



Roadways

Transit

Bike / Ped

Parking

Airport

Ferries

Nantucket Long Range Transportation Plan 2020 - 2040

Plan Update Discussion
02/21/2019

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 21, 2019 to April 25, 2019	Develop initial draft plan with updated project descriptions and draft recommendations based on objective criteria.
April 25, 2019 to May 20, 2019	Coordinate review of draft RTP with Stakeholders: land use, environmental, historic preservation, and tribal agencies, as well as FHWA, FTA, MassDOT
May 20, 2019 to June 17, 2019	Conduct public review of draft
June 17, 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



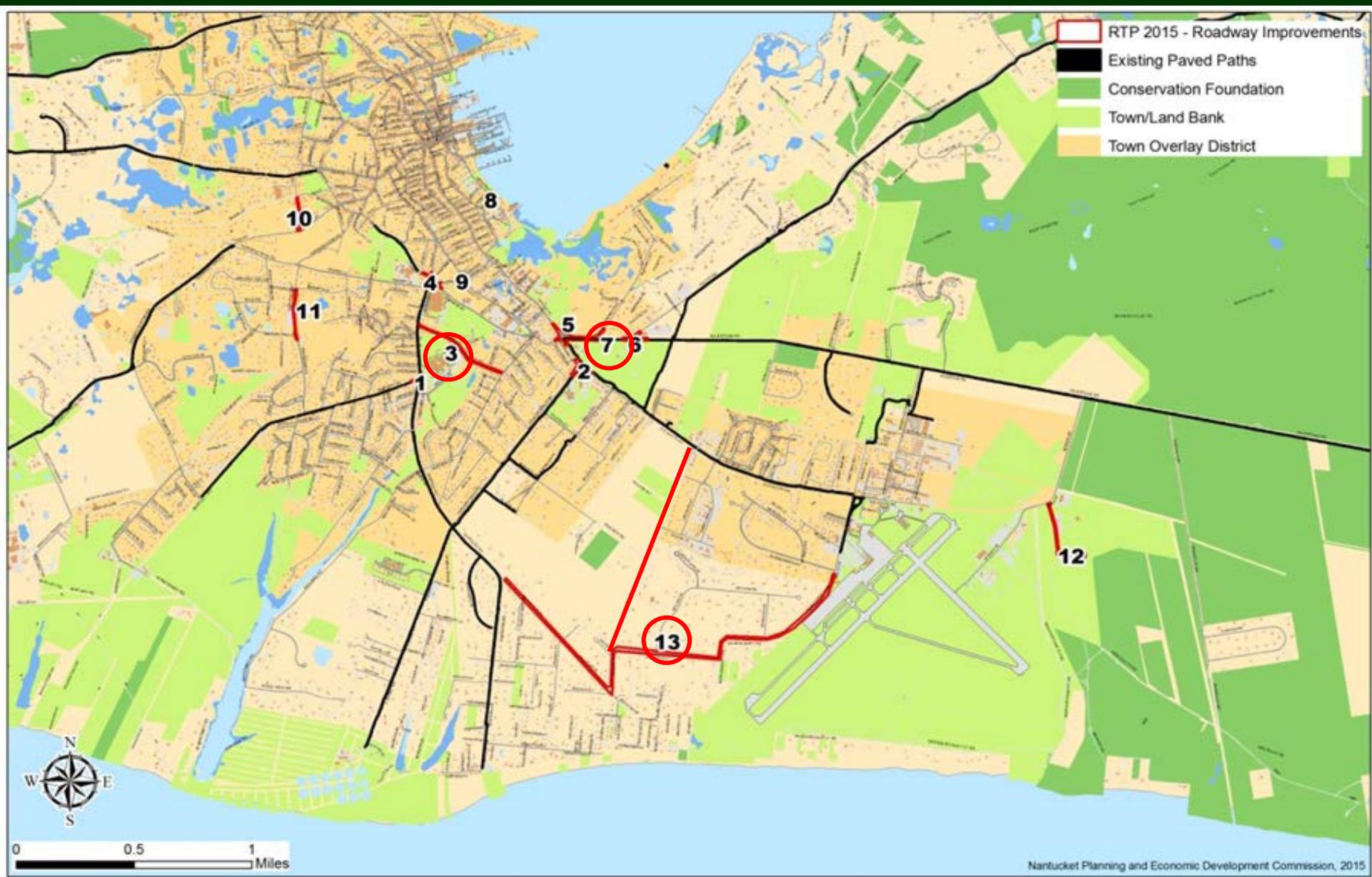
Project Evaluation

Recommendations, Prioritization, and Capital Planning (needs updating)

