

# NANTUCKET

## LONG RANGE TRANSPORTATION PLAN 2020



**FFY 2020 – 2040**

**APPROVED BY NP&EDC ON JUNE 17, 2019**

Nantucket Planning and Economic Development Commission  
2 Fairgrounds Road, Nantucket, Massachusetts 02554  
(508) 325-7587

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**NANTUCKET METROPOLITAN PLANNING ORGANIZATION**

**ENDORSEMENT OF THE**

**2020 – 2040 LONG RANGE TRANSPORTATION PLAN  
AND  
AIR QUALITY CONFORMITY DETERMINATION**

In accordance with 23 CFR Part 450 Section 322 (Metropolitan transportation planning process: Transportation Plan) of the October 28, 1993 Final Rules for Statewide and Metropolitan Planning, the Committee of Signatories representing the Metropolitan Planning Organization (MPO) for the Nantucket Region hereby endorses the 2016 – 2040 Long Range Transportation Plan (LRTP).

Also, in accordance with Section 176 (C)(4) of the Clean Air Act as amended in 1990 [42 U.S.C. 7251(a)], the MPO for the Nantucket Region has completed its review and hereby certifies that the implementation of the Nantucket MPO Long Range Transportation Plan satisfies the conformity criteria specified in both 40 CFR Parts 51 and 93 (August 15, 1997) and 310 CMR 60.03 (December 30, 1994); furthermore this plan includes all regional significant projects contained in the previously endorsed FFY 2015-2018 Nantucket Transportation Improvement Program (TIP). The projects in the TIP are of the same design and concept that were analyzed in the Long-Range Transportation Plan. Therefore, no new air quality analysis is required for the TIP. Both the Nantucket Long Range Transportation Plan and the Nantucket MPO 2020 – 2024 Transportation Improvement Program are consistent with the air quality goals of, and in conformity with the Massachusetts State Implementation Plan.

Signatory Certification:

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Stephanie Pollack, Secretary of Transportation  
Massachusetts Department of Transportation

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Date

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Jonathan Gulliver, Administrator Highway Division -  
Massachusetts Department of Transportation

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Date

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Nathaniel Lowell, Chairman  
Nantucket Planning and Economic Development Commission

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Date

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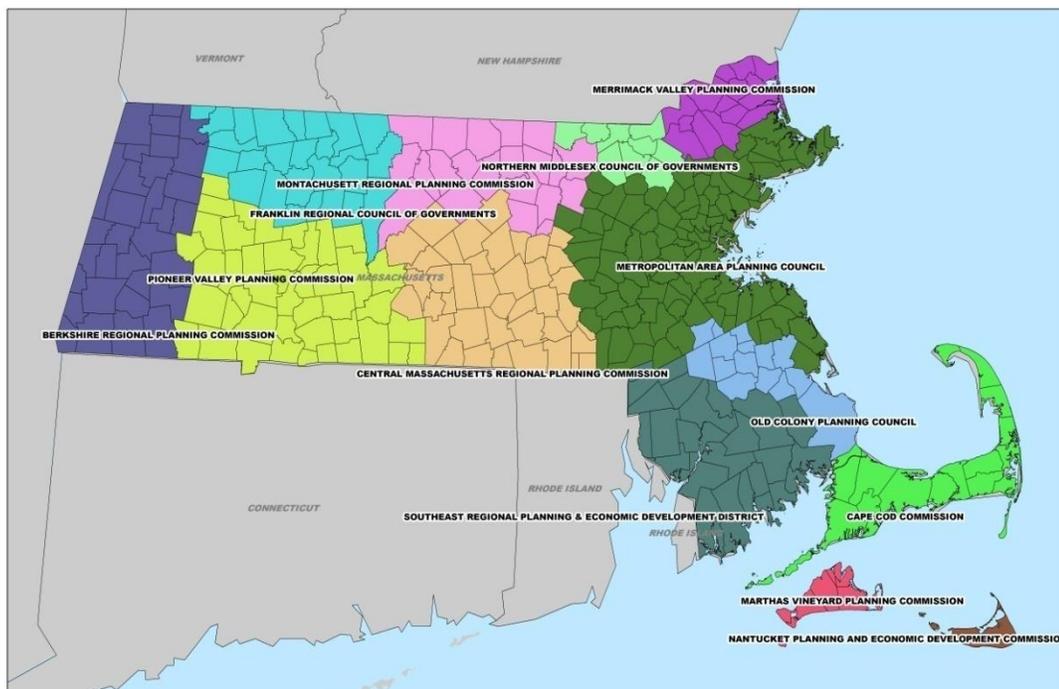
## 1. PLAN SUMMARY

The 2020 Nantucket Long-Range Transportation Plan is a strategy that targets federal, state, and local funding resources to use towards transportation investments that **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**. The process for developing this strategy included outreach to the island’s transportation stakeholders, including committees that advocate for the needs of the elderly, disabled, low income, and limited English proficiency populations. As a seasonal tourism-based economy dependent on the preservation of historic and environmental assets, investments in transportation are targeted at projects with the greatest ability to improve livability and accessibility of all users while minimizing or avoiding impacts to the island’s resources.

The recommended projects are in various stages of readiness and refinement, but have been evaluated and scored to understand, at least at a conceptual level, conformity to the community’s goals and objectives. Projects that address safety and the needs of all transportation system users while minimizing impacts to the island and community are scored highly and are prioritized in the Action Plan ([Section 15](#)).

The priority projects include bicycle and pedestrian improvements in and around the downtown core area (i.e., the continual implementation of the In-Town Bike Path), intersection improvements along the high traffic corridors of mid-island (i.e., Four Corners and Milestone Rotary), expanding public transportation service (primarily for the Mid-Island, Miacomet, and Old South Road routes), and continued improvement of transportation conditions and livability within the more densely developed areas of the Town Overlay District – downtown, mid-island, and Old South Road.

Since there are budget limitations through the federally funded Transportation Improvement Program (TIP), it may be necessary to secure funding through other public and/or private sources if improvements are to be realized in the short term. Funding from local sources will continue to be required for design and permitting of TIP eligible projects, as well as expanding public transportation service and implementing the scope of accessibility improvements.



**Map 1. Map of Regional Planning Agencies**

## **2. INTRODUCTION**

### **2.1. COMMUNITY PROFILE**

Nantucket is located 25 miles off the south shore of Cape Cod in Nantucket Sound. The main island of Nantucket is approximately 45.9 square miles and is 14 miles long, varying in width from 3 to 6 miles. Two other barrier islands, Tuckernuck and Muskeget, lie to the west of Nantucket. The island is served by ferry from Hyannis, Massachusetts and direct air service from Boston, and in the summer season from Providence, New York City and Washington, DC.

One of the unique attributes of Nantucket is that the island is both a Town and a County and is one of Massachusetts' thirteen regional planning agencies (RPA), with the local agency known as the Nantucket Planning and Economic Development Commission (NP&EDC).

The island is also unique geographically with natural and historic characteristics consisting of barrier beaches and fragile inland and coastal wetlands. There is also a diverse mix of wildlife and rare plant habitats, which have been protected to a large extent through land purchases by public and private conservation agencies.

In 1966, the entire island was designated a National Historic Landmark by the Secretary of the Interior. The Massachusetts legislature also designated the County of Nantucket as a Historic District in 1970 and authorized a Historic District Commission to oversee it. The historic features of the island include a large collection of eighteenth and early nineteenth century homes that, according to an informal survey, include over 400 dwellings remaining that were erected between 1750 and 1850.

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Much of Nantucket's economy is derived from tourists and other visitors, retirees, and second-home owners. Therefore, the community depends greatly upon the survival of these natural and historic resources, as well as the marine resources, to maintain the island as a premier destination.

Transportation plays a critical role in this effort. It is important that the island maintain the natural and historic qualities while providing a safe and efficient means for visitors and residents to travel to and around the island. Traffic and congestion continue to threaten Nantucket's aesthetics and character, as do contemporary solutions to traffic problems.

## **2.2. NP&EDC**

The Nantucket Planning and Economic Development Commission (NP&EDC) is a Regional Planning Agency charged with planning for the “orderly and coordinated development and protection of the physical, social and economic resources for the island of Nantucket” (Mass. General Law, Chapter 561 of the Acts of 1973, “An Act Establishing the Nantucket Planning & Economic Development Commission”).

This agency serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies (see Map 1). Ten of these agencies are federally designated Metropolitan Planning Organizations (MPO). Federal regulations require that an MPO be formed in urbanized areas with a population of 50,000 or more. While the NP&EDC (as well as the Martha's Vineyard and Franklin regions) do not meet these criteria, the Massachusetts Department of Transportation (MassDOT) distributes funding for rural transportation planning in these regions.

To approve the acceptance of federal and state funding, the Nantucket region consists of a decision-making body, or Committee of Signatories, consisting of MassDOT, the Highway Division of MassDOT, and the NP&EDC. As part of its role in accepting this funding, the NP&EDC follows federal transportation planning regulations, including the preparation of require documentation and conducting public outreach as part of the transportation planning activities.

## **2.3. 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, which the President signed into law on December 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains a focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. FAST also continues the use of performance targets as benchmarks for various performance measures. The targets and measures are determined by the NP&EDC with consultation from MassDOT and FHWA.

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

1. Support the economic vitality of the United States, the States, nonmetropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

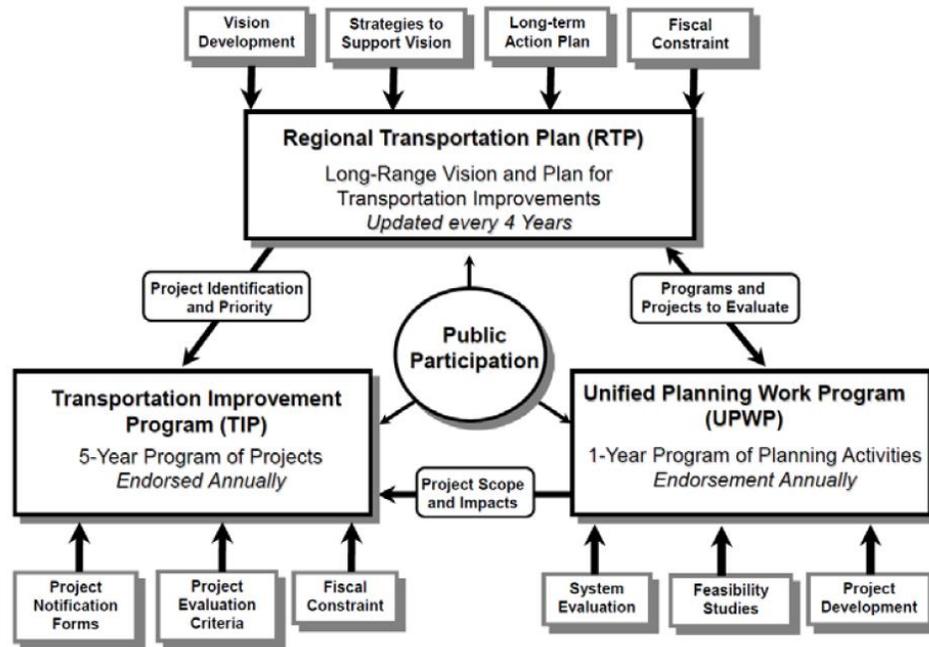
FAST Act also calls for the establishments of performance targets that address performance measures. These targets are to be developed by the States in cooperation with the MPOs and are included in the Roadway and Public Transportation sections of this plan.

#### **2.4. LONG RANGE TRANSPORTATION PLAN**

To access federal funding for transportation improvements, FAST ACT requires that each Regional Planning Agency have an approved Long-Range Transportation Plan (LRTP) with a fiscally constrained listing of eligible projects. Projects and programs must first be listed in the LRTP prior to receipt of federal transportation funding. Once included in the LRTP, these projects and programs can be further studied or designed as part of the annual Unified Planning Work Program (UPWP) or included in the Transportation Improvement Program (TIP), which is a four-year listing of transportation projects using federal funds. As shown in the diagram below, all three of these planning documents have a specific planning function and are developed within an organized public participation process.

This LRTP provides a demographic framework (see Section 2) and the NP&EDC's goals and objectives for transportation facilities (see Section 3.2), as well as a financially constrained action plan of recommended programs and projects through the year 2040 (see Section 14). In addition to considering the Commonwealth's Transportation Plan, described in section 1.4, the NP&EDC also developed the LRTP in compliance with FAST Act.

## Relationship Between NP&EDC Transportation Planning Documents



A description of how this LRTP considers the FAST Act’s planning factors for projects and programs is provided below:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
  - *Section 2.8 provides an overview of plans and studies completed by the NP&EDC to address a variety of issues including how transportation can help improve economic development.*
  - *Section 7.3 of the plan discusses the Wilkes Square Redevelopment Study and proposed Harbor Place Development, which is critical to the revitalization of the downtown area. A principle recommendation is the construction of a parking structure, which would address the lack of parking in the area and facilitate additional patronage of businesses.*
2. Increase the accessibility and mobility of people and for freight.
  - *Increasing accessibility and mobility for people is a continuing theme of this plan and is directly addressed in the goals and objectives in section 3.1. Freight accessibility and mobility are primarily addressed in sections 4.5, 8.1.3, and 9.1.4. Specific goals concerning freight movement can be found in section 3.3.7.*
3. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
  - *Environmental, historical, and tribal resources are discussed in section 2.4, and specific goals and objectives to protect and enhance these resources are found in section 3.3.9.*
4. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- 
- *Intermodal enhancement is fundamental to this plan's goals and recommended improvements, and intermodal elements can be found throughout, specifically in sections 3.3.3, 4.4, 5.2, 8.1.3, and 9.4.*
  5. Promote efficient system management and operation.
    - *Discussions of system management and operational efficiencies are found primarily in the NRTA, Airport, and Steamship Authority sections, specifically in the areas of intelligent transportation systems, or ITS (section 5.1.8), and in the safety (section 10), and security (section 11) sections of this plan.*
  6. Emphasize the preservation of the existing transportation system.
    - *Although preservation of the island's infrastructure is discussed in section 2.4.1, specific goals to accomplish this are found primarily in section 3.3.9.*
  7. Increase the safety of the transportation system for motorized and non-motorized users.
    - *Section 10 of this plan focuses on a discussion of safety improvement efforts for various transportation facilities.*
  8. Increase the security of the transportation system for motorized and non-motorized users.
    - *Section 11 of this plan provides a discussion of security improvement efforts for various transportation facilities.*
  9. Improve resiliency and reliability of the transportation system to reduce or mitigate stormwater impacts of surface transportation
    - *Section 3.3.6 includes a goal and objectives for incorporating resiliency and reliability into the transportation planning process by scoring and evaluating projects based on these attributes.*
  10. Enhance travel and tourism
    - *As noted in the Introduction and in the Vision statement the role of the island is to provide an historic and rural environment to contribute to island's tourism economy.*

## 2.5. PUBLIC PARTICIPATION PROCESS

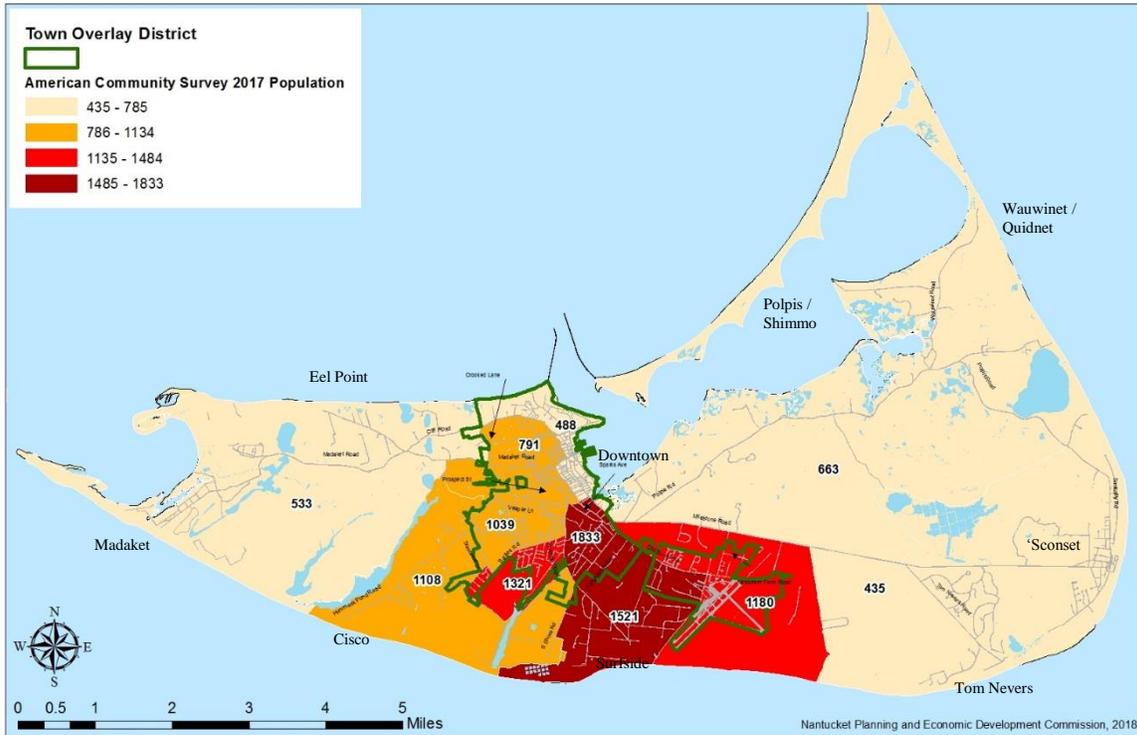
Beginning in November 2018, the NP&EDC conducted a public participation process involving coordination with the Transportation Stakeholders identified in the NP&EDC's Public Participation Plan (PPP), and includes agencies and committees representing State and Federal governments, the ferry services, the airport services, land use management, public transportation, aging and disabled populations, tribal governments, environmental / natural resources, and historic resources. Additionally, the NP&EDC contributed to this plan, as it is charged in its legislation with recommending plans for the economic, social and physical development of Nantucket related to transportation, land use, and population growth, as well as being composed of representatives of the Housing Authority, Conservation Commission, Department of Public Works, County government, and Planning Board (land management).

The NP&EDC conducted a public survey to collect input on prioritization of transportation investments from March 3, 2019 to April 19, 2019. Results of this survey are incorporated into the project evaluations included in the Action Plan in Section 14.

Additionally, the NP&EDC advertised public meetings to collect public input and discuss the development of this plan at the following meetings:

- 
- November 26, 2019 – vision, goals, objectives, and community demographics
  - December 17, 2019 – vision, goals, objectives, and community demographics
  - January 28, 2019 – vision and goals
  - February 21, 2019 – review recommendations and prioritization
  - March 18, 2019 – review recommendations and prioritization
  - April 25, 2019 – review prioritization of projects and survey results
  - May 20, 2019 – review of draft plan
  - June 17, 2019 – approval of plan

On May 20, 2019 the NP&EDC voted to initiate and advertise a public review period of the draft LRTP by notifying Transportation Stakeholders and Town Notification subscribers via email. The public review period was scheduled from May 20, 2019 to June 17, 2019, with copies of the draft plan available online and at the Atheneum (library), Town Building, and Planning Office. A public hearing to solicit comments and questions during this review period was held on June 17, 2019. Comment letters resulting from this outreach effort are attached to this plan in Appendix 1. **The NP&EDC approved this LRTP following a review of comments received on June 17, 2019.**



Map 2. 2016 Year-Round Population by Census Block Group (American Community Survey)

### 3. REGIONAL DEMOGRAPHICS

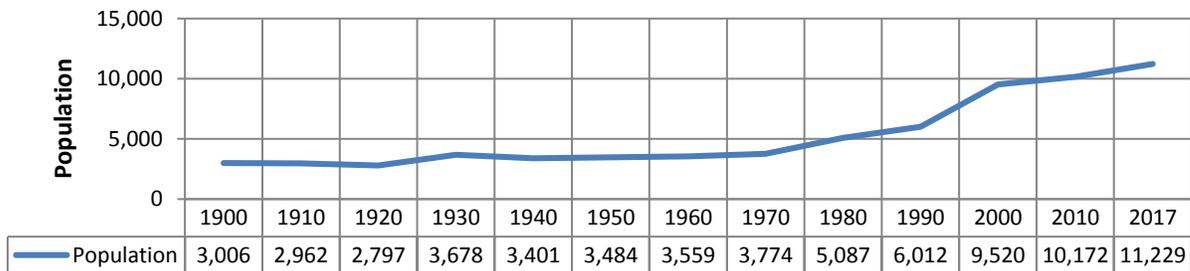
#### 3.1. POPULATION CHARACTERISTICS

Nantucket’s appeal as a year-round residence is evident in the island’s increasing population figures. And although dwellings are located throughout the island, much of the year-round population is concentrated in the central portion of the island, or “mid-island”.

##### 3.1.1. Year-Round Residents

As shown in Table 1 below, the island’s year-round population increased dramatically over the past few decades. According to the US Decennial Census figures, the population was 5,087 in 1980, and by 2010 this figure doubled to 10,172. The estimated 2017 population is also shown.

Table 1. Population by Year (US Census/ACS)



The annual population estimates since the 2010 Census show that the population from 2010 to 2017 increased about 1.4% annually with the biggest increase in 2014.

**Table 2. Annual Population Estimate 2010-2017 (Census)**

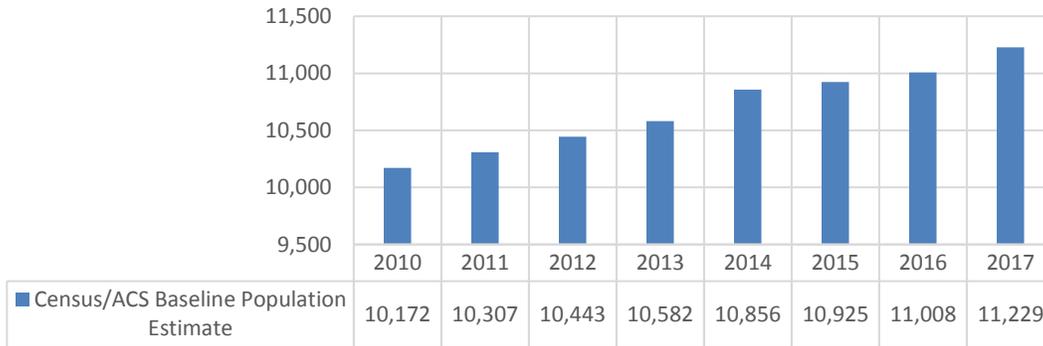
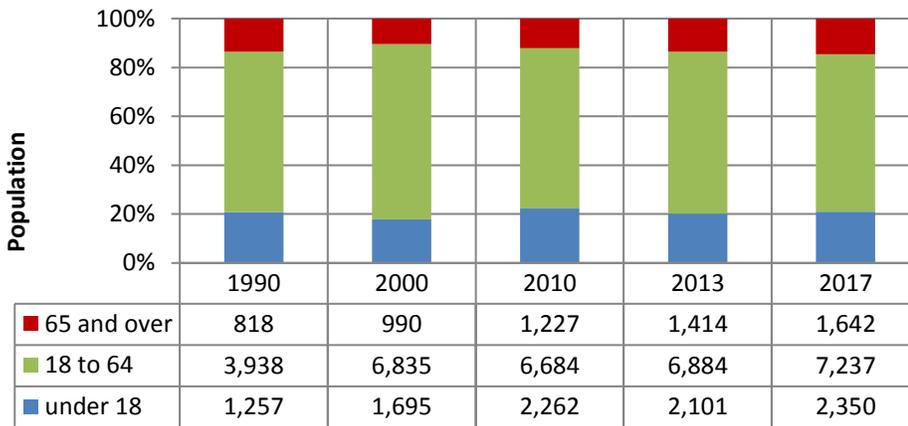


Table 3 shows the age distribution of the population. About 15% of the population is 65 or over, and about 30% of the islands households have someone that is 65 or over. This is an increase from the 2000 and 2010 Census and represents an aging population. This condition is typical throughout Massachusetts, particularly on Cape Cod.

**Table 3. Age Distribution (US Census/ACS)**



**Table 4. Population by Gender (US Census/ACS)**

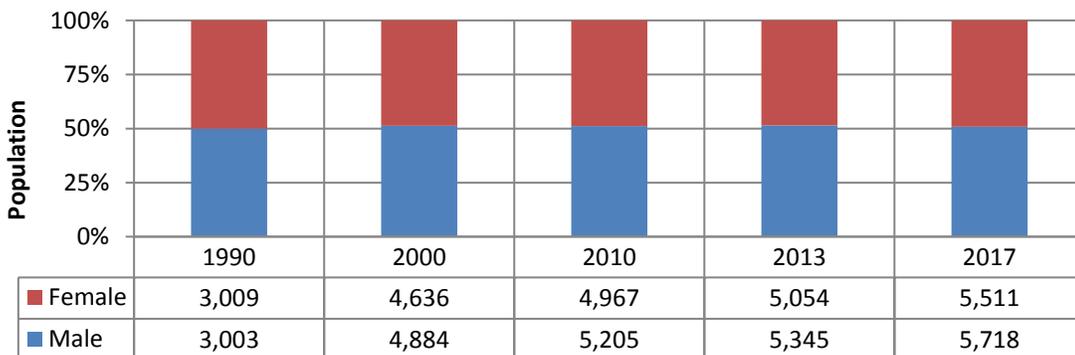


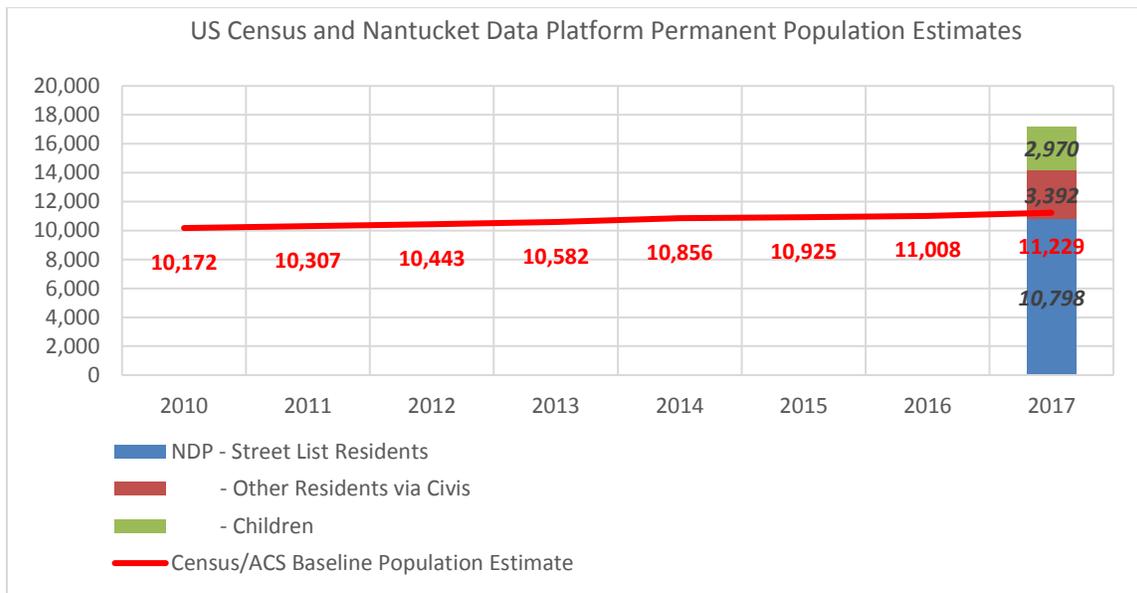
Table 3 breaks down the population by gender. This table shows that the ratio of males to females has been relatively unchanged since 2000.

### 3.1.2. Effective Population

In 2018, a collaboration of local residents, data scientists, and demographers formed the Nantucket Data Platform (NDP) to better understand the local population’s ebbs and flows throughout the year. The effort utilized a wide range of sources and innovative techniques to answer two pressing questions: what is the island’s population, and who are these folks? The product of this effort is a report called *Making It Count – A Data-Driven Look at Nantucket’s Dynamic Population*. The following subsections utilize excerpts from this report to describe the seasonal population fluctuations of five key groups: year-round, seasonal residents, visitors, seasonal workers, and commuters.

#### 3.1.2.1. Effective Permanent Population

NDP’s effective permanent population was calculated by taking the Town of Nantucket’s Street List (the Town Clerk’s annual census), reconciling this data with information from Civis Analytics (a private third-party data provider), and estimating the number of children under 18 (assuming 2.1 children per adult). The NDP’s effective permanent population for 2017 was estimated to be 17, 200 (rounded from 17,160) compared to the 2017 Census year-round population estimate of 11,229.



**Figure 1. Census Year-Round Population Compared to Nantucket Data Platform's Permanent Population (Census and NDP)**

Figure 1 above shows the recent Census annual population trend in comparison to the three NDP permanent population categories. The additional 5,901 individuals counted in the NDP estimate could likely include a combination of longer term seasonal residents primarily residing in another community, migrant workers living on island for an extended period, guest workers living on island who reside in another country, or slightly over estimating the number of children

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(2,970 in 2017 versus the 2,220 under 18 estimated by the Census). Although the Census provides a baseline population of permanent year-round residents that were truly counted by Census workers, the NDP estimate expands on this baseline to account for individuals living and working on island for an extended period, effectively residing in Nantucket, but who may actually be counted as a permanent resident of another community. NDP is assisting the Town in reconciling this discrepancy for the 2020 Census by providing information that may not have been utilized for the 2010 Census effort

### 3.1.2.2. Effective Seasonal Population

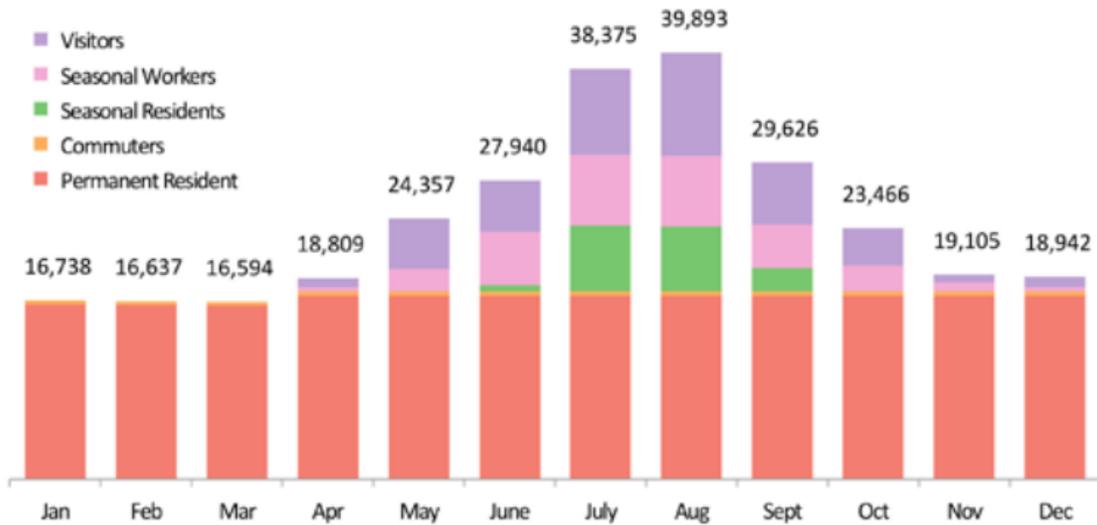


**Photo 1. Aerial of Boston Pops Event on August 12, 2017 (peak seasonal population in 2017)**

NDP benefited the community with their *Making It Count* report by providing a better understanding of the ebb and flow of individuals on island. Although Census information provides the accepted baseline for the permanent population, the number of individuals on-island during the peak, or even the off-peak periods, was never clearly understood. As a tourist and second-home oriented economy, this understanding is valuable to a variety of local commercial and service industries, but also valuable for decision makers investing in transportation infrastructure and programs.

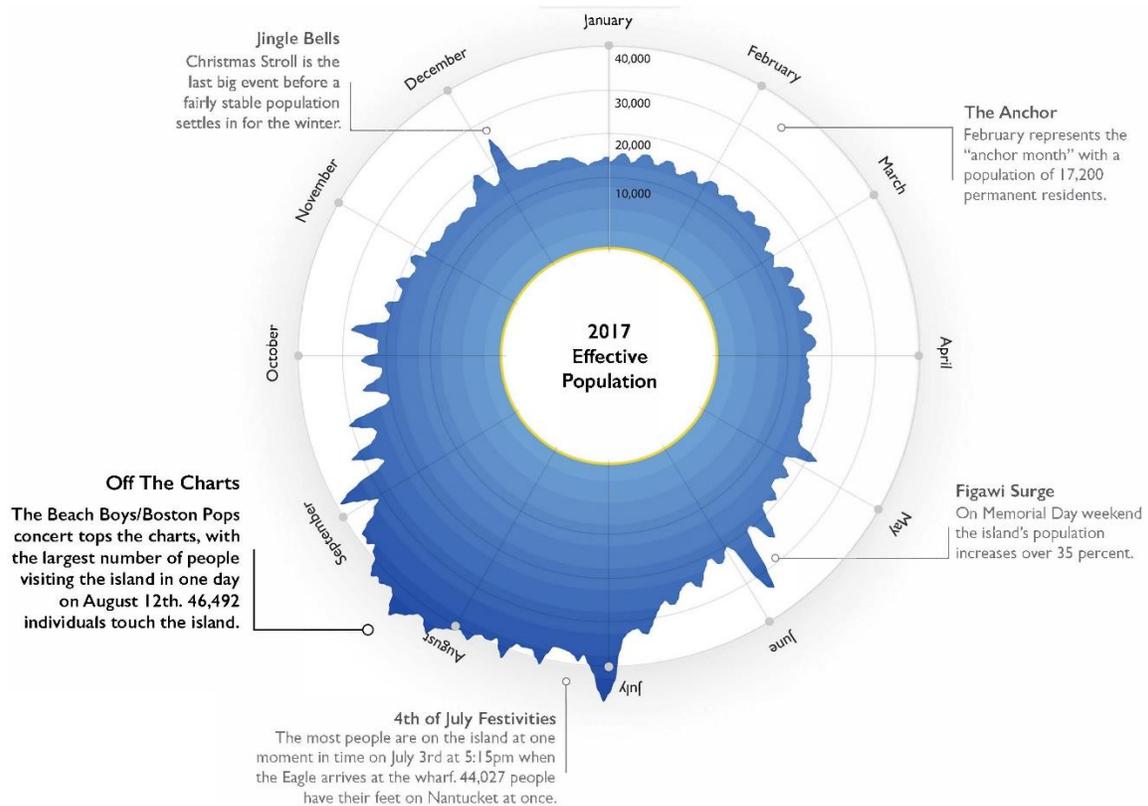
Building on their estimate of effective permanent population, NDP endeavored to better understand the other population segments that contribute to an effective peak population (number of individuals on island during the summer season). This endeavor resulted in estimates of individuals on island by month, day, and even by minute. As shown in the figures below, this included the effective permanent population, seasonal residents, seasonal workers, commuting workers, and visitors.

## Average Daily Peak Weekday Population by Month for 2017



**Figure 2. 2017 Average Daily Peak Weekday Population (NDP)**

Figure 2 above shows the average number of individuals that are on island during the weekday. The fluctuation in the population can be seen to be attributed to the number of seasonal visitors, workers, and residents who, during the peak months, outnumber permanent residents two to one.



**Figure 3. 2017 Effective Monthly Population (NDP)**

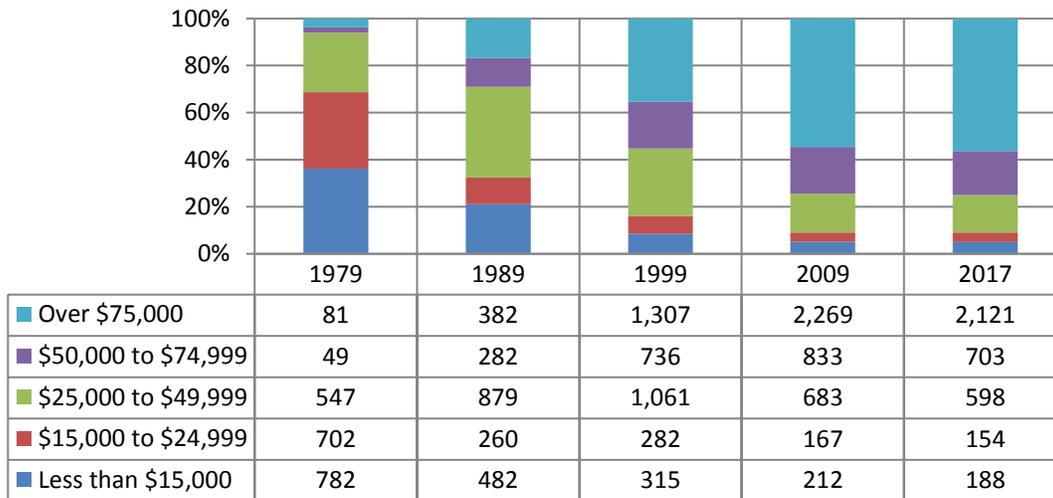
Although the highest average daily population in 2017 was during the month of August (39,893), Figure 3 shows that the most number of individuals on island in 2017 was on August 12<sup>th</sup> during the annual Boston Pops on Nantucket event when 46,492 individuals were estimated to be on island – more than 4 times the number of permanent year-round residents and would be equivalent in population to the top 27 of 350 cities and towns in Massachusetts (Nantucket is 172<sup>th</sup> of 350 cities and town in population).

### 3.2. INCOME AND EMPLOYMENT

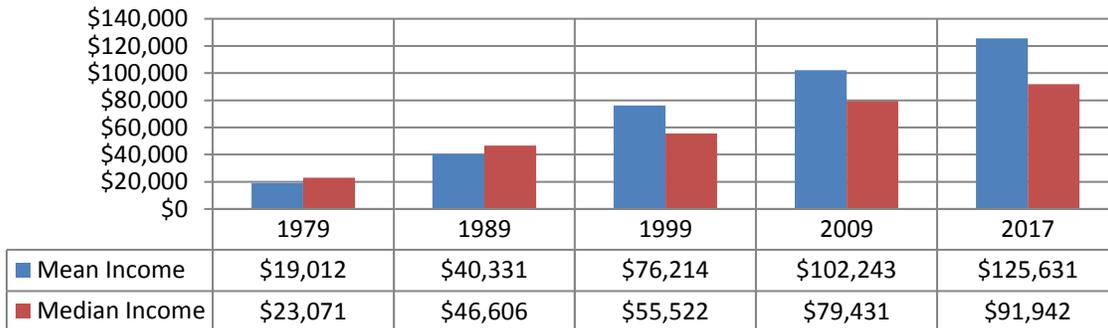
The following analysis illustrates the income levels of year-round residents, as well as the employment trends on a seasonal and industry basis, by utilizing U.S. Census data and data from the Update of the Nantucket Economic Base Study Report.

#### 3.2.1. Household Income

**Table 5. Household Income Levels (US Census)**



**Table 6. Mean / Median Household Income (US Census)**



Tables 5 and 6 show the income levels, including the mean and median incomes for residents of Nantucket. Most residents now earn over \$75,000 with the mean income surpassing the median income level in 1999, meaning the income gap is increasing and those with higher incomes are earning increasingly more than the average year-round employee.

### 3.2.2. Employment

**Table 7. Monthly Unemployment Rate, 2017 (Bureau of Labor Statistics)**

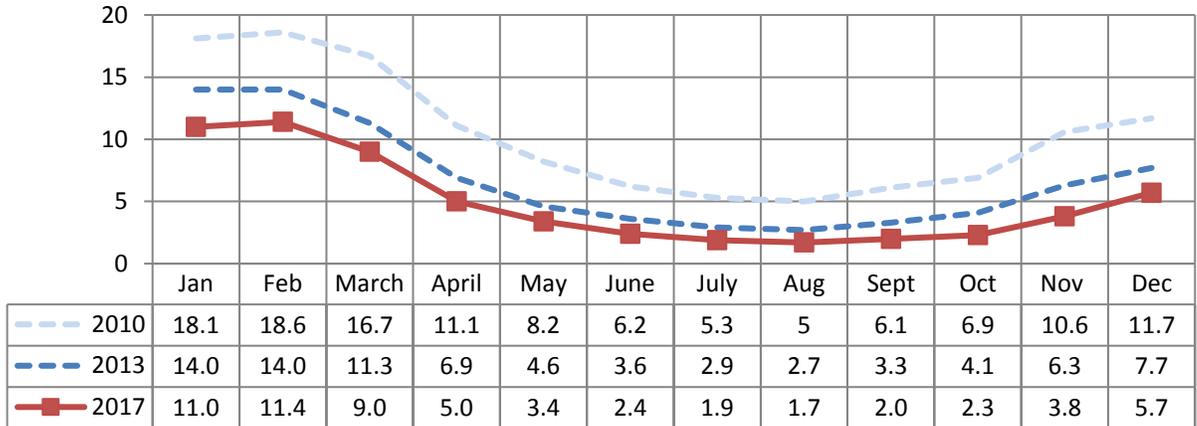


Table 7 shows that the monthly unemployment rate in 2017 was lowest in July at 1.9% and reached the high in February at about 11.4%. It also shows the rate dropped uniformly each month in 2017 compared to 2013 and 2010. The monthly variations are typical of the island’s seasonal summer tourist economy. The seasonal fluctuation of employment suggests that most of these jobs are either (a) held by workers who do not live on Nantucket year-round or (b) held by Nantucket residents who enter and leave the labor force on a seasonal basis.

