented [MB18]: Moved to Goal 2 – Multi-modal

Commented [MB19]: Moved to Goal 4 - Wayfinding

Commented [MB20]: Included in Goal 2 – multimodal above

Commented [MB21]: Similar to 6a above

Commented [MB22]: Similar to 6a above

Commented [MB23]: Similar to 6a above

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 Surfside Road and Pleasant Street.
   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 capital improvements along established NRTA routes and at NRTA bus stops that enhance safety, accessibility, and reduce traffic congestion.
   Measure: Continue to include NRTA capital requests in the annual TIP and incorporate them into roadway projects funded in the local Capital Improvement Program.

Commented [MB24]: 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 [MB25]: Similar to Goal 6a above

9. **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 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.
b) Include protocols in construction agreements 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.

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