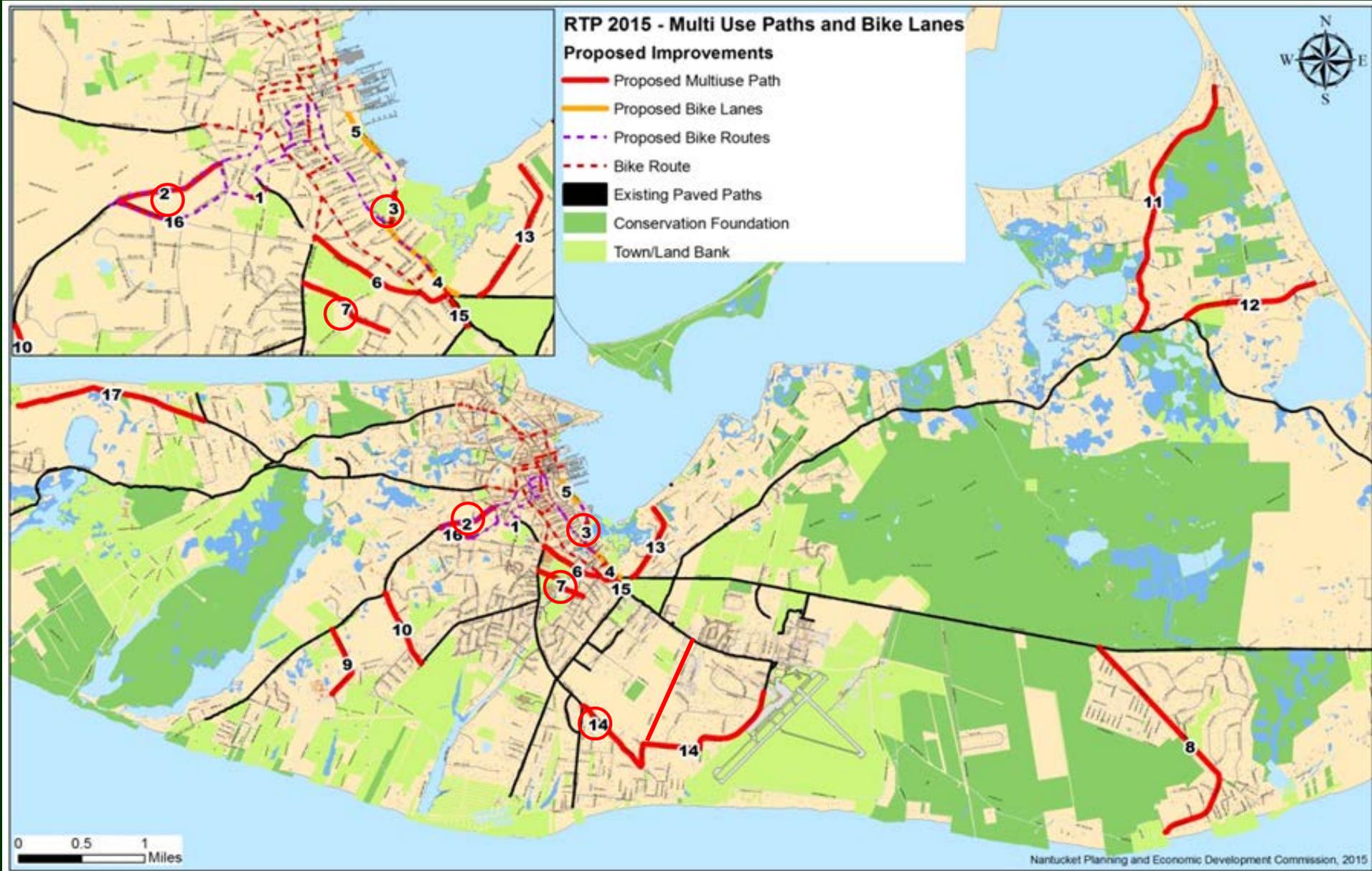
Condition:	Magnitude of Pavement Improvement
	Magnitude of Other Infrastructure Improvements
Mobility:	Capacity
	Travel Time, Connectivity, and Access
	Intermodal
	Regional and Local Traffic
Safety:	Crash Rate
	Bicycle and Pedestrian Safety
Sustainability:	Residential Effects
	Environmental Justice Effects
	Public Support
	Development/ Redevelopment of Housing Stock
	Business Effects
	Environmental Effects
	Historical and Cultural Effects

Old South Road Corridor Study		Score +1 = Positive Impact 0 = No Impact -1 = Negative Impact	OSR Path - South side link	Milstone Path - North side link	Milstone @ Monomy	Milstone @ Pope - Roundabout	Milstone @ WPR - Roundabout	Milstone Rotary	Fairgrounds @ OSR	OSR @ Amelia - 2 - Mid Circle	OSR @ Youngs	OSR @ Lowers	OSR @ Granger/Goldsmith	OSR @ New Mary Ann Pine Tree	OSR @ Marjorie Airport	OSR @ Nobles	
Condition:	Magnitude of Pavement Improvement	Extent of Pavement Improvement (+1 to -1)	0	0	1	1	1	0	0	0	0	0	0	0	0	0	
	Magnitude of Other Infrastructure Improvements	Improvements to Municipal Utilities, Drainage, Sidewalks, Traffic Control Devices (+1 to -1)	1	1	1	1	1	1	1	1	1	0	0	1	1	1	
		Average Condition Score:	0.5	0.5	1	1	1	0.5	0.5	0.5	0.5	0	0	0.5	0.5	0.5	
Mobility:	Capacity	Improvement in Volume to Capacity (VC) Ratio (+1 to -1)	0	0	0	1	1	1	1	1	1	0	0	0	0	1	
	Travel Time, Connectivity, and Access	Improvement in Intersection Level of Service (+1 to -1)	0	0	0	1	1	1	1	1	1	0	0	0	0	1	
Intermodal	Regional and Local Traffic	Improvement in travel time, connectivity, and/or access? (+1 to -1)	0	0	0	1	1	1	1	1	1	0	1	1	1	0	
		Will project improve bike and pedestrian access? (+1 to -1)	1	1	1	1	1	0	0	1	0	0	0	0	0	1	
		Average Mobility Score:	0.4	0.4	0.4	1	1	0.8	0.8	1	0.8	0.4	0.2	0.4	0.4	0.8	
Safety:	Crash Rate	Improvement to Documented Safety Problem (+1 to -1)	0	1	0	1	1	1	1	1	1	1	1	1	1	1	
	Bicycle and Pedestrian Safety	Improvement to Bicycle and Pedestrian Infrastructure (+1 to -1)	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
		Average Safety Score:	0.5	1	0.5	1	1	1	1	1	1	1	1	1	1	1	
Sustainability:	Residential Effects	Extent of Right-of-Way Acquisition (+1 to -1)	0	0	0	0	0	0	0	-1	-1	0	0	0	-1	0	
	Environmental Justice Effects	Extent of Noise Impacts (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Public Support	Environmental Justice Effects	Extent of Decreased Cut-Through Traffic (+1 to -1)	0	0	0	0	0	1	1	0	0	0	0	0	0	0	
	Public Support	Located Near Affordable Housing (+1 to -1)	1	0	0	0	1	1	1	1	1	1	1	1	1	1	
Business Effects	Public Support	Listed in an NP&EDC Study or Plan (+1 to -1)	1	0	1	1	0	1	1	0	0	0	0	0	0	1	
	Business Effects	Located Near Housing Development or Redevelopment? (+1 to -1)	1	0	0	0	1	1	1	1	1	1	1	1	1	1	
Environmental Effects	Business Effects	Extent of Access Improvement (+1 to -1)	0	0	0	0	1	1	1	1	0	0	1	0	1	1	
	Environmental Effects	Reduction in Parking Need (+1 to -1)	1	1	0	0	0	0	0	1	1	1	0	0	1	0	
Historical and Cultural Effects	Historical and Cultural Effects	Extent of Improved Freight / Delivery Access (+1 to -1)	0	0	1	1	1	1	0	0	0	0	0	0	0	0	
		Extent of Air Quality and Climate Improvement (+1 to -1)	1	1	0	1	1	1	1	0	1	0	0	0	0	1	
		Affect on Water Quality (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Affect on Wetlands (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Affect on Priority Habitats of Endangered Species (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Affect on Historic and Cultural Resources (+1 to -1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Average Sustainability Score:	0.36	0.14	0.14	0.21	0.36	0.50	0.29	0.29	0.21	0.14	0.21	0.21	0.21	0.36	
		Total Score:	9	7	7	12	14	14	14	12	11	7	5	8	8	10	10
		Total Average Score:	0.40	0.31	0.33	0.54	0.63	0.60	0.60	0.52	0.48	0.29	0.21	0.35	0.35	0.44	0.44