**Figure 4. Employment Profile, 2017 (Bureau of Labor Statistics)**

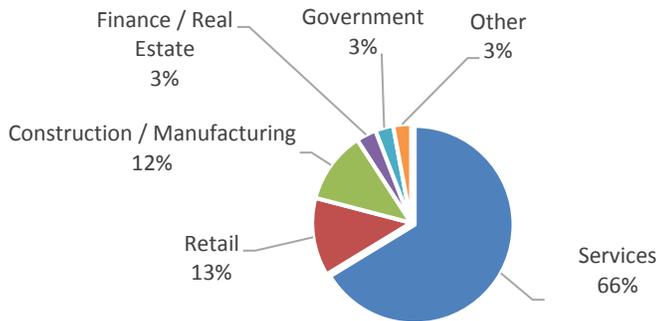


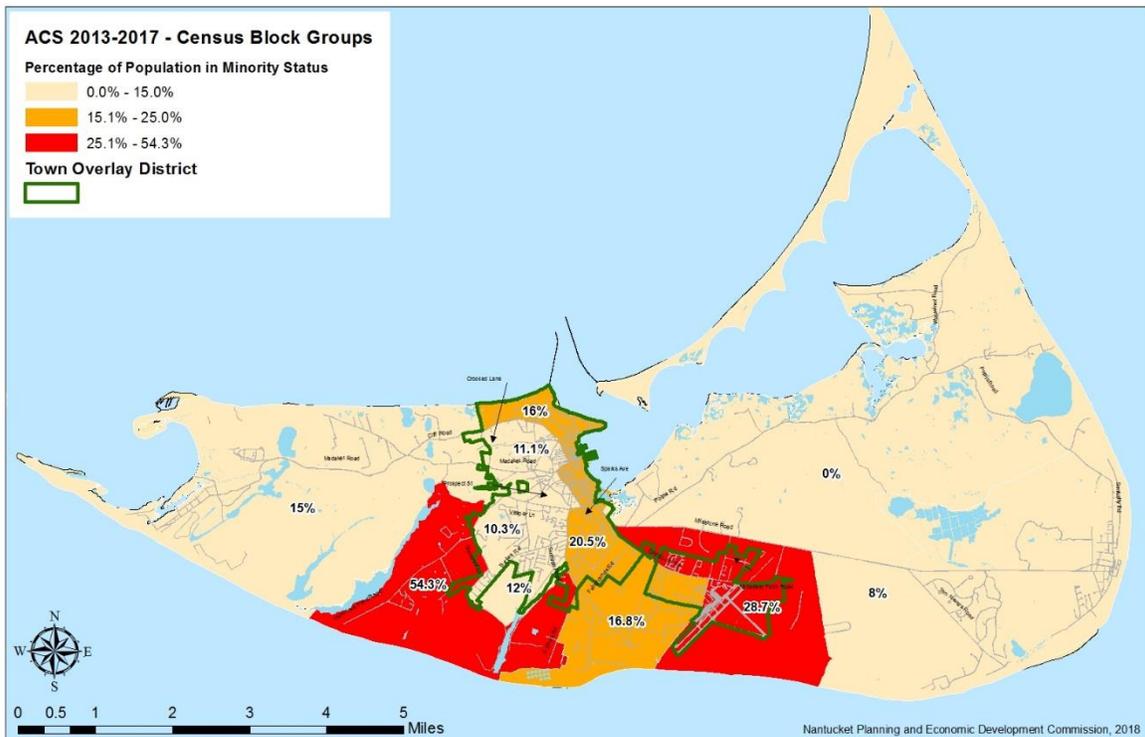
Figure 4 details the various employment sectors. As reflective of the seasonal tourist economy, most jobs are in the retail and service sectors. A large portion of the employment is also in construction and manufacturing, which is indicative of the growth the island experienced in the last 20 years.

### 3.2.3. Environmental Justice and Title VI

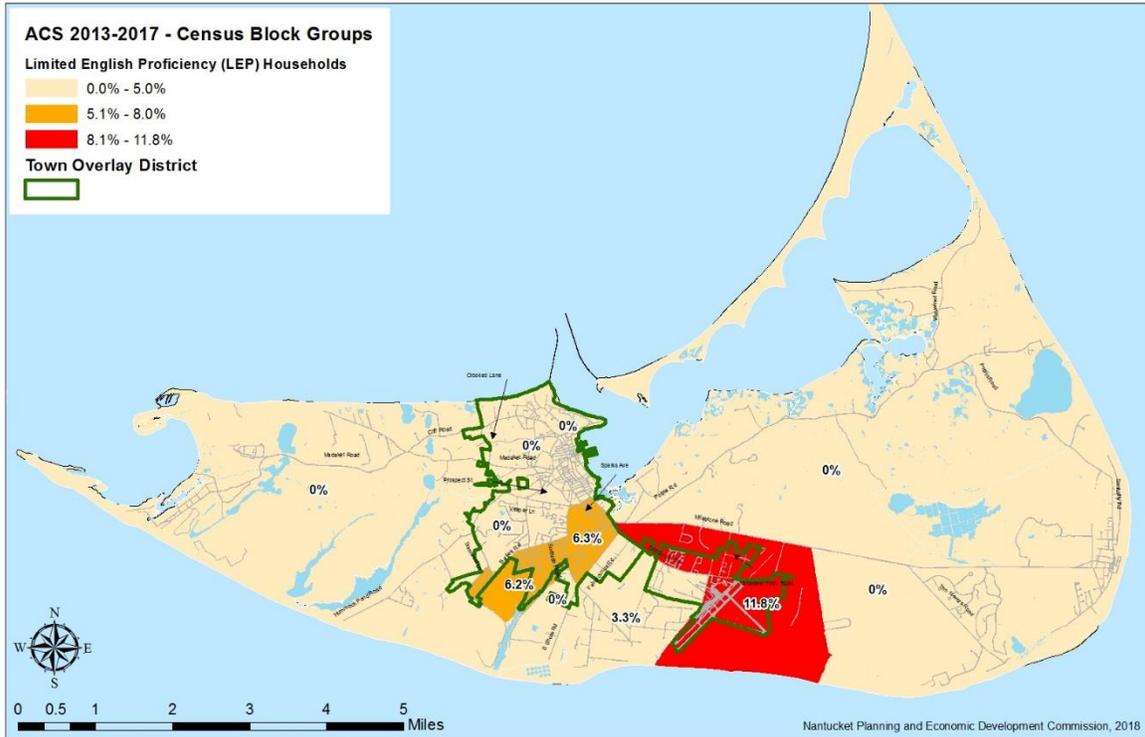
Federal law requires observance of Title VI of the 1964 Civil Rights Act and Executive Order 12898, which govern impacts of transportation programs and projects in “Environmental Justice (EJ) populations”, or neighborhoods with high minority, limited English proficiency, low-income, and foreign-born populations. The Title VI program for FHWA, FTA, and MassDOT also incorporates broader application of the program requirements to ensure protection and prohibit discrimination or disproportionate adverse impacts related to the transportation system based on gender, disability status, and age.

The maps below depict the EJ and Title VI populations on Nantucket that were identified with data from the American Community Survey (ACS) for 2012-2016. The areas with higher concentrations of lower income, minority, limited English proficiency, and/or disabled populations are primarily in the mid-island and Airport area neighborhoods. These areas are also within the Town Overlay District where not only density and future growth are focused, but also where transportation services and facilities, such as public transportation and multi-use paths, are available or future investments in this infrastructure are targeted.

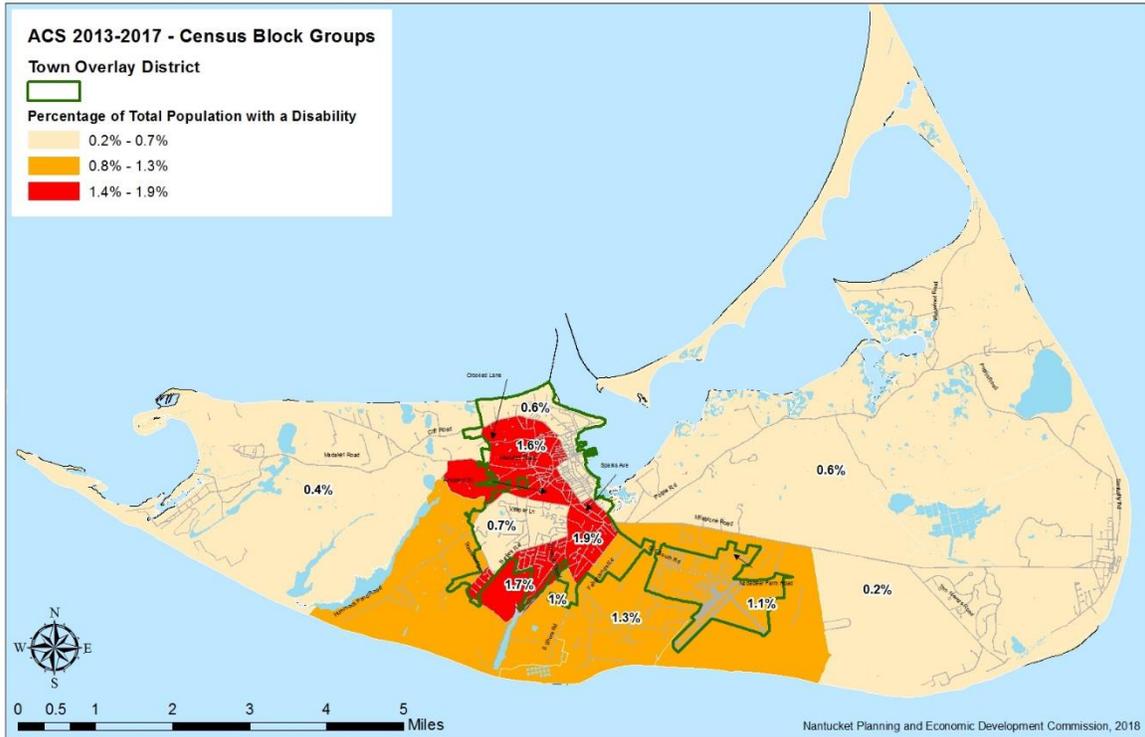
**Map 3. Percentage of Population Minority (ACS 2013-17)**



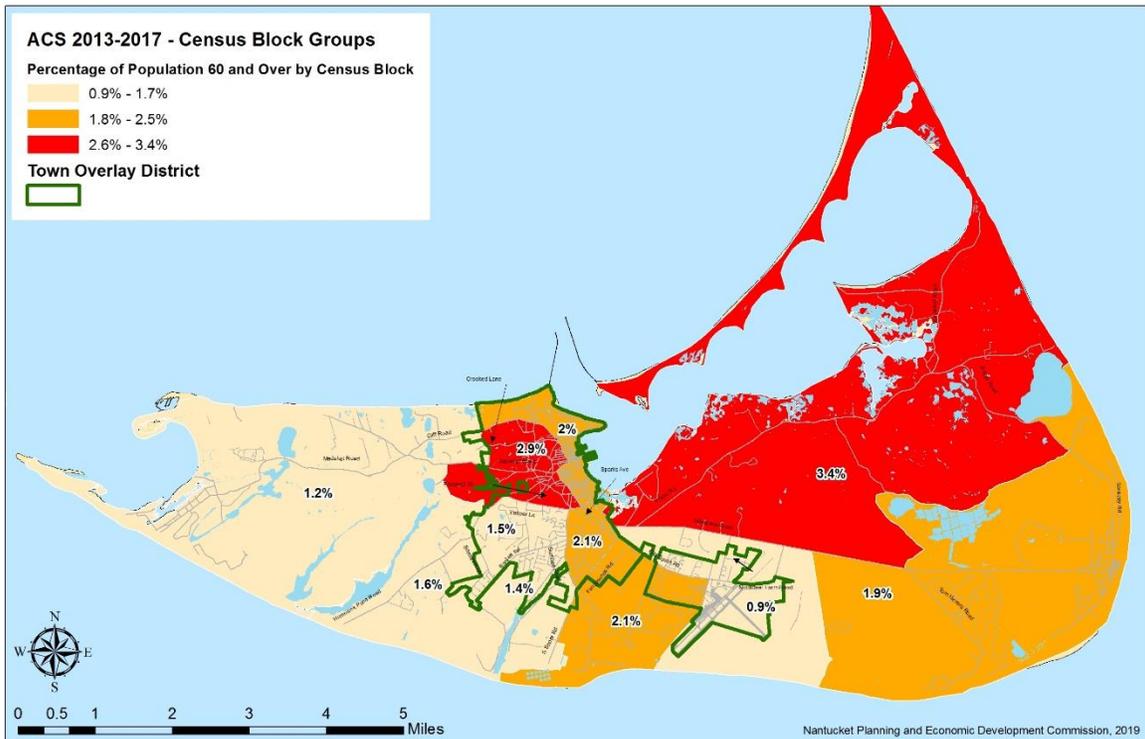
**Map 4. Percentage of Limited English Speaking Households (ACS 2013-17)**



**Map 6. Percentage of Population with a Disability (ACS 2013-17)**



**Map 7. Percent of Population 60 and Over by Census Block (ACS 2013-17)**



### 3.3. DEMOGRAPHIC FORECASTS

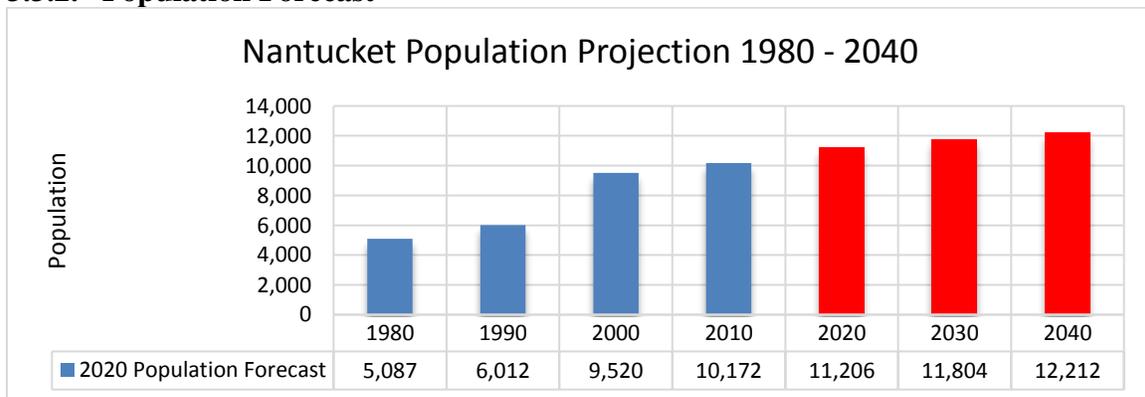
#### 3.3.1. Forecasting Methods

As part of developing the Long-Range Transportation Plans, all MPOs are required to develop demographic projections for the year 2040. These projections were developed in coordination with MassDOT’s Office of Transportation Planning (OTP). OTP considered overall statewide and national trends in forecasting initial regional totals for 2040 as follows: The 2040 population projection (Table 7) is an extrapolation of the annual numeric change between 2000 and 2025, an assumption that reflects the relatively constant rate of growth in most regions since 1980.

Two new pieces of information released since 2010 support a different extrapolation methodology to estimate 2040 regional employment levels. The new data are 2040 age group projections for Massachusetts by the Census Bureau and 2030 age group labor force participation rate projections for the nation by the Bureau of Labor Statistics. These data are used to construct a model for projecting growth in the labor supply, and hence employment. The model results show that employment growth is likely to be far lower between 2025 and 2030 than in previous periods. This is due to the large number of retiring baby-boomers compared with the fewer number of labor force entrants. Therefore, instead of applying the annual employment change between 2000 and 2025, the 2030 employment projection (Table 8) is an extrapolation of 50% of the annual change between 2000 and 2025. This percentage better reflects the projected slower growth in the labor supply, as well as continued in-migration from abroad (immigration) and continued out-of-state commuting in many regions.

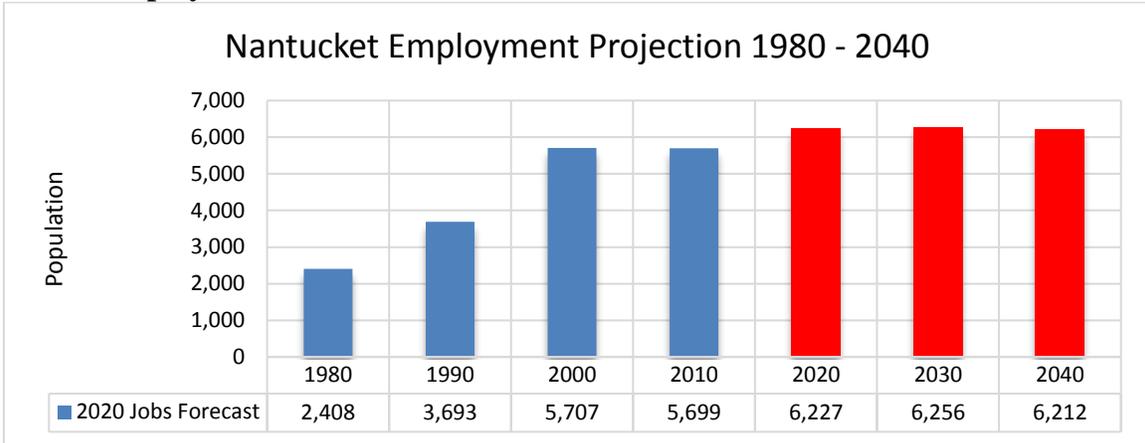
All regional totals were developed with the review and input of other MPO members. The regional planning agencies provided municipal estimates based on past and current trends, development and “build-out” information, local knowledge, and other factors.

#### 3.3.2. Population Forecast



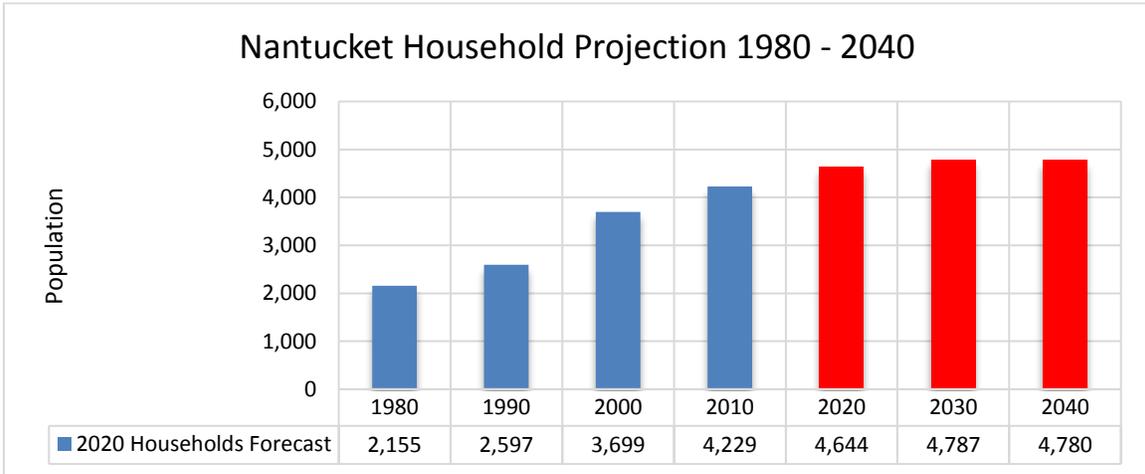
**Table 8. Year-Round Population Forecast**

### 3.3.3. Employment Forecast



**Table 9. Employment Forecast**

### 3.3.4. Household Forecast



**Table 10. Household Forecast**

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## 3.4. HISTORIC, ENVIRONMENTAL, TRIBAL RESOURCES

### 3.4.1. Historic Resources

The Nantucket community has done an excellent job of preserving historic structures, which has been enforced through the designation of the island as a Historic District. However, there continues to be a need to recognize the defining elements of Nantucket's cultural landscape, facades, gardens, and open spaces and how they relate to one another. That is Nantucket's historical heritage. Renovated historic buildings can be adapted to new uses in ways that are sensitive to their historic architecture, such as the Academy Hill School conversion to elderly housing. Preserving the historic pattern of neighborhoods, as well as improving the quality of existing neighborhoods that are out of character with the local building tradition, is also an important means to blend development demands with the historic heritage.

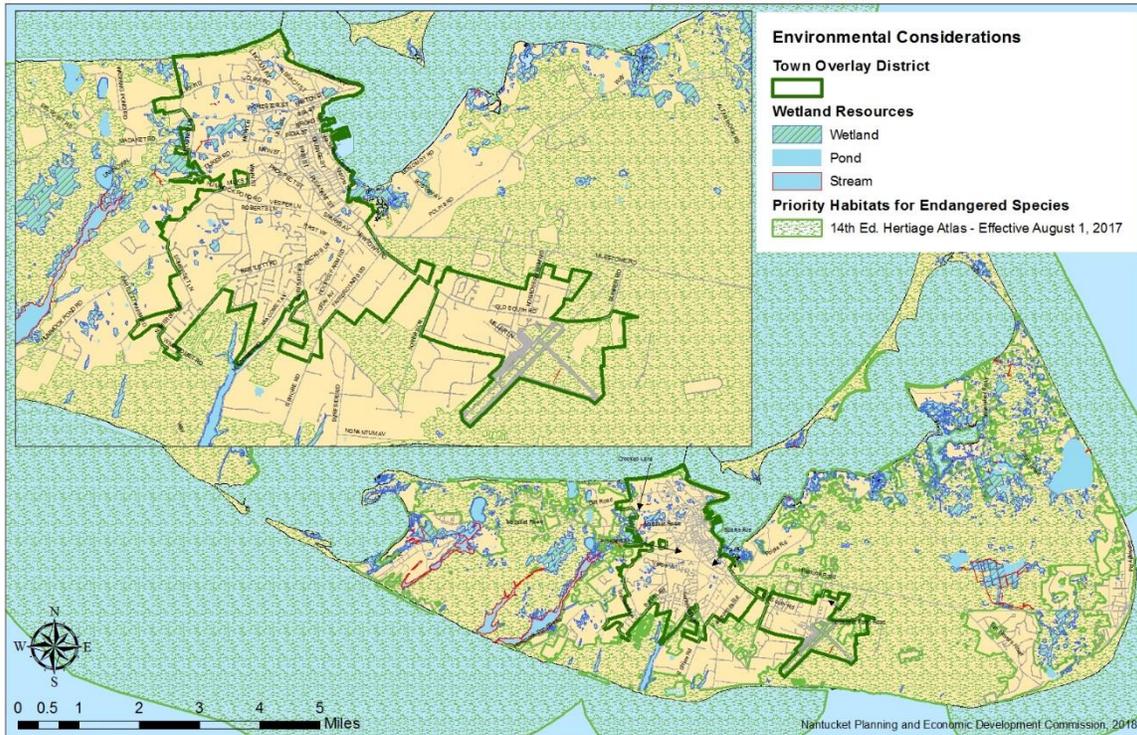
The transportation system can assist in blending the prevalent historic character into areas that lack this influence. As noted in the Section 3 – Goals and Objectives, this can be accomplished with a strategy of using an historic and walkable street pattern of interconnected streets with the use of paving materials and standards found in the more historic areas of the island. This can also be accomplished with early coordination with the Historic District Commission, which is charged with architectural review of structures, and the Historical Commission, which is charged with archeological and historical resource preservation.

### 3.4.2. Environmental Resources

The Nantucket community has also done an excellent job of acquiring land for conservation. More than 60% of the island is classified tax-exempt, which consists of some Town government uses, but is mostly conservation land and open space. To protect primary habitat and water resources, it is necessary to continue funding and to focus efforts on maintaining their integrity, as well as support planning and community initiatives that enhance natural resource protection.

Map 8 below depicts the location of primary habitats for endangered species and various categories of wetlands on Nantucket. As noted in the goals and objectives, improvements to the transportation system should protect and enhance these resources and should be considered along with the economic benefit of an improvement project.

Through cooperation with regulatory and permitting agencies, Nantucket has completed projects, such as the Hummock Pond, Polpis, and Cliff Road bike paths, that have involved impacts to both wetland and rare/endangered plant populations. Mitigation of these impacts has included, in cases of wetland impacts, creation of additional wetland areas and, in cases of rare plant impact, the relocation of the impacted plant populations. Both of these efforts included mitigation activities in the immediate vicinity of the project and impact area.



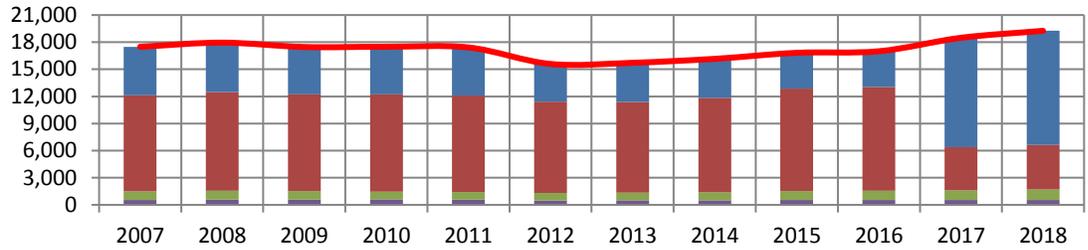
**Map 8. Environmental Considerations**

### 3.4.3. Tribal Resources

The NP&EDC and the Town of Nantucket routinely coordinate with the Tribal Historic Preservation Officer of the Wampanoag Tribe of Gay Head (Aquinnah) as part of the Massachusetts Historic Commission’s required systematic and detailed archeological field investigations in connection with Federal and State funded transportation projects for the purpose of locating and identifying archaeological cultural resources affected by a project, as well as evaluating the possible effects of the project on any cultural resources. As part of the development of this plan, the NP&EDC provided a listing of recommended projects to the Tribe’s Preservation Officer for review. There were no comments on these recommendations.

### 3.5. VEHICLE STATISTICS

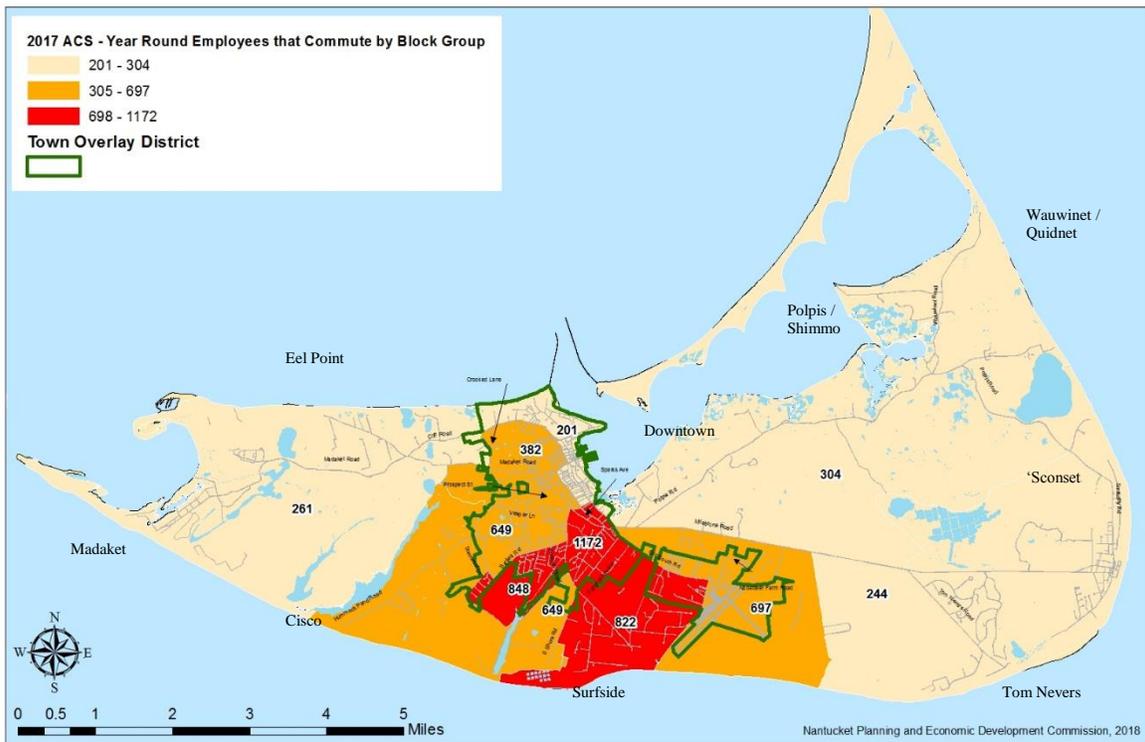
Using data from the Registry of Motor Vehicles, Table 11 shows the number of registered vehicles by type from 2007 to 2018. The number of registered vehicles had typically been about 17,000 from 2007 to 2017, with an increase to over 19,000 in 2018. This trend has increase faster than the Year-Round population growth, which suggests that seasonal homeowners or workers may be registering vehicles on island for their second homes or businesses.



	Jul-07	Jul-08	Jul-09	Jul-10	Jul-11	Jul-12	Jul-13	Jul-14	Jul-15	Jul-16	Jul-17	Jul-18
Passenger Cars	5,357	5,455	5,237	5,278	5,333	4,183	4,316	4,329	3,943	3,969	12,084	12,629
Light Trucks	10,628	10,934	10,706	10,756	10,659	10,090	10,050	10,440	11,342	11,471	4,787	4,922
Heavy Trucks	972	975	927	856	825	831	859	878	984	991	1060	1149
Motorcycles	534	583	594	606	598	485	495	509	553	563	553	556
Total	17,491	17,947	17,464	17,496	17,415	15,589	15,720	16,156	16,822	16,994	18,484	19,256

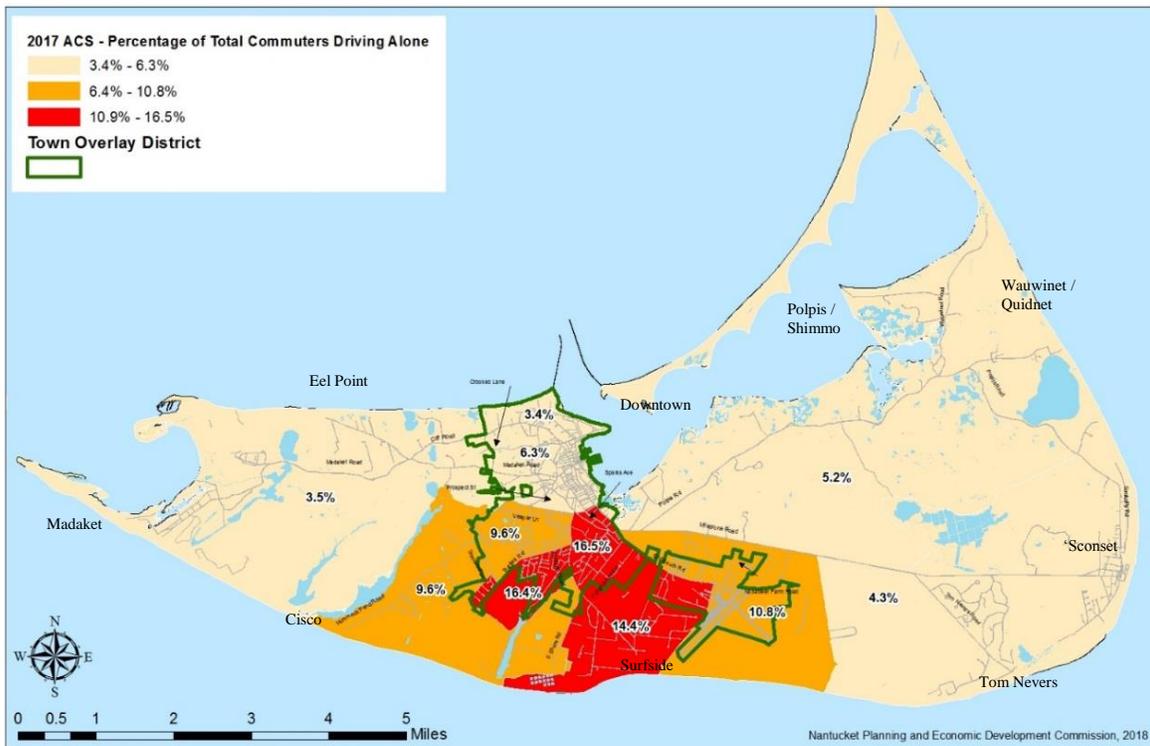
**Table 11. Vehicle Registration by Type, 2007 to 2018 (MassDOT RMV)**

### 3.6. COMMUTER CHARACTERISTICS



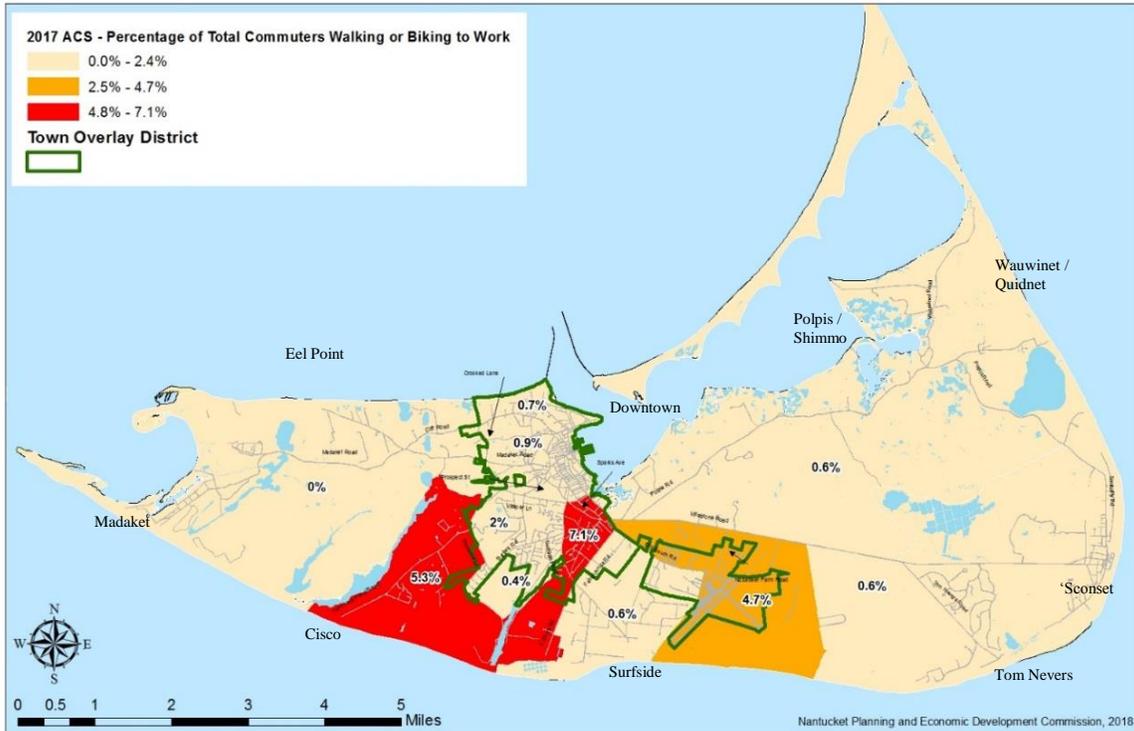
**Map 9. Total Year-Round Work Commuters (ACS 2009-13)**

Map 9 shows the areas of the island where all commuters originate by census block. It can be seen that a majority of commuters live in and around the mid-island portion of Nantucket, which corresponds with the concentration of year-round residents.



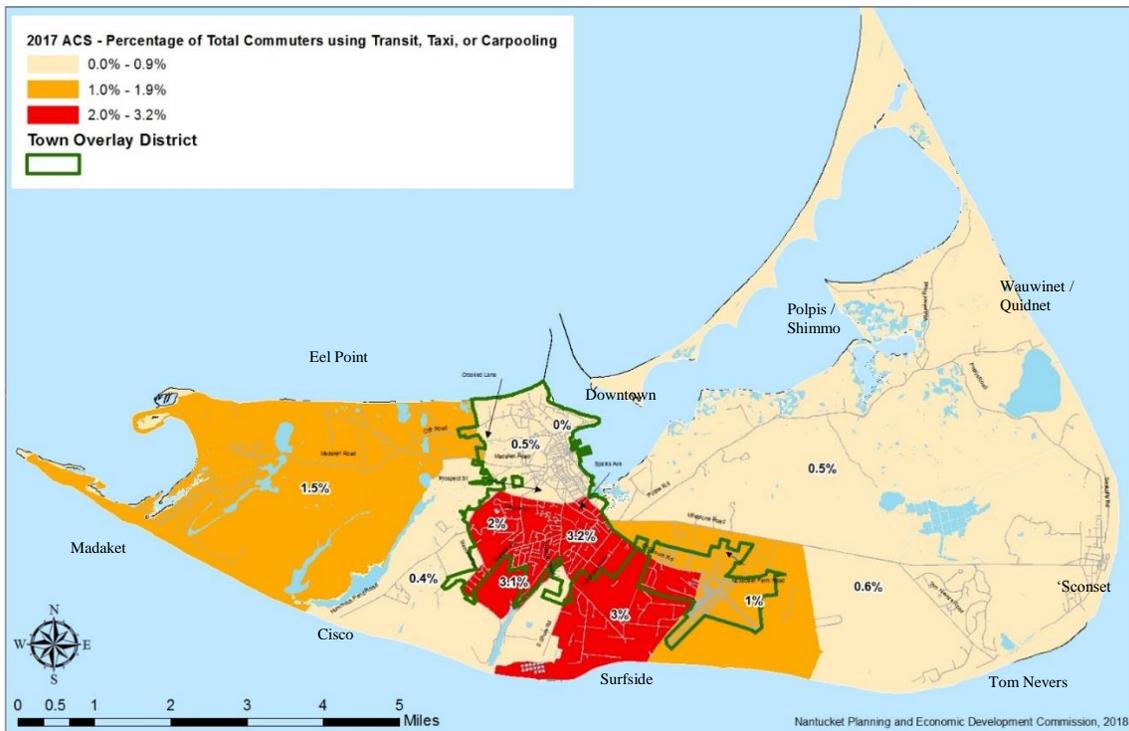
**Map 10. Distribution of Population Driving Alone (ACS 2013-17)**

Map 10 depicts the distribution of the population that commutes to work by driving alone. This shows that the commuters driving alone are concentrated in the mid-island area between downtown and the Airport area, which is where most of the population lives.



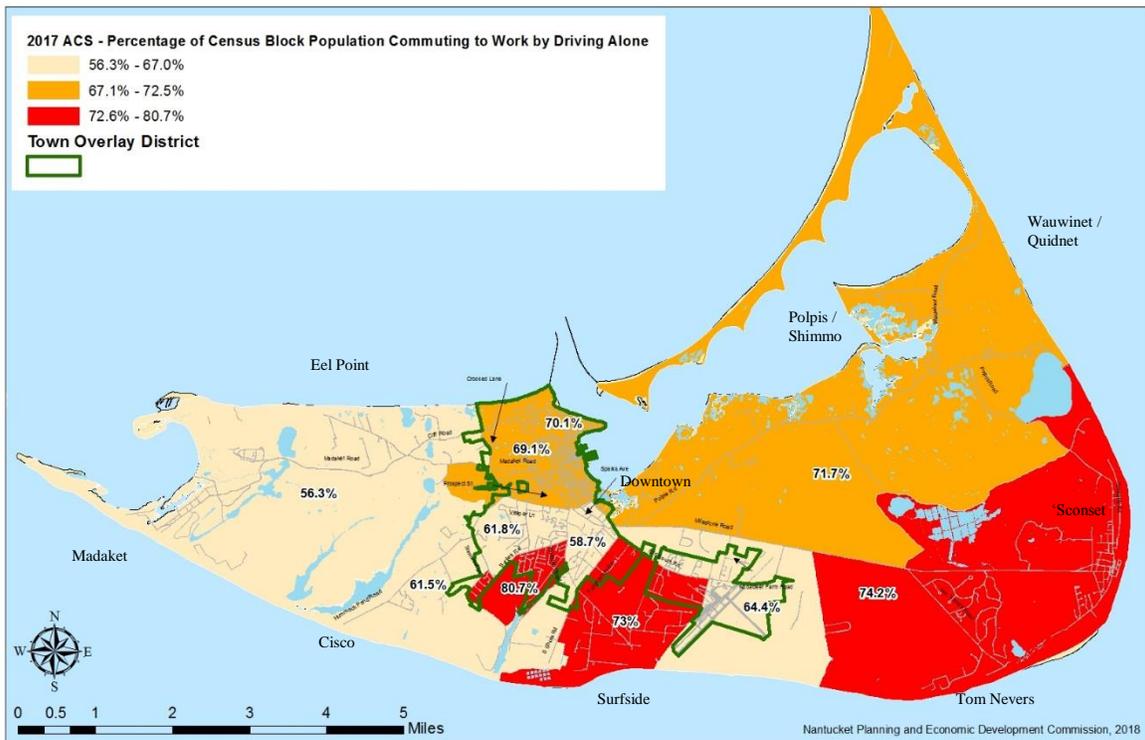
**Map 11. Fraction of Population that Walk or Bike (ACS 2013-17)**

Map 11 depicts the distribution of commuters that walk or bike to work. The mid-island commercial area has a high rate of walking and biking to work, as do neighborhoods abutting Hummock Pond Rd, South Shore Rd, and Old South Rd.



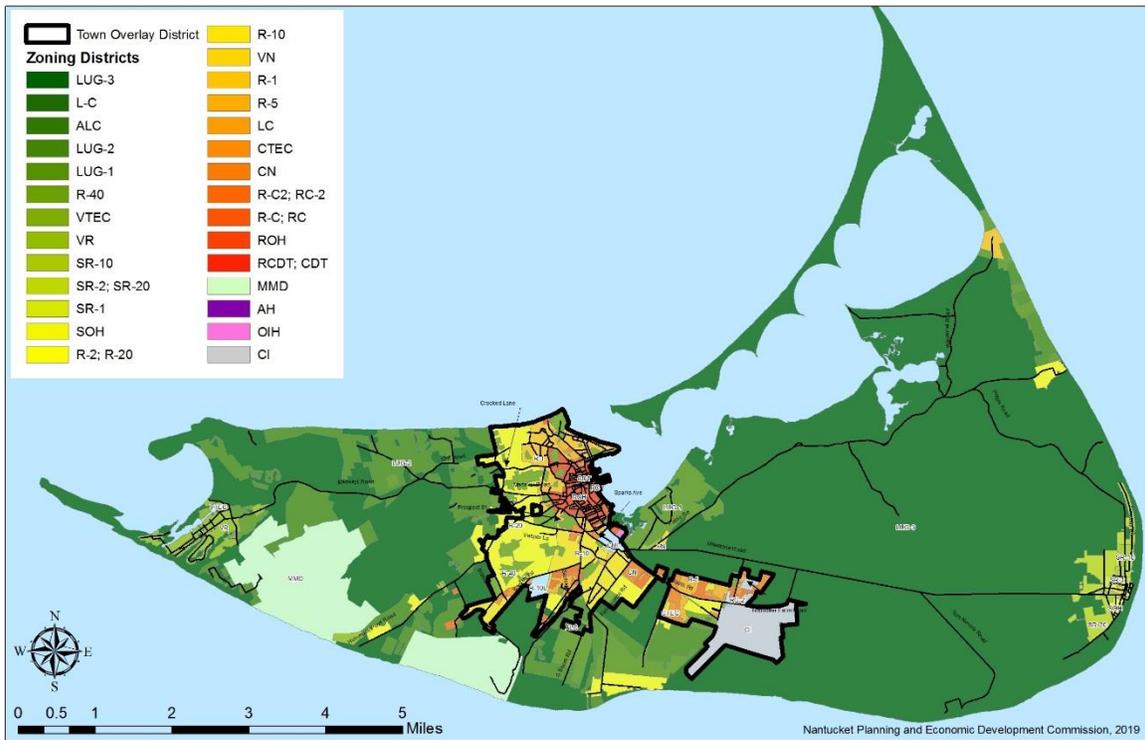
**Map 12. Distribution of Commuters using Transit or Carpooling (ACS 2013-17)**

Map 12 shows the distribution of commuters carpooling or using transit. It can also be seen that mid-island neighborhoods have the highest rates using these modes. However, the total number of commuters using transit is anticipated to increase since Year-Round transit service was started in April 2018.