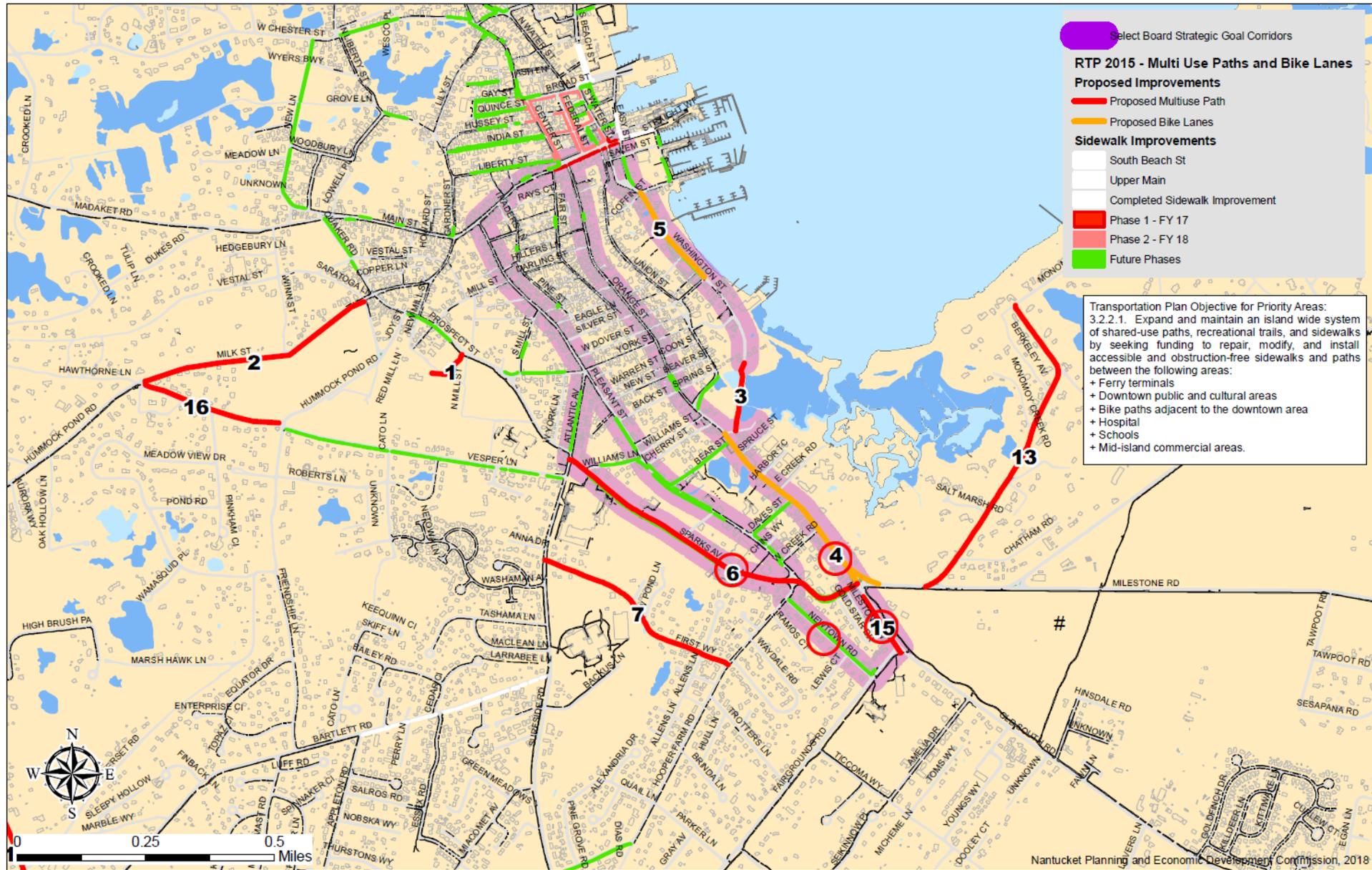
Roadways – Road Improvements (needs updating)



Bicycle and Pedestrian Network (needs updating)

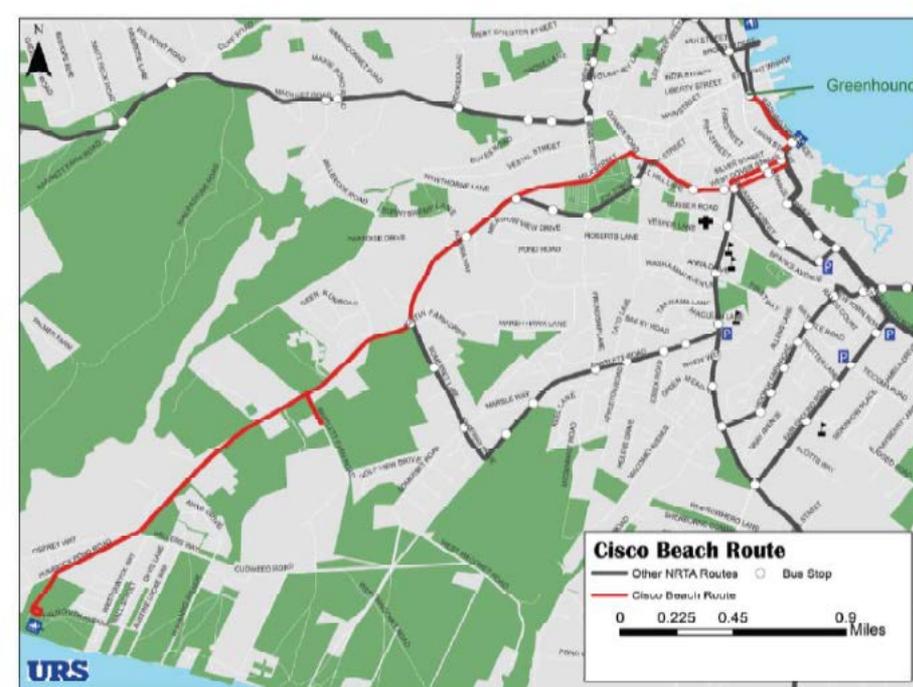


Bicycle and Pedestrian Network (needs updating)



Public Transportation – Service Expansion (needs updating) Cisco Beach and Tom Nevers

5.5.2.5. Service to Cisco Beach



Days / Hours of Service: Add peak season service 9:30AM to 6:30PM
 Frequency of Service: 60 minutes
 Estimated Cost: \$52,650
 Additional vehicles needed: 1

5.5.2.8. Tom Nevers via Milestone Road



Days / Hours of Service: Add peak and shoulder season service 7:00AM to 6:30PM
 Frequency of Service: 60 minutes
 Estimated Cost: \$52,650
 Additional vehicles needed: 1