**Map 13. Percentage of Census Block Population Driving Alone (ACS 2013-17)**

Lastly, Map 13 shows the percentage of the population within each Census Block who drive alone to work. The Town has established a strategic goal of reducing this percentage island wide by 6%, or essentially lowering it from the 2016 ACS figure of 66% to 60% island wide by 2021. The areas shown in RED have a much higher rate of commuters driving alone, which represents the areas where investments in transit, walking, and biking could help fulfill the Town’s goal. However, along with the Tom Nevers and Sconset neighborhoods, which are not within proximity to the downtown or mid-island commercial areas, these areas include neighborhoods between Bartlett Rd and Miacomet Ave, which are within proximity and should have a healthier mode split. Since, beginning in 2018, these neighborhoods now have access to Year-Round transit, future surveys should show a reduction in the number of commuters residing in these neighborhoods that drive alone.



**Map 14. Zoning Map**

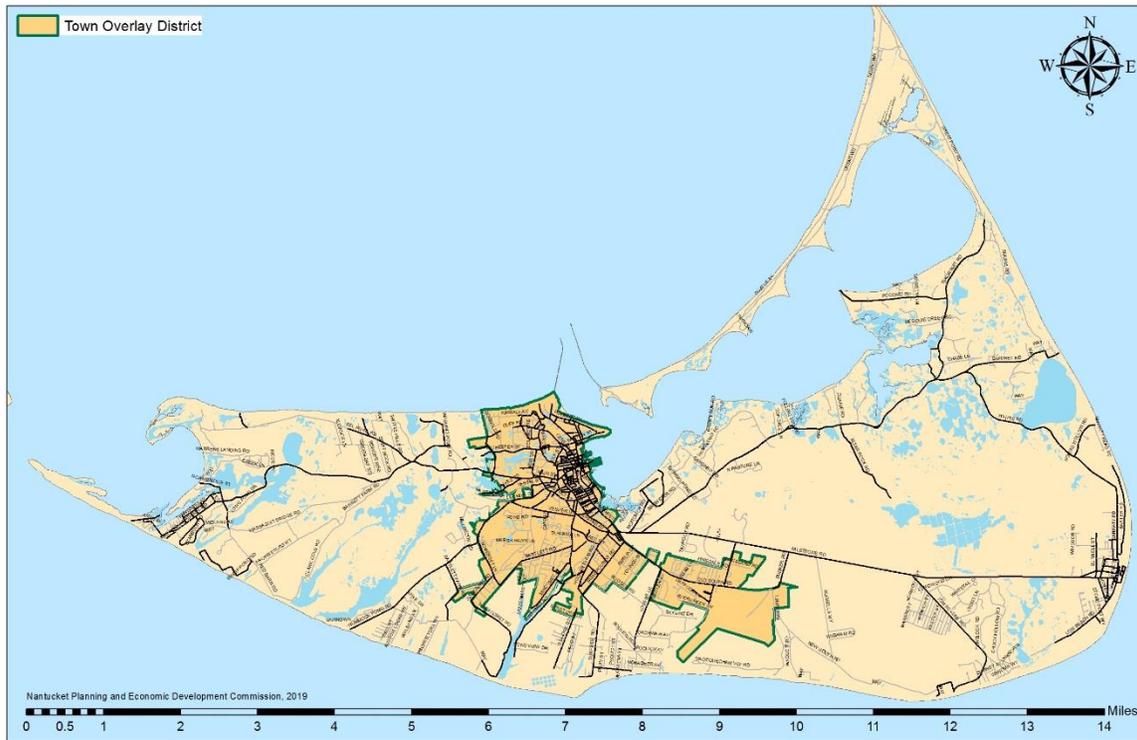
### 3.7. ZONING AND LAND USE

Map 14 details the intensity of districts in the Nantucket Zoning Bylaw that were initially established 1972. These districts have been revised periodically at Town Meeting. The intent of the bylaw is to “promote the health, safety, convenience, morals and general welfare of its inhabitants, to lessen the danger from fire and congestion and to improve the town under the provisions of the State Zoning Act, Massachusetts General Laws, Chapter 40A, the use, construction, repair, alterations and height of buildings and structures and the use of land and size and shape of lots in the Town of Nantucket are hereby restricted and regulated as hereinafter provided.”

#### 3.7.1. Town and Country Overlay Districts

At the 2002 Annual Town Meeting, the Town of Nantucket approved the creation of a Town Overlay District (TOD) and a Country Overlay District (COD) (see in Map 15). The purpose of the TOD is to:

1. Limit the spatial extent of growth consistent with the traditional settlement pattern;
2. Encourage development within the Town Overlay District where infrastructure already exists, or can be extended;
3. Produce housing affordable to year-round residents through infill development; and to
4. Create development patterns that are conducive to service by alternatives to the automobile, such as transit, and bicycle and pedestrian systems.



**Map 15. Town Overlay District**

While development is encouraged in the TOD, the COD is intended to preserve areas characterized by traditional and historic rural land use patterns.

In more recent Town Meetings, implementation of the Town and Country Overlay Districts has occurred through the adoption of new zoning districts, the re-organization of zoning districts into “Town” districts and “Country” districts, and the rezoning of many areas to conform to the “Town” and “Country” concepts. These initiatives have been supported through the passage of numerous warrant articles at Town Meeting and through their inclusion in the Nantucket Master Plan.

### **3.7.2. Zoning Districts**

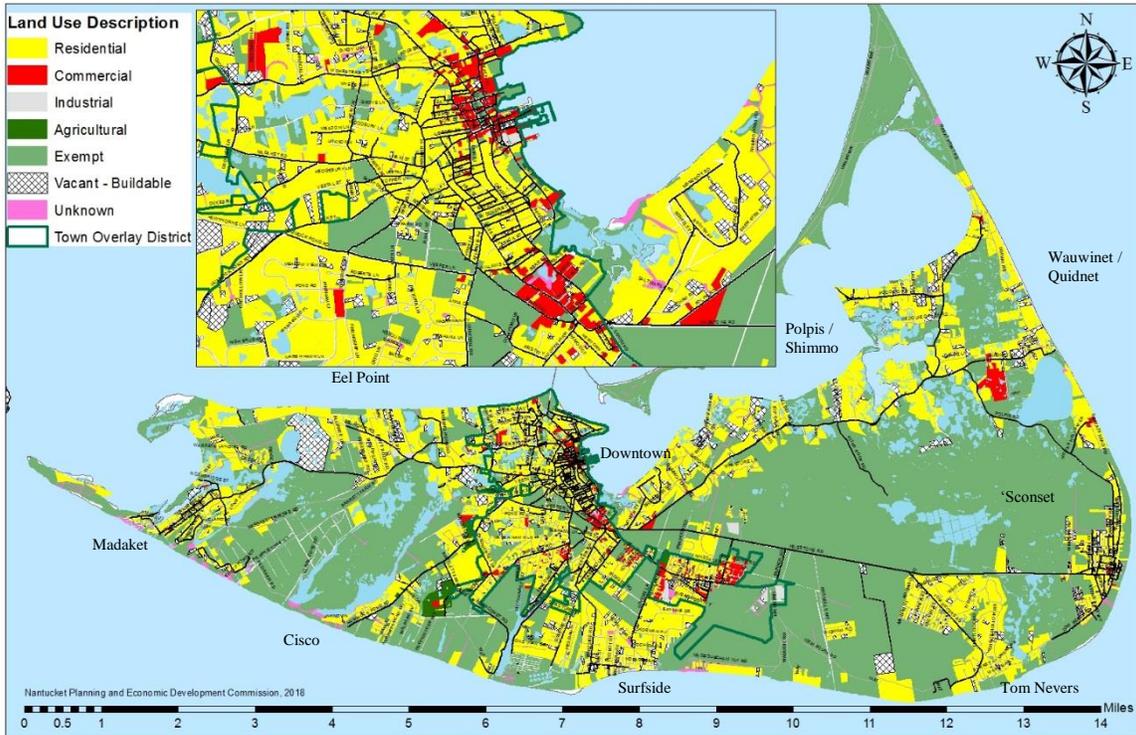
Single-family dwellings are permitted in most zoning districts, except for the R-5 Limited, R-10 Limited, Commercial Industrial district and the special districts for Our Island Home (OIH), Academy Hill (AH), and the Assisted/Independent Living Community District (ALC). Additionally, most parcels are permitted a second dwelling if certain conditions are met. For instance, the secondary dwelling must have 20% less ground coverage than the primary dwelling and meet minimum separation requirements.

Nantucket’s residential zoning districts can be categorized as high-density residential, medium-density residential and low-density residential. The zoning districts that allow high-density residential units are in the downtown core area, mid-island, Siasconset, and Wauwinet. Medium-density residential districts generally occur outside of the core area to the west, mid-island, along the western-most portion of Polpis Road, in Madaket, in the periphery of Siasconset and near Nobadeer Beach (see the following Table 11, Summary of Nantucket Zoning Code).

**Table 12. Summary of Nantucket Zoning Code**

<b>Zoning</b>	<b>Min. Lot Size</b>	<b>Min. Frontage</b>	<b>Front Yard Setback</b>	<b>Ground Cover Ratio</b>
<i><b>Low Density Residential</b></i>				
Limited Use General 2 (LUG-2)	80,000 sq. ft.	150 ft.	35 ft.	4.0%
Limited Use General 3 (LUG-3)	120,000 sq. ft.	200 ft.	35 ft.	3.0%
Special District: Moorlands Management District	10 Acres	300 ft.	50 ft.	0.5%
<i><b>Medium Density Residential</b></i>				
Limited Use General 1 (LUG-1)	40,000 sq. ft.	100 ft.	35 ft.	7.0%
Residential 40 (R-40)	40,000 sq. ft.	75 ft.	30 ft.	10.0%
Village Residential (VR)	20,000 Sq. ft.	100 ft.	30 ft.	10.0%
Residential 10 (R-10)	10,000 sq. ft.	75 ft.	20 ft.	25.0%
Residential 20 (R-20)	20,000 sq. ft.	75 ft.	30 ft.	12.5%
Sconset Residential 10 (S-10)	10,000 sq. ft.	75 ft.	20 ft.	25.0%
Sconset Residential 20 (S-20)	20,000 sq. ft.	75 ft.	30 ft.	12.5%
<i><b>High Density Residential</b></i>				
Residential 1 (R-1)	5,000 sq. ft.	50 ft.	10 ft.	30.0%
Sconset Residential 1 (SR-1)	5,000 sq. ft.	50 ft.	10 ft.	30.0%
Residential 5 (R-5)	5,0000 sq. ft.	50 ft.	10 ft.	40.0%
Sconset Old Historic (SOH)	5,000 sq. ft.	50 ft.	None	50.0%
Residential Old Historic (ROH)	5,000 sq. ft.	50 ft.	None	50.0%
<i><b>High Density Commercial/Mixed Use</b></i>				
Residential Commercial (RC)	5,000 sq. ft.	40 ft.	None	50.0%

Residential Commercial 2 (RC-2)	5,000 sq. ft.	40 ft.	10 ft.	50.0%
Commercial Mid-Island (CMI)	5,000 sq. ft.	50ft.	None	50.0%
Commercial Neighborhood	7,500 sq. ft.	50 ft.	10 ft.	40.0%
Commercial Trade, Entrepreneurship, and Craft (CTEC)	10,000 sq. ft.	50 ft.	10 ft.	40.0%



**Map 16. Land Use Map**

### 3.7.3. Land Use Profile

There are approximately 30,000 acres of land on Nantucket. The predominant land use is for Exempt / Open Space (conservation and/or government properties), although another significant portion of the island is residential (see Map 16). The high demand for housing, particularly for seasonal vacation homes, means that Nantucket continues to face intensive development pressure. Recent residential growth has occurred most often outside of the historic core district where suburban-style development has replaced former vacant/buildable areas.

Table 13 shows how much of the island is developed, vacant, or of tax-exempt status (public conservation, or open space). According the Nantucket Town Assessor, over 32% of the island is developed and over 60% of the island’s area is in tax-exempt status (government, conservation, open space).

**Table 13. Trend of Developed, Vacant, or Exempt Land**

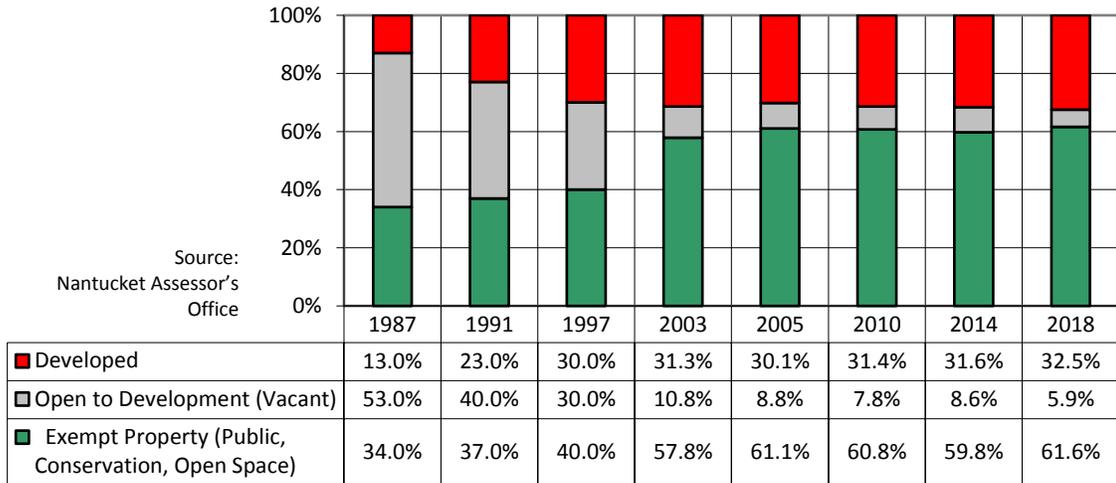
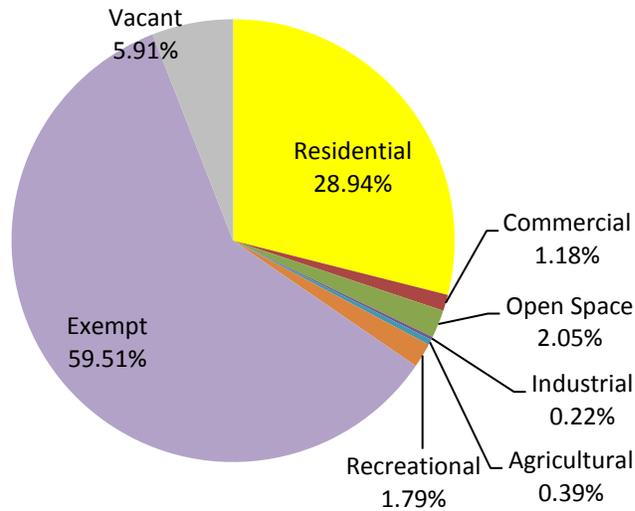


Figure 5 is a breakdown of the island’s total area by type of land use. It can be seen that a significant portion (59.51%) of the developed land is classified as Exempt (public, conservation, or open space).

**Figure 5. Land Use Chart**



**Exempt Property**

This category includes all property that is exempt from taxation under various provisions of the law and owned by either governmental (e.g., Town of Nantucket) or private conservation agencies, such as the Nantucket Conservation Foundation and Nantucket island Land Bank.

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## **Residential**

There are 8,393 acres devoted to residential development on the island, which is 29% of the total acreage on the island. Considering that only about 32% of the island is developed, residential use accounts for about 85% of this developed land.

## **Open Space**

Open space includes woodlands, quarries, water (ponds), sand pits, and wetlands.

## **Commercial**

There are 342 acres, or 1% of the island, utilized for commercial activities. Presently, the commercial land is concentrated primarily in downtown Nantucket and the center of the island, known as the “mid-island”, with some commercial and light industrial uses running along a transportation network spine from the Milestone Rotary (intersection of Old South Road, Lower Orange Street, Sparks Avenue and Milestone Road) east along both sides of Old South Road to the Airport (see Map 15). The commercial zone also extends from the Rotary northwest along Sparks Avenue and Pleasant Street.

The commercial uses consist of retail and service-oriented businesses, some of which are seasonal and located in the downtown core district. Minor commercial uses also include workshops and construction-related businesses, many of which are based out of homes.

## **Agricultural**

Approximately 113 acres, or 0.4%, of land is devoted to agricultural use. Bartlett’s Ocean View Farm and Moor’s End Farm are the largest working farms on Nantucket.

## **Recreation**

Recreational land uses include areas associated with active outdoor recreation. Examples are golf courses, beaches and athletic fields.

## **Industrial**

Light industrial uses are only a small portion of Nantucket’s developed land area. They include utilities and power generation facilities and several construction-related non-manufacturing industries such as asphalt production, grading and excavation. Several of the island’s light industrial, construction and storage facilities are located along Old South Road and the area surrounding the Nantucket Memorial Airport. An industrially zoned area is located off of Milestone Road in an area northeast of the Airport, along New South Road, Industry Road and Shadbush Road, is a preferred location for relocating less desirable industrial uses that exist in residential and commercial areas.

Since the installation of an electric cable (January 1997), which supplies electricity to Nantucket from the mainland, the 2.11-acre electricity generating facility located in the downtown core district has been inoperative. Backup generators are located at the airport. This location has also been the subject of redevelopment effort, the latest being the Harbor Place development, which is referenced throughout this plan as it includes a proposed Intermodal Transportation Facility.

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## 3.8. COMMUNITY PLANS

Development of the Nantucket Master Plan in accordance with M.G.L. Chapter 41 Section 81D began in 2005. A questionnaire was included in the 2006 Town Census and non-binding ballot questions were voted on at the election polls that same year. Zoning articles to test the direction of the Master Plan were included in the Annual and Special Town Meeting Warrants beginning in 2006.

In 2009, the Master Plan was approved by the Planning Board. The NP&EDC also reviewed the Master Plan in anticipation of the potential passage of the Land Use Partnership Act (LUPA). In compliance with that legislation, the plan was determined to be complete. In addition, the Master Plan was accepted by the Town through a unanimous vote in favor of Article 26 at the 2009 Annual Town Meeting.

The Master Plan includes many transportation-focused goals and objectives regarding transportation that are included in this plan. Many of the recommendations included in the Master Plan are updates from previous planning documents such as the *Nantucket Comprehensive Community Plan* (2000) and the *1990 Goals and Objectives for Balanced Growth*.

### 3.8.1. Area Plans

The NP&EDC has developed and accepted plans for various areas of the island. The first of these plans was initiated by the Mid-Island Partnership, which was large association of businesses located outside the Downtown area, by petitioning the NP&EDC for the formation of a Mid-Island Area Plan Work Group.

The Siasconset Area Plan, Madaket Area Plan, Surfside Area Plan, Brant Point Area Plan, and were subsequently developed by the NP&EDC, but there also were no recommendations relevant to this LRTP.

### 3.8.2. Planning and Study Documents

The following transportation documents have been developed in coordination with or by the NP&EDC to aid decision makers in evaluating transportation investments:

#### 3.8.2.1. Roadways

1. *Downtown Circulation and Ferry Access Improvement Study*. Prepared by Milone and MacBroom, March 2008.
2. *Four Corners Intersection Evaluation*. Prepared by Vanasse Hangen Brustlin, June 2008.
3. *Alternative Traffic Control Analysis – Surfside Road at Bartlett Road*. Prepared by GPI, November 2010 and updated April 2013.
4. *Town of Nantucket MassDOT Road Inventory (Pavement Management Report)*. Prepared by MACTEC Engineering and Consulting, July 2011.
5. *Road Safety Audit - Milestone Road*. Prepared for MassDOT by Toole Design Group, April 2017.
6. *Old South Road Corridor Study*. Prepared by BETA Group, Inc., September 2017.

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### 3.8.2.2. Public Transportation

1. *Park and Ride System*. Prepared by TetraTech Rizzo, March 2010.
2. *Regional Transit Plan*. Prepared by URS Corporation. Final Plan not available as of May 2015.
3. *NRTA Year-Round Bus Service Study*. Prepared by AECOM, October 2016.

### 3.8.2.3. Bicycle and Pedestrian

1. *A Plan for the Improvement of Nantucket's Downtown Sidewalks with Recommendations*. Prepared by the Nantucket Roads and Right of Way Committee. June 2015.
2. *Complete Streets Prioritization Plan*. Prepared by BETA Group, Inc., October 2017.
3. *Nantucket In-Town Bikeway Feasibility Study*. Prepared for ReMain Nantucket by VHB, August 2018.

### 3.8.2.4. Parking

1. *Downtown Parking Study*. Prepared by TetraTech Rizzo, February 2010.
2. *A Parking Management Program for Nantucket*. Prepared by Nelson/Nygaard, February 2011.

### 3.8.2.5. Other Reports

1. *Wilkes Square Redevelopment Study*. Prepared by CBT Architects, February 2010.
2. *Making It Count – A Data Driven Look at Nantucket's Dynamic Population*. Prepared by Nantucket Data Platform, 2018

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## 4. **NP&EDC GOALS AND OBJECTIVES**

### 4.1. **OVERVIEW**

The goals and objectives in this section encompass a comprehensive system of solutions based on the notion that no single measure alone can solve the island's transportation safety and congestion problems. These were also developed to align with the Nantucket Select Board's Strategic Plan. As noted in Section 1.1, the community's principal role is to provide a quiet, rural, scenic, and historic setting for residents and visitors. This role, and the future health of the tourism industry, would be greatly impaired if the community pursues a transportation policy that would alter the island's rural and historic character.

Although the automobile may be the mode of choice for many visitors and residents, contemporary solutions to traffic and parking problems characterized by automobile-oriented functions and aesthetics should not be applied to Nantucket. To retain its rural and historic character, community practice has rejected building more streets, widening country roads, adding turning lanes, and installing traffic signals.

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

### 4.2. **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: this aligns with the Town's 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.*

Mechanisms for implementing the vision:

1. Vehicle Restrictions
2. Town and Country Pattern of Development
3. Multi-Modal Transportation Options
4. Parking Management
5. Wayfinding
6. Resiliency and Reliability
7. Transport between Nantucket and the Mainland
8. Congestion and Safety Balance
9. Environmental and Historical Sensitivity

### 4.3. **VEHICLE RESTRICTIONS**

#### 4.3.1. **Reduce the number of motor vehicles on the island**

*Comment: added per NP&EDC vote on December 17, 2018*

- 4.3.1.1. Establish a definitive limit on the numbers of vehicles transported to the island.  
Measure: Provide a recommendation to the Select Board seeking funding to update the 2001 *Optimal Carrying Capacity* study

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- 4.3.1.2. Regulate the number of vehicles on island by instituting a Town-administered permit.  
Measure: Provide a recommendation to the Select Board seeking funding for professional services to conduct a feasibility study to establish a vehicle permit program.
  - 4.3.1.3. Limit the volume of vehicles operating on the island's roadways.  
Measure: Provide a recommendation to the Select Board seeking funding for professional services to conduct a feasibility study for establishing a limit on the number of automobiles that could legally operate on the island's roadways.
  - 4.3.1.4. Negotiate a binding agreement that guarantees year-round access to and from the mainland by water is provided to Nantucket residents.  
Measure: Provide a recommendation to the Select Board seeking a revision to the Steamship Authority reservation policy to guarantee year-round access for Nantucket residents.

#### 4.4. TOWN AND COUNTRY PATTERN OF DEVELOPMENT

##### 4.4.1. Continue using the Town and Country overlay districts to encourage living, working, and playing within proximity.

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

- 4.4.1.1. 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.
- 4.4.1.2. Require a street configuration for subdivisions in or near villages that connects streets and is consistent with historic village patterns.  
Measure: All proposed subdivision roadways consider neighboring roadway materials and aesthetics when submitted for review.

#### 4.5. MULTI-MODAL TRANSPORTATION OPTIONS

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

*Comment: aligns with the following: Complete Streets policy, Town's Strategic Goal #2 - connect sidewalk between downtown and mid-island; and justification for Town's Strategic Goal #3 - providing active transportation infrastructure*

- 4.5.1.1. 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 with appropriate lighting between the following areas: ferry terminals, downtown public and cultural areas, NRTA bus stops, bike paths adjacent to the downtown area, the hospital, schools, and mid-island commercial areas.  
Measure: Complete at least one key sidewalk route that connects Mid-Island (6 Fairgrounds Rd) to the ferries with improved standards for accessibility.
- 4.5.1.2. Seek supplemental funding to increase frequency and hours of operation of bus service, improve accessibility to bus stops, expand inventory of bus shelters, and

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maintain a vehicle fleet in a state of good repair 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 (once established).

- 4.5.1.3. Investigate other more affordable and flexible transportation options and programs for the elderly and disabled.

Measure: Consult with stakeholder agencies following the MBTA's on-demand paratransit pilot program in July 2019.

- 4.5.1.4. 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.

- 4.5.1.5. 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.

- 4.5.1.6. 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.

## 4.6. PARKING MANAGEMENT

### 4.6.1. Create management policies and additional opportunities for parking in the downtown area.

*Comment: aligns with Town's Strategic Goal #1 - develop a parking demand management program and justification for Town's Strategic Goal #3 -financial disincentive to using the automobile.*

- 4.6.1.1. 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, and bike and pedestrian facilities within the Parking Benefit District.

Measure: Achieve 85% occupancy of public parking spaces.

- 4.6.1.2. 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.

- 4.6.1.3. 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.

- 4.6.1.4. 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.

- 4.6.1.5. 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.

- 4.6.1.6. 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.

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## 4.7. WAYFINDING

### 4.7.1. Improve information for using the island's transportation system.

*Comment: expanded to include availability of information on transportation assets and utilization.*

- 4.7.1.1. 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.
- 4.7.1.2. 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.
- 4.7.1.3. 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.
- 4.7.1.4. 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.
- 4.7.1.5. 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.
- 4.7.1.6. 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.
- 4.7.1.7. 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.
- 4.7.1.8. 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.

## 4.8. RESILIENCY AND RELIABILITY

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

*Comment: added to align with FAST ACT and Town's Resiliency Plan.*

- 4.8.1.1. Incorporate design elements into projects to strengthen the transportation system that is vulnerable to flooding.  
Measure: Continue objective scoring projects based on contributions to resiliency and reliability.

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- 4.8.1.2. Continue to evaluate programs and policies that discourage development in vulnerable areas.  
Measure: Rely on recommendations of the Town’s *Hazard Mitigation Plan* and *Resiliency Plan* and incorporate those elements into project scopes.
- 4.8.1.3. 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 emits less greenhouse gas.

#### 4.9. TRANSPORT BETWEEN NANTUCKET AND THE MAINLAND

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

*Comment: these are based on consultation with ferry providers and Airport Administration.*

- 4.9.1.1. 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 for the Downtown Traffic Study regularly.
- 4.9.1.2. Advocate for better use of voluntary noise abatement routes.  
Measure: All noise complaints are collected and investigated by Airport Administration.
- 4.9.1.3. 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.
- 4.9.1.4. 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.
- 4.9.1.5. 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.

#### 4.10. CONGESTION AND SAFETY BALANCE

##### 4.10.1. 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.*

- 4.10.1.1. 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.
- 4.10.1.2. 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.

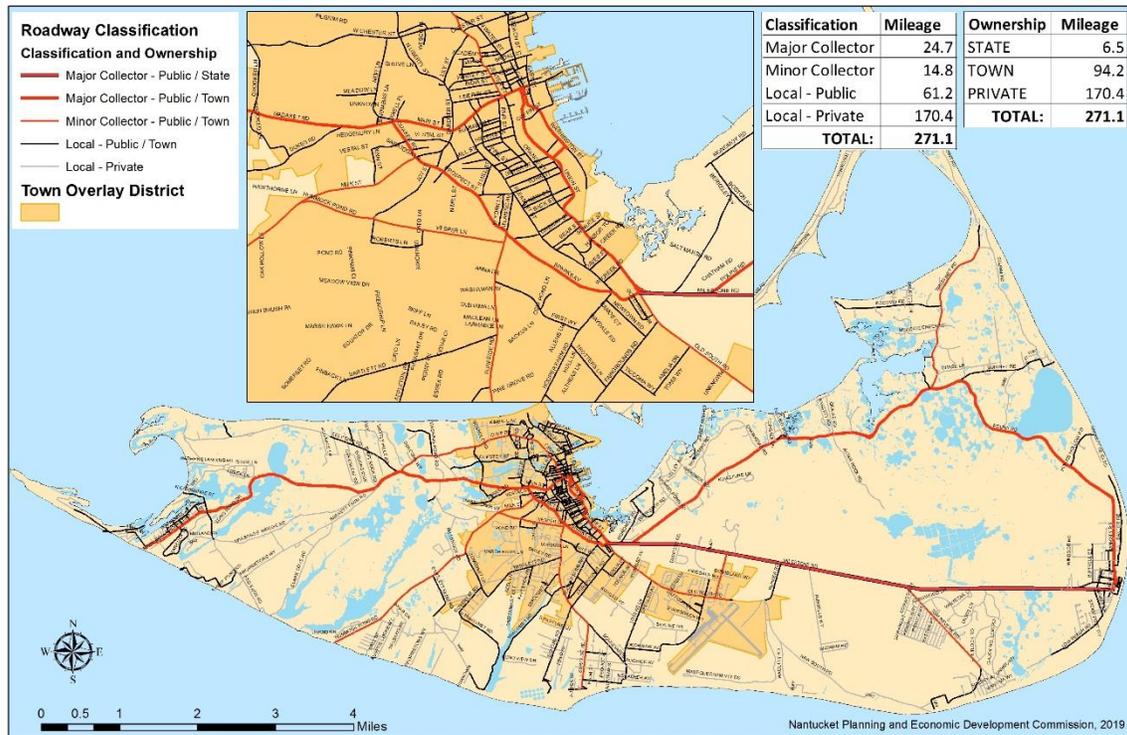
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- 4.10.1.3. Develop alternative solutions to identified "problem intersections" along Surfside Road and Pleasant Street.  
Measure: Submit at least one "problem intersection" project annually to the Capital Project Committee for funding consideration.
  - 4.10.1.4. Coordinate with School Administration to encourage walking and biking to 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.
  - 4.10.1.5. 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.

#### 4.11. ENVIRONMENTAL AND HISTORICAL SENSITIVITY

##### 4.11.1. Consider environmental and historical impacts of any transportation system improvement.

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

- 4.11.1.1. 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.
- 4.11.1.2. 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.



**Map 17. Street Classification Map**

## **5. REGIONAL ROADWAY NETWORK**

### **5.1. FUNCTIONAL CLASSIFICATION**

According to the Town of Nantucket’s GIS data there are approximately 271.1 miles of roadway on the island. Of this total, 100.7 miles (37%) are public roads and 170.4 miles (63%) are private roads or roads with undetermined ownership. The Highway Functional Classification System is a management system utilized by the Federal Highway Administration to classify public roads by the service each road provides. This system describes collectors as providing a higher degree of mobility, or ability to accommodate traffic flow, than local roadways with a higher emphasis and utility on access to abutting properties.

Map 17 shows the location of major and minor collector roadways, as well as local public and private roadways. The roads classified as collectors include Madaket, Sparks, Orange, Polpis, Milestone, Sankaty, Cliff, Hummock Pond, Vesper, Surfside, Old South, Nobadeer, Tom Nevers, and Wauwinet Roads. The remaining roads are classified as local and consist of many local access routes and unpaved private roads.

### **5.2. TRAFFIC VOLUMES**

The NP&EDC conducts traffic counts of the collector system, as well as some local streets each summer season. There are also shoulder season counts (spring and fall) taken along Polpis Road, Sankaty Road, and Union Street in the spring and fall.

**Table 14. Average Daily Traffic (ADT) – June to August (NP&EDC)**

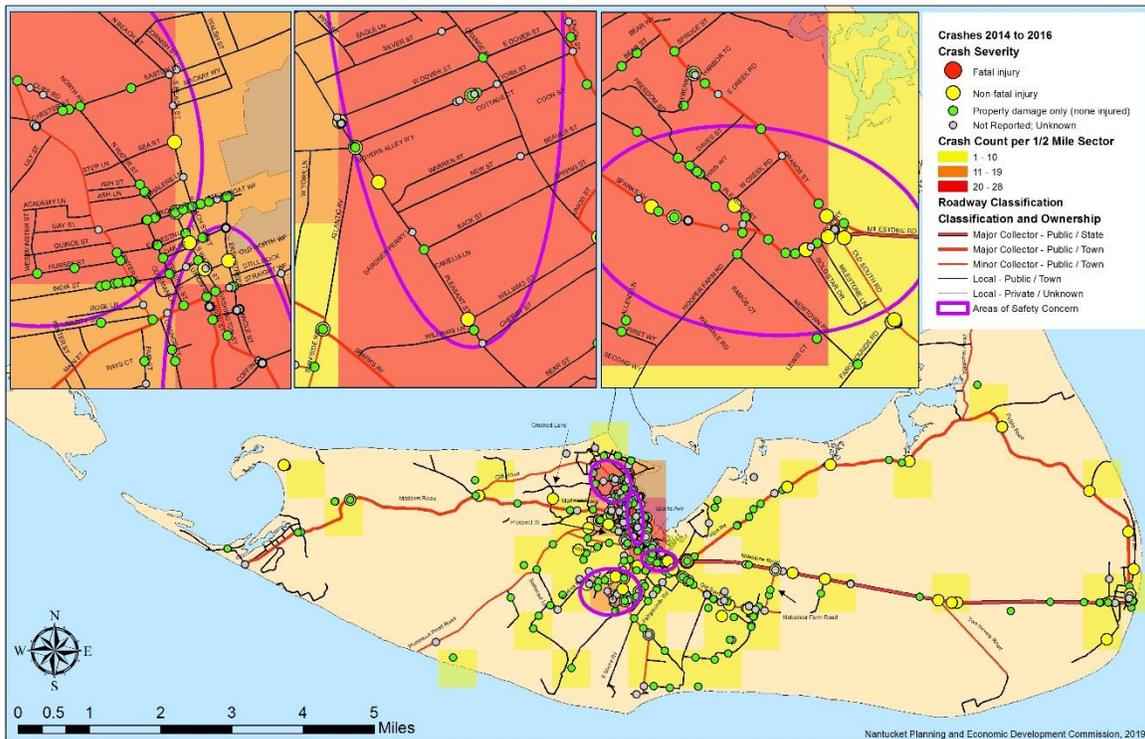
	2015	2016	2017	2018
<b>Milestone Road</b>	16,602	15,396	17,200	16,850
<b>Old South Road</b>		15,427	15,656	15,776
<b>Orange Street</b>		12,772	13,896	14,697
<b>Surfside Road</b>				10,547
<b>Sparks Avenue</b>	9,649	9,908	9,868	9,064
<b>Fairgrounds Road</b>		8,966	9,096	8,904
<b>Bartlett Road</b>				8,714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

Table 14 lists the streets that have been counted each summer season from 2014 to 2018. The table is sorted by Average Daily Traffic (ADT), which is used to measure the number of vehicles that utilize a given street. It can be seen that Milestone Road, Old South Road, Orange Street, and Surfside Road are the most traveled streets of the ones that were counted (see Map 18). To provide more accurate data throughout the year, the Town is pursuing installation of a permanent counting station at the Orange Street count location, with other locations to be added in future years.



**Map 18. High Traffic Volume Roadways**

### 5.3. SAFETY



**Map 19. Crash Locations 2014-2016 (MassDOT)**

The NP&EDC collects crash records each year from MassDOT to help identify problem areas (see Map 19). The data show that the downtown area experiences the most crashes of any other location on island. However, it also suggests there are safety concerns in the vicinity of the Milestone Rotary and other mid-island locations, such as Miacomet Road and York Street. As noted in Section 14.3, studies in the downtown, mid-island, and along Old South Road have been recently completed or near completion, which identify options for improving accessibility for all users, as well as congestion and safety.

### 5.4. INTER-MODAL LINKS

The Town of Nantucket adopted a “Complete Streets” policy on May 26, 2016 that committed decision makers to considering all users and abilities when investing in transportation. This includes accommodations for pedestrians, bicyclists, motorists, emergency vehicles, freight, and commercial vehicles. Nantucket has three main points of entry where intermodal linkages are important for residents and visitors: The Nantucket Memorial Airport, Steamship Authority (SSA) terminal (Steamboat Wharf), and Hy-Line terminal (Straight Wharf), which are shown in Map 20.

#### 5.4.1. Ferry Terminals

The SSA ferry service provides the only means of transportation to the island for automobiles and trucks. These locations are also important points for individuals transitioning between the ferries and their vehicles, buses, taxis, bikes, or walking. Both the SSA Wharf and the Straight

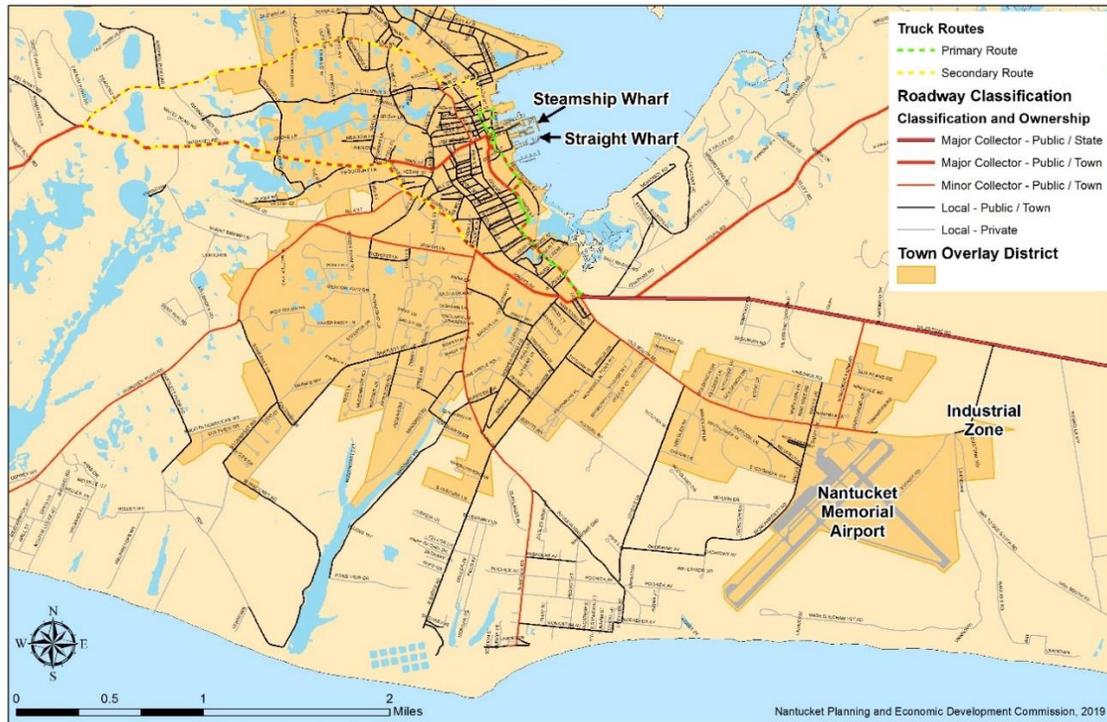
Wharf are in the downtown core district, and are within close proximity to taxis stands, the Nantucket Regional Transit Authority (NRTA) shuttles, private tour buses, rental cars, rental bikes and mopeds, and privately-operated shuttle vans. The downtown core district is also where many of the lodging, dining and shopping attractions are located, so walking and biking are attractive modes to use accessing the ferries. Recent sidewalk widenings and reconstruction have been focused in these areas since there is a high concentration of foot traffic to and from the terminals at all times of year.

**5.4.2. Airport Terminal**

The Nantucket Memorial Airport is located approximately 2.5 miles from the downtown core district. Private automobiles, taxicabs/TNCs, bicycles, and rental cars can access the Airport. The Nantucket Airport Commission also operates a 292-capacity parking lot where there is a charge for long term and overnight parking.

The Airport is served by public transportation and is connected to the system of bike paths, but convenient and efficient vehicle access is still important for pick up and drop off operations. More detail on Airport intermodal linkages is provided in section 8.1.3.

**5.5. FREIGHT MOVEMENT**



**Map 20. Designated Truck Route**

Freight is transported to Nantucket by barge, boat, and airplane. The SSA operates up to three scheduled round trips daily by the freight boat; this schedule includes trips designated as “Hazardous Material” trips. The hazardous material boat is prohibited from carrying automobiles or passengers, except for the driver and a helper for each truck, when transporting

material classified by the United States Coast Guard as hazardous material. Non-Hazardous trucks may also be transported on the conventional service ferries.

Map 20 shows the truck route that is used to minimize the number of freight trucks on local streets. The route links the SSA docks with the Milestone Rotary. From the Milestone Rotary, large trucks are able to access other areas of Nantucket, such as mid-island, Airport, ‘Sconset, and Madaket areas via the collector street system.

## 5.6. BRIDGES



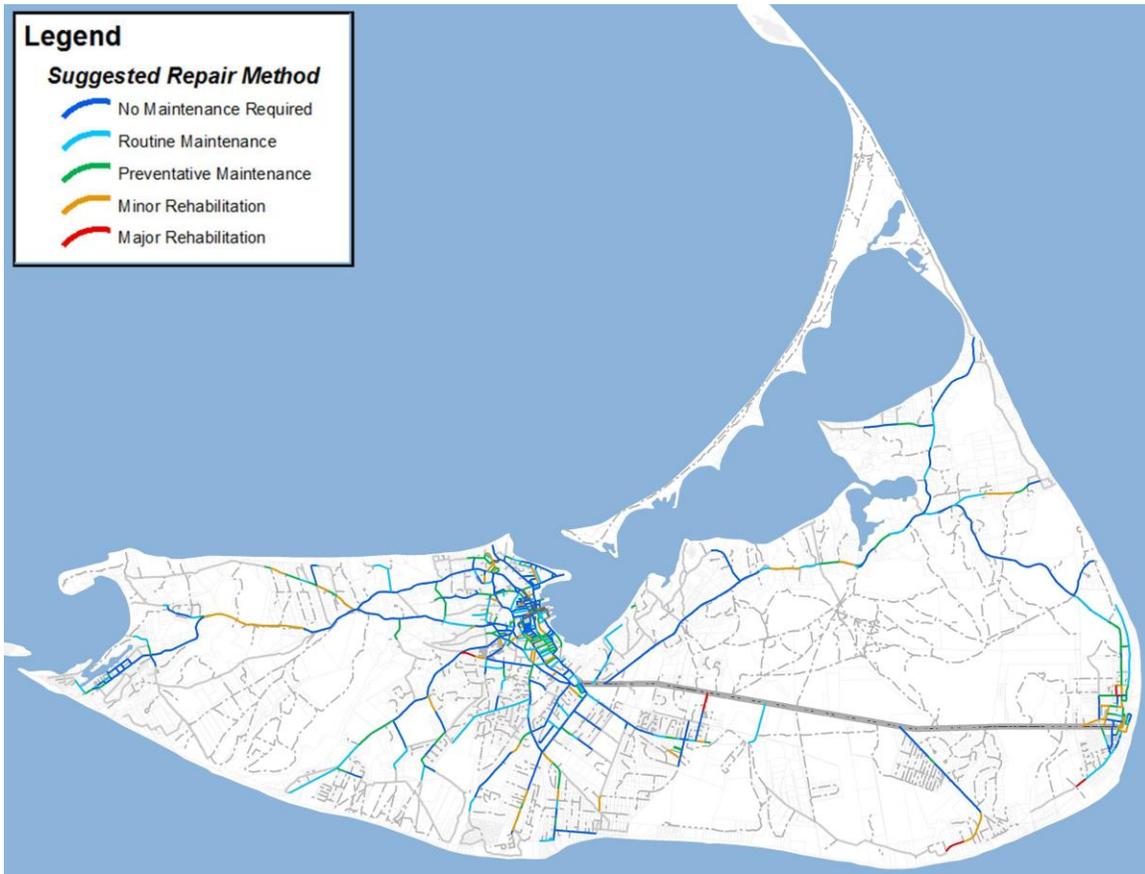
Map 21. Bridges

There are two local bridges that are functionally classified as “rural local”: the Ames Avenue Hither Creek (a.k.a. Madaket Millie’s Bridge), which was originally built in 1946 and rebuilt in 1983, and the Massasoit Road Long Pond, which was built in 1981. Both bridges are located in Madaket on the west end of the island (see Map 21). As of 2018, the American Association of State Highway and Transportation Officials (AASHTO) rating for the Ames Avenue Bridge is 34, and the Massasoit Road Bridge rating is 48.8. The Town is currently developing a design to replace both bridges to address the poor condition of the wooden travel surface. It is too early in the process to estimate replacement costs.

## 5.7. PAVEMENT MANAGEMENT

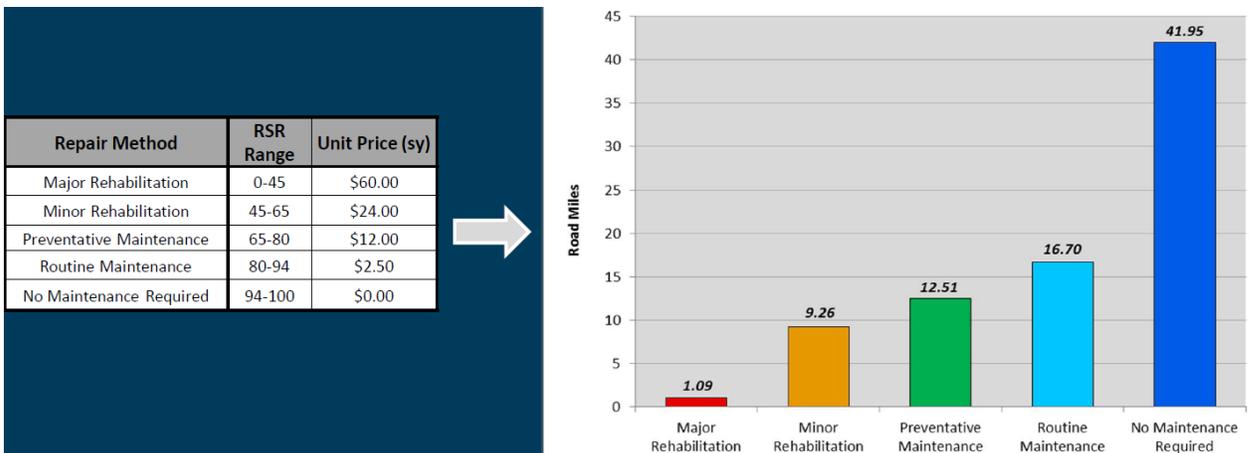
The Town’s Department of Public Works retained BETA Group to update the pavement condition of public roadways based on December 2018 inspections. The goal of the effort was to update the surface conditions in order to produce a prioritized list of improvements. Each road segment was given a Road Surface Rating (RSR) to describe condition. The RSR is a range that includes a possible low value of 0 for a road characterized by a high severity of distress, and a

possible maximum value of 100 for a road with no visible defects. 81.51 miles of paved Town roads were inspected and the overall RSR of the network was 87.16. The total value of maintenance necessary is \$5.55 million.



**Map 22. Pavement Management - December 2018 RSR Map (BETA Group)**

The condition of Town paved roads is shown in Map 22 above and in Figure 6. This shows that more than half of roadways have an RSR of 94 or better, meaning no maintenance is currently required for these sections. However, the remaining sections require at least routine maintenance and possibly minor rehabilitation. Approximately one mile of public paved roads requires major rehabilitation.



**Figure 6. RSR Breakdown by Mileage**

Based on a cost-benefit value analysis conducted by BETA (see Figure 7), it is suggested that the Town secure approximately \$1.5 million annually to maintain the current overall rating. If the Town secures at least \$2.0 million annually, the network is projected to approach an RSR of 89.

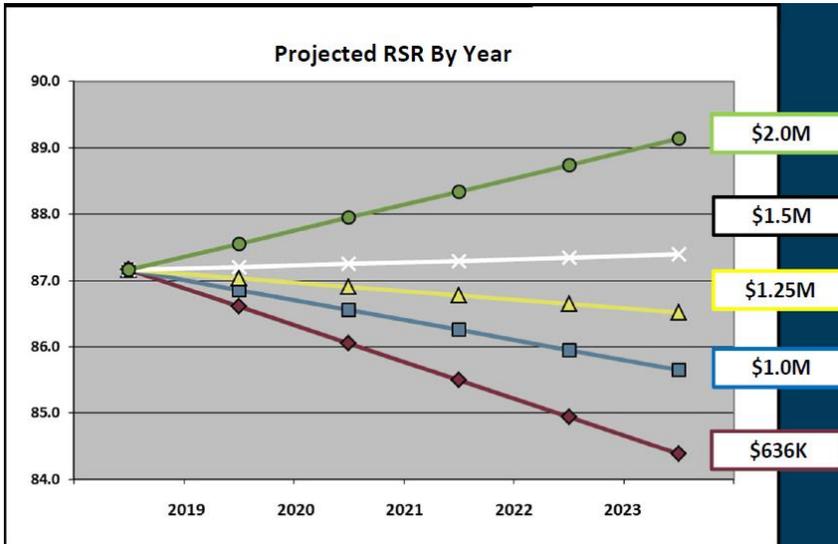


Figure 7. Projected RSR by Year

## 5.8. OPERATION AND MAINTENANCE

In addition to the Chapter 90 program that provides state aid for maintenance of local roadways, MassDOT provides federal and non-federal aid for operation and maintenance activities, such as snow removal, for Milestone Road. Funding for these activities is shown in section 14.3.

## 5.9. ROADWAY IMPROVEMENTS

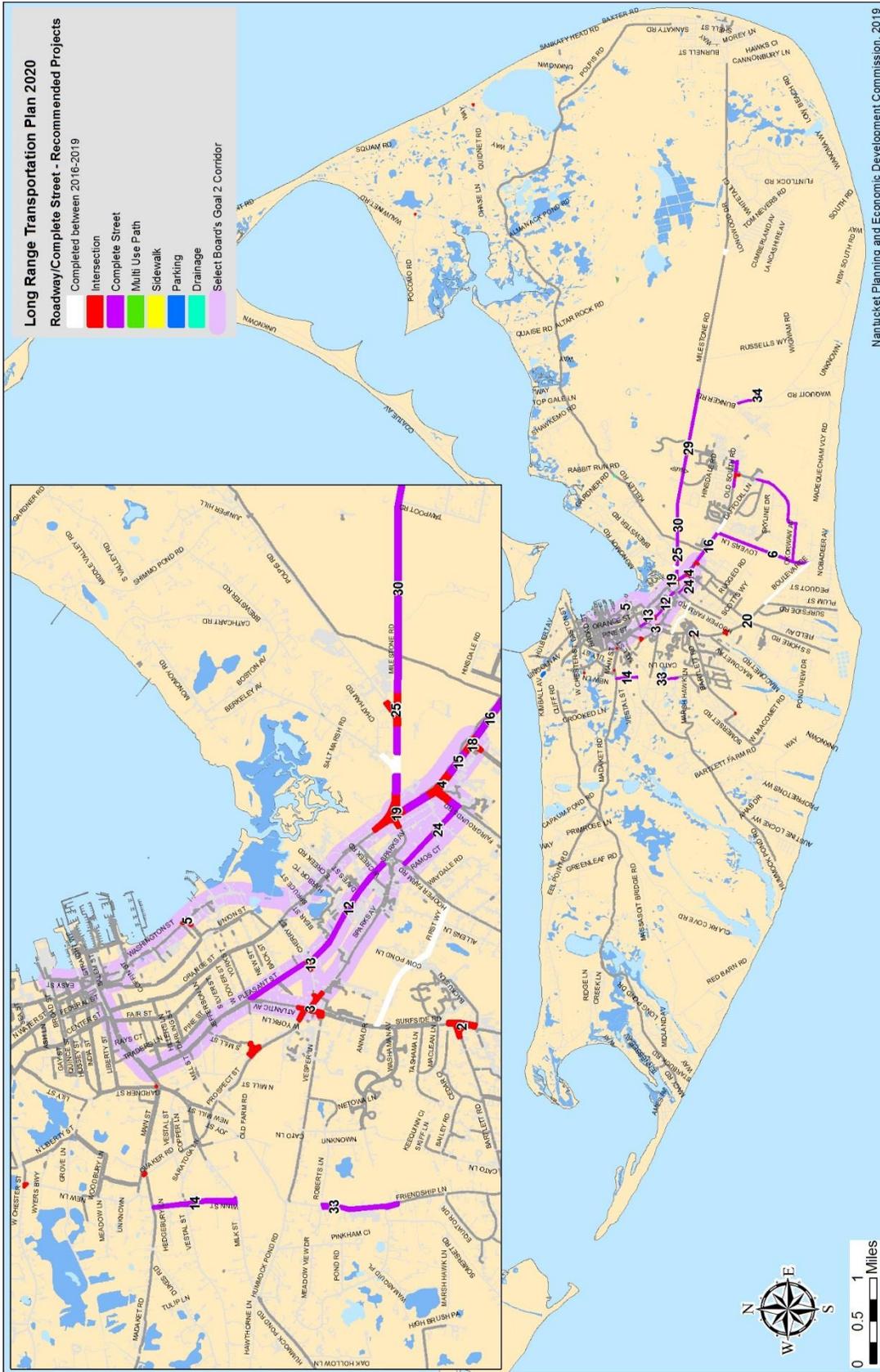
The roadway improvements shown in Map 23 have either been identified in a study or planning document listed in Section 2.9.2 or identified as part of the development of this plan. These improvements have also been categorized as either “Intersection Improvements” or “Complete Streets” roadway projects that add accommodations to for all users and may include traffic calming, bike and pedestrian facilities, and public transportation facilities. This section also includes “Small Improvements” and “Bridge Improvements”. Small Improvements are generally low-cost fixes for safety and/or congestion that may involve improving poor sightlines, obstructions, drainage, or lighting.

### Description of Status Designation

- A Design complete, ready for construction
- B Project permitted, final plans initiated
- C Preliminary design complete, Permitting stage
- D Preliminary design initiated
- E Project funded, design to be initiated
- F Project is unfunded

**Roadway Improvements (see Map 23)**

<b>Priority</b>	<b>Project</b>	<b>Type</b>	<b>Design</b>	<b>Construction</b>	<b>Status</b>	<b>Planning Score Total</b>	<b>Survey Score</b>
2	Surfside @ Bartlett	Intersection	\$216,000	\$3,562,685	D	10	3.3
3	Washington @ Francis	Intersection	\$50,000	\$350,000	D	5	3.3
4	Lovers Okorwaw Monohansett	Complete Street	\$828,822	\$6,000,000	D	5	3.3
6	Four Corners	Intersection	\$280,200	\$3,500,000	D	12	3.7
7	Fairgrounds @ OSR	Intersection	\$150,000	\$2,000,000	D	12	
12	Pleasant Streetscape	Complete Street	\$197,000	\$985,000	E	7	3.6
13	Pleasant @ Williams	Complete Street	\$99,000	\$495,000	E	7	
14	Winn St	Complete Street	\$250,000	\$1,250,000	E	6	
15	OSR Path/Pulloffs btw Rotary/Amelia	Complete Street	\$54,080	\$233,972	F	14	3.7
16	OSR Path/Pulloffs btw Amelia/NFR	Complete Street	\$245,156	\$1,019,847	F	14	3.7
18	OSR at Amelia - 3 - Mini Circle	Complete Street	\$54,080	\$233,972	F	11	3.7
19	Milestone Rotary	Intersection	\$676,000	\$2,924,646	F	11	3.7
20	Surfside Fairgrounds S Shore	Intersection	\$150,000	\$2,000,000	F	11	
23	Milestone @ Polpis - Roundabout	Intersection	\$691,181	\$2,764,722	F	9	
25	Newtown Road Path/Traffic Calming	Complete Street	\$144,746	\$964,970	F	8	3.3
28	Milestone at NFR - Roundabout	Intersection	\$569,394	\$2,277,574	F	7	2.9
29	Milestone Shoulder Reconstruction P1	Roadway	\$1,469,781	\$6,358,861	F	6	3.3
32	Friendship Lane	Complete Street	\$84,000	\$420,000	F	5	
33	Industry & Shadbush Rds	Complete Street	\$126,000	\$630,000	F	5	



Map 23. Roadway Improvements

## 5.10. INTERSECTION IMPROVEMENTS

The following intersection improvements have been recommended by previous studies or through outreach in developing this plan. Although these improvements are recommended to reduce congestion, delay, conflicts, and greenhouse gases, these improvements will also accommodate all users and abilities in conformance with the Town’s Complete Streets policy.

### 5.10.1. Surfside Road at Bartlett Road

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
2	Surfside @ Bartlett	Intersection	\$216,000	\$3,562,685	D	10	3.3



This intersection has been evaluated in multiple traffic studies and alternatives analysis. A single lane roundabout is proposed for this intersection and implementation has initiated with acquisition of real estate in recent years, the development of a conceptual design, and the submission of preliminary design to MassDOT for review.

The proposed cross-section for Surfside Road will consist of two 11-foot travel lanes, 1-foot shoulders, 5-foot sidewalk along the east side of the roadway, and an 8- to 10-foot bike bath along the west side of the roadway. The proposed cross-sections for Bartlett Road will consist of an 11-foot westbound travel lane, a 10.5-foot eastbound travel lane, no shoulders, and a 9.5- to 10-foot bike path along the south side of the roadway. The existing operations at the study area intersection will be improved by the proposed project.

During the average season, all approaches at the project intersection during both AM and PM peak periods are operating at LOS A with minimal queues. During the peak season, all approaches at the project intersection during both AM and PM peak periods are operating at LOS A with minimal queues, except the weekday evening southbound movement which operates at LOS B.



**5.10.2. Washington Street at Francis Street**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
3	Washington @ Francis	Intersection	\$50,000	\$350,000	D	5	3.3



This intersection is along the accepted truck route and has several issues that impact congestion and ability to safely accommodate freight vehicles. As demonstrated in the images above, large trucks require whole width of the intersection to make turns in and out of town. Trucks must wait for adequate gaps in traffic and have limited sight distances. Additionally, there are no

crosswalks that connect sidewalks nor the northern and southern sides of the intersection. Although a three-way stop has been proposed in the past to control traffic through the intersection, widening the turning radius for in- and out-bound truck traffic would significantly improve congestion and safety by preventing large trucks from waiting and crossing into the opposing lane of traffic to navigate through the intersection.

**5.10.3. Atlantic Avenue, Sparks Avenue, Surfside Road, and Prospect Street (a.k.a., Four Corners) intersection**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
6	Four Corners	Intersection	\$280,200	\$3,500,000	D	12	3.7



Geometric deficiencies currently exist at the Four Corners intersection contributing to the failing level of congestion and to the frequency and severity of crashes. This intersection has been identified in the *Mid-Island Area Plan* in 2002 and further studied in the *Mid-Island Traffic Study* in 2004, *Four Corner Intersection Evaluation* in 2010, and more recently as preliminary design initiated in summer 2018.

The recent evaluation and design work has proposed reconstructing the intersection to a modern single lane roundabout. The roundabout option has been found to be a great improvement to congestion, overall safety, and could contribute as a gateway to the area. In keeping with the Town’s Complete Streets policy, the conceptual design accounts for bike and pedestrian movements through the area and considers the NRTA bus stop at the Atlantic Ave approach.

**5.10.4. Fairgrounds Road and Old South Road intersection**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
7	Fairgrounds @ Old South Rd	Intersection	\$150,000	\$2,000,000	D	12	3.6

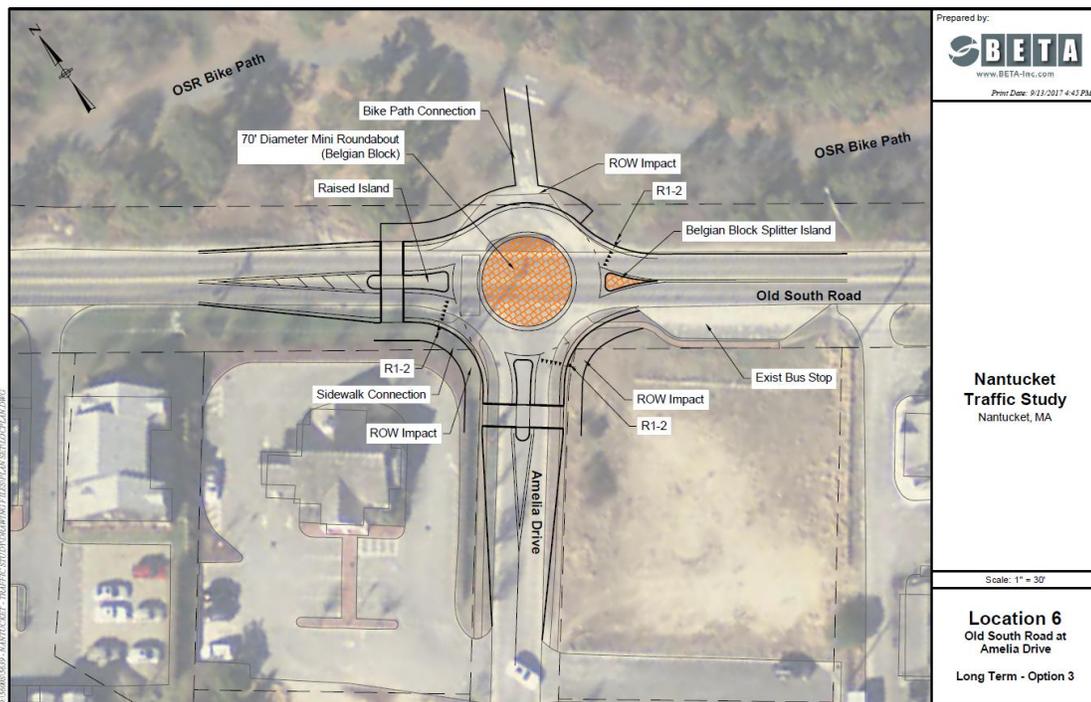
In 2006, the NP&EDC conducted an evaluation of alternative traffic control measures for this intersection to address congestion and safety concerns documented as part of the *Mid-Island Area Plan*. This analysis was updated as part of the *Old South Road Corridor Study*, which was completed in September 2017. A conceptual design was initiated in 2018 with preliminary design on-going.

Under the existing configuration of this intersection, the Fairgrounds Road approach experiences significant delay during peak hours. The Old South Road approaches have little delay since they are not required to stop. Under the proposed roundabout configuration, delay along Fairgrounds Road is significantly reduced while delay along Old South Road is also minimized. All movements operate at a level-of-service (or LOS) ‘B’ (considered acceptable) or better during peak hours.



### 5.10.5. Old South Road at Amelia Drive

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
18	OSR at Amelia - 3 - Mini Circle	Intersection	\$54,080	\$233,972	F	11	3.7
-	Amelia Dr - Old South Rd and Ticcoma Way	Complete Streets	TBD	TBD	F	-	-



Amelia Drive is a two-way roadway with on street parking that was acquired by the County of Nantucket as an important connection between Ticcoma Way and Old South Road with access to mixed use development on both sides of the roadway. Although sidewalks are provided on both sides of the road, the width of the road is substandard for two-way flow and on street parking. Additionally, with two-way flow, delay and queuing is beyond acceptable levels at the approach to Old South Road.

To address the capacity issues for Amelia Drive, BETA examined a 70-foot diameter mini-roundabout. The mini-roundabout would provide a mountable center island (no raised island or landscaping) to accommodate truck and bus turns into and out of Amelia Drive. Raised splitter islands are proposed on the western leg of Old South Road and Amelia Drive such that crosswalks may be maintained across these legs. The eastern leg of Old South Road may have a flush splitter island that larger vehicles may mount for larger turning radii. The mini-roundabout

would provide a significant improvement in intersection capacity, as well minimizing the number of conflict points where a collision may occur. It will improve operating conditions for Amelia Drive to LOS A and LOS B in the morning and evening peak hours, respectively. Queueing was found to increase to approximately 335 feet on Old South Road due to the newly created yield condition.

Improvements to the Amelia Drive corridor are being developed in coordination with abutters to address the vehicle traffic conflicts and substandard pedestrian sidewalks while preserving the well-established street trees and minimizing impacts to on-street parking. This conceptual planning study is ongoing with no final recommendation ready for inclusion in this plan.

**5.10.6. Milestone Rotary (create a modern roundabout)**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
19	Milestone Rotary	Intersection	\$676,000	\$2,924,646	F	11	3.7



Geometric and capacity deficiencies currently exist at the Milestone Rotary. As recommended in the *Mid-Island Traffic Study* and the *Mid-Island Area Plan*, the NP&EDC conducted and accepted the *Roundabout Implementation Report* in September 2006, which studied the ramification of converting the current rotary to a modern roundabout. The recommended treatment is reconstructing the intersection to form a two-lane hybrid modern roundabout as originally proposed by Ourston Roundabout Engineering in 2006.

This roundabout design was reevaluated in the 2017 *Old South Road Corridor Study*, which confirmed the reduction of delays and efficiency in processing vehicles through the intersection by providing two entering lanes for each approach. To slow traffic and provide adequate deflection, the Orange Street approach is shifted to the northwest which provides a large

pedestrian area on the southwest corner of the intersection. One of the largest safety benefits for this design is that it pulls the Sparks Avenue approach into the roundabout itself rather than the existing conditions where the roadway ends at a stop sign south of the circulating roadway. Other added safety benefits include providing crosswalks and sidewalks along all four of the approaches.

With respect to intersection capacity analysis, creating two travel lanes for each approach improves operating conditions at this intersection. The overall Level of Service for the roundabout improves to LOS B in the morning and LOS C in the evening. Queues were found to significantly decrease from approximately 2,000 feet in the 2024 No-Build condition to approximately 150 feet (six cars) on Old South Road as a result of the redesign. Similarly, 2024 No-Build queues on Sparks Avenue were found to extend well beyond the nearby roundabout at Hooper Farm Road. With the redesign, this intersection could reduce queues on Sparks Avenue to approximately 100 feet (four cars).

**5.10.7. Surfside Road at Fairgrounds Road and South Shore Road**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
20	Surfside Fairgrounds S Shore	Intersection	\$150,000	\$2,000,000	F	11	

This intersection reconfiguration was identified as part of a development impact study. As parcels along South Shore Rd are built out, the delays and queuing from the resulting increase in traffic at the intersection will increase beyond acceptable levels. Additionally, the intersection is heavily used by bicyclists and pedestrians crossing between the paths and bus stops located on the approaches of each roadway. This intersection was evaluated for the Build conditions assuming a single-lane roundabout geometry. As a roundabout, the intersection would operate at LOS A in the AM peak hour and LOS A in the PM peak hour for the Build condition. It is also recommended that consideration be given to relocate the NRTA bus stop on the Fairgrounds Road westbound approach of the intersection to the Surfside Road southbound departure lane. The traffic impact study suggests that a modern roundabout will improve failing intersection conditions to acceptable levels and improve safety and accessibility for other users of the paths and the bus stops.

### 5.10.8. Milestone Road at Polpis Road

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
23	Milestone @ Polpis - Roundabout	Intersection	\$691,181	\$2,764,722	F	9	



This intersection was evaluated as part of the *Old South Road Corridor Study*. To address capacity issues in relation to the large traffic volumes as well as concerns with high speeds at the intersection, a 100-foot diameter modern roundabout was examined. The modern roundabout increases capacity at the intersection by requiring each approach to yield to vehicles already within the roundabout. Naturally, the roundabout dramatically slows travel speeds both entering and exiting the intersection such that they may navigate through the intersection in a safer manner. This concept maintains the 10-foot multi-use path along the northern side of Milestone Road with a crossing across Polpis Road and an additional crossing across the eastern leg of Milestone Road. The addition of splitter islands to deflect traffic towards the roundabout dramatically reduces the crossing distance for each of the crosswalks as pedestrians and bicyclists may cross the roadway in two stages with refuge in the middle.

The roundabout improves safety by minimizing the number of conflict points where a collision may occur. In addition, the roundabout configuration would also address some of the speed concerns for the Monomoy Road intersection, located 850 feet west of Polpis Road. In this case,

slower speeds departing Polpis Road will improve sight distance conditions for vehicles exiting Monomoy Road and overall safety on Milestone Road.

With regards to intersection capacity, the roundabout configuration was found to improve operations conditions at the intersection to LOS B in both peak hours with moderate delays on each approach. Queues were found to extend approximately 150 feet (six cars) for both Milestone Road approaches because of the roundabout.

**5.10.9. Milestone Road at Nobadeer Farm Road**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
28	Milestone at NFR - Roundabout	Intersection	\$569,394	\$2,277,574	F	7	2.9

Old South Road Corridor Traffic Study

Milestone Road at Nobadeer Farm Road with roundabout



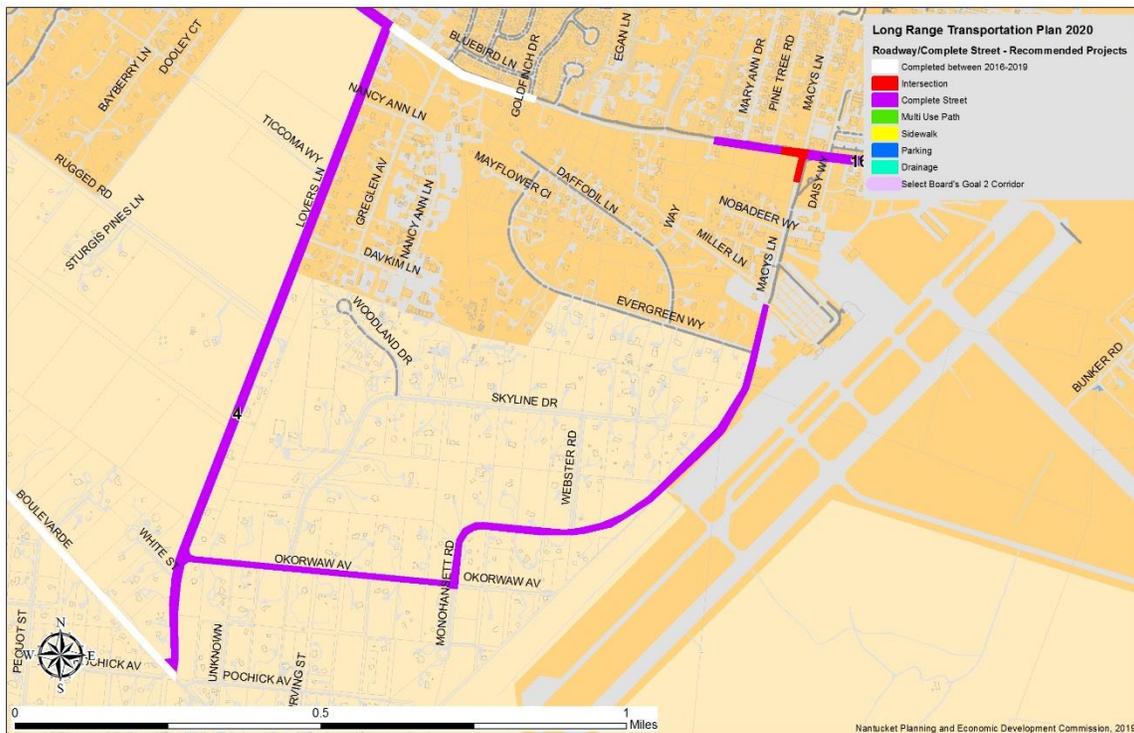
To address the capacity issues at this location, a single lane 100-foot diameter roundabout was explored. Two bus stops are consistently recommended to the east of the intersection to accommodate the bus routes. The roundabout option recommends raised splitter islands that would help reduce the crossing length for pedestrians and bicyclists, as well as provide a refuge such that crossings may be made in two stages. The roundabout dramatically shifts the Sconset Bike Path such that bicyclists must slow down and cross at a safe location. The single lane roundabout at this location will increase capacity for Nobadeer Farm Road introducing parity to the intersection. The increased capacity significantly improves the Nobadeer Farm Road Level of

Service from LOS F to LOS A for both peak hours with minimal delays and queues for each approach.

### 5.11. COMPLETE STREETS IMPROVEMENTS

#### 5.11.1. Surfside Area Roadways – Okorwaw Ave, Monohansett Ave, and Lovers Lane

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
4	Lovers Okorwaw Monohansett	Complete Street	\$828,822	\$6,000,000	D	5	3.3

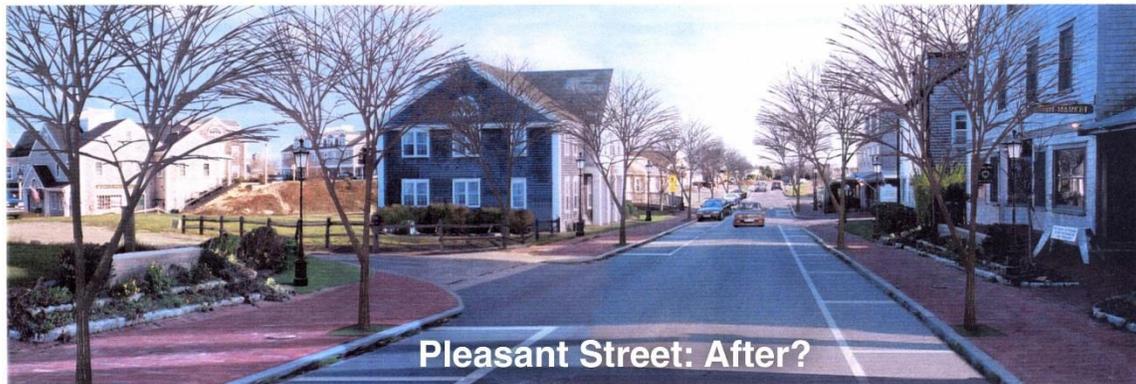


The Boulevard, Lovers Lane, Okorwaw Avenue, and Monohansett Road are private roadways currently used for access to low-density, primarily residential abutting uses, and as a secondary access to the Airport. Although this corridor is paved to a width of between 18 and 22 feet to accommodate two-way vehicle traffic, the pavement condition is poor and there are no sidewalks or bike paths. Preliminary design has started for this project, which will include two 22-foot travel lanes and a separated multi-use path, but final design and construction currently are not funded.

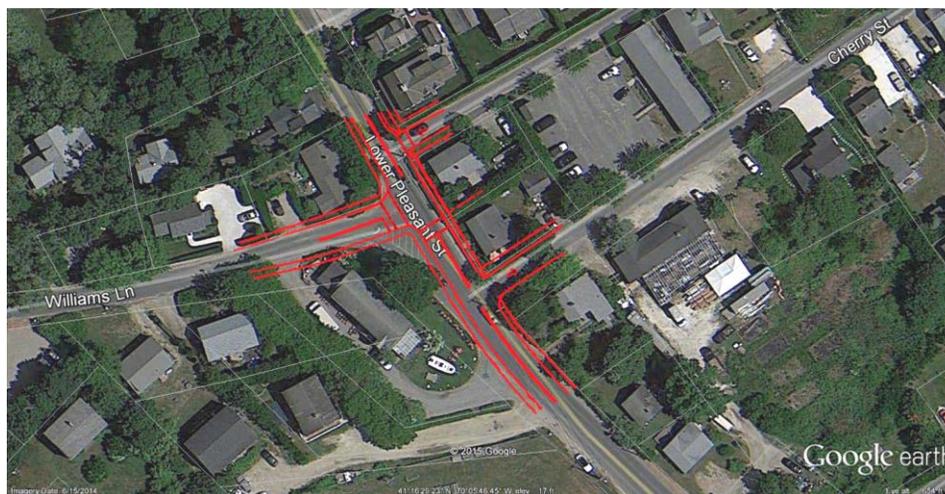
### 5.11.2. Pleasant Street between York Street and Sparks Avenue

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
12	Williams / Pleasant Streetscape	Complete Street	\$197,000	\$985,000	E	7	3.6

These Complete Streets corridor improvements include enhancing and expanding bicycle, pedestrian, public transportation, and parking facilities. The improvements along Pleasant Street include expanding and adding sidewalks between Five Corners and Sparks Avenue, and expanding on street parking to both sides of the road, primarily between West Creek Road and Williams Lane. The improvement to Williams Lane will be the addition of a sidewalk along the north side of the road.



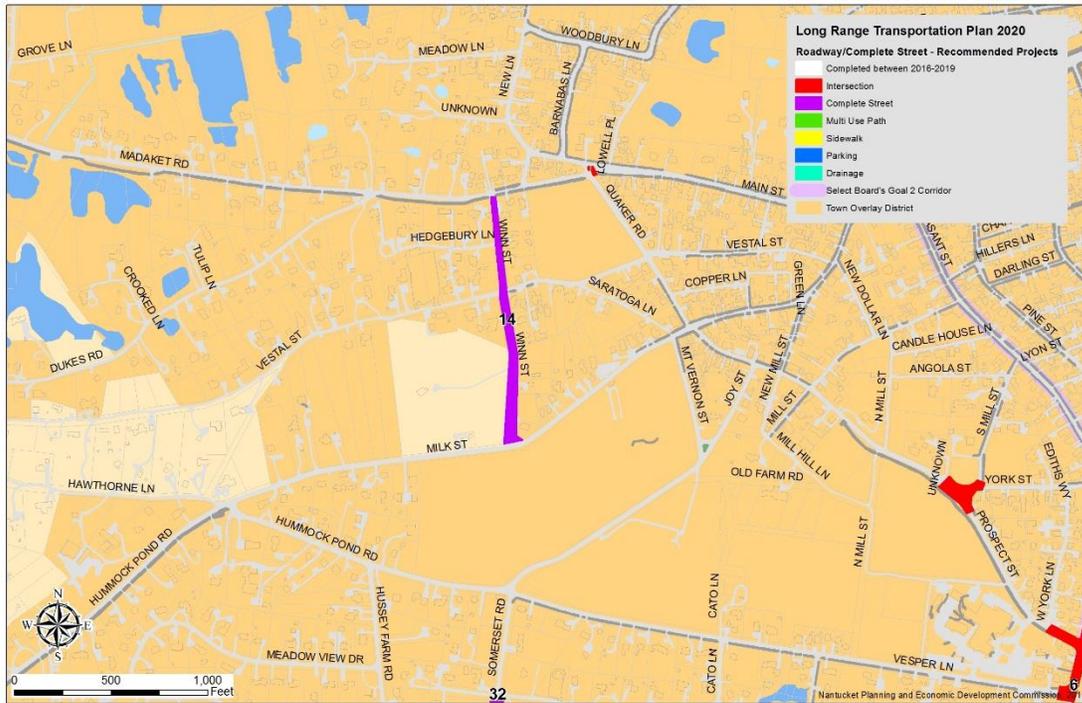
To eliminate the conflict between the Williams Lane traffic and Pleasant Street traffic, the intersection should be reconfigured to form a more traditional, “T” intersection. This will slow the traffic both turning into and exiting from Williams Lane. This will also tighten the intersection and reduce the vast amount of pavement and travel ways currently in place. These improvements are recommended for both one-way and two-way flow on Pleasant Street.



### 5.11.3. Winn Street

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
14	Winn St	Complete Street	\$250,000	\$1,250,000	E	6	

Winn Street serves as a connection between Madaket Road and Milk Street Extension. The roadway is divided into two sections – a 500 linear foot paved section that is privately owned, and an 800-linear foot unpaved section that is publicly owned. Improvements to widen and pave the publicly owned section would allow for a safer and convenient connection for all users, especially for bicyclists connecting between the Madaket Rd bike path and the proposed Milk St Ext path. The privately-owned section of Winn Street should also be taken as a public way.



**5.11.4. Old South Road – Rotary to Nobadeer Farm Road**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
15	Old South Rd - Path/Pulloffs btw Rotary/Amelia	Complete Street	\$54,080	\$233,972	F	14	3.7
16	Old South Rd - Path/Pulloffs btw Amelia/NFR	Complete Street	\$245,156	\$1,019,847	F	14	3.7

The overall treatment of the roadway is to accommodate all users and provide median islands that separate eastbound and westbound travel along Old South Road, and to provide a path and bus pull offs on both sides of the road. It was noted that areas of raised island should provide 18 feet of mountable width to accommodate emergency vehicles. This would include an 11-foot-wide travel lane with a five-foot-wide textured or mountable edge. The edging could be a material of brick, Belgian block, textured asphalt, or other treatments. Raised medians may be landscaped to create a traffic calming gateway style island. In place of raised islands, flush islands may be used. In these instances, emergency vehicles will use the flush island rather than requiring a wider travel way.

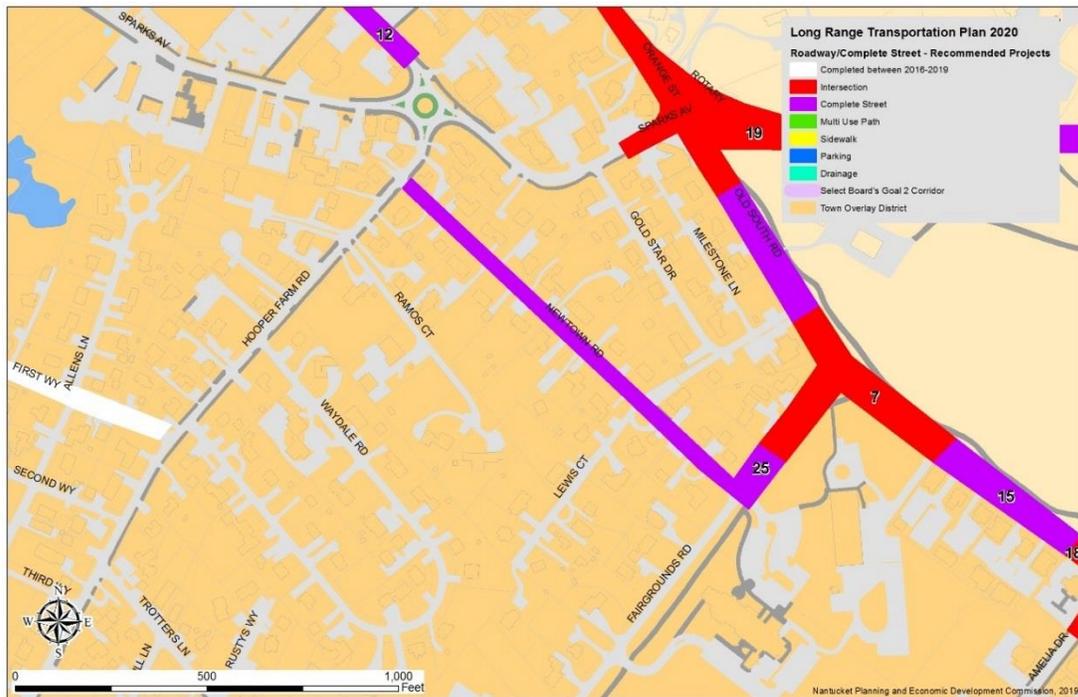
In addition to the islands, bus pull offs would be provided at stops along Old South Road. The new crosswalks would provide access between the bus stops and could use the medians as refuge areas to improve safety for crossings. Smaller vehicles may also use the space between the median islands as a refuge to make a left-turning maneuver in two steps. Left turns into driveways may use the space between the islands as temporary storage such that through traffic may continue without being obstructed.



### 5.11.5. Newtown Road Path and Traffic Calming

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
25	Newtown Road Path/Traffic Calming	Complete Street	\$144,746	\$964,970	F	8	3.3

Improvements to Newtown Road were identified in the Complete Streets Prioritization Plan development. A path along the north side of the roadway while reconstructing the roadway to include speed cushions will accommodate bike and pedestrian users of the roadway while calming travel speeds to 25MPH in a manner that still accommodates emergency first responder vehicles.