Public Transportation – Service Expansion (needs updating) Old South Road

Map of Alightings Along Sconset via Old South Road Route Inbound

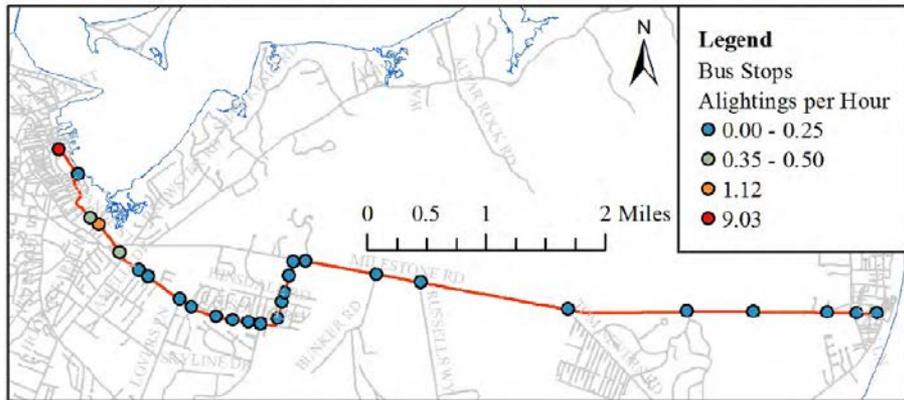


Figure 4.1.24: Inbound Sconset via Old South Route Hourly Alightings Map

Map of Alightings Along Sconset via Old South Road Route Outbound

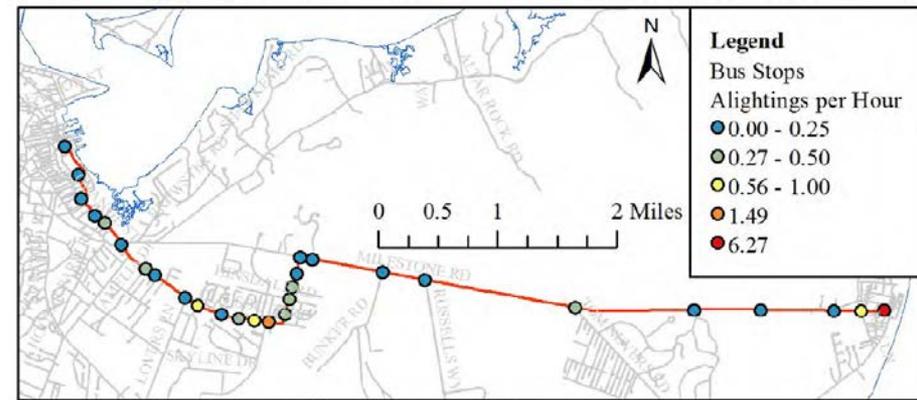


Figure 4.1.22: Outbound Sconset via Old South Route Hourly Alightings Map

Map of Boardings Along Sconset via Old South Road Route Inbound

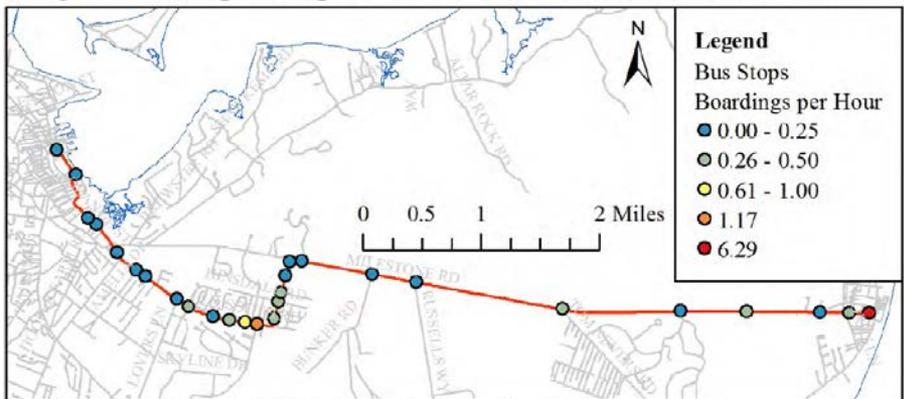


Figure 4.1.23: Inbound Sconset via Old South Route Hourly Boardings Map

Map of Boardings Along Sconset via Old South Road Route Outbound

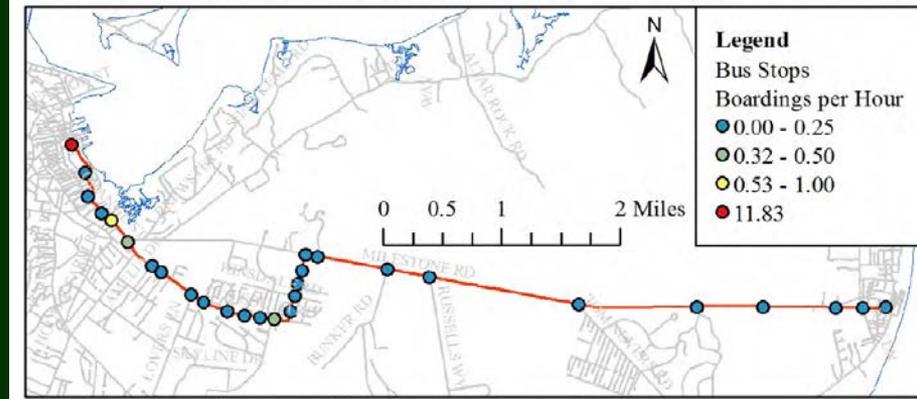
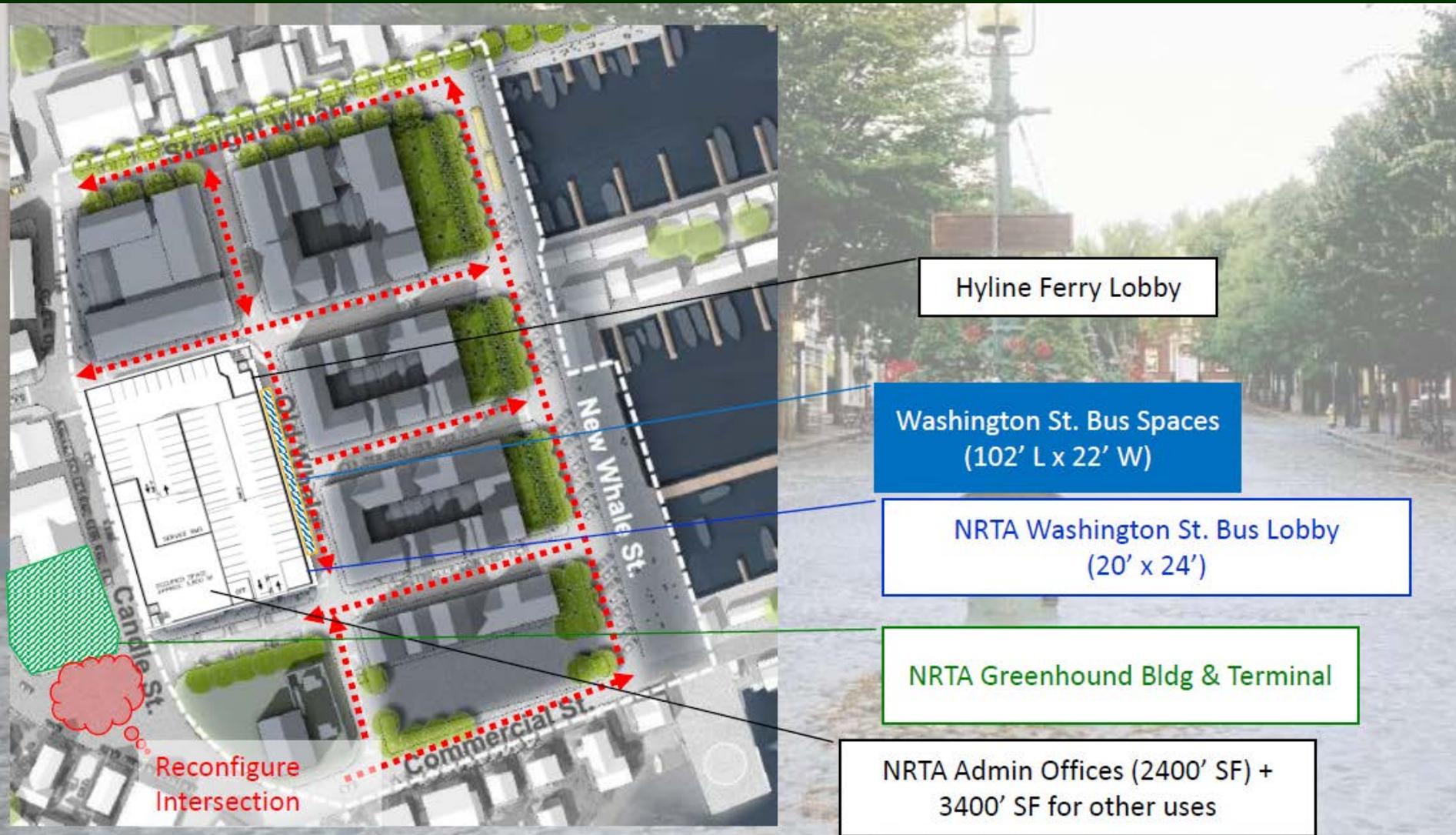