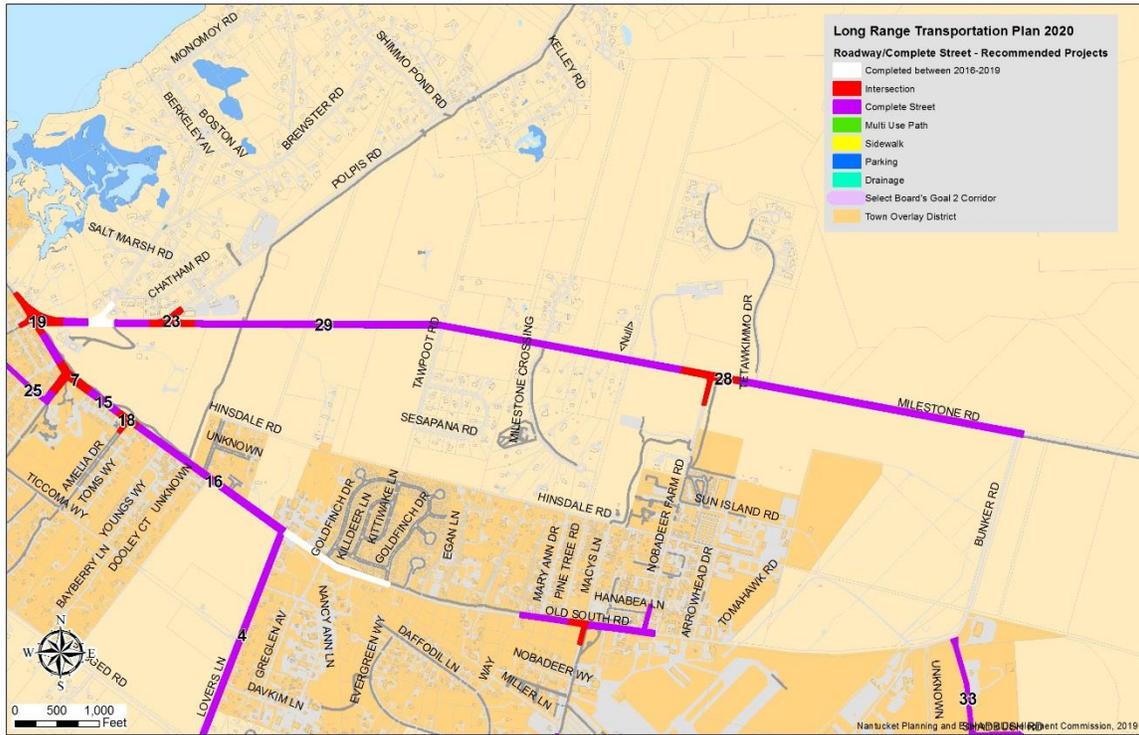


### 5.11.6. Milestone Road – Roadway Shoulders

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
29	Milestone Rd - Shoulders	Complete Street	\$1,469,781	\$6,358,861	F	6	3.3

During preliminary public outreach conducted for the Milestone Road safety and accessibility improvements in May 2018, there were public comments requesting the widening of Milestone

Road to accommodate the freight traffic traversing the roadway between the Rotary and the island's industrially zoned areas along Bunker Road. The existing width of the roadway is approximately 22 feet, which is substandard for heavy freight vehicles, and it contributes to the premature deterioration of the roadway edges. Based on Town Meeting support for these improvements in 2019, and as this improvement helps accommodate all users, including freight users, staff will be submitting a Project Need Form for this project to MassDOT.



### 5.11.7. Friendship Lane

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
32	Friendship Lane	Complete Street	\$84,000	\$420,000	F	5	

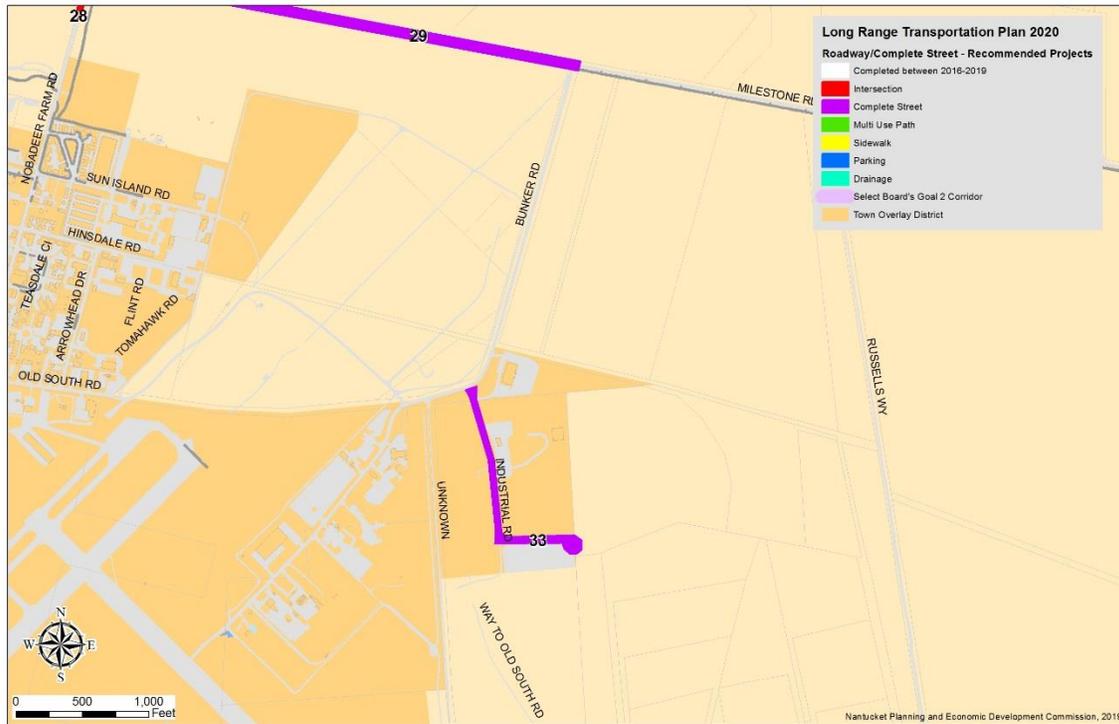
This section of Friendship Lane is a private unpaved way that is narrow and can accommodate very few vehicles, and cannot safely accommodate bicycle or pedestrian traffic. By improving this roadway as a public way with adequate width, surface, and sidewalks, other ancillary roadways and intersections, such as the Surfside Road and Bartlett Road intersection, could experience a reduction in congestion and improve safety and travel time for all users.



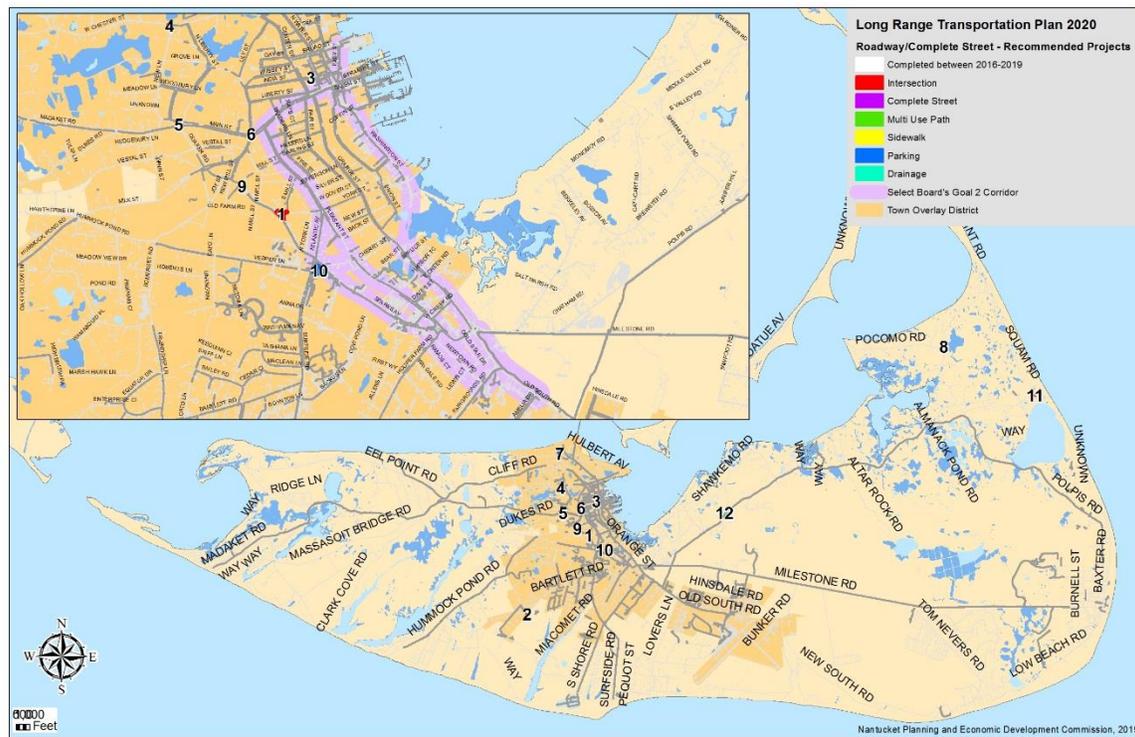
### 5.11.8. Industry and Shadbush Roads

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
33	Industry & Shadbush Rds	Complete Street	\$126,000	\$630,000	F	5	

These public roadways are currently unpaved and provide access from Milestone Road and Bunker Road to numerous industrially zoned lots located near the Airport. Although some of these industrial lots are currently being used, the roadways are still unpaved. As more lots are developed and utilized for industrial purposes, there will be a greater need to improve these roadways to a standard that can accommodate the traffic of abutting uses.



### 5.12. SMALL IMPROVEMENTS



Map 24. Small Improvements

As noted earlier in this section, small improvements are generally low-cost fixes for safety and/or congestion that may involve improving poor sightlines, obstructions, drainage, or lighting. These will typically be funded locally or with Chapter 90 funding.

<b>ID</b>	<b>Street</b>	<b>Facility</b>	<b>Improvement</b>
1	Prospect St York St	Roadway	Intersection reconfiguration from Y to a T
2	Bartlett Rd at Raceway	Roadway	Intersection widening to improve turning radius
3	5 India St	Bike Pedestrian	Brick crosswalk for loading zone to assist deliveries
4	48 W Chester St	Roadway	Intersection widening to improve turning radius
5	Caton Circle	Roadway	Widening to improve traffic flow
6	Main at Gardner	Roadway	Intersection widening to improve turning radius
7	Lincoln Circle	Roadway	Expand number of parking spaces
8	Pocomo Rd at Wauwinet Rd	Roadway	Improve sightlines
9	16 Mill St	Bike Pedestrian	Realign curb line and add sidewalk
10	School Pool Parking Lot	Parking	Expand parking lot
11	Quidnet Rd Sesachacha Rd	Roadway	Improve sightlines
12	Polpis Moors End	Roadway	Improve drainage

### 5.13. BRIDGE IMPROVEMENTS

The bridges described below have been inspected by MassDOT as part of their bridge program.

#### 5.13.1. Ames Avenue Bridge (a.k.a., Millie’s Bridge)

This bridge had been identified by the Nantucket DPW and MassDOT as needing replacement. The Department of Public Works has begun conceptual design, but a cost estimate has not yet been developed.

#### 5.13.2. Massasoit Bridge

This bridge had been identified by the Nantucket DPW and MassDOT as needing replacement. Conceptual design has begun, but a cost estimate has not yet been developed.



Map 25. NRTA Fixed Route System Map

## 6. PUBLIC TRANSPORTATION FACILITIES

### 6.1. NRTA SERVICE

A principal objective in establishing the Nantucket Regional Transit Authority (NRTA) was to alleviate downtown traffic congestion and create parking opportunities in the downtown core district. Shortly after the NRTA began service in 1995, and after the two initial routes proved successful as an alternative mode of transportation, it became apparent that the NRTA could be an island-wide transportation system. Since that time service has been significantly expanded and as of 2018 the core service operates year-round.

#### 6.1.1. Fixed Route Fares

Fares are \$2.00 on the Mid-Island Loop, Miacomet Loop, Jetties Beach Route and in-town portions of the Madaket and Sconset Routes. Fares are \$3.00 on the Madaket Route, Sconset Routes, Surfside Beach Route and Airport Route. Seniors 65 & Older, persons with disabilities, and veterans/military personnel are half fare and children 6 and under are not charged a fare.

#### Short Term Passes:

Passes provide unlimited rides on all routes for the duration of the type of pass purchased. Short term passes may be purchased on board any WAVE vehicle. Exact change is strongly suggested, change in the form of cash will not be issued.

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1-Day Pass	\$8.00
3-Day Pass	\$18.00
7-Day Pass	\$30.00

**Long Term Passes:**

The NRTA offers Summer and Annual Passes. Summer and Annual passes provide unlimited rides on all operating routes for the duration the pass is valid.

31-Day Pass: \$75

**Summer Passes – Valid April 26 through October 14, 2019**

Summer Season: \$135

Summer Commuter: \$120

(employer must purchase these passes - [more information](#))

Summer Nantucket Student: \$70

Summer Other Student: \$120

Summer Reduced: \$70

(seniors 65 & older, persons with disabilities, veteran and active military personnel)

**Annual Passes – Valid January 1 through December 31, 2019**

Annual \$200

Annual Commuter \$150

(employer must purchase these passes - [more information](#))

Annual Nantucket Student \$100

Annual Other Student \$150

Annual Reduced \$100

(seniors 65 & older, persons with disabilities, veteran and active military personnel)



**6.1.2. Fixed Routes**

**Mid-Island Loop** (3.3 miles) serves Washington Street, Francis Street, York Street, Atlantic Avenue, Surfside Road, Surfside Drive, Hooper Farm Road, Sparks Avenue, Orange Street,

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Dave Street, Pleasant Street, Dover Street, Union Street, Francis Street to the downtown shuttle hub at the Greenhound Building on Washington Street. This route maintains 30 minute headways during the shoulder season and 15-minute headways during the peak season. The mid-island Loop operates from mid/end of May through early October, daily from 7:00 a.m. to 11:30 p.m. (in 2015 service is extended to midnight between June 15 to September 7)

**Miacomet Loop** (6.9 miles) serves Washington Street, Francis Street, Orange Street, Old South Road, Fairgrounds Road, Surfside Road, Bartlett Road, Raceway Drive, Somerset Lane, Hummock Pond Road, Joy Street, Prospect Street, West York Lane, Dover Street, Francis Street to the downtown shuttle Washington Street Stop at the Greenhound site. This loop maintains 30-minute headways during the shoulder season and 20-minute headways during the season. The Miacomet Loop operates mid/end of May through early October, daily from 7:00 a.m. to 11:30 p.m. (in 2015 service is extended to midnight between June 15 to September 7)

**Madaket Route** (13.7 miles round trip) serves North Water Street, Cliff Road, North Liberty Street, West Chester Street, New Lane Madaket Road and returns to the downtown stop on Broad Street. This route maintains 60-minute headways during the shoulder season and 30-minute headways during peak season. The Madaket Route operates end of May through mid September, daily from 7:00 a.m. to 11:30 p.m.

**Sconset via Polpis Road** (21.2 miles round trip) serves Washington Street, Francis Street, Union Street, Orange Street, Milestone Road, Polpis Road, Sankaty Road, Coffin Street, West Sankaty Avenue, School Street to the Sconset stop on Main Street and returns on the same route to the downtown stop on Washington Street. This route maintains 1-hour and 20-minute headway from July 1<sup>st</sup> through Labor Day from 10:00 a.m. to 6:00 p.m.

**Sconset via Old South Road Route** (16.8 miles round trip) serves Washington Street, Francis Street, Union Street, Orange Street, Old South Road, Nobadeer Farm Road, and Milestone Road to the Sconset stop on Main Street and returns the same route to the downtown stop at the Greenhound site on Washington Street. This route maintains 60-minute headways. The Sconset via Old South Road Route operates mid/end of May through Columbus Day, daily from 7:00 a.m. to 11:30 p.m. (in 2015 service is extended to midnight between June 15 to September 7)

**Sconset via Milestone Road Route** (16 miles round trip) serves Washington Street, Francis Street, Union Street, Orange Street, and Milestone Road to the Sconset stop on Main Street and returns the same route to the downtown stop at the Greenhound site on Washington Street. This route maintains 60-minute headways. The Sconset via Milestone Road Route operates July through Labor Day, daily from 7:15 a.m. to 7:15 p.m.

**Surfside Beach Route** (6.3 miles round trip) serves Washington Street, Francis Street, Union Street, Orange Street, Old South Road, Fairgrounds Road, and Surfside Road to the stop at Surfside Beach and returns the same route to the downtown stop on Washington Street. This route maintains a 40-minute headway. The Surfside Beach Route operates mid June through Labor Day, daily from 10:00 a.m. to 6:00 p.m.

**Jetties Beach Route** (1.9 miles round trip) serves North Water Street, Easton Street, North Beach Street (South Beach Street return trip), Bathing Beach Road, to the shuttle stop at Jetties Beach and returns the same route to the downtown stop on Broad Street. This route maintains

30-minute headways. The Jetties Beach Route operates mid June through Labor Day, daily from 10:00 a.m. to 6:00 p.m.

**Airport Route / Ferry Connector** (3.2 miles) serves Washington Street, Francis Street, Union Street, Orange Street, Old South Road, and Macy’s Lane to the stop at Nantucket Memorial Airport and returns along the same route to the downtown stop on Washington Street. This route maintains 20 minute headways. The Airport Route operates from mid-May to Labor Day, daily from 10:00 a.m. to 10:00 p.m. In 2014, the route was expanded as part of a public/private funded pilot program to maintain the existing service to the Airport and to meet demand of ferry users. The Ferry Connector service begins at 7:00 a.m. with exclusive service between both ferry terminals and a new Town-owned park and ride lot at 2 Fairgrounds Road, which provided overnight parking (currently free of charge) for residents and off-island commuters using the ferries. The success of this pilot in the summer months prompted the extension of the Ferry Connector service to the Columbus Day weekend. The Ferry Connector portion of this service will once again be publicly/private funded for the 2015 season, but local public funding is being sought for future service years.



### 6.1.3. NRTA Fleet Inventory

#### Fixed Route Buses

Bus #	Year	Make	Model	Length	Age
1	2018	IC	HC	29	1
2	2018	IC	BUS	29	1
3	2010	IC	HC CB	25	8
4	2016	IC	HCTC	29	2
5	2012	IC	HCCB	25	6
6	2013	IC	HC	25	5
7	2011	IC	HC CB	25	7
8	2013	IC	HC	25	5
9	2018	IC	HC	29	1
10	2018	IC	BUS	29	1
11	2011	IC	HC CB	25	7
12	2011	IC	HC CB	25	7
13	2013	IC	HCTC	25	5
14	2010	IC	HC CB	25	7

15	2013	IC	HCTC	25	5
16	2013	IC	HCTC	25	5
17	2013	IC	HCTC	25	5
18	2011	IC	HC CB	25	7
24	2016	IC	HC	25	2

**Fixed Route Non Revenue Support Vehicles**

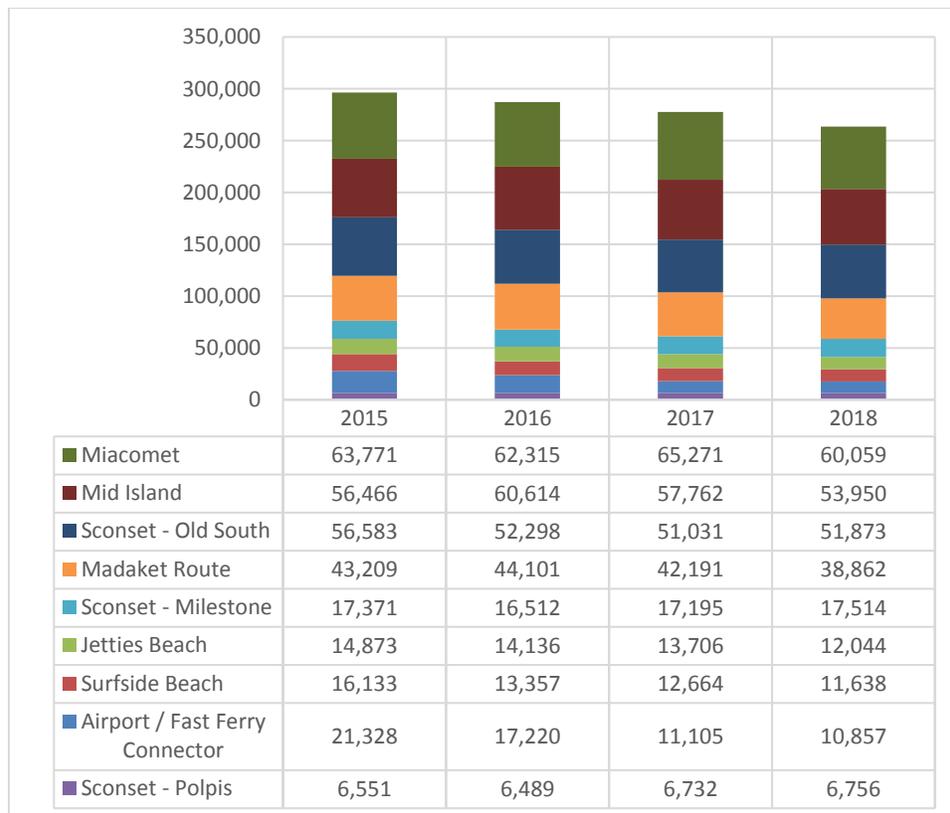
25	2014	Ford	Explorer	Utility	4
26	2014	Toyota	Sienna	Van	4
27	2014	Toyota	Sienna	Van	4
30	2014	Toyota	Tacoma	PU	4
29	2011	Ford	SRWSUP	PU	7
31	2018	Ford	F-350	PU	1

**Demand Response Vehicles**

20	2015	Ford	CUTVAN	9 Pass	4
21	2009	Ford	EcoVan	9 Pass	10
22	2009	Ford	EcoVan	9 Pass	10
23	2015	Ford	CUTVAN	9 Pass	4

**6.1.4. Ridership Statistics**

**Table 15. Passenger Boardings by Route 2015-2018 (NRTA)**



**Table 16. NRTA Fixed Route Passengers**



Table 16 shows the passenger ridership on the NRTA fixed route service from 1995 to 2014. It can be seen that there was a significant increase from 1995 to 1998 due to added routes to the system. However, since ridership is dependent on the funding and service provided, dips in ridership are generally due to funding cuts and subsequent reduction in service.

**Table 17. Average Daily Ridership 2011 - 2018**

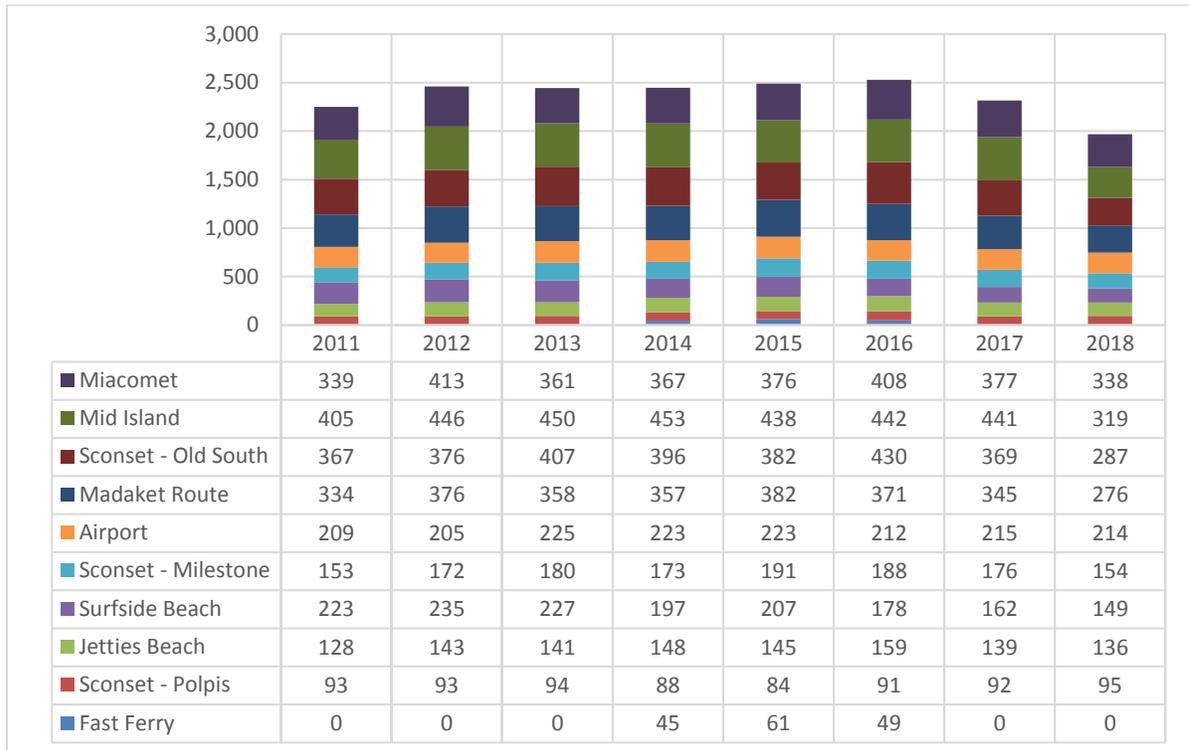


Table 17 shows the average number of passengers carried by the NRTA each day, or average daily ridership (ADR). It can be seen that the two routes servicing the downtown and mid-island areas of the island (Miacomet Loop and Mid Island Loop) have the highest daily ridership.

## 6.2. INTERMODAL LINKAGES

The NRTA has set up a variety of intermodal strategies to integrate the bus service with vehicles, bicycles and pedestrians. The NRTA's fixed route service also links Nantucket Memorial Airport and passenger ferries. These efforts are intended to simplify the transition in utilizing other modes of transportation in accessing the service.

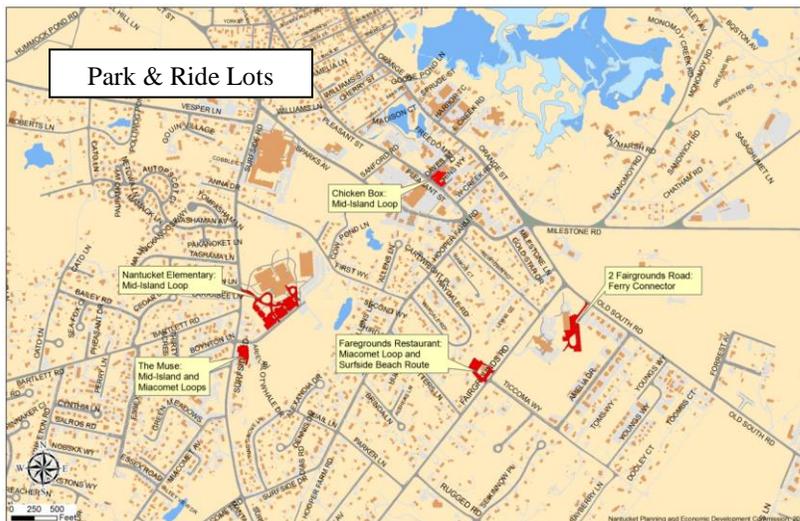
### 6.2.1. Downtown Transit Hub (Greenhound)



The NRTA relocated a few stops from the curbside along Washington Street to an abutting property owned by Greenhound LLC, which is a local not for profit with a mission to assist in keeping the downtown area of Nantucket viable. The stops are adjacent to a bus information center with public restroom, benches, bike racks, free Wi-Fi, and change machine. The site is within close walking distance to the ferry terminals and the downtown shops and businesses.

### 6.2.2. Park-n-Ride Lots

Four established businesses and the Town allow the NRTA to utilize existing parking lots as park-n-ride lots. There is no charge to park, and lots are located at the following locations:



Map 26. NRTA Commuter Lot Locations

Park-n-Ride Lot	Service Routes
Faregrounds Restaurant	Miacomet Loop
The Muse	Miacomet Loop, mid-island Loop
The Chicken Box	Mid island Loop, Miacomet Loop, Sconset Routes, Airport Route
Nantucket Elementary School	Mid island Loop
2 Fairgrounds Road	Ferry Connector

### 6.2.3. For Bicyclists



**Bike Racks on the Bus:** All buses are equipped with bike racks that accommodate two (2) bikes.

**Table 18. Total Bicycles Carried on NRTA Fixed Route Vehicles**

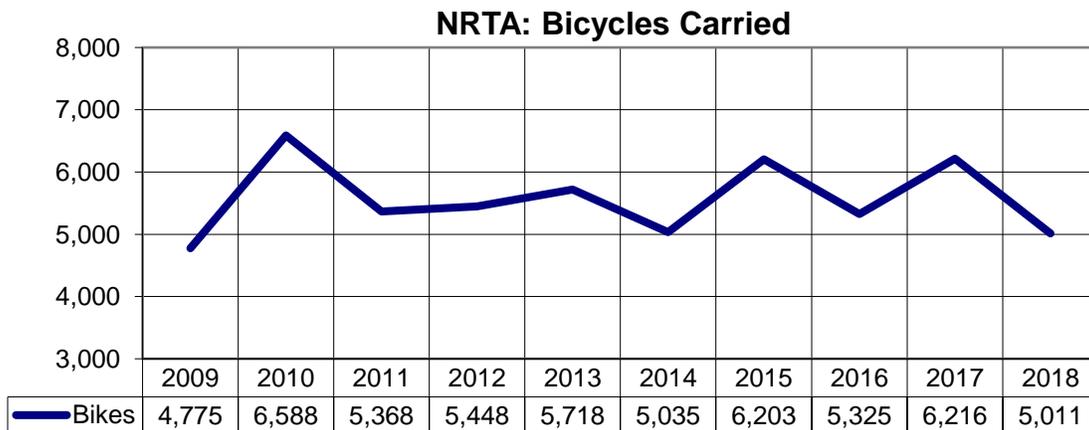


Table 18 shows the number of bicycles carried from 2004 to 2014. The data shows that there are typically over 4,000 bikes carried on the NRTA each year, with number of bikes carried peaking in 2010, with over 6,500 bikes carried.



### **6.3. ADVANCE RESERVATION VAN SERVICE – “YOUR ISLAND RIDE”**

The NRTA provides advanced reservation door-to-door van service for the elderly (60 years of age and older), and persons with disabilities. This service is provided Monday through Friday, 8:00 a.m. to 4:00 p.m. Under the Americans with Disabilities Act (ADA) the NRTA must accommodate individuals with physical, mental, visual, and hearing impairments on fixed-route buses, as well as on the paratransit (Your island Ride and complementary paratransit services) vehicles that operate a special door-to-door service. Also, per ADA regulations, the NRTA follows a certification and eligibility process for the clients. The NRTA operates two vans purchased through the Federal Transit Administration’s (FTA) Mobility Assistance Program (MAP) section 5310 fund. MAP vehicles are obtained through a competitive bidding process administered by the Massachusetts Department of Transportation (MassDOT), which procures the vehicles. The vans have a capacity for 9 passengers and up to 3 wheelchairs.

<b>Destinations</b>	<b>FY17</b>	<b>FY18</b>
Medical	2,366	1,930
Nutrition	2,169	1,489
Social/Recreational	1,449	1,382
Shopping	114	268
Employment	1,228	386
Other	1,216	803
<b>Total Trips</b>	<b>8,542</b>	<b>6,158</b>



#### 6.4. INTELLIGENT TRANSPORTATION SYSTEM

Intelligent Transportation Systems (ITS) are applications of advanced technology in the field of transportation, with the goals of increasing operational efficiency and capacity, improving safety, reducing environmental costs and enhancing personal mobility. The Commonwealth of Massachusetts, through MassDOT, has undertaken the development of a Regional Intelligent Transportation Systems Architecture for Southeastern Massachusetts. The NRTA has utilized ITS on its fixed route vehicles, Automated Stop Announcement System, Automated Vehicle Locator System, and Automated Passenger Counting System.

The NRTA will consider future ITS projects that are applicable and will enhance NRTA services. Currently all NRTA fixed route buses are equipped with Electronic Validating Fareboxes. This equipment enabled the NRTA to better serve and track its riders. Short-term passes (1-day, 3-day, and 7-day) are able to be purchased aboard all buses making it more convenient to visitors. Season passes, purchased at the NRTA Administrative office, are simply swiped through the farebox by the passholder. Fares are validated to ensure the correct amount of money is collected. Change cards are now issued for future rides. A card is issued from the farebox to the passenger for the amount of money paid into the farebox over the cost of the regular fare.

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### **Automated Stop Announcement System (ASAS)**

Stops are automatically announced at established Global Positioning System (GPS) trigger points, providing effective communications with on-board passengers as well as identifying the bus route for passengers waiting to board a bus at a bus stop location. This not only meets requirements of the Americans with Disabilities Act, but has been a tremendous benefit to the system for visitors who are unfamiliar with the island.

### **Real-Time Bus Information**

Real time information about the bus locations, estimated arrival times and service announcements can be accessed using a smartphone application known as TransLoc.

## **6.5. RIDERSHIP INCENTIVE PROGRAMS**

The NRTA continues its efforts to provide Ridership Incentive Programs (RIP) that encourage ridership. These are:

### **Commuter Solution Program**

This program began in 1997 through a Transportation Demand Management (TDM) grant and enables employers to purchase passes for their employees at a discounted rate (\$10 off the cost of a season pass). This is one of the pass options made available to fixed route riders. Since its inception, participation has increased each year in the number of businesses that participate and the number of passes sold. In 2010, 70 businesses participated and purchased 633 passes for employees (approximately 11% of average Year-Round employment estimates).

### **Emergency Ride Home Program**

The NRTA offers MassRIDES Emergency Ride Home (ERH) Program that is available to any employer and employee who commutes to work by transit, walking, bicycling or carpooling at least twice a week and enrolls in the program. This program promises employees who regularly use travel options that MassRIDES will pay for the ride home if they experience a qualified emergency (A qualified personal illness/emergency, unexpected family illness/emergency, and unscheduled overtime at supervisor's request). The ERH program provides that extra reassurance people need in order to choose an alternative to driving alone, and it's an added benefit for those who already use an alternate mode.

### **Public Transportation & Walking Map to Historic Sites and Museums**

Several island organizations that operate historic sites and museums on Nantucket have teamed up with the NRTA to promote their properties to visitors by way of the Shuttle. The *Public Transportation and Walking Map to Historic Sites and Museums on Nantucket* brochure includes a map locating the island's historic sites and museums and provides shuttle routes and stops, as well as walking times from site to site.

### **Ride to Read**

The Nantucket Elementary School, Nantucket Public Library, Friends of Nantucket Public Schools, and the NRTA established this program in 2000 to provide elementary school children the opportunity and convenience to continue reading throughout the summer. The children can catch the Shuttle to the library, read, check out books, receive two vouchers for "free" rides on

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the shuttle home and back to the library. Friends of Nantucket Public Schools then pays the fare for the number of vouchers collected by NRTA drivers.

### **Pass Options**

The NRTA provides several pass options to both seasonal shuttle users and visitors.

### **Park and Ride Lot Campaign**

For the 2011 season the NRTA has distributed brochures describing how to use the system's park and ride facilities to encourage increase utilization of the option.

## **6.6. COORDINATED HUMAN SERVICES / PUBLIC TRANSPORTATION PLAN**

Federal transportation law requires the development of a Coordinated Human Services Public Transportation Plan (CHSPT Plan) to identify needs and gaps in human services transportation for seniors and individuals with disabilities in Nantucket. The Nantucket CHSPT Plan was updated and approved by the NP&EDC as part of the LRTP update and included the following identified public transportation needs for the elderly and disabled:

- Investigate other more affordable and flexible transportation options and programs for the elderly and disabled
- Replacement of demand response vehicles
- Accessible sidewalks and paths downtown and to fixed route stops
- Bus shelters at fixed route stops
- Expand number of accessible parking spaces downtown

## **6.7. PRIVATELY OPERATED TOUR BUSES**

Barrett's Tours, Gail's Tours, Historic Nantucket Tours, Betty's Tours and All Point Tours operate historic site-seeing tours of Nantucket. A few of the resort hotels also operate private vans for their guests.

## **6.8. TAXI CABS AND TRANSPORTATION NETWORK COMPANIES**

Taxis and Transportation Network Companies (TNCs), such as Uber and Lyft, play an important role in Nantucket's transportation options. Many visitors to the island do not bring a car and these options provide an important door-to-door service, complementing NRTA fixed-route service. Taxis and TNCs have dedicated spaces at the Airport, and taxis have dedicated spaces at the ferry terminals downtown.

TNC rides originating in Nantucket (and likely going to a Nantucket destination) totaled 184,137 in 2017. That figure significantly increased by over 60% in 2018 to 295,596, which demonstrates the popularity of ridesharing as a means of travel.

## 6.9. PUBLIC TRANSPORTATION IMPROVEMENTS

### 6.9.1. Fleet Replacement

The NRTA replaces a bus approximately every seven years. Based on this replacement schedule, and under the existing system of service, there would need to be 62 buses purchased over the 25-year life of this plan.

	2016-2020	2021-2025	2026-2030	2031-2035	2036-2040
# of Replacements	14	12	12	14	10
Approx. cost per replacement	\$250,000	\$280,000	\$310,000	\$340,000	\$340,000
Total Cost	\$3,500,000	\$3,360,000	\$3,720,000	\$4,760,000	\$3,400,000

### 6.9.2. NRTA Operational Improvements

Since the service began, the NRTA has expanded and contracted service based on these funding considerations. Although a significant increase in federal transit funding is not anticipated soon, the NRTA has developed a Regional Transit Plan in coordination with local stakeholders, MassDOT, and public input. The following recommendations would be implemented as resources become available and will strengthen the system and attract more riders by aligning the service with local demand.

#### 6.9.2.1. Mid-Island Loop

Days / Hours of Service: Expand peak season service to 7:00AM to 2:00AM  
 Frequency of Service: Keep 15 minutes during peak and 30 minutes during shoulder  
 Add 30 minutes during off-season  
 Estimated Cost: \$20,000 for peak service expansion, \$290,000 for off-season  
 Additional vehicles needed: 0

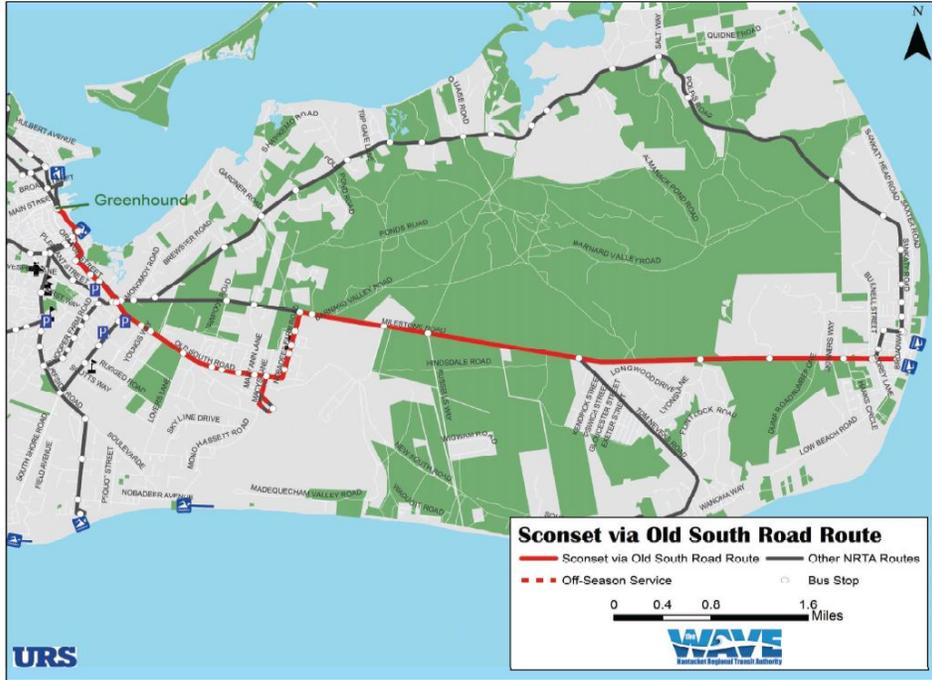
There are no changes to the alignment, but service should be later into the evening and winter/off-season. Later night service after 11:30 PM will reduce from 20-minute headways to 30 minute headways. Later night service will better accommodate the hospitality industry. This route is a candidate for winter season service because in the shoulder season it performs above average.

#### 6.9.2.2. Miacomet Loop

Days / Hours of Service: Expand peak season service to 7:00AM to 2:00AM  
 Frequency of Service: Keep 20 minutes during peak and 30 minutes during shoulder  
 Add 30 minutes during off-season  
 Estimated Cost: \$23,000 for peak service expansion, \$290,000 for off-season  
 Additional vehicles needed: 0

There are no changes to the alignment, but service should be later into the evening and winter/off-season. Later night service after 11:30 PM will reduce from 20-minute headways to 30 minute headways. Later night service will better accommodate the hospitality industry. This route is a candidate for winter season service because in the shoulder season it performs above average.

6.9.2.3. Sconset via Old South Road



Days / Hours of Service: Expand peak season service to 7:00AM to 2:00AM  
 Frequency of Service: Keep 60 minutes  
 Add 60 minutes during off-season  
 Estimated Cost: \$20,000 for peak service expansion, \$290,000 for off-season  
 Additional vehicles needed: 0

There are no changes to the alignment, but service should be later into the evening and winter/off-season. It will service it both inbound and outbound. Later night service will better accommodate the hospitality industry. This route is a candidate for winter season service because it is in the shoulder season and performs above average.

6.9.2.4. 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

This is a new route. It would travel between Washington Street and Cisco Beach along York/Dover Street, Prospect St., Mile Street Extension, and Hummock Pond Rd. This route would service Bartlett Farm Road and Cisco Beach but requires that a turnaround at Cisco Beach be paved.

6.9.2.5. Jetties Beach Route

Days / Hours of Service: Expand to 7:00AM to 11:00PM  
 Frequency of Service: Keep 30 minutes  
 Estimated Cost: \$35,000  
 Additional vehicles needed: 0

Service has been expanded in the morning and evening to accommodate events and the hospitality industry.

6.9.2.6. Madaket Route

Days / Hours of Service: Expand peak season service to 7:00AM to 2:00AM  
 Frequency of Service: Keep 30 minutes during peak season, 60 minutes after 11:30PM  
 Estimated Cost: \$17,000

Additional vehicles needed: 0

There are no suggested alignment changes, but service should be extended later into the evening. Late night service after 11:30PM will be reduced from 30-minute headways to 60 minutes. Later night service will better accommodate the hospitality industry.

#### 6.9.2.7. Tom Nevers via Milestone Road



Days / Hours of Service: Add peak and shoulder season service 7:00AM to 11:30PM  
Frequency of Service: 60 minutes  
Estimated Cost: \$52,650  
Additional vehicles needed: 1

This is a new route. It would travel between Washington Street and Tom Nevers Road along Orange St., Milestone Rd., and Tom Nevers Road. This route would service Tom Nevers area. At Greenhound it would require that a new bus stop along Washington St. be established. It would also require a turnaround at Tom Nevers Park be paved.

#### 6.9.2.8. Airport Route

Days / Hours of Service: Expand to 7:00AM to 7:00PM  
Frequency of Service: Keep 20 minutes  
Estimated Cost: TBD  
Additional vehicles needed: TBD

Service would be expanded in the morning and evening to accommodate Airport and commuters along Old South Road.

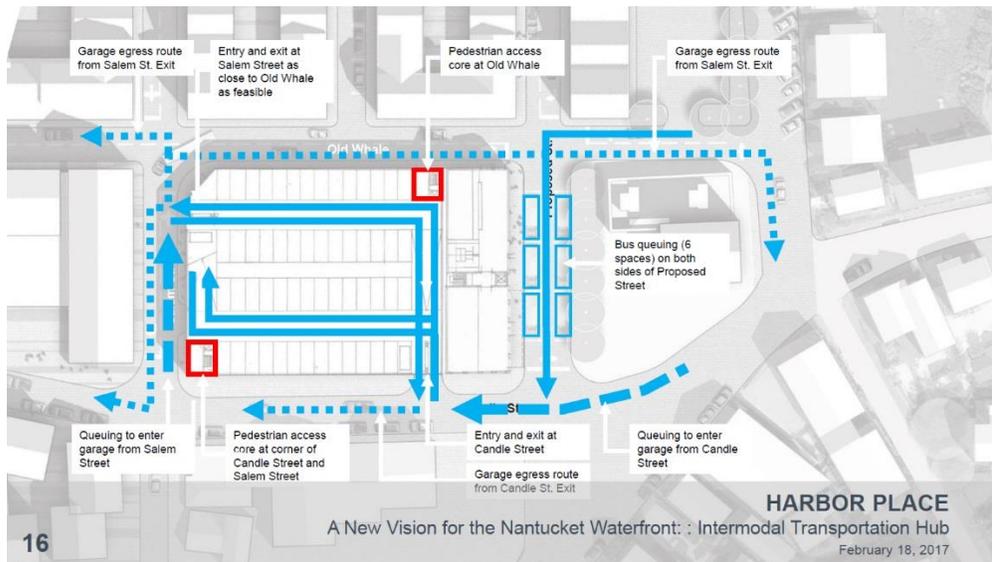
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### 6.9.3. Other Public Transportation Improvements

#### 6.9.3.1. Intermodal Transportation Center

Estimated Cost: \$22,000,000 (estimate)

While the NRTA operates at a privately-owned transportation center (Greenhound) located along Candle Street, there is an opportunity to improve this condition as part of the proposed Harbor Place Development. Harbor Place is a proposed private development near the harbor front in downtown, but the Town is a stakeholder in the project with ownership of existing roadways in and around the site. A portion of this site has been proposed to not only add long term parking opportunities, provide staging for tour vans and rideshare operations, and accommodate bike storage and/or rentals, but also to improve the quality of service to NRTA users by relocating and incorporating the stop into the redevelopment strategy. The proposed facility would provide an area necessary for transit operations and be located within better proximity to the private ferry terminal along Straight Wharf and the proposed new development. Additional study is needed to refine design specifics and operational functions using the proposed new location.



#### 6.9.3.2. Accessibility and Shelter at Bus Stops

Accessibility to bus stops and bus stop shelters are a need for users of fixed route transit and also helps encourage others to use transit more frequently. Based on this need, an accessibility survey of bus stops along heavily utilized routes was completed with assistance from students of Worcester Polytechnic Institute in fall 2015. This survey revealed that 85% of these bus stops lacked crucial requirements for accessibility. The least accessible stops were the Orange Street at Dover Street stop and the Washington Street at Salem Street stop.

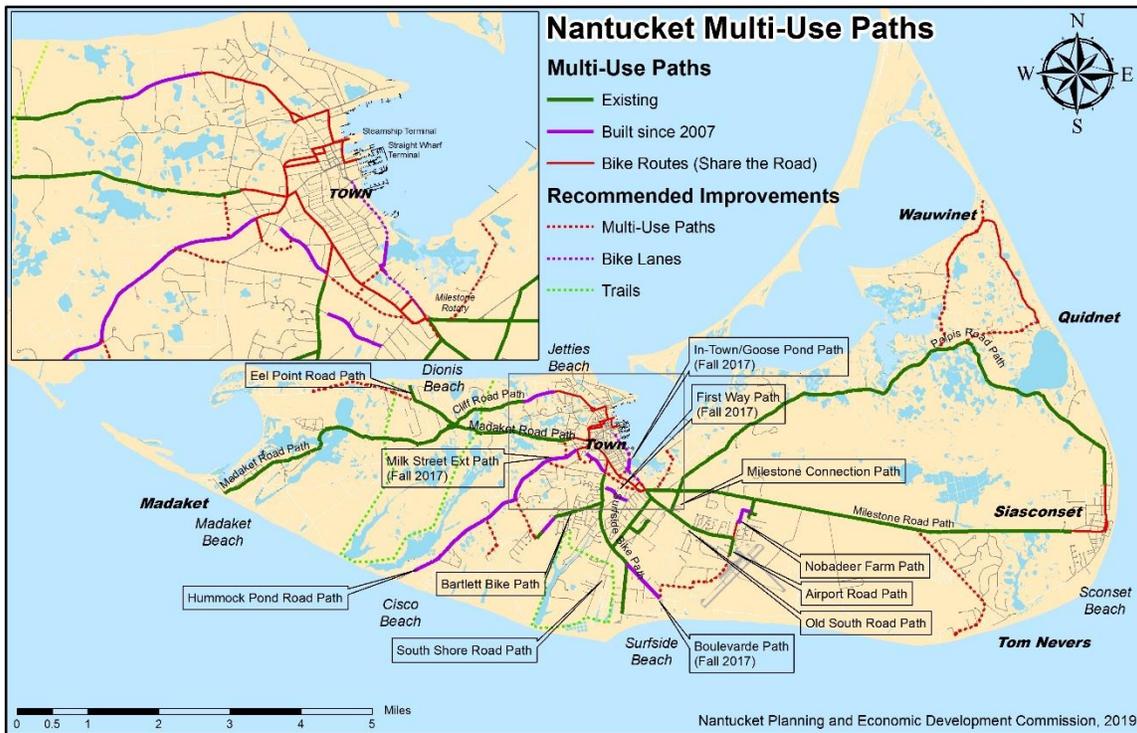
Bus stop accessibility improvements are being implemented along Milestone Road, and additional accessibility improvements have been conceptually developed along Old South Road and Fairgrounds Road as part of the *Old South Road Corridor Study*. Bus shelters have also been added to the Daves Street and Landmark House bus stops. The continued evaluation of stops and development should be incorporated into the UPWP with recommendations incorporated into the TIP

and the Town's Capital Improvement Program to expand accessibility and comfort of using public transportation.



### 6.9.3.3. Investigate Affordable and Flexible Transportation Options and Programs

As described in section 5.6, there is a need to supplement existing transit services for the elderly and disabled. Staff will monitor an MBTA pilot program with Transportation Network Companies that provides subsidized rides for paratransit users and evaluate the potential for similar programs for Nantucket.



Map 27. Existing Bike Paths

## 7. BICYCLE AND PEDESTRIAN NETWORK

### 7.1. EXISTING MULTI-USE PATH FACILITIES

Map 27 shows the location of existing and proposed multi-use paths, bike lanes, and bike routes on Nantucket, which are generally located outside of the downtown area. Sidewalks for pedestrian traffic are generally located in the downtown and mid-island commercial and residential areas. The Town’s Strategic Plan Goal #2 aims to address significant gaps, specifically between downtown and mid-island, by prioritizing transportation investments along what is being termed the “Goal 2 Corridor”.

Table 19. Summary of Existing Bicycle Paths.

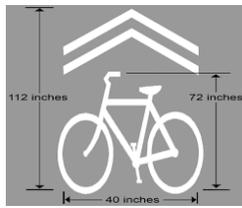
Name	Limits	Length (miles)	Width (feet)
Airport Rd.	From Old South Road to Airport Entrance Driveway	0.25	10
Bartlett Rd.	From Surfside Road to Raceway Dr.	0.9	6 to 10
Boulevard	From Surfside Rd to Lovers Ln	0.7	10
Cliff Rd.	From Eel Point Rd. to Sherburne Tpk.	1.6	9 to 10
Eel Point Rd.	From Madaket Rd. to Dionis Beach	0.9	9
Fairgrounds Rd.	From Old South Rd. to Surfside Rd.	0.9	10
Hummock Pond Rd.	From Milk St Ext to Cisco Beach parking lot	2.5	10

In-Town Route	(Goose Pond) From Washington St Ext to Goose Pond Ln; (Orange St) From Goose Pond Ln to Spruce St (bike lanes)	0.24	10
Madaket Rd.	From Quaker Rd. to Madaket Beach	5.6	8
Milestone Connector	From Old South Rd to Milestone Rd	0.3	10
Milestone Rd.	(South side of road) From the Rotary (intersection of Orange St., Sparks Ave., Old South Rd., and Milestone Rd.) to Main St. / New St. in 'Sconset	6.4	8
Milk St Ext	From Mt Vernon St to Hummock Pond Rd	0.48	8
Nobadeer Farm Rd.	(East side of road) from Milestone Rd. to Sun island Rd.; (West side of road) from Nobadeer Farm Rd to intersection of Hinsdale Rd and Macys Ln	0.5	9 to 10
Old South Rd.	From Milestone Rotary to Airport Rd/Macy's Ln.	1	10
Polpis Rd.	From Milestone Rd. to Anne's Ln. in 'Sconset	8.2	8
Prospect St.	From Surfside Rd. to N Mill St.	0.3	8 to 10
S Shore Rd.	From Surfside Rd to end of pavement	1	10
Surfside Rd.	From Surfside Rd. at Vesper Ln. to Surfside Beach	2.5	8
<b>TOTAL</b>		<b>34.27</b>	

## 7.2. ON-ROAD BICYCLING FACILITIES



As shown in the picture above, Nantucket Visitor Services maintains a system of suggested routes with bicycle directional stickers. These routes (also in Map 25) are marked with bicycle directional stickers that are 3 inches by 5 inches in size and have been placed on sign posts between the ferry terminals and each of the bicycle paths. The stickers are geared towards the many visitors who come to Nantucket for the first time; they work like trail markers and are designed to be unobtrusive since Nantucket has worked to reduce the visual clutter that is created by too many signs. The bicycle rental shops educate visiting bicyclists about the program. Visitor Services has also developed a transportation map that includes information on walking and bicycling on Nantucket that will include these routes.



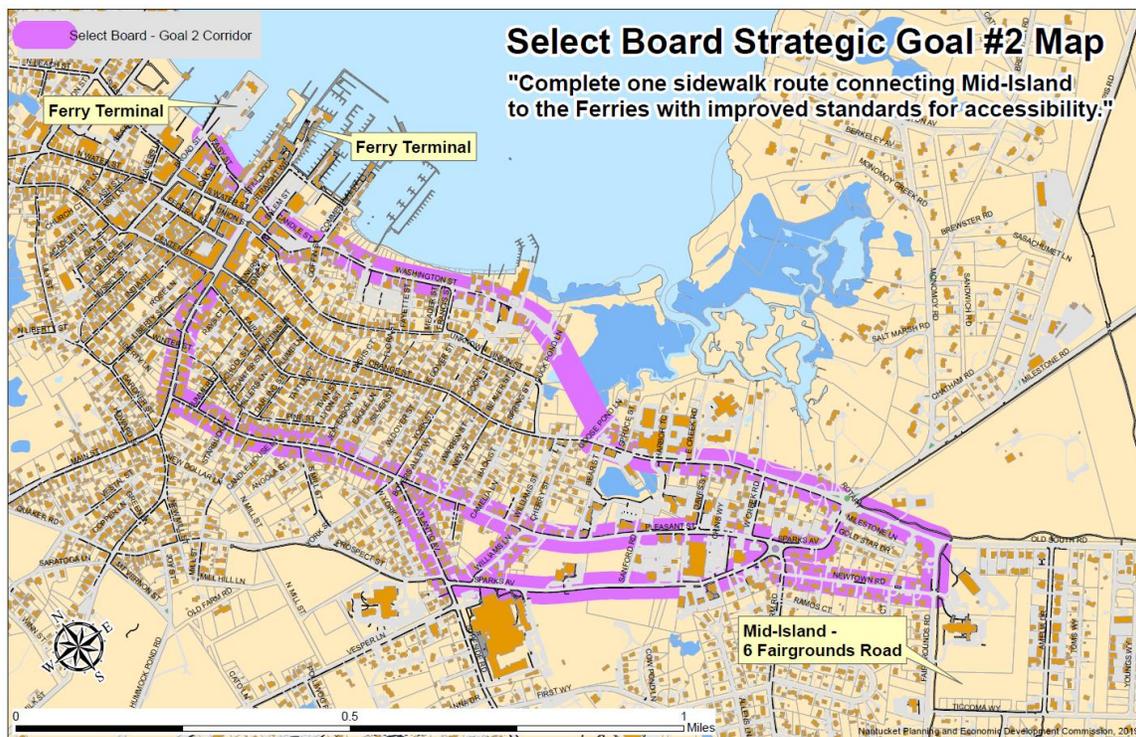
In addition to the wayfinding signage and stickers, the Town has experimented with bike route stencils, or “sharrows” (shown in the picture above). These special pavement markings provide additional wayfinding for bicyclists, and alert drivers to use caution along roadways with these stencils as they are heavily used by bicyclists who need to share the road with other vehicles.

### 7.3. RECREATIONAL TRAILS

Nantucket has an extensive network of dirt roads that are frequently used for off-road bicycles and walking trails. These dirt roads and paths exist primarily on Town and Conservation properties and provide access to coastal and natural resources around the island.

### 7.4. EXISTING PEDESTRIAN FACILITIES

Map 28. Town’s Strategic Plan’s Transportation Goal #2 Corridor

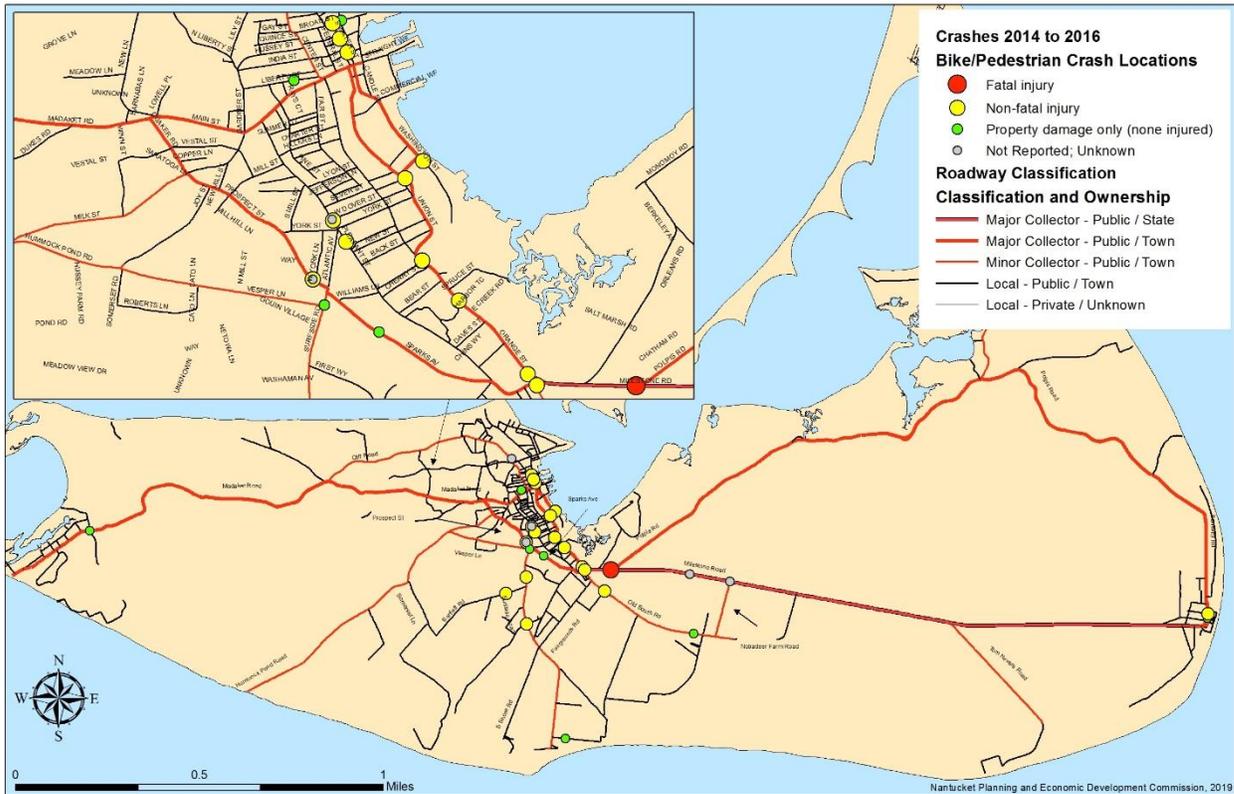


Walking is a convenient and economical means of transportation on Nantucket. In fact, according to the American Community Survey and the survey conducted as part of this plan’s development, walking is second to driving as the preferred mode of choice for travel and commuting on island. The congested traffic conditions during the peak summer months make walking a convenient alternative, especially for the visitors who arrive without cars. The island’s small size and relatively flat terrain make it possible to explore many of its tourist attractions by foot.

Nantucket’s pedestrian circulation system consists of an extensive sidewalk network and unique pedestrian environment in the downtown area, limited sidewalks beyond a half-mile radius from the town center, and the bicycle paths out-of-town. Although the sidewalk network and pedestrian environment in the downtown is well developed, there are maintenance needs along portions of the existing sidewalks, as well as gaps in the network. Substandard sidewalk widths impact walkability and detract from the pedestrian experience downtown, primarily around and between both ferry terminals.

As is being addressed as part of the Strategic Goal #2, important sidewalk links are either missing or substandard on the periphery of downtown. Specifically, problems and inadequacies, such as gaps, uneven surfaces, substandard width, and access ramps, exist on Main Street, Sparks Avenue, Orange Street (east of Union Street), Pleasant Street, Francis Street, Washington Street, and Union Street. Improvements along these corridors are found in Section 6.6 or in the sidewalk improvements listed in Section 6.7.

### 7.5. BICYCLE AND PEDESTRIAN SAFETY



**Map 29. Bike and Pedestrian Crashes, 2014 to 2016 (MassDOT)**

Map 29 shows that there are scattered bike and pedestrian accidents throughout the downtown and mid-island area, with several concentrated within the Core Area and along Orange Street. There was also a fatality along Milestone Road at the intersection of Polpis Road in this timeframe. Recent and ongoing improvements along Orange Street are aimed at improving safety and accessibility for bicyclists and pedestrians as part of the In-Town Bike Path project.

Accessibility and safety improvement area also on-going along Milestone Road as part of a federally funded High Risk Rural Road safety improvement to upgrade the Milestone Rd path, realign problem intersection, and provide accessible bus stops and pull offs.

## 7.6. BICYCLE IMPROVEMENTS

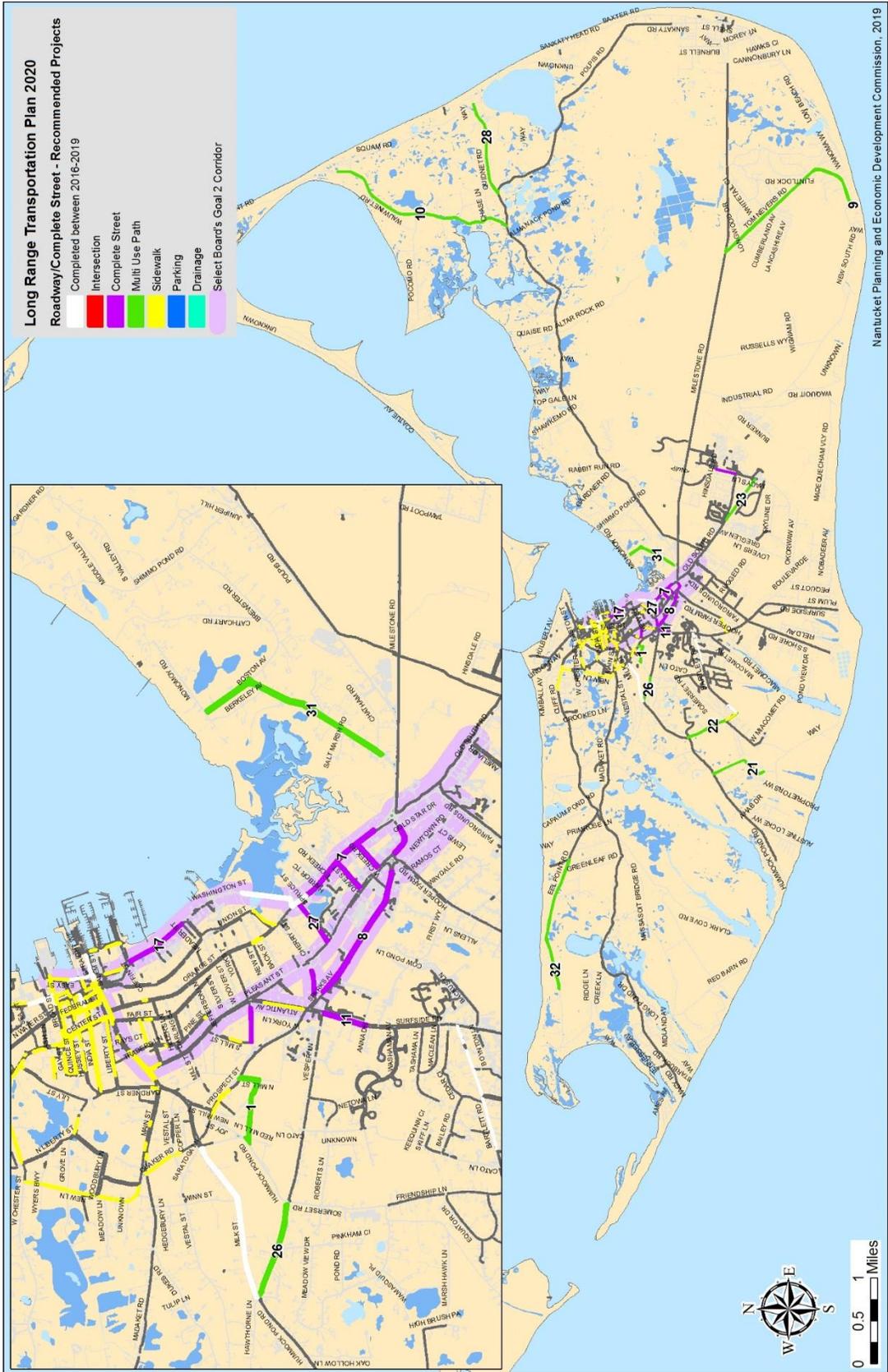
The following bicycle improvements are recommendations of studies and plans listed in Section 2.9.2, or developed as part of the public outreach for this plan.

### Description of Status Designation

- A Design complete, ready for construction
- B Project permitted, final plans initiated
- C Preliminary design complete, Permitting stage
- D Preliminary design initiated
- E Project funded, design to be initiated
- F Project is unfunded

### Bicycle Improvements (See Map 29)

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
1	Mill Hill Path	Path	\$15,000	\$212,170	B	9	
5	In-Town P2 (Orange)	Bike Lanes	\$418,000	\$2,090,000	E	12	4.5
8	Sparks Ave Path	Path	\$230,000	\$850,000	E	10	3.8
9	Tom Nevers	Path	\$331,487	\$2,210,852	E	10	3.8
10	Wauwinet	Path	\$354,000	\$2,361,000	E	8	3.5
11	Surfside School Crossing	SRTS	\$200,000	\$800,000	E	8	
17	In-Town P3 (Washington)	Bike Lanes	\$400,000	\$2,000,000	F	12	4.5
21	Bartlett Farm	Path	\$100,000	\$654,000	F	10	3.7
22	Somerset Ln	Path	\$111,000	\$739,000	F	10	3.5
24	Hummock Pond to Vesper	Path	\$100,000	\$500,000	F	9	
26	Bear	Path	\$80,000	\$400,000	F	8	
27	Quidnet	Path	\$189,000	\$1,715,000	F	8	
30	Monomoy Rd	Path	\$140,000	\$700,000	F	5	3.4
31	Eel Point Path Ext	Path	\$325,400	\$1,627,000	F	5	

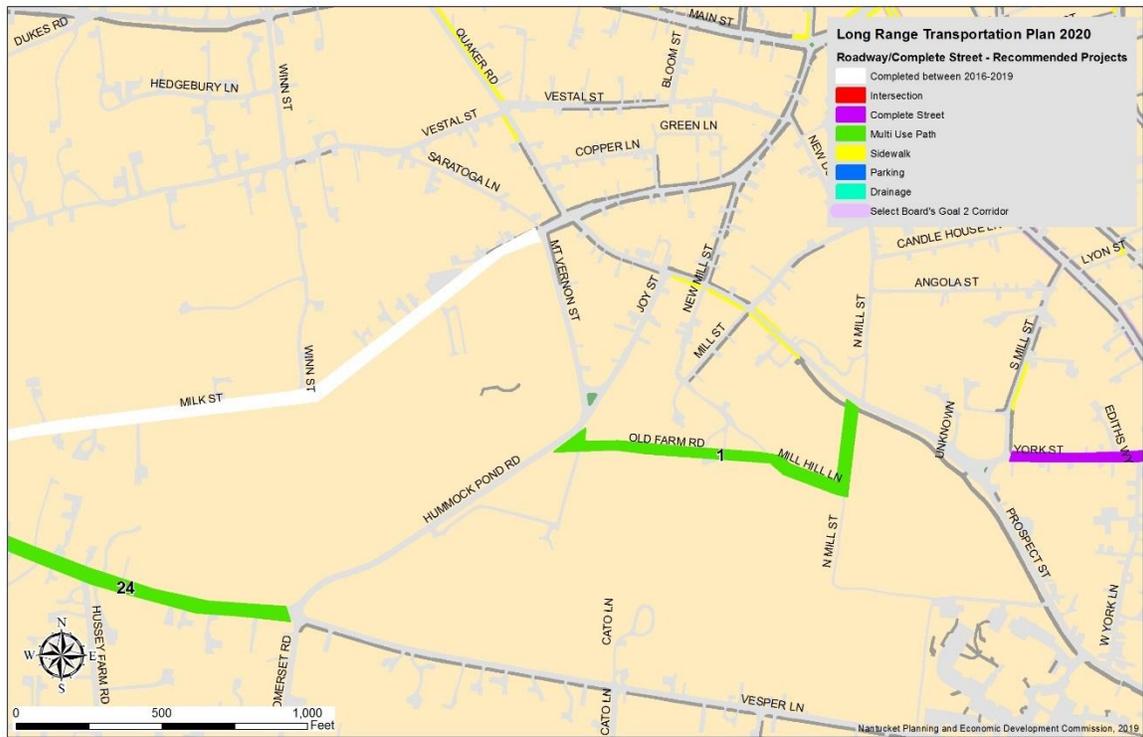


**Map 30. Proposed Multiuse Paths and Bike Lanes**

**7.6.1. Mill Hill Multi-Use Path**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
1	Mill Hill Path	Path	\$15,000	\$212,170	B	9	

The existing Prospect Street Path is 8 feet wide and extends from the intersection of Atlantic Avenue to just west of the intersection of North Mill Street. An extension of this path is necessary to safely link bike and pedestrian traffic from this path to the routes to Cisco Beach (via the Milk St Ext Path and Hummock Pond Bike Path) and to Madaket (via the Madaket Bike Path). Since the right of way along Prospect Street is insufficient for a multi-use path, a preferred route would be aligned just south of the properties abutting Prospect Street along Mill Hill Lane and Old Farm Road.



**7.6.2. In-Town Bike Path, Phase 2 (Orange Street)**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
5	In-Town P2 (Orange)	Bike Lanes	\$418,000	\$2,090,000	E	12	4.5

This future phase of the In-Town Bike Path project would provide a 4-foot wide bike lane along both sides of Orange Street from the end of Phase 1 of the project at the intersection of Spruce Street to the Milestone Rotary. Additionally, in keeping with the Town’s Complete Streets policy, improvements to accommodate all users will be identified through conceptual planning and public outreach. Funding for design of this project was authorized at the 2019 Annual Town Meeting and will be initiating following approval of this plan.

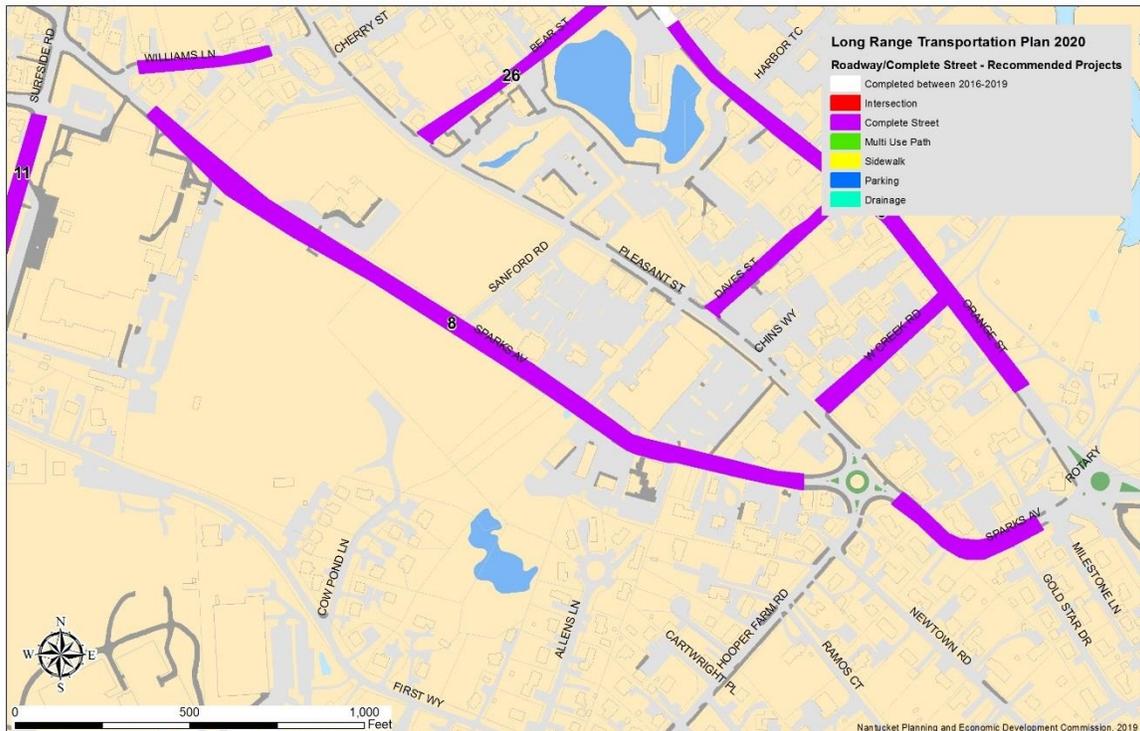


### 7.6.3. Sparks Avenue Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
8	Sparks Ave Path	Path	\$230,000	\$850,000	E	10	3.8



The Sparks Avenue improvements were identified as the top priority in the Town’s Complete Streets Prioritization Plan. The project consists of widening sections of the existing sidewalk to at least an 8-foot width along the south side of the roadway to link the Surfside Road intersection (Four Corners) with the Milestone Rotary. Funding for this project was authorized at the 2018 Annual Town Meeting, and the Town will seek to utilize statewide Complete Streets funding to supplement the authorization. The design should initiate following approval of this plan.



### 7.6.4. Tom Nevers Road Bike Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
9	Tom Nevers	Path	\$331,487	\$2,210,852	E	10	3.8

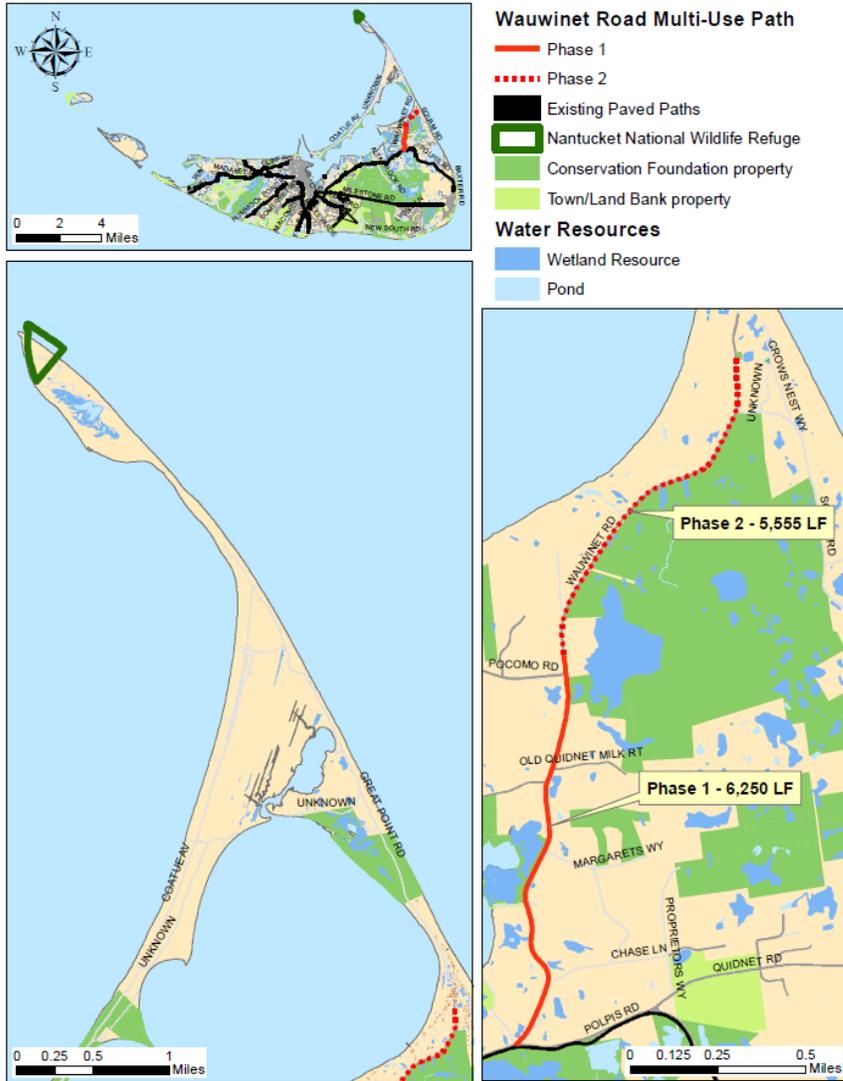
This approximately two-mile-long multi-use path will connect the Milestone Bike Path with the Old Navy Base playing fields and the neighborhoods along Tom Nevers Road. The path would be aligned along the east side of the road from Milestone Road to the Tom Nevers Playing Fields, but due to the high cost of the project it would likely be phased with an initial 1.4-mile section built from Milestone Road to the intersection of Old Tom Nevers Road. Funding to initiate design of this project was authorized at the 2019 Annual Town Meeting and should initiate following approval of this plan.



### 7.6.5. Wauwinet Road Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
10	Wauwinet	Path	\$354,000	\$2,361,000	E	8	3.5

This project would construct a dedicated bike and pedestrian facility along a 2.25 mile section of Wauwinet Road between Polpis Road and the gate house located near the end of Wauwinet Road (approximately 750 feet north of Squam Road). The impacts to abutting properties and wetlands will need to be quantified and evaluated as part of the preliminary design of this path. Due to the high cost of construction, this project would likely be phased with an initial 1.1 mile section built from the intersection of Polpis Road to Pocomo Road. The Town has authorized funds at the 2019 Annual Town Meeting to match a Federal Lands Access Program (FLAP) grant award from Federal Highway Administration (FHWA). FHWA will oversee implementation of this project.

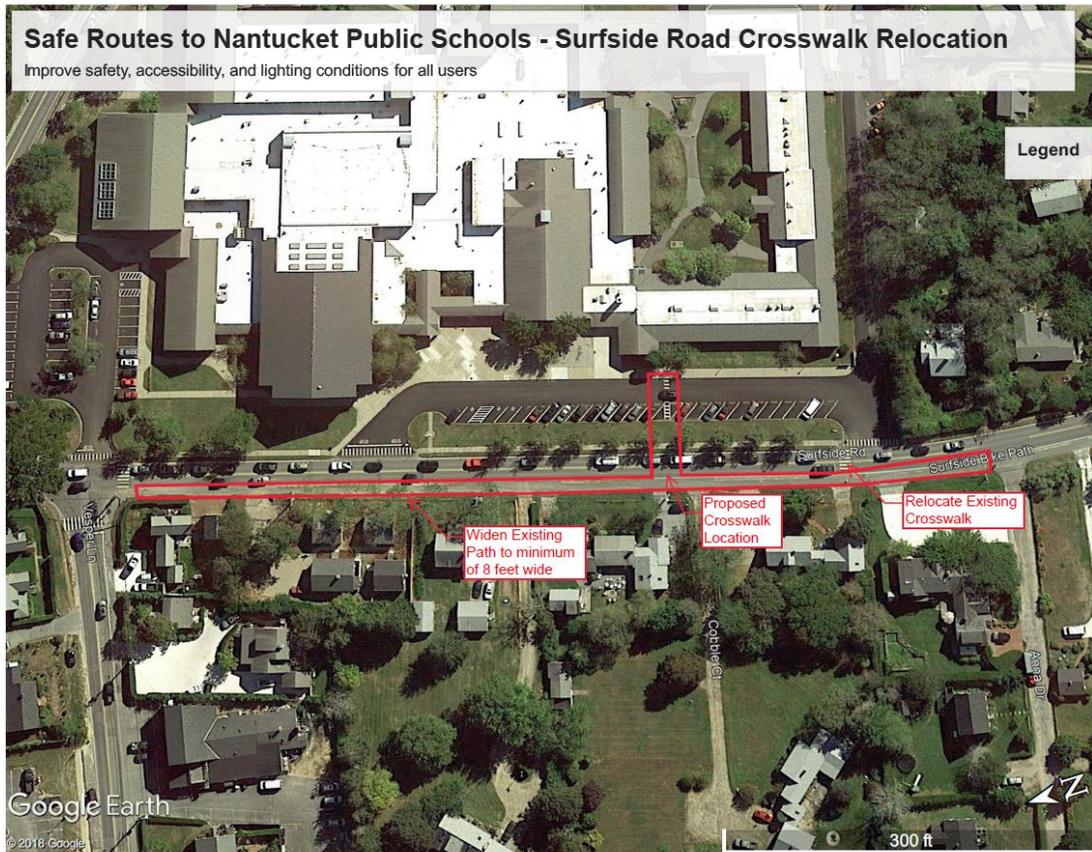


Nantucket Planning and Economic Development Commission, 2018

### 7.6.6. Surfside Road School Crossing – Safe Routes to Schools

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
11	Surfside School Crossing	SRTS	\$200,000	\$800,000	E	8	

This project was awarded a federal Safe Routes to School grant to fund up to \$1 million for design and construction. The existing crosswalk located at the school's entrance driveway will be relocated between the entrance and exit driveways to improve sightline distance for safer crossings, and provide improved accessibility for users by providing a ramps, detectable thresholds, and linkages between a widened Surfside Road path and the sidewalks around the school buildings.



**7.6.7. In-Town Bike Path, Phase 3 (Washington Street)**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
17	In-Town P3 (Washington)	Bike Lanes	\$400,000	\$2,000,000	F	12	4.5

This phase of the In-Town Bike Path project would provide a bike and pedestrian facility along Washington Street from the intersection of Commercial Street to Francis Street. Based on a 2018 feasibility study funded by ReMain Nantucket, the short-term strategy would be to provide a 4-foot wide bike lane on both sides of Washington Street. The preferred long-term strategy would locate a multi-use path between Washington Street and the harbor. This strategy is dependent on the Nantucket Islands Land Bank to continue a program of acquiring privately owned property to provide the green space for the path.

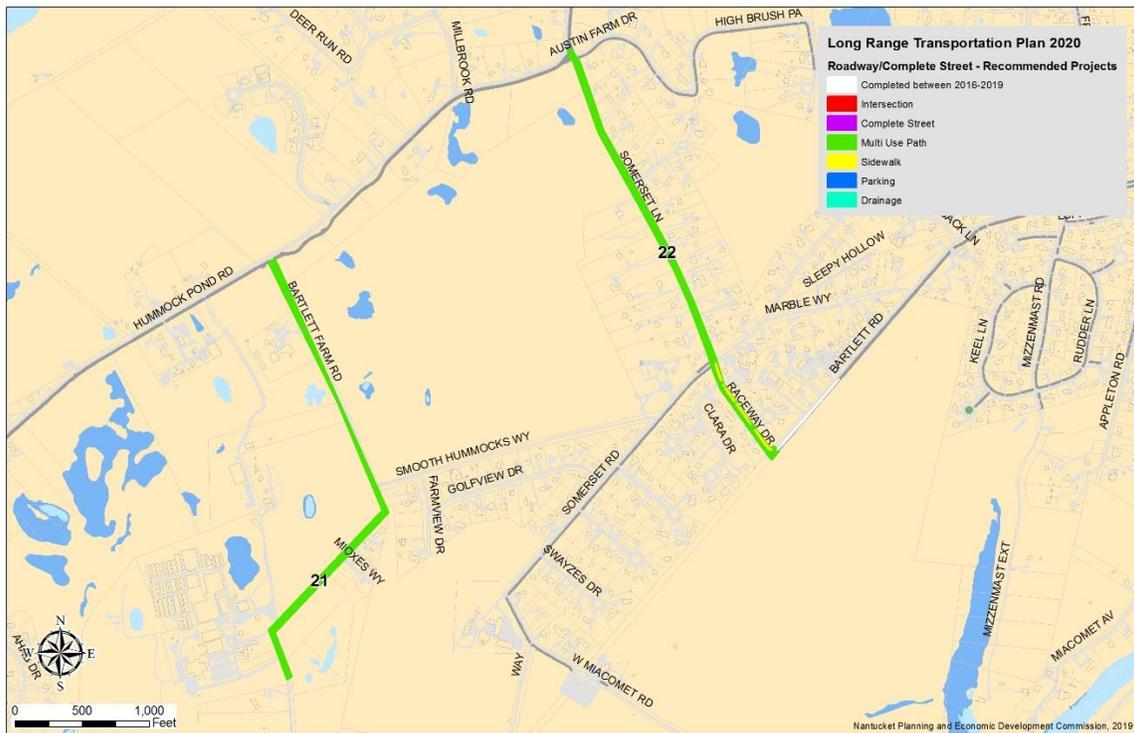
Additionally, in keeping with the Town’s Complete Streets policy, improvements to accommodate all users will be identified through conceptual planning and public outreach. Due to construction costs, a need to evaluate alternative designs for the utility infrastructure in this project area, and right of way impacts, the implementation of this phase will need to follow other utility infrastructure improvements in the vicinity of Washington Street.