Figure 4.1.25: Outbound Sconset via Old South Route Hourly Boardings Map

Public Transportation –

Downtown Transit Hub (needs updating)

Harbor Place: NRTA Operation Alternatives



Hyline Ferry Lobby

Washington St. Bus Spaces
(102' L x 22' W)

NRTA Washington St. Bus Lobby
(20' x 24')

NRTA Greenhound Bldg & Terminal

NRTA Admin Offices (2400' SF) +
3400' SF for other uses

Reconfigure
Intersection

Parking Facilities

Parking Benefit District

“There is insufficient availability and turnover of parking in town.”

Downtown Parking Options

- Short-term Parking Restrictions Enforcement Times
- 15 Minute
 - 20 Minute
 - 30 Minute
 - 1 Hour
 - 2 Hour
 - Disabled Parking
 - Restricted
 - Other Long Term Options
 - Park and Ride Lots
 - Long Term Parking



Strategic Goal 1:
Achieve 85% Occupancy of Public Spaces

PDMP Work Group Recommendation

2018 Annual Town Meeting Warrant Article

Parking Benefits District

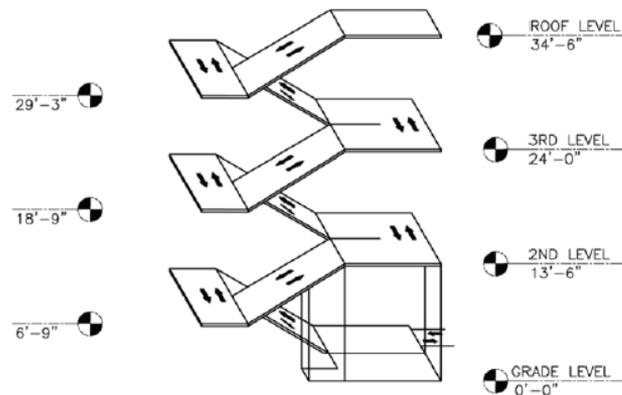
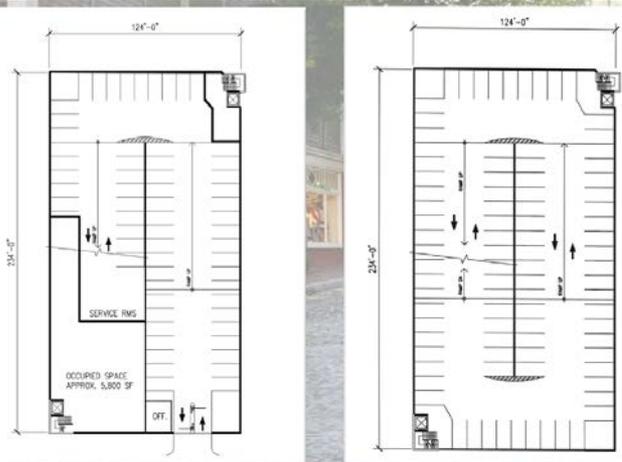
Legend

- Parking Benefits District
 - Parcel Lines
- 1 inch = 496 feet



Parking Facilities

Parking Benefit District – Other Opportunities/Revenue



Garage - Option A

	Cars	Area	Eff.	Elev above entry
Grade	48	17,571	366.1	0'-0"
Second	92	29,371	319.3	13'-6"
Third	92	29,371	319.3	24'-0"
Roof	38	11,828	311.3	34'-6"
Occupied		5,800		0'-0"
Total	270	88,141	326.4	

Harbor Place - Parking Revenue Estimate

Total Spaces **270**

		Peak Days	100	Off Peak Days	265	
Day 8AM - 4PM	Spaces	85%	229.5	85%	229.5	
	Rate		\$25		\$10	
	Total		\$5,738	\$573,750	\$2,295	\$608,175
Evening 4PM - 12AM	Spaces	85%	229.5	85%	229.5	
	Rate		\$25		\$10	
	Total		\$5,738	\$573,750	\$2,295	\$608,175
Overnight 12AM - 8AM	Spaces	50%	135	50%	135	
	Rate		\$25		\$10	
	Total		\$3,375	\$337,500	\$1,350	\$357,750
TOTAL			\$1,485,000		\$1,574,100	