### 7.6.8. Bartlett Farm Road Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
21	Bartlett Farm	Path	\$100,000	\$654,000	F	10	3.7

Bartlett Farm Road is a 22-foot wide roadway with grass shoulders that has had traffic dramatically increase in recent years with the development of an abutting large farm stand and brewery. As the popularity of these facilities has increased, there is a need to provide a dedicated bike and pedestrian facility to separate this traffic from the vehicle traffic in the roadway. A 10-foot wide multi-use path along a 3,270-linear foot section of Bartlett Farm Road would provide a bike and pedestrian traffic a more safe and convenient access to the popular destinations along the roadway.



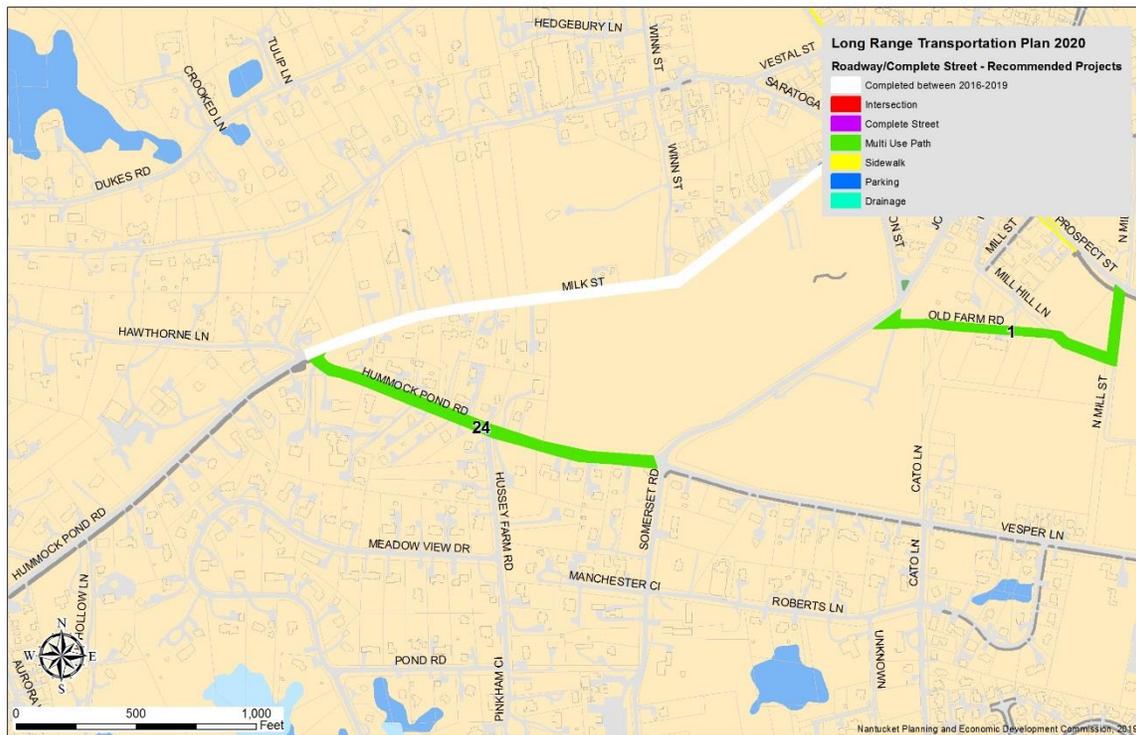
### 7.6.9. Somerset Lane Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
22	Somerset Ln	Path	\$111,000	\$739,000	F	10	3.5

This project would provide a 10-foot wide multi-use path along the 3,434-linear foot section of Somerset Lane and Raceway Drive to connect the Hummock Pond Road Path with the Bartlett Road Path. Although the conceptual alignment of a path would need further study, a preliminary review of the corridor shows there may be more area along the western portion of the public way to construct the path.

**7.6.10. Hummock Pond Road Bike Path Extension (a.k.a. Milk Street Extension Path)**

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
24	Hummock Pond to Vesper	Path	\$100,000	\$500,000	F	9	

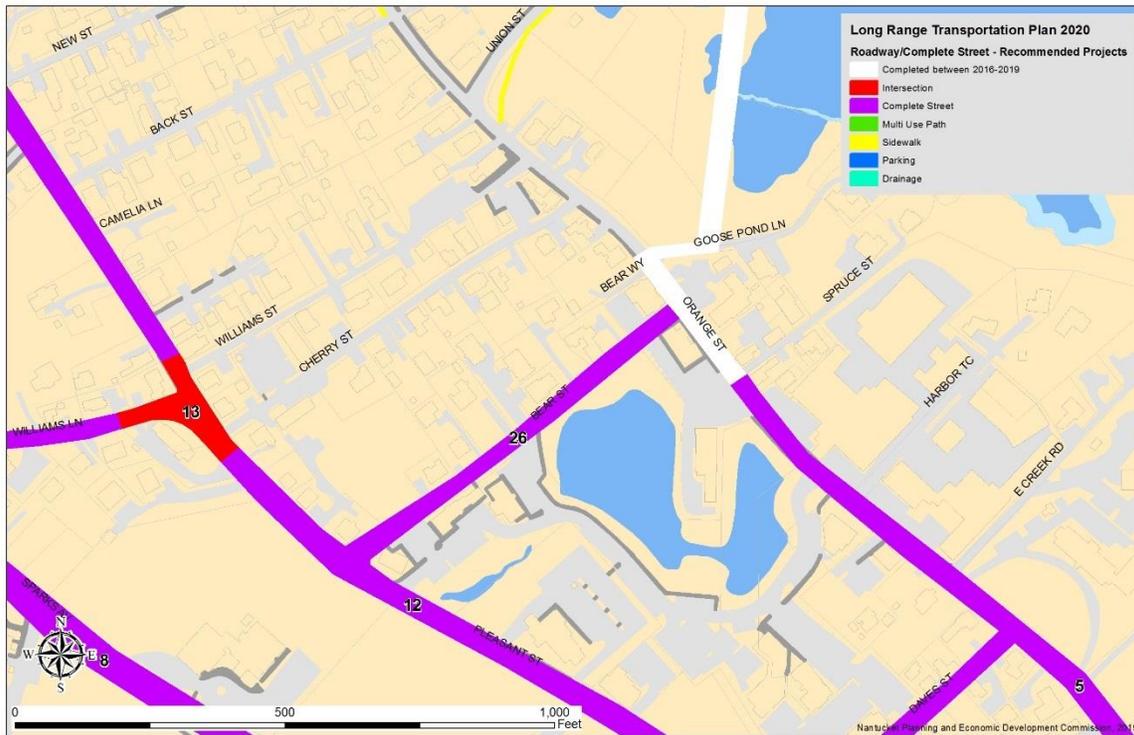


This 8-foot-wide 2,485 linear foot sidewalk is one of the components to the Prospect Hill Improvements that would provide safe and convenient bicycle and pedestrian access between Madaket, the Cisco area, and Town. This 8-foot-wide path would be aligned along the east side of Milk Street Extension from the intersection of Mt Vernon Street to the intersection of Hummock Pond Road and is currently proposed to be separated from the roadway with asphalt curbing. The path would provide an adequate area for bicyclists and pedestrians traveling to/from destinations along the Hummock Pond Road bike path.

### 7.6.11. Bear Street Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
26	Bear	Path	\$80,000	\$400,000	F	8	

Bear Street is currently a narrow paved public way with a one way traffic flow from Orange Street to Pleasant Street. This road does not have any sidewalk or multi-use path. A path along Bear Street will provide a two-way connection for bicyclists and pedestrians between the Orange Street bike lanes with the bike route along Pleasant Street.



### 7.6.12. Quidnet Road Path

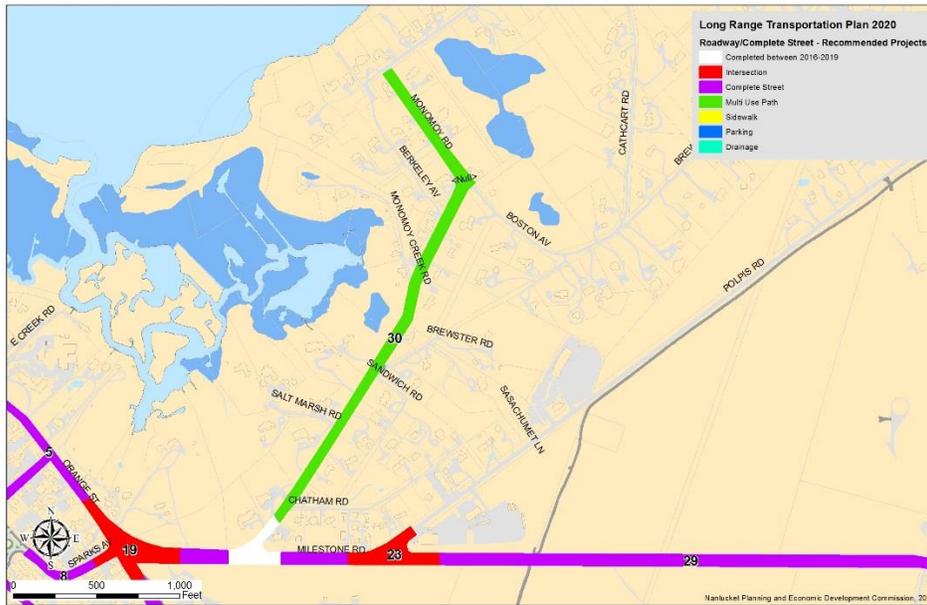
Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
27	Quidnet	Path	\$189,000	\$1,715,000	F	8	

This project would construct an 8- to 10-foot wide path along a one-mile section of Quidnet Road between Polpis Road and Squam Road. The impacts to abutting properties and wetlands will need to be quantified and evaluated as part of the preliminary design of this path.

### 7.6.13. Monomoy Road Bike Path

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
30	Monomoy Rd	Path	\$140,000	\$700,000	F	5	3.4

This multi-use path project will connect the Milestone Bike Path with residential and public spaces along Monomoy Road. The alignment of the proposed 0.66-mile path has not been determined. Right of way impacts would need to be evaluated to determine the best alignment for the path.



### 7.6.14. Eel Point Road Bike Path Extension

Priority	Project	Type	Design	Construction	Status	Planning Score Total	Survey Score
31	Eel Point Path Ext	Path	\$325,400	\$1,627,000	F	5	



This 1.5-mile-long extension of the Eel Point Road bike path would provide a 10-foot wide path along the north side of Eel Point Road between Dionis Beach Road and the 40<sup>th</sup> Pole access.

## 7.7. PEDESTRIAN IMPROVEMENTS

The Town has begun implementing sidewalk improvement identified in the 2009 *Downtown Ferry Access and Improvement Study* and by the Nantucket Roads and Right of Way Committee (RROW) 2014 Downtown Sidewalk Survey. The RROW survey inspected sidewalks and noted their condition, encroachments, obstructions, and gaps in the network. As recommended in the Goal and Objectives, initial work focused on improvements between the ferry terminals – along Easy Street and Straight Wharf – where pedestrian traffic was heaviest during peak season.

### Easy Street



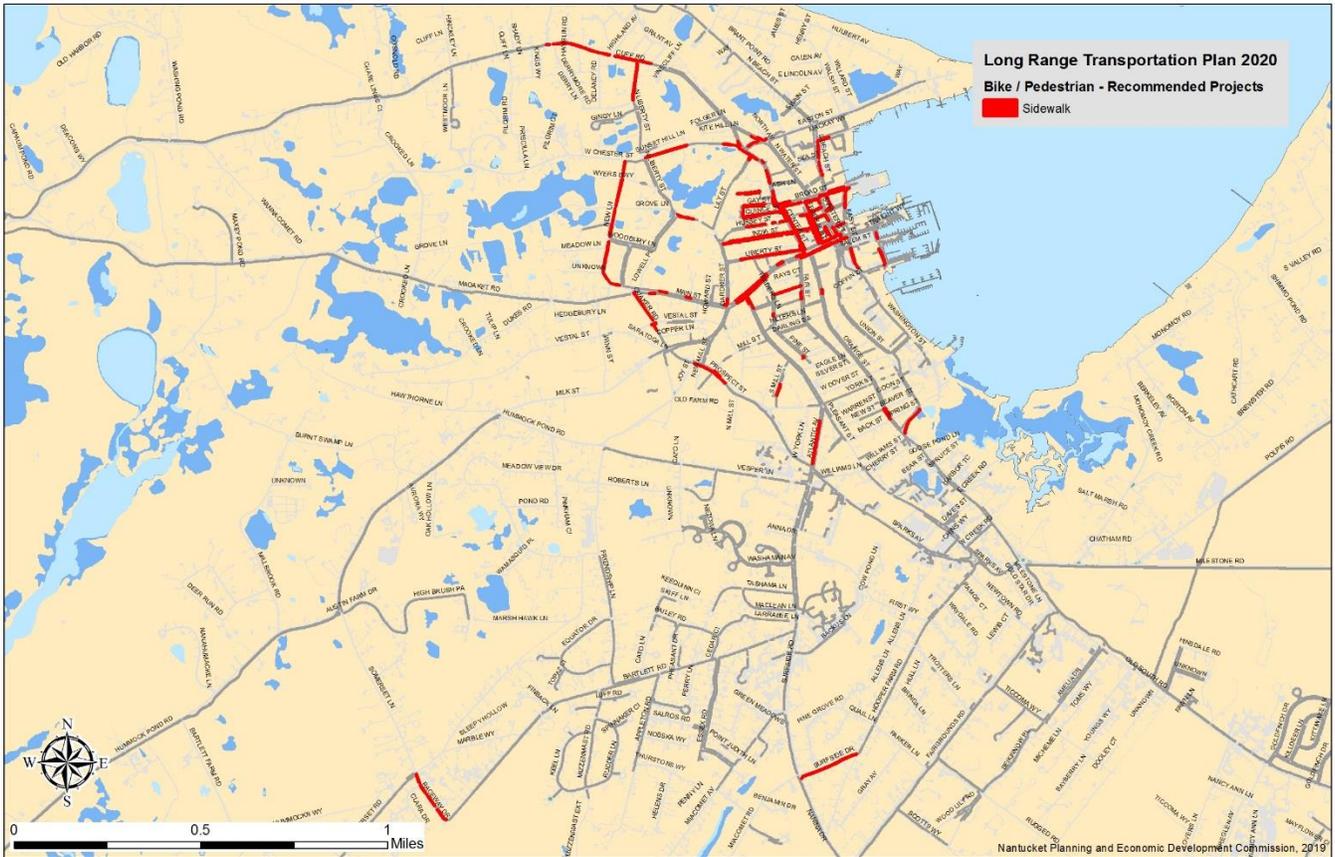
Before



After



Map 31 below identifies sidewalk improvements not already included as part of other projects in other sections of this plan. Improvements are intended to upgrade walkability and accessibility by adding, widening, rebuilding sections, or adding lighting where there is poor visibility, uneven surfaces, or narrow passage due to utility poles, tree roots, and broken pavement or uneven bricks next to a roadway. These areas are mostly in the downtown area and in most cases the sidewalk improvement would link existing sidewalks and would remove “gaps” in the pedestrian network. Other modifications are recommended to widen or rebuild the sidewalk to either meet the minimum ADA standard width, widen beyond ADA minimums to accept the large volume of pedestrian traffic along the corridor, or add lighting to improve visibility.



**Map 31. Sidewalk Improvements**



Map 32. Parking Inventory in Downtown Area

## 8. PARKING FACILITIES

### 8.1. DOWNTOWN CORE DISTRICT

According to the *Downtown Parking Study* (2009), parking facilities in the downtown core district are very limited (see Map 32). This study demonstrated that there are not enough parking spaces (a deficit of approximately 374 spaces) for the demand during the summer season, particularly Friday and Saturday evenings. The existing parking accommodations are primarily on-street with extremely limited options for off-street parking, most in privately-owned lots.

The Core District is restricted to one-hour parking in the summer and two-hour parking in the off-season. The area outside of the core district is referred to as the Residential Permit District and has a two-hour time limit for parking. This is enforced from June 15<sup>th</sup> to September 15<sup>th</sup>. Residency permits are available to individuals who show that they live in this district and exempt them from the restrictions. The parking restrictions are enforced by the Nantucket Police Department.

### 8.2. MID-ISLAND AREA

The *Traffic Study and Strategy for the Mid-Island Area* analyzed the off-street parking utilization of lots in the commercial area of mid-island (Pleasant Street and ancillary roads) and determined that many of the parking lots are at or near capacity during peak periods (weekday evenings and mid-day weekends). To address this condition, the Town has implemented two strategies. The first includes a two-hour time restriction for on-street parking along a section of Pleasant Street

to ensure turnover of spaces near high traffic commercial uses. The second is the Mid-Island Overlay District, which allows new or expanding businesses that cannot meet off-street parking requirements to partner with other businesses within 500 feet to demonstrate that parking requirements are being met during their hours of operation.

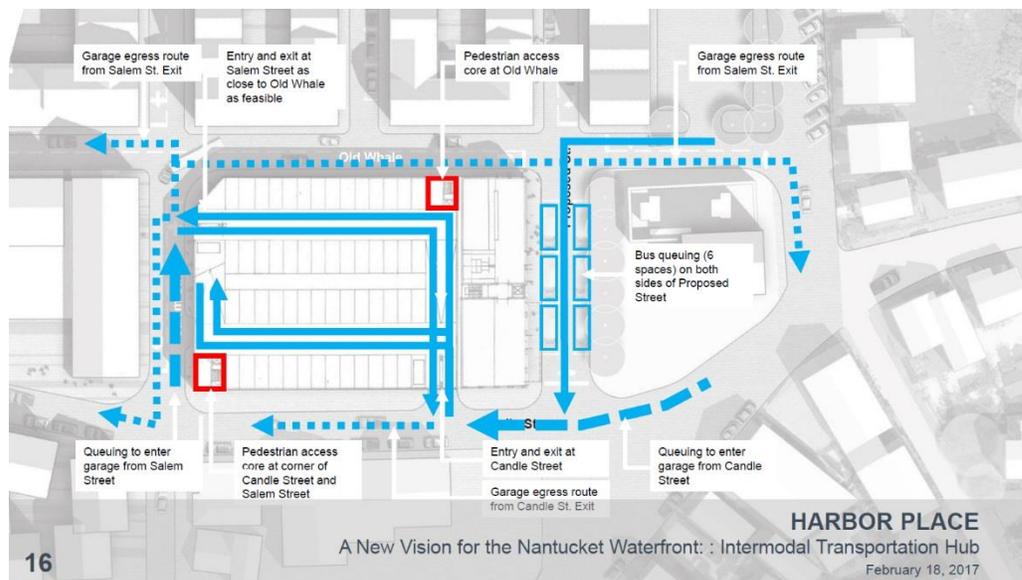
### 8.3. PARKING IMPROVEMENTS

#### 8.3.1. Downtown Parking Management

As noted in the Goals and Objectives (Section 3.6), the Town’s Strategic Plan’s Transportation Goal #1 is the implementation of a parking management program for the downtown area to ensure 85% on street parking occupancy through enforcement technology improvements and introducing a financial disincentive to parking. Town Administration established a work group to recommend a strategy, which would essentially preserve the time restrictions in and around the Core District but allow users to purchase additional time of up to 4 hours. Those parking beyond the 4-hour time limit would be issued a violation. Enforcement technology would also be improved by introducing electronic chalking to better track parking duration and utilization. The introduction of paid parking, along with improved enforcement, is intended to improve parking turnover and parking opportunities for patrons of the downtown area.

#### 8.3.2. Increase Downtown Parking Opportunities

As documented in the *Downtown Traffic Study* and the *Downtown Parking Study* (listed in section 2.8), and as described in the Town’s *Traffic Rules and Regulations*, an increase in parking opportunities would address one of the major issues on Nantucket. Much of the traffic congestion in the downtown area is attributed to the lack of parking opportunities (both on- and off-street), which causes many drivers to continually circulate throughout the area in search of a parking space. Per Goal 3.6.1.3, providing a satellite parking facility within walking distance of the downtown attractions could significantly reduce traffic congestion on the downtown streets.



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As noted in Section 5.9.2.9, there is an opportunity to improve this condition as part of the proposed Harbor Place Development. Harbor Place is a proposed private development near the harbor front in downtown, but the Town is a stakeholder in the project with ownership of existing roadways in and around the site. A portion of this site would not only provide staging for tour vans and rideshare operations, accommodate bike storage and/or rentals, and provide a stable hub for the NRTA users and fleet, but would also add long term parking opportunities. The proposed facility would house up to 270 parking spaces, which would provide a significant relief for long-term parking demand. Additional study is needed to refine design specifics and operational functions using the proposed new location.

### **8.3.3. Increase Mid-Island Parking Opportunities**

As recommended in the *Mid-Island Traffic Study* and the *Traffic Study and Strategy for the Mid-Island Area*, the Planning Board has required and the Select Board has accepted on-street parking being created along sections of Pleasant Street as part of recent development activity to address the need for parking in the area, and to contribute to a more “downtown feel” in the mid-island. This strategy is recommended to continue as part of the Complete Streets recommendations for Pleasant Street described in Section 4.11.2.



Figure 8. Nantucket Memorial Airport Terminal Building

## 9. AIRBORNE TRAVEL FACILITIES

### 9.1. NANTUCKET MEMORIAL AIRPORT

Nantucket Memorial Airport (ACK) is operated by the Nantucket Memorial Airport Commission and is owned by the Town of Nantucket. The Airport Commission is appointed by the Nantucket Select Board and operates the Airport under its independent self-sustaining Enterprise Fund. A full-time manager and staff are employed to operate the Airport on a day-to-day basis.

The Airport is a major point of entrance and exit and is an economic engine for the community, generating more than \$378 million in economic output for the island (Massachusetts Statewide Airport Economic Impact Study 2014). It is located on Airport Road, approximately 2.5 miles southeast of Nantucket downtown core district. Each runway at ACK has unique operational characteristics which serve different operational needs and aircraft. Runway 6-24 is considered the airports primary runway and can serve the approach and departure needs under most weather conditions by the largest aircraft typically operating at ACK.

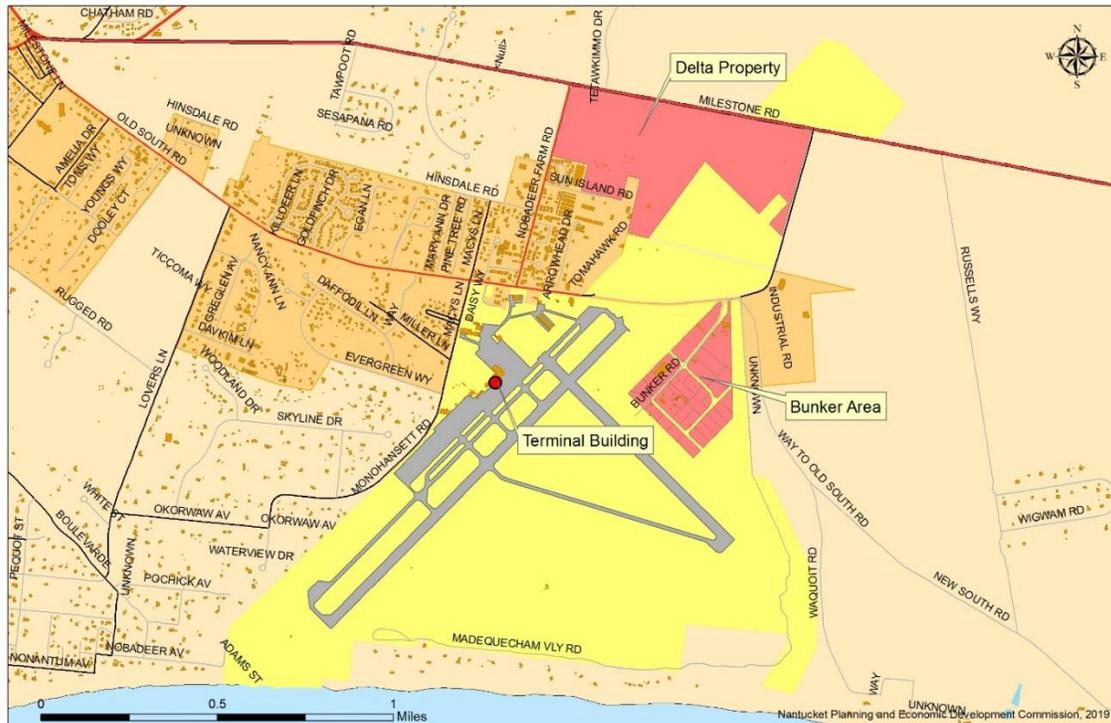
The Terminal Building was renovated in 2008, featuring an 18,000 ft<sup>2</sup> expansion to accommodate the growth in passenger enplanements and comply with TSA screening requirements. The building also meets the LEED Silver certification standards. Other buildings include the Airport's Rescue and Fire Fighting Station completed in 2012, a General Aviation and Administration Building completed in 2014, a maintenance building, and several hangars. Nantucket's Air Traffic Control Tower is in the northeast corner of the terminal building.

The island's isolated location and local demographics lend uniqueness to its aviation activity that is fundamentally different than most other mainland airports. Due to the island's popularity as a summer resort destination, the airport experiences significant seasonal changes in the fleet of visiting aircraft: there is strong seasonal and holiday presence of Part 121 commercial and general aviation traffic in addition to its Year-Round Part 135 air taxi service.



**Map 33. Nantucket Memorial Airport**

The Airport occupies 1,200 acres with about 750 acres devoted to aeronautical operations and the remaining acreage devoted to non-aeronautical operations. The two areas on airport property that are not used for aeronautical operations include the “Delta Property” located northwest of the airfield and the “Bunker Area” northeast of the runways (see Map 34). The "Delta Property" is currently undeveloped, with commercial development opportunities currently being considered under the Airport’s Master Plan. The "Bunker Area" (a Formerly Used Defense Site - the site of the Navy's World War II depot) has been partially developed through a Major Commercial Development (MCD) plan by commercial tenants.



**Map 34. Airport Vicinity Map**

### 9.1.1. Passenger Services

The Nantucket Memorial Airport provides an important link to the mainland with service provided by these airlines: Nantucket Air/Cape Air (Hyannis, Boston, Martha's Vineyard, NYC - White Plains, NYC - Kennedy, and New Bedford); Rectrix Aviation (Hyannis and NYC - LaGuardia), American Airlines (summer service to NYC - LaGuardia, Washington, D.C. - National, and Charlotte); United (Newark, NJ service in the summer only), Delta Airlines (NYC - LaGuardia service in the summer only); JetBlue (NYC - Kennedy, NYC - LaGuardia, NYC - White Plains, Washington, D.C. - National, and Boston service in the summer only); Tradewinds Aviation (White Plains, NY and Teterboro, NJ). There are also several airlines that provide charter services to Nantucket. These companies include: Cape Air, Linear Air, Rectrix Aviation, Reliant Air, Spectaculair, and Altius Aviation.

Across all classes of service, the trend in service has been towards decreasing enplanements, decreasing operations, and larger aircraft.

## 9.1.2. Airport Enplanements and Operations

**Table 20. Annual Airport Enplanements (ACK)**

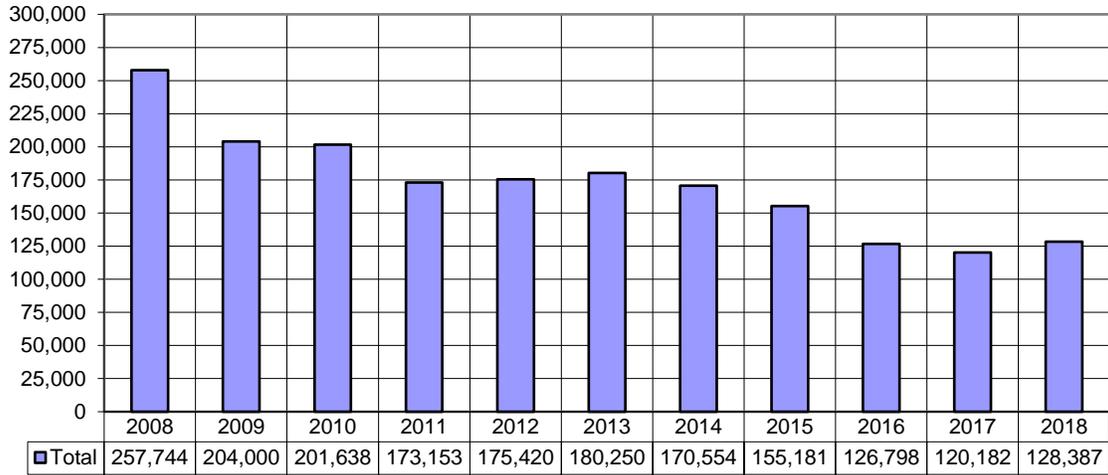


Table 20 shows the total passenger enplanements (or departing passengers) from the Airport from 2008 to 2018. The most recent 3-year average of 121,984 enplanements is a 26% reduction from the historical period shown.

**Table 21. 2010 Monthly Enplanements (ACK)**

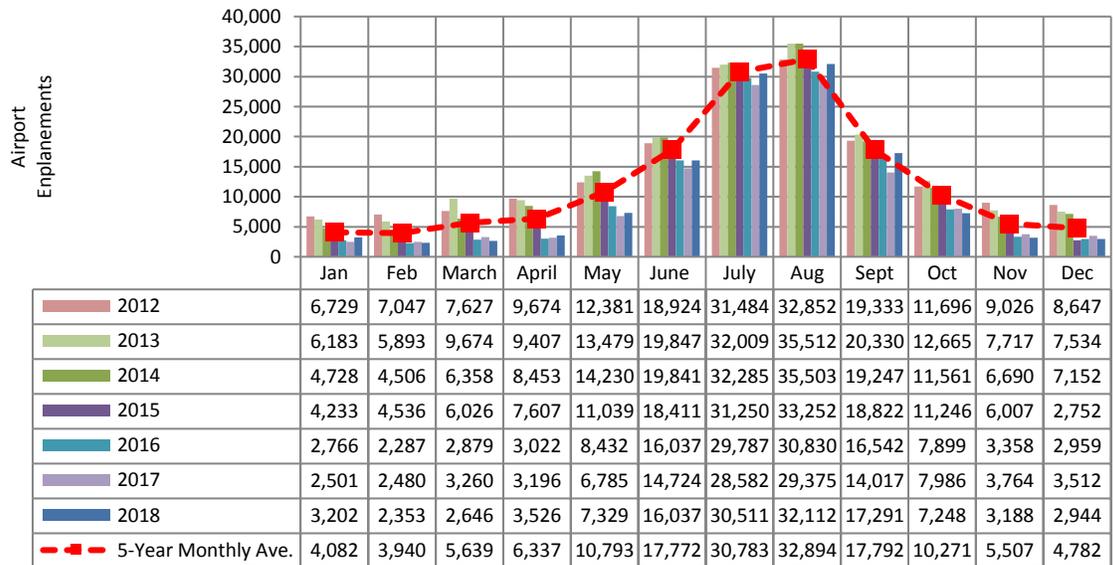


Table 21 shows the total monthly enplanements from 2012 to 2018. The data show that most enplanements occur during the summer months from June to September, which corresponds with all other modal traffic data collected by the NP&EDC.

**Table 22. Annual Operations (ACK)**

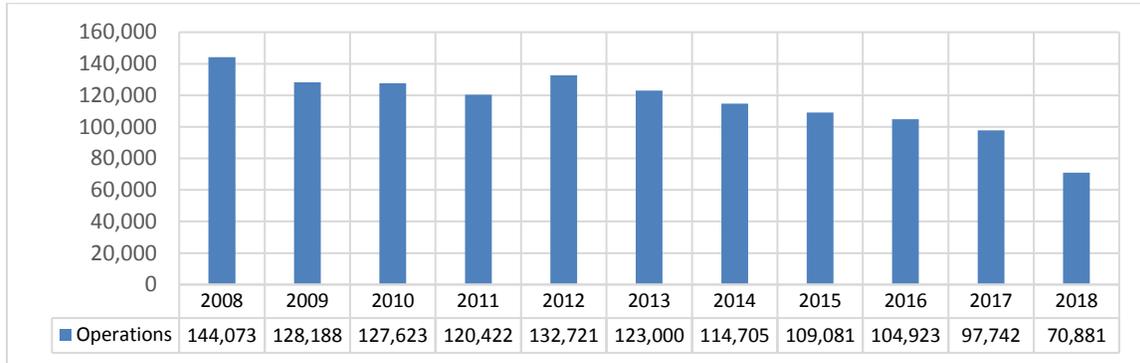
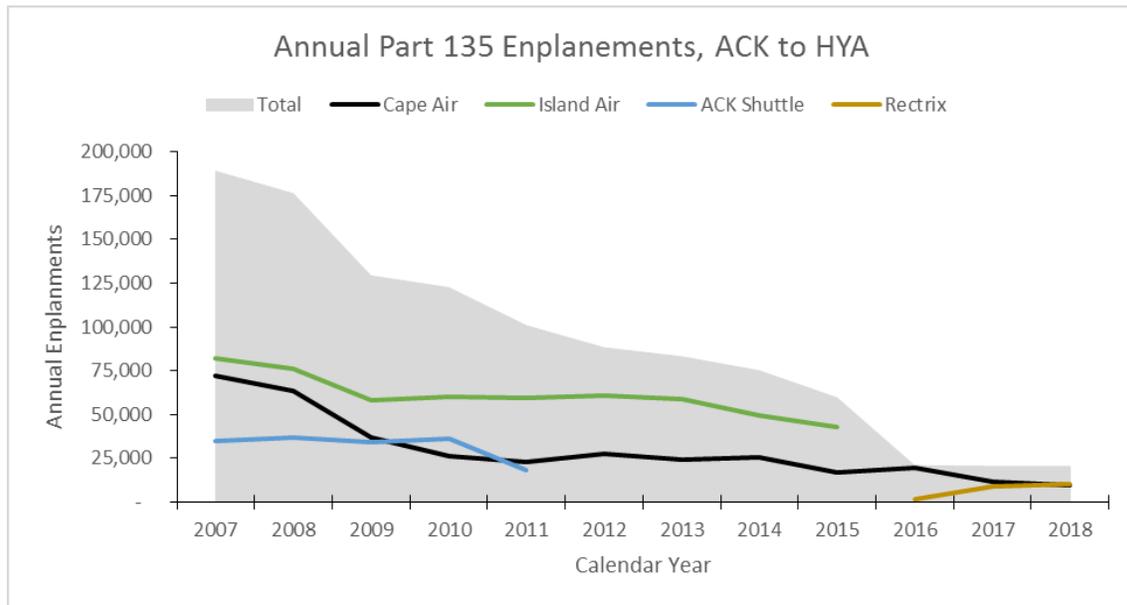


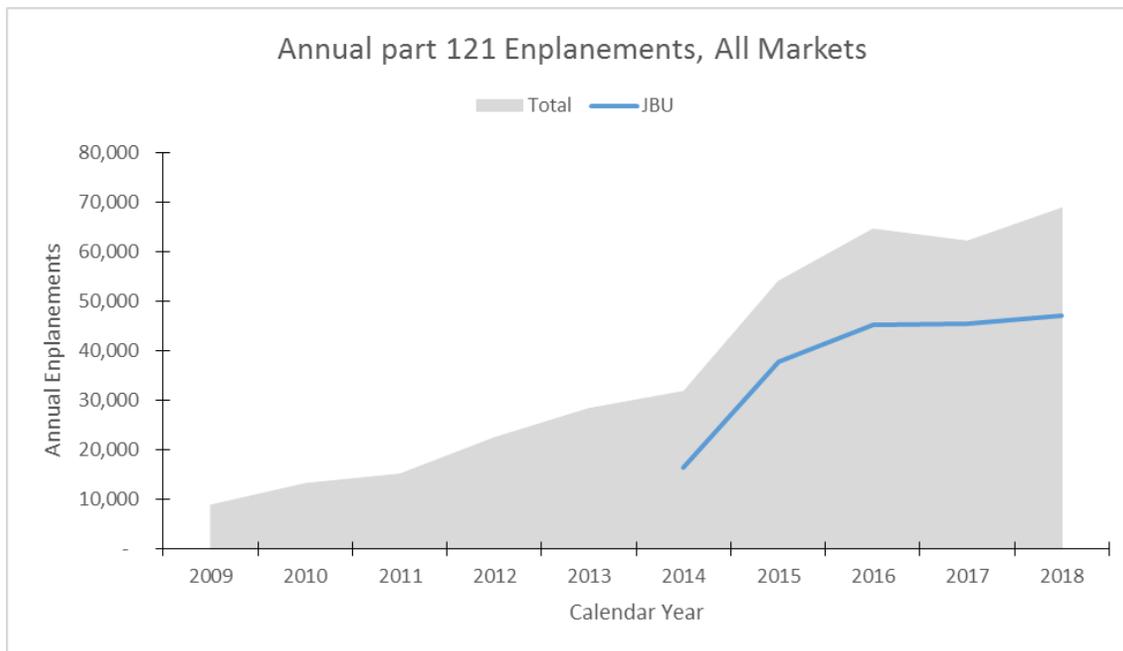
Table 22 shows the total annual operations (which is defined as either a takeoff or a landing) from the Airport from 2008 to 2018. Operations have decreased since 2000.

Airport operations and enplanements have been subject to three overriding market forces. The first is airline consolidation, which has negatively affected small and non-hub airports by reducing service and increasing consumer fares. The second is a nationwide pilot shortage, which has resulted in a reduced flight frequency, accommodated by larger aircraft. The third has been a market shift away from Part 135 Commuter operations and toward Part 121 (seasonal) Large Air Carrier operations.



**Figure 9. ACK to HYA Enplanements**

Figure 9 shows the decline of the ACK-HYA Air Tax market. Part 135 Commuter operations via 9-seat aircraft have increased in cost and offer less consumer choice.



**Figure 10. Large Air Carrier Enplanements**

Figure 10 shows the increase in hub market service provided seasonally by large air carriers, specifically 50- to 100-seat aircraft.

These trends indicate the Airport will continue to experience a decline in aircraft operations coupled with an increase in aircraft enplanements: more people will be carried by fewer flights as the market continues to evolve toward seasonal, large air carrier service. This trend will continue as airlines have announced fleet replacement plans. Most notable among these are JetBlue’s phase out of 100-seat E190’s in favor of the 140-seat A220. The trend of airline upgauging will continue to demand capital improvements to accommodate larger aircraft and attenuate the associated passenger peak flow.

Current Airport infrastructure was designed to accommodate smaller and lighter aircraft. Despite declining enplanements and operations, the popularity of larger and heavier aircraft tax Airport facilities and require modernization.

Freight is transported to Nantucket by several companies. There is a charge for freight brought into the Nantucket Airport. Many of the commercial airline companies carry freight and/or mail. These airline companies include: Cape Air, Nantucket Air, Nantucket Allies and Rectrix Aviation. There are a number of large companies that primarily transport freight through the Nantucket Airport. These companies include: Federal Express, United Parcel Service, U.S. Postal Service, Nantucket Allies, and Marine Home Center.

**9.1.3. Inter-Modal Access / Linkages**

The Airport is accessible for all users and abilities, and accommodates a variety of modes and ground transportation options. This attribute is being further improved through roadway investments in proximity to the Airport – along Boulevarde, Monohansett Road, and Okorwaw

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Avenue – to provide accessible paths linking to the island’s multi-use path network and improved roadways and intersections for freight.

#### 9.1.3.1. Public Transportation

The Airport is well served Year-Round by the island’s extensive taxicab fleet. The taxi services provide a major link to and from all areas of the island. The NRTA also provides service between the Airport and the downtown area during the summer season. To accommodate transportation network companies (TNC), or ride hailing services, the Airport has provided a dedicated area near the terminal building in the public parking lot for staging TNC vehicles.

#### 9.1.3.2. Bicycle and Pedestrian Facilities

Several of the airlines that serve Nantucket from Hyannis do carry bicycles at no extra charge to the customer. The Airport funded the design and construction of a bike path along Airport Road, from the proposed Old South Road bike path, to join with the Airport’s entrance.

#### 9.1.3.3. Parking Facilities

The terminal parking lot at the Nantucket Memorial Airport has 292 parking spaces and 80 car rental spaces. The Airport also has a stabilized gravel parking lot which provides overflow parking for 120 rental cars, in addition to space for visitors to the Airport’s ARFF Station. There is also overflow parking for approximately 50 vehicles.

In July 2017, the Airport began charging for parking near the terminal for durations longer than 3 hours with rates varying from \$6 for 3-8 hours to \$400 monthly. Paying for parking is done with a pay by space system using a combination of kiosks and mobile phone app. Commission policy is to continue to encourage the use of the NRTA’s Airport bus and taxi cabs. The Airport supports a website listing of taxi services and rates to various parts of the island.