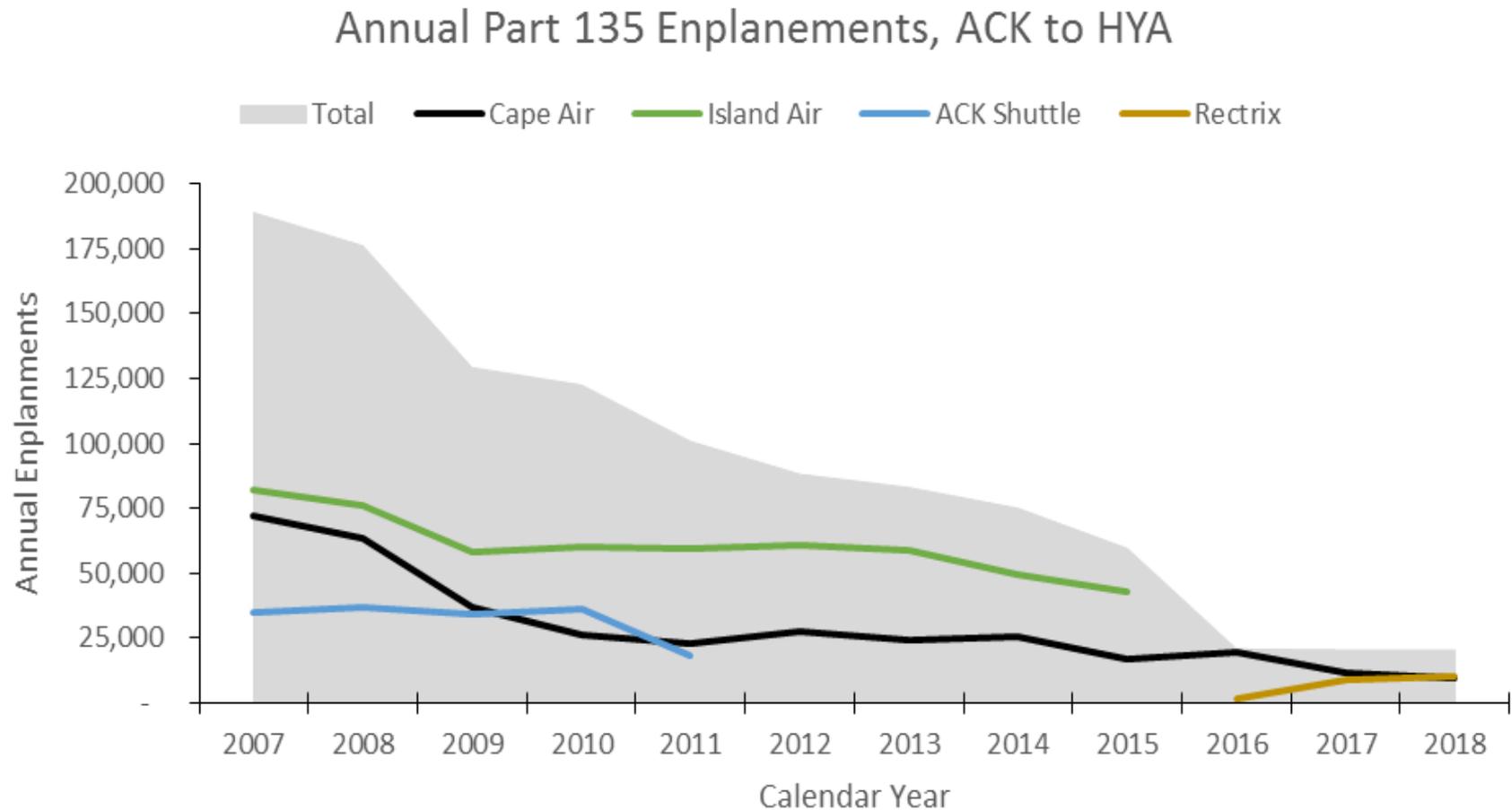
Total Annual Revenue \$3,059,100

O&M	Cost	Grants	Debt	Interest	Years	Annual Debt
Annual Debt	-\$600,000	\$20,000,000	\$10,000,000	2.0%	30	-\$446,499
Total Annual Debt	-\$1,046,499					

Net Annual Parking Revenue **\$2,012,601**

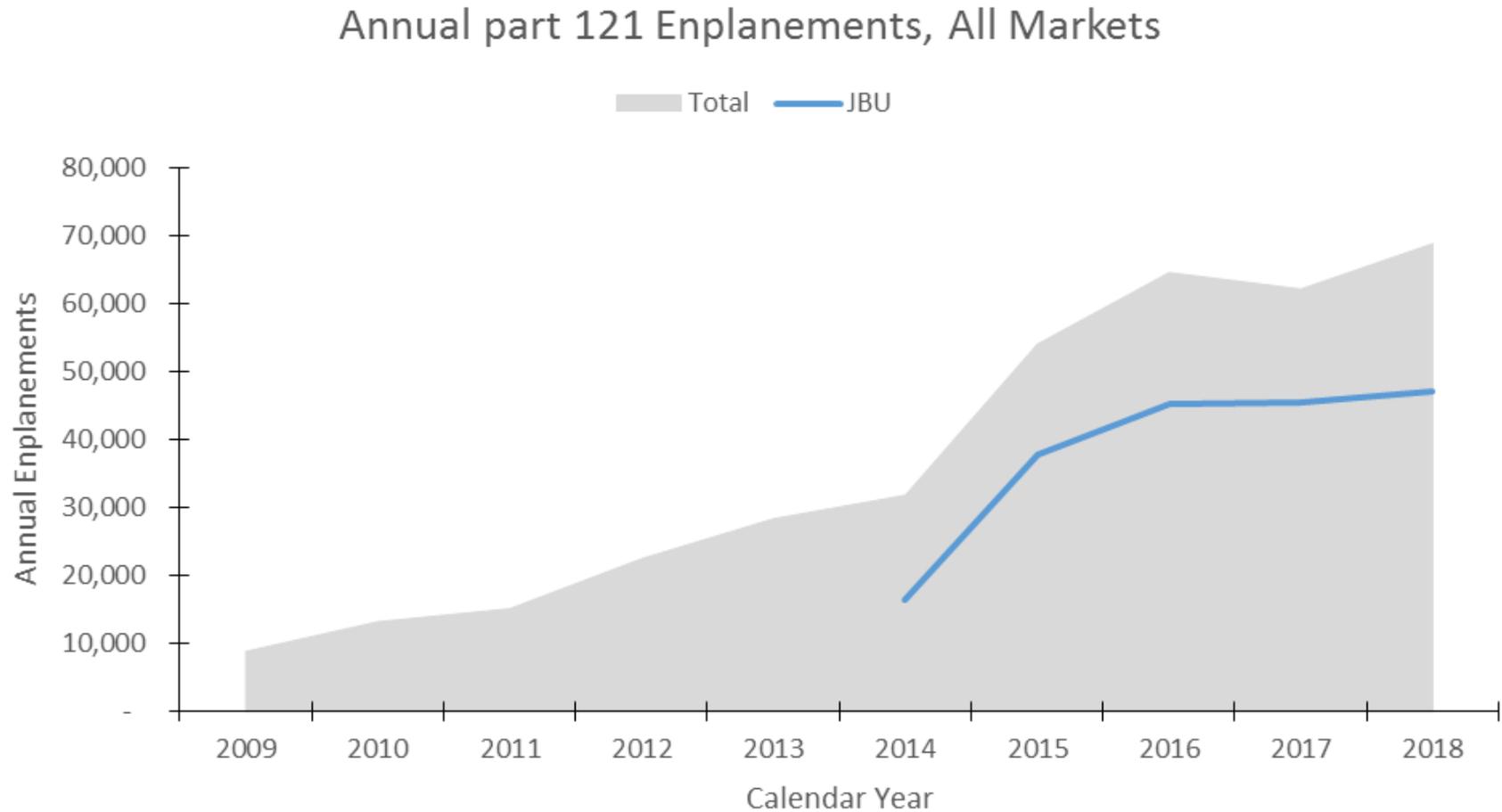
Airborne Travel Facilities (needs updating)

Decline in the Nantucket / Hyannis Air Taxi Market



Airborne Travel Facilities (needs updating)

Increase in Seasonal Large Air Carriers



Airborne Travel Facilities (needs updating)

Airport 5-Year Capital Improvement Plan

- 1. Design of Taxiway E Reconstruction and Taxiway A Relocation**
- 2. Decommission of Runway 12/30**
- 3. Replacement of Runway 6/24 Centerline and Touchdown Zone Lights**
- 4. Permitting for Master Plan Update**
- 5. Reconstruct Taxiway And Relocate Taxiway A**
- 6. Runway 33 Taxiway Connector**
- 7. Reconstruct North Commercial Apron Phase III and IV**
- 8. Design and Construct South Apron Extension Phase 1 & 2**
- 9. Runway 24 High Speed Exit**
- 10. Reconstruct South Tie-Down Apron**
- 11. Design and Construct South Apron Extension Phase 3 & 4**

Waterborne Travel Facilities (needs updating)



Steamship Wharf
(Steamship Authority)

Straight Wharf
(Hy-Line Cruises
and Freedom Cruises)

Waterborne Travel Facilities (needs updating)

Sidewalk Improvements

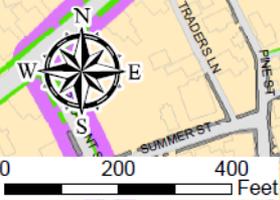
Sidewalk Improvements

-  Future Sidewalk Improvements
-  Completed Sidewalk Improvements
-  Select Board Goal 2 Corridor

Transportation Plan Objective for Priority Areas:
3.2.2.1. Expand and maintain an island wide system of shared-use paths, recreational trails, and sidewalks by seeking funding 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
+ Hospital
+ Schools
+ Mid-island commercial areas.

Circulation Improvements

Circulation: Pick up/Drop off, Taxi, Tour Van, NTCs, Long Term Parking



Recommendations, Prioritization, and Capital Planning (needs updating)

RTP 2015 - Transportation Improvements

- Proposed Multiuse Path
- Proposed Bike Lanes
- RTP 2015 - Roadway Improvements
- Existing Paved Paths
- Conservation Foundation
- Town/Land Bank
- Town Overlay District



0 0.5 1 Miles

Recommendations, Prioritization, and Capital Planning (needs updating)

Federal Aid Eligible Project	Cost Estimate	2020-2024	2025-2029	2030-2034	2035-2039	2040
Surfside Rd at Bartlett Rd	\$3,500,000					
In-Town Bike Path, Orange St	\$2,090,000					
In-Town Bike Path, Washington St	TBD					
Four Corners	\$3,000,000					
Milestone Rotary	\$3,000,000					
Milestone Rd at Polpis Rd	\$3,000,000					
Tom Nevers Rd Path	\$2,210,852					
Somerset Lane Path	TBD					
Bartlett Farm Road Path	TBD					
Pavement Management (balance of unspent funds)		TBD	TBD	TBD	TBD	TBD
Total Programmed		\$2,022,065	\$2,283,000	\$2,886,000	\$2,700,000	\$3,000,000
Anticipated Federal Funding		\$2,729,914	\$3,129,875	\$3,843,081	4,259,482	905,984



Vision and Goals

(See Attached)

Next Steps:

November 2018 to February 2019	<ul style="list-style-type: none">- Continue updating Community Profile- Review vision, goals, and objectives with individual transportation stakeholders
February 21, 2019 to April 25, 2019	Develop initial draft plan with updated project descriptions and draft recommendations based on objective criteria.
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