## 9.2. AIRPORT IMPROVEMENTS

In keeping with the Airport’s Goals and Objectives, the Airport has completed a Master Plan and Sustainability Master Plan prior to identify its future capital projects for safety, capacity, and efficiency improvements of its facilities. The Airport is currently completing a 5- year combined Environmental Assessment/Environmental Impact Report (EA/EIR) for comprehensive environmental permitting. The funding sources for these improvements do not affect the funding target for the Nantucket region and are financed either exclusively by the Airport or in combination with Federal and State funding. As a result, these improvements as currently drafted in the Airport 5-year Capital Improvement Plan are:

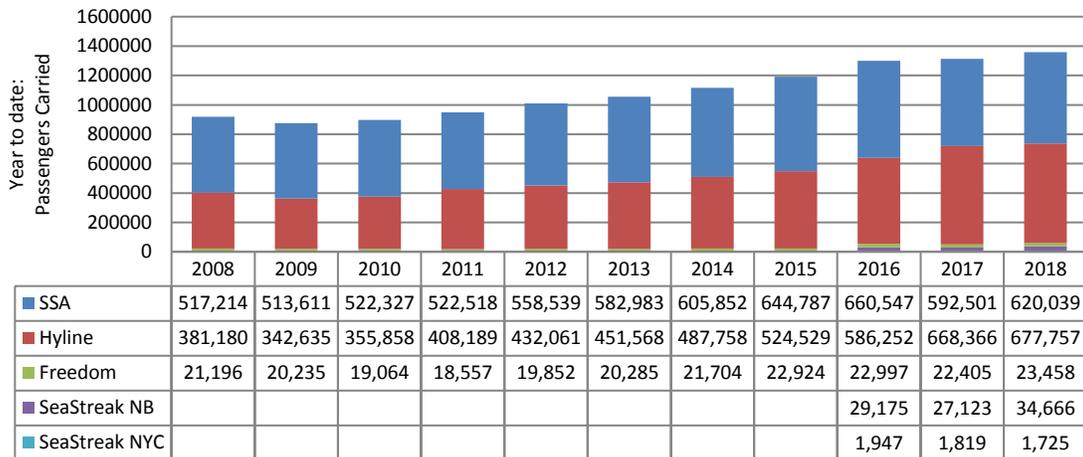
- 
1. Design of Taxiway E Reconstruction and Taxiway A Relocation
  2. Decommission of Runway 12/30
  3. Replacement of Runway 6/24 Centerline and Touchdown Zone Lights
  4. Permitting for Master Plan Update
  5. Reconstruct Taxiway And Relocate Taxiway A
  6. Runway 33 Taxiway Connector
  7. Reconstruct 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



Figure 11. Ferry Terminals

## 10. WATERBORNE TRAVEL FACILITIES

Figure 12. Total Ferry Passengers (SSA)



Nantucket is served by four ferry providers that provide transport between the island and the mainland. Figure 12 shows how passenger traffic is distributed each year (between 2008 and 2018) among the four providers.

### 10.1. STEAMSHIP AUTHORITY (SSA)

Since 1948, the Woods Hole, Martha’s Vineyard, Nantucket Steamship Authority (SSA), which was known as the New Bedford, Martha’s Vineyard, and Nantucket Steamboat Company from 1948 to 1961 per Chapter 544 of the Acts of 1948, has served as the “lifeline to the island”, and

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

### 10.1.1. SSA Passenger Service

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

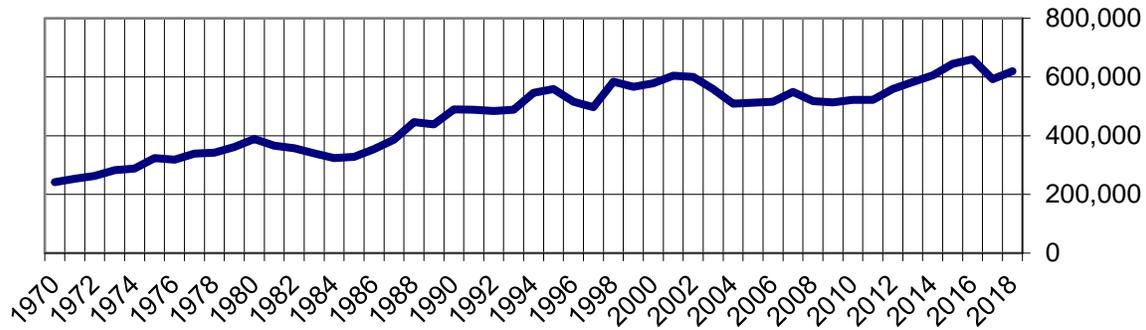


Figure 13. SSA Total Passengers

Figure 13 shows the total number of passengers using the SSA between Nantucket and Hyannis from 1970 to 2018. The number of passengers carried in 2014 is nearly triple the total in 1970.

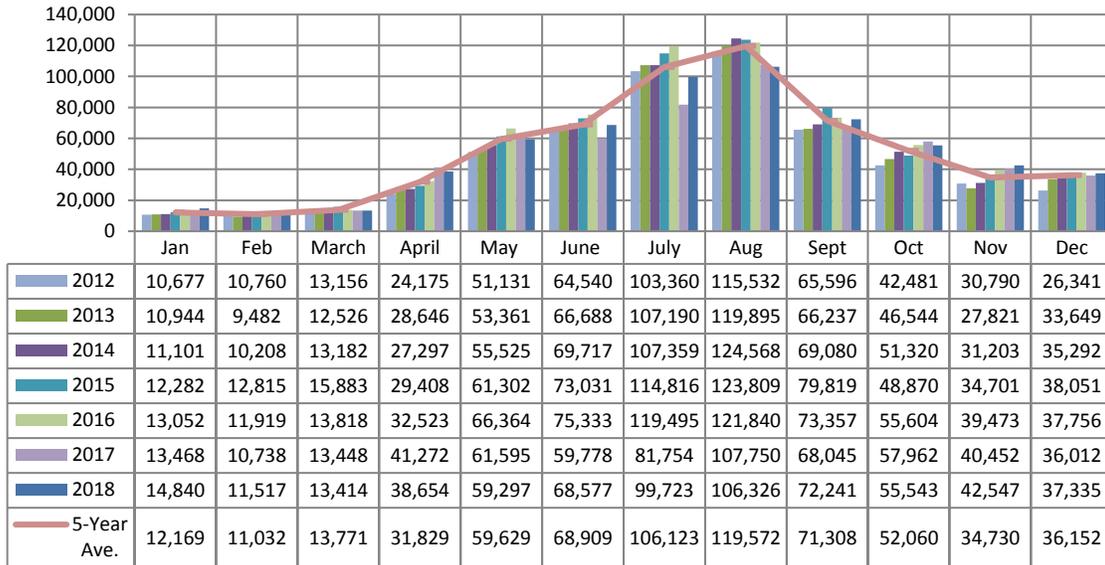


Table 23. Monthly Passengers on the SSA (SSA)

Table 25 shows the total passengers carried on the SSA each month from 2012 to 2018. This table shows that about 100,000 passengers carried each of the peak months of July and August.

### 10.1.2. High-Speed Passenger Service



Figure 14. SSA High-Speed Ferry, *M/V Iyannough* (SSA)

Since 1998, the SSA has operated a high-speed passenger-only ferry service between Nantucket and Hyannis, which takes about an hour from dock-to-dock. In March 2007, a new high-speed ferry, the *M/V Iyannough*, replaced the *M/V Flying Cloud*, and operates with a capacity of 393.

### 10.1.3. Vehicle and Truck Ferry Service

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

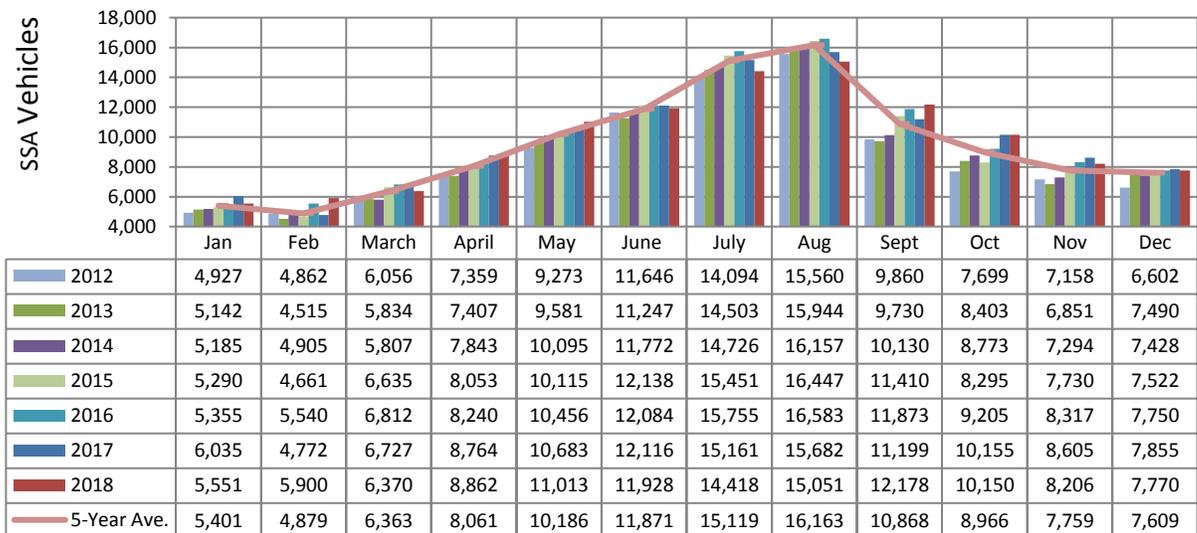


Table 24. SSA Total Monthly Vehicles (SSA)

Table 26 shows the total vehicles carried on the SSA each month from 2012 to 2018. During each of the peak months of July and August the volume of vehicles (trucks and cars) transported is about 15,000.

**10.1.4. Freight Ferry Service**

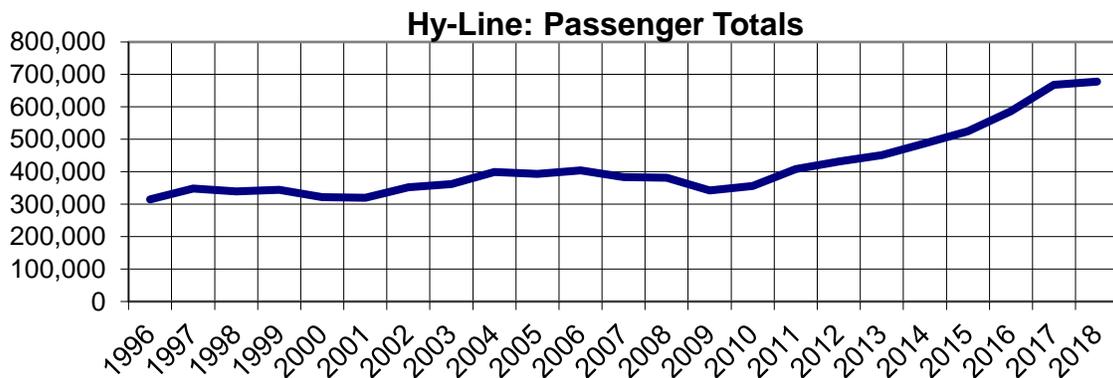
The SSA also operates a freight ferry to Nantucket. The M/V Gay Head, M/V Katama or the M/V Sankaty has been assigned during the various schedules to provide this service. The SSA operates up to 3 scheduled round trips daily by the freight boat; this schedule includes trips designated as “Hazardous Material” trips. This is the maximum number of trips allowed per an agreement with the Town of Barnstable. The hazardous material boat is prohibited from carrying automobiles or passengers, except for the driver and a helper for each truck, when transporting material classified by the United States Coast Guard as hazardous material. Non-Hazardous trucks may also be transported on the conventional service ferries.

**10.2. PRIVATE FERRY SERVICE**

**10.2.1. Hy-Line Cruises**

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

Service between Hyannis and Nantucket is provided Year-Round by two high speed vessels. The M/V Grey Lady IV, a high-speed passenger catamaran ferry with a capacity of about 493 passengers on three decks, was launched in July 2016 and provides year-round one-hour trips for passengers between Nantucket and Hyannis. The M/V Grey Lady also operates year-round with one-hour trips between Hyannis and Nantucket and has a capacity for about 300 passengers. Since the launch of the M/V Grey Lady IV, Hy-Line’s high-speed service has increased during the peak months (June to August) from six trips per day to nine trips per day. In 2017 and 2018, Hy-Line has transported more passengers than the Steamship Authority (see Figure 12).



**Table 25. Total Hy-Line Passengers, 1996 - 2018 (SSA)**

Table 26 shows the total number of passengers carried on all Hy-Line Ferries between Nantucket and Hyannis. Generally, during the peak season of May to October there are over

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10,000 Hy-Line passengers carried to Nantucket, and during the months of July and August there are typically over 35,000 passengers brought to Nantucket.

### 10.2.2. Freedom Cruises

## Freedom Cruises Passengers

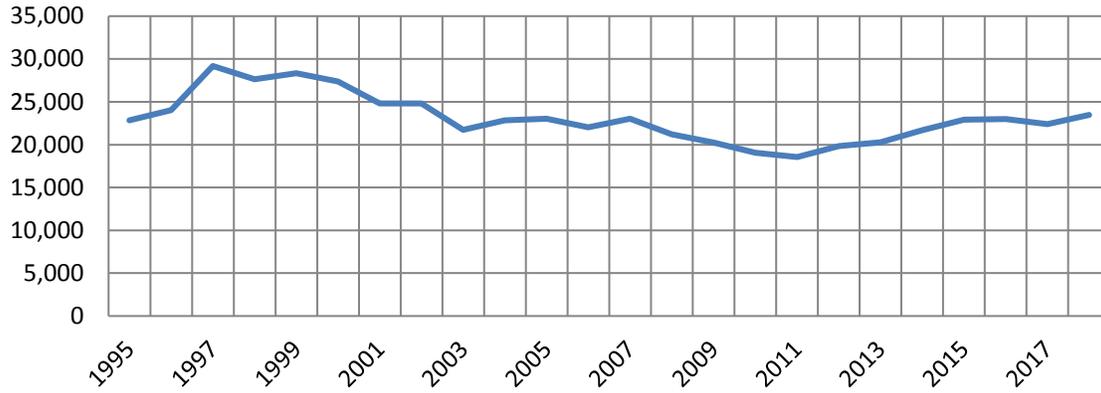


Figure 15. Freedom Cruises Passenger Totals

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

### 10.2.3. Seastreak

Seastreak is a passenger ferry service in the New York metropolitan area that, since 2016, offers seasonal service between Nantucket and New Bedford, MA, and weekend/holiday service between the New York/New Jersey region. The New Bedford service generally operates two trips per day mid-May through October, which increases to three trips per day from mid-June to Labor Day.

The New York/New Jersey weekend service generally operates Memorial Day weekend to Labor Day weekend, and consists of one trip from Highland, NJ to Nantucket on a Friday afternoon with a connection in New York City, NY, and a return trip on Sunday afternoon. This operation has provided almost 2,000 trips during the last three summer seasons.

## 10.3. PRIVATE BOATS

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

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

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

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

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

#### **10.4. INTER-MODAL ACCESS / LINKAGES**

Both ferry wharves are located in the central core waterfront and are within walking distance of rental bikes, rental mopeds, rental cars, taxis and private tour and shuttle buses. The Downtown Circulation and Ferry Access Improvement Study reviewed the bike and pedestrian environment and made various recommendations for improving the major routes between the terminals and the bike path system and the NRTA's public transportation hub (Greenhound).

##### **10.4.1. Public Transportation**

Both ferry terminals are well served Year-Round by the island's taxicab and NRTA bus service. The taxi services and NRTA both provide a major link to and from all areas of the island. There are currently no dedicated space for transportation network companies (TNC), or ride hailing services, in the vicinity of the ferries so TNC vehicles use the spaces provided for the general public.

##### **10.4.2. Bicycle and Pedestrian Facilities**

The terminals are well-served by the network of sidewalks in the downtown area. The Town has invested recently in widening and improving sidewalk accessibility to sidewalks in the vicinity of the terminals and plans additional improvement to better connect downtown to the mid island area. Completing additional sidewalks that connect these areas is a Town Strategic Goal for future transportation investments.

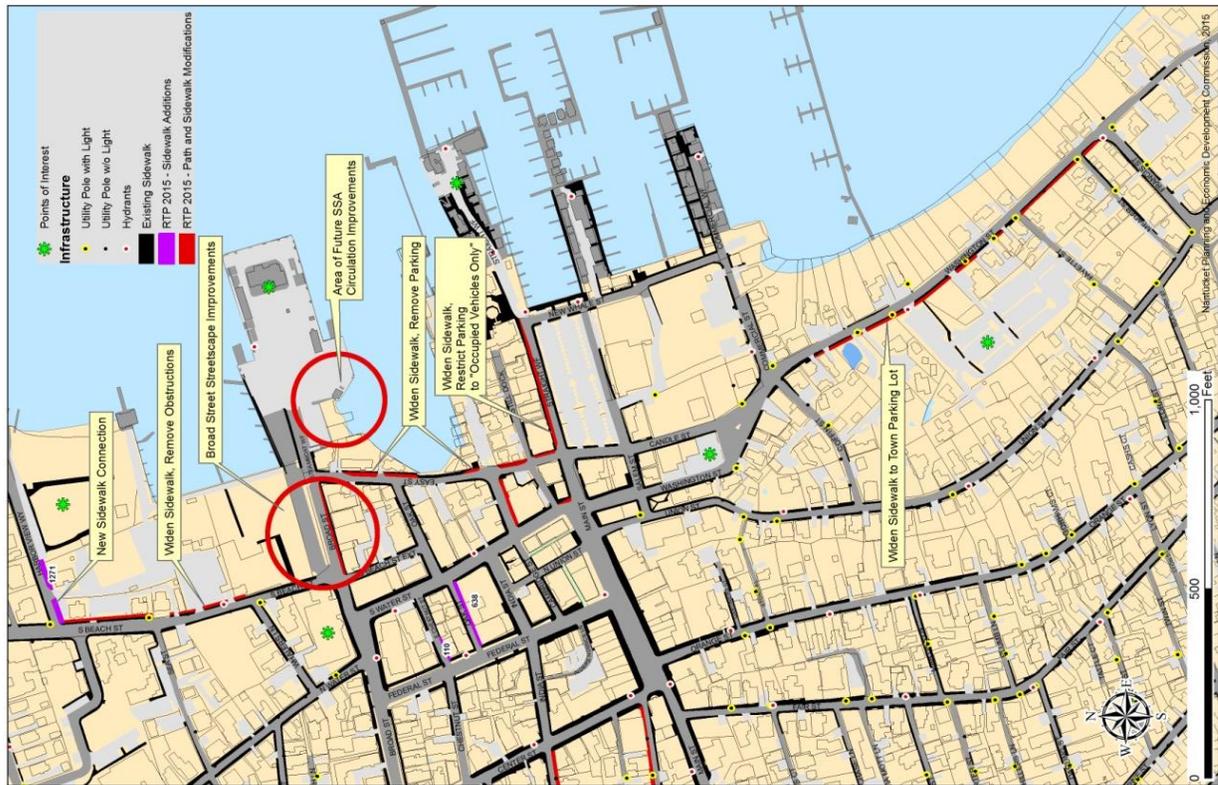
##### **10.4.3. Parking Facilities**

Parking in vicinity of the terminals is extremely limited with no public overnight parking available and long-term parking only available at the Town Parking Lot, which is shared with downtown workers and patrons. Expanding the number of long term and overnight parking opportunities near the terminals is a need expressed by both the Steamship Authority and Hy-Line (further discussed in section 7.3.1).

## 10.5. STEAMSHIP AUTHORITY IMPROVEMENTS

There are currently no major capital projects involving Nantucket using Federal and State capital funding programs. However, it should be noted that funding for such improvements does not affect the funding target for the Nantucket region and is made exclusively between the Steamship Authority and the Federal and State agencies. As a result, these improvements are not found in section 12 of this plan.

As noted in Section 6.7, there are a number of sidewalk improvements that have been made in the vicinity of the ferry terminals to improve the walking experience of the general public, including ferry users. Additional sidewalk improvements are planned near the Steamship Authority along other sections of Easy Street and along Broad Street.



Map 35. Improvements in vicinity of Ferry Terminals

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## **11. TRANSPORTATION SAFETY**

### **11.1. ROADWAY SAFETY**

The new SAFETEA-LU law includes a Highway Safety Improvement Program (HSIP) that provides funding to states for highway safety improvement projects. To receive the funding for projects from the HSIP each state is required to develop a statewide Strategic Highway Safety Plan (SHSP) that includes goals and strategies to improve highway safety. The SHSP developed by the Massachusetts Highway Department was completed in September 2006 with the active participation of the NP&EDC. This statewide SHSP has an emphasis on improving data systems (specifically crash reporting), infrastructure, at-risk driver behavior, high-risk transportation users (i.e., pedestrian and young drivers), public education and media, and safety program management. Strategies were developed primarily to reduce vehicle-related fatalities and injuries caused by alcohol-impaired driving, speeding and lack of seat belt use.

In the same spirit of the statewide SHSP's data driven strategies the NP&EDC routinely collects vehicle crash data from both the Registry of Motor Vehicles and the Nantucket Police Department and utilizes this information to rank the safety of the island's roadways. In 2005, the *Mid-Island Traffic Study* thoroughly quantified the degree of safety along roadways and intersections in an area of the island where many of the collector roadways converge and experience the highest density of residential population (see sections 4.3 and 6.8). This information was utilized as a principal factor to evaluate and prioritize improvement projects for this plan (see section 12).

### **11.2. NRTA SAFETY**

Consistent with the Federal Transit Administration's Safety and Security Program the NRTA's goal is to achieve the highest practical level of safety and security for its public transportation services.

The NRTA has developed a System Safety and Security and Emergency Preparedness Program Plan (SSEPPP).

The NRTA and its operators have developed a core safety program that includes, but is not limited to, the following elements: driver selection, driver training, vehicle maintenance, drug and alcohol programs, and safety data acquisition and analysis. Drug and alcohol testing is required under 49 CFR 40 and 49 CFR 655. All NRTA fixed route buses and paratransit vehicles are equipped with fire extinguishers and a bus dispatch system for routine and emergency communications.

Driver training encompasses the following safety-related elements and is based on the Federal Motor Carrier Safety Regulations 49 CFR 383 Subpart G and OSHA's Hazard Communication Standard 29 CFR 1910.1200. Other training required include ADA sensitivity, Lift and Wheelchair Securement, Terrorism Recognition and Reaction, how to handle Bloodborne Pathogens, Defensive Driving, and fire extinguisher training. A CORI Criminal Offender Records Checks record is also requested for paratransit drivers as well as being certified in first aid and CPR.

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Training is provided in the following skills: traffic regulations, defensive driving and accident prevention, ADA sensitivity training, customer service training, and basic driving maneuvers. Instruction is also provided relative to safety procedures: leaving the vehicle unattended, seat belts, unnecessary conversation, traffic laws, right of way, sudden stops, backing up buses, door operation, exit and entrance steps, disturbances on buses, disabled buses (wheelchair lifts, engine stop override), system security awareness, security incident management for transit supervisors, evacuation of vehicles, fires on vehicles, hit and run, injuries to persons and employees, and securement procedures. It is the role of the General Manager to regularly identify and schedule ongoing/recurring training as necessary to reinforce the policies and procedures, as well as providing a mechanism to brief operators on new policies, procedures, and/or regulations. It is the role of the General Manager to perform routine ride checks to ascertain operators' competency level and their adherence to driving rules and regulations of the Authority assigned by Federal/State grant agreement. It is the role of the Authority to perform ride checks to verify that operators are collecting the correct fares and operating safely. The Massachusetts Department of Telecommunications and Energy inspects each vehicle for safety compliance and issues a permit to each vehicle, which is displayed in each vehicle's window. Safety related vehicle equipment includes: service brakes and parking brake, tires, wheels, and rims, steering mechanism, vehicle suspension, parabolic mirrors and other rear vision devices, lighting and reflectors or reflective markings, wheelchair lifts, radios, lockout/tag out procedure, vehicle pre-trip inspection, daily servicing checks, periodic inspection, interval related maintenance, and failure maintenance.

There is a sprinkler system located in the NRTA Bus Garage. An eyewash is available at the base garage and directions in compliance with OSHA are posted on the wall. Material Safety Data Sheets are located at a visible and accessible location at the NRTA bus garage.

Utilizing the Department of Homeland Security funding available in 2005 the Authority obtained kits (called 'go bags') for handling the clean-up and/or containment of hazardous spills on its vehicles. The go-bags are equipped with speedy dri, oil pads, water pads, drain docks, barrel socks, protective boots and gloves, and goggles. The purpose of the kit is to clean up spills not exceeding 10 gallons of anti-freeze, diesel fuel, engine oil, coolant and transmission oil. Bodily fluid kits were purchased and are on all revenue vehicles. Associated training was provided to all drivers and managers.

### **11.3. BIKE AND PEDESTRIAN SAFETY**

Nantucket is a very bicycle- and pedestrian-friendly community and numerous efforts are made to communicate safety awareness and the rules of the road to visitors and residents. The Visitor Services Bureau, NP&EDC, NRTA, Chamber of Commerce, and area bike shops are among the various agencies and businesses that help with this effort by including helpful information in web pages, advertisements, and travel guides.

An important goal, and one mentioned in the statewide SHSP, is to improve bike and pedestrian safety primarily near schools (see section 3.3.3). See section 6.5 of this plan for additional information.

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#### 11.4. AIRPORT SAFETY

The most important mandate for the Airport Commission and Airport personnel is the day-to-day safety of the flying public. The Airport's professional staff is required to meet FAA aviation and TSA security standards to maintain and enhance aircraft operational and flight safety, and public safety requirements. The FAA and TSA conduct mandatory annual inspections of the airfield, rescue/fire-fighting personnel and equipment and terminal building facilities to ensure compliance with these safety standards. As a result of increased aircraft congestion on Airport ramps across market segments, additional maneuvering space will be needed to meet FAA safety standards for the larger aircraft that make up today's aviation fleet mix.

#### 11.5. STEAMSHIP SAFETY

One of the ongoing goals at the Steamship Authority (SSA) is to reduce the frequency and severity of personal injuries at terminals and on vessels. The SSA safety record is good considering the number of passengers that are carried each year. The SSA has a safety committee, consisting of members from all areas of the SSA's operations, that meets on a regular basis to discuss how it can make operations safer for passengers as well as for employees. Although there have not been any major safety measures recently implemented on Nantucket, the SSA and NP&EDC are looking to reduce vehicle / pedestrian conflicts at and around the ferry terminals. These recommendations are included in the *Downtown Circulation and Ferry Access Improvement Study*.

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## **12. TRANSPORTATION SECURITY**

### **12.1. NRTA SECURITY**

The NRTA is a participant in the Massachusetts State Transit Security Awareness Program called 'Transit Watch.'

A Safety/Security Committee has been appointed to actively address potential threats and vulnerabilities to avert security breaches and enhance the reality and perception of security on the transit system.

The area is surrounded by a six-foot chain link fence. The NRTA Bus Garage is located on Airport property that is secured.

All employees have at least one security responsibility - to serve as the eyes and ears for the system and report all security issues. They are expected to report immediately to the manager on duty. Immediate and appropriate action will be taken, and all incidents will then be reported to the Safety/Security Committee for action. The NRTA conducts formal reviews of security incidents as a matter of agency policy.

The Southeast Regional Planning and Economic Development agency, as well as Southeast Homeland Security Council through the US Department of Homeland Security, have established a network to share security information applicable to the southern part of Massachusetts.

The NRTA received Department of Homeland Security funding for hardening transit operations to protect against terrorist attacks. This funding was used for a back-up generator, TARR training for Supervisors and Drivers, Hazardous Material clean-up kits (go-bags), bodily fluid kits and associated training, and an identification badge system.

Future plans include the purchase and installation of security cameras at the NRTA's bus garage and on all revenue vehicles.

Not all information pertaining to the NRTA's security plan may be released as a public document.

### **Emergency Management**

The NRTA is a member of the Nantucket Emergency Preparedness Committee and works closely with the Fire and Police Departments in planning and implementing elements of emergency preparedness as it relates to transportation. The NRTA was recently charged with developing an emergency transportation plan for Nantucket. The committee is in the process of updating its Comprehensive Emergency Management Plan, which includes the NRTA and the use of its vehicles in emergency situations. An agreement between the Nantucket Health Department and the NRTA has identified the NRTA Bus Garage as an Emergency Dispensing Site for information dissemination and medication distribution to the public. The Health Department will utilize the bus garage as a dispensing site on a seasonal basis and utilize NRTA buses to transport individuals from information sites to dispensing sites and back. The NRTA is

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included in the Town of Nantucket's new radio system structure that will enable departments and NRTA to communicate with each other during emergency situations.

The NRTA has requested funding to purchase radios for the Town of Nantucket's new radio system structure.

## 12.2. AIRPORT SECURITY

In addition to the security improvements involved with the construction of new facilities, the Airport spends continual funds to maintain the perimeter fencing to better deter the infiltration of wildlife onto the airfield. The latest fencing improvements were completed adjacent to Madequecham Valley and Monohansett roads in 2014. The Airport has also installed a gate monitoring system and an advanced IP camera system to monitor the gates and various areas of the Airport and terminal.

Additionally, there is careful monitoring on a daily and weekly schedule of all fuel deliveries, storage and fuel trucks, as well as week-long syllabus-based training program(s) for all summer employees and new hires. This program covers fueling, driving techniques and testing, and ramp procedures.

## 12.3. STEAMSHIP SECURITY

Current Department of Homeland Security regulations prohibit the disclosure of the SSA's U.S. Coast Guard-approved vessel and terminal security plans without a "need to know". Written permission must be obtained from the TSA Administrator or the Secretary of Transportation. Since 2001, the SSA has had to put in place additional security and screening measures in order to comply with applicable Federal regulations. Some of the more obvious improvements at the terminals have been additional fencing and pre-boarding areas with canopies or shelters for passengers. Continual planning efforts concerning transportation security will identify and address security problems and/or weaknesses to continually make improvements.

### **Emergency Management**

During an emergency evacuation event, the United States Coast Guard will utilize the SSA and Straight Wharves for evacuation of the island. In an emergency, the SSA uses all available resources to assist Nantucket. The SSA currently gives priority passage for vehicles, such as utility company vehicles or fire trucks that are responding to an emergency on Nantucket per a mutual aid and emergency management agreement among various agencies. Extra trips could be arranged if necessary. Further coordination with local officials and understanding of the SSA capabilities during an emergency event is needed.

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### **13. IMPACTS OF CLIMATE CHANGE**

The discussion of the impacts of Climate Change on the infrastructure of Nantucket was a federal requirement for this update to the LRTP. The impacts of Climate Change have been interpreted as a possible rise in sea levels (the magnitude of which is not defined) and a possible increase in the severity of storm surges and flooding during storm events. An anticipated increase in these phenomena will necessitate an infrastructure vulnerability assessment to measure the potential risks to this island's transportation infrastructure.

As an island with transportation infrastructure located at or near the fluctuating tidal levels, any changes to sea level resulting from Climate Change would be significant to Nantucket. Both ferry terminals are at the coastline and designed for current tidal levels. Additionally, the Airport is located at the south shore of the island near the coast. The costs of replacing the transportation infrastructure that would be impacted by any rise in sea levels or more severe storm conditions has not been quantified, but any damage would require significant reinvestment to replace.

It should be noted that the Nantucket Memorial Airport has been selected by the Massachusetts Department of Transportation (MassDOT) Aeronautics Division in a pilot program to become the nation's first carbon neutral Airport. This program represents the fulfillment of MassDOT's GreenDOT initiative and seeks to completely offset airport-owned carbon dioxide emissions through efficiency improvements and installation of renewable energy.

Additionally, this LRTP does focus transportation investments and policies on initiatives that reduce greenhouse gas emissions and encourages the use of options other than the private automobile for transportation. The goals to reduce greenhouse gas emissions and create a sustainable community can be found in section 3 of this LRTP.

#### **Metropolitan Planning Organizations and the Global Warming Solutions Act**

The Commonwealth's Global Warming Solutions Act (GWSA) of 2008 requires statewide reductions in greenhouse gas (GHG) emissions of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050. As part of the GWSA, the Executive Office of Energy and Environmental Affairs developed the Massachusetts Clean Energy and Climate Plan (CECP), which outlines programs to attain the 25 percent reduction by 2020 – including a 7.6 percent reduction that would be attributed to the transportation sector.

The Commonwealth's thirteen metropolitan planning organizations (MPOs) are integrally involved in helping to achieve greenhouse gas reductions mandated under the GWSA. The MPOs work closely with the Massachusetts Department of Transportation (MassDOT) and other involved agencies to develop common transportation goals, policies, and projects that would help to reduce GHG emission levels statewide. For example, one of the programs in the CECP is MassDOT's sustainability initiative known as GreenDOT. GreenDOT policy goals were developed in accordance with the GWSA, and are as follows:

- Reduce greenhouse gas (GHG) emissions
- Promote the healthy transportation modes of walking, bicycling, and public transit

- 
- Support smart growth development

The NP&EDC shares in these goals and is working to meet the specific requirements of the GWSA regulation – *Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation (310 CMR 60.05)*. The purpose of this regulation is to assist the Commonwealth in achieving their adopted GHG emission reduction goals by:

- Requiring MassDOT to demonstrate that its GHG reduction commitments and targets are being achieved
- Requiring each MPO to evaluate and track the GHG emissions and impacts of its Long Range Transportation Plan and Transportation Improvement Program
- Requiring each MPO, in consultation with MassDOT, to develop and utilize procedures to prioritize and select projects in its LRTP and TIP based on factors that include GHG emissions and impacts

Meeting the requirements of this regulation will be achieved through the transportation goals and policies contained in the Long Range Transportation Plan, the major projects planned in the LRTPs, and the mix of new transportation projects that are programmed and implemented through the Transportation Improvement Program. The GHG tracking and evaluation processes enable the MPOs to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects. This approach by the MPO is consistent with the greenhouse gas reduction policies of promoting healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments; as well as supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. All of the MPOs and MassDOT are working toward reducing greenhouse gases with plans, actions, and strategies that include (but are not limited to):

- Reducing emissions from construction and operations
- Using more fuel-efficient fleets
- Implementing and expanding travel demand management programs
- Encouraging eco-driving
- Providing mitigation for development projects
- Improving pedestrian, bicycle, and public transit infrastructure and operations (healthy transportation)
- Investing in higher density, mixed use, and transit-oriented developments (smart growth)

### **Regional GHG Tracking and Evaluation in LRTPs**

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG tracking and evaluation in development of each MPO's LRTPs. This

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collaboration has continued for the MPO's 2016 LRTPs and 2016-19 TIPs. Working together, MassDOT and the MPOs have attained the following milestones:

- Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector for use before final LRTP endorsement. Using the Boston MPO's regional travel demand model and the statewide travel demand model for the remainder of the state, GHG emissions will be projected for 2020 no-build and build conditions, and for 2040 no-build and build conditions. The results of this modeling will be available before the endorsement of this LRTP and the MPO staff will present on the results to the MPO membership before a vote on endorsement.
- All of the MPOs will include GHG emission reduction projections in their LRTPs, along with a discussion of climate change and a statement of MPO support for reducing GHG emissions as a regional goal.

MassDOT, using its statewide travel demand model, will provide the NP&EDC with statewide estimates of CO<sub>2</sub> emissions resulting from the collective list of all recommended projects in all of the Massachusetts LRTPs combined (and supplemented by CO<sub>2</sub> emission reduction results for smaller, "off-model" projects supplied by the MPO). Emissions will be estimated using the new (2014) MOVES model, and also incorporate the latest planning assumptions including updated socio-economic projections for the Commonwealth.

The project mix from this LRTP (and all other LRTPs) – modeled for both 2020 and 2040 using an Action (Build) vs. Baseline (No-Build) analysis to determine the CO<sub>2</sub> emissions attributed to all MPO's mix of projects and smart-growth land use assumptions – is expected to show a neutral shift toward meeting the statewide greenhouse gas emissions reduction goal of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050. The reason for the anticipated neutral shift is that early indicators have shown that major infrastructure projects, both individually and collectively, would not trigger a significant change in GHG emission levels.

Working closely with MassDOT, the NP&EDC continues to make efforts toward progress through planning activities to meet the GHG reductions targets and complying with the requirements of the GWSA. As part of this activity, the MPO will provide further public information on the topic and will continue to advocate for steps needed to accomplish the MPO's and Commonwealth's goals for greenhouse gas reductions.

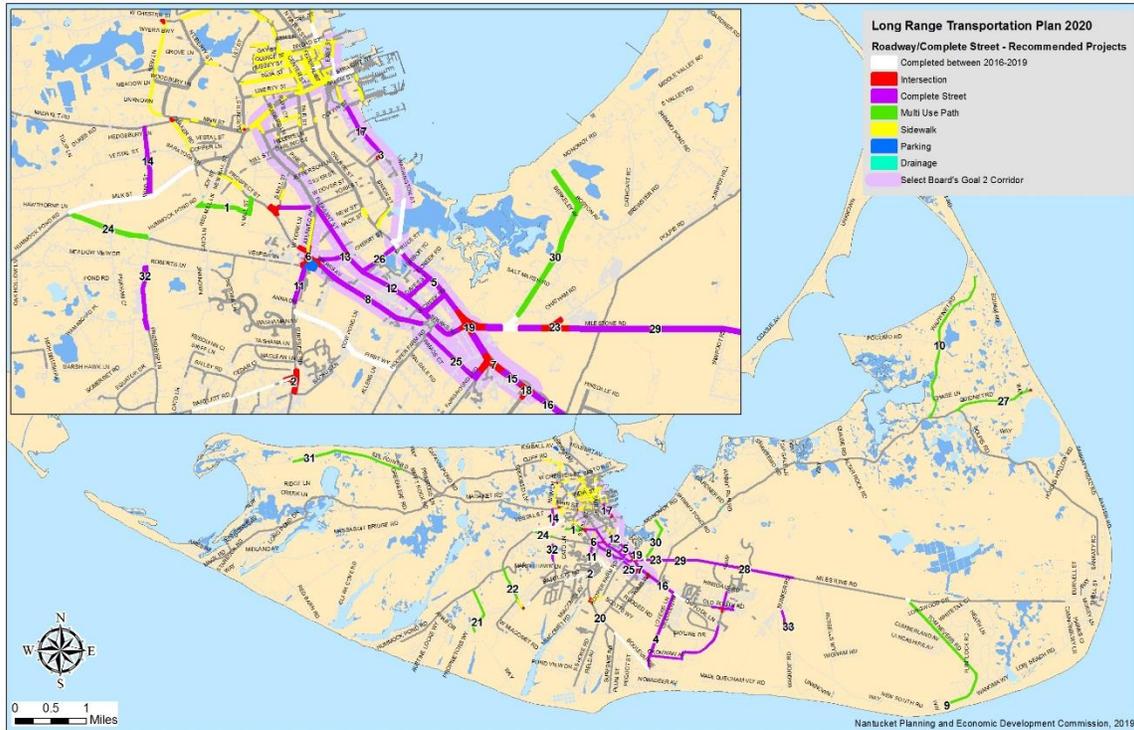
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## 14. LIVABILITY

The discussion of the relationship between infrastructure and community needs, specifically to improve a community's 'livability,' to enhance the environmental sensitivity of roads and bridges and to help states explore multi-modal transportation options was a federal requirement for this update to the LRTP. Livability is defined by the Federal Highway Administration as tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies such as ITS and the use of quiet pavements, using Travel Demand Management approaches to system planning and operations, etc.

The primary example of how Nantucket is attempting to improve community livability is through the expansion and increased utilization of the successful public transportation and bike path programs, as well as through the recommendations of the recent *Wilkes Square Redevelopment Study*, which is now known as the Harbor Place Development. The goals improving public transportation and bike / pedestrian facilities are discussed in Section 3.

The recommendations for the proposed Harbor Place Development include the removal of an unsafe and hazardous fuel tank farm and including a parking garage to address the deficiency of parking supply, an off street public transit stop, and other public uses. This recommendation is discussed in Section 7.



**Map 36. Recommended Transportation Capital Projects**

## **15. TRANSPORTATION ACTION PLAN**

### **15.1. PROJECT EVALUATION**

As required by MassDOT, the NP&EDC endorsed a system to evaluate and prioritize projects in May 2004, which was designed to be similar to other evaluation criteria endorsed by other Regional Planning Agencies in the Commonwealth. The NP&EDC endorsed evaluation criteria considered the degree of improvement to the condition, mobility, and safety of a project, as well as a sustainability criterion that evaluates impacts to such areas as the environment, affordable housing, and businesses.

To develop what is being termed the “Planning Score”, each criterion (condition, mobility, safety, and sustainability) consists of more specific factors and measures used for scoring. The scoring has been slightly modified from 2004 to utilize a numerical range from -1 (negative impact) to +1 (positive impact) to assess, or score, the degree of impact or improvement. A score of zero is considered having no degree of impact or improvement.

The NP&EDC also conducted a public survey to get input on the prioritization of roadway, bike and pedestrian, and public transportation investments, which generated 460 responses. The public was asked to provide a level of support for certain legacy projects. The score ranged from a 5 (strongly support) to a 1 (strongly opposed). The weighted average of support is provided for projects that were included in the survey.

Table 27 provides a listing of each transportation improvement project recommended in the previous sections. Each table consists of the project's status, project type (Intersection, Complete Street, Bike/Pedestrian), the average criteria score, the total Planning score, and the Survey score. These projects in the table are sorted by the total Planning score. The total scoring of each project is found in Appendix 3 and survey results are provide in Appendix 4.

**Table 26. Description of Project Status**

A	Design complete, ready for construction
B	Design nearly complete (75% design accepted)
C	Design initiated, 25% design accepted
D	Design initiated, 25% plans not accepted by MassDOT
E	Project funded, design to be initiated
F	Project is unfunded

### 15.1.1. Roadway and Bridge Improvements

**Table 27. Evaluation of Projects**

Project	Type / Program	Status	Condition	Mobility	Safety	Sustainability	Planning Score	Survey Score
Old South Rd - Path/Pulloffs btw Rotary/Amelia	Complete Street	F	1	0.8	0.5	0.53	15	3.7
Old South Rd - Path/Pulloffs btw Amelia/NFR	Complete Street	F	1	0.8	0.5	0.47	14	3.7
In-Town Ph2 (Orange)	Bike Lanes	E	1	0.8	0.5	0.40	13	4.5
Four Corners	Intersection	D	1	1	0.5	0.33	13	3.7
Fairgrounds @ OSR	Intersection	D	0.5	1	0.5	0.40	13	3.6
In-Town Ph3 (Washington)	Bike Lanes	F	1	0.8	0.5	0.40	13	4.5
OSR at Amelia - 3 - Mini Circle	Intersection	F	0.5	0.8	0.5	0.33	11	3.7
Milestone Rotary	Intersection	F	0.5	1	0.5	0.33	12	3.7
Surfside Rd, Fairgrounds Rd, S Shore Rd	Intersection	F	1	1	0.5	0.20	11	
Surfside @ Bartlett	Intersection	D	1	1	0.5	0.13	10	3.3
Sparks Ave	Path	E	1	0.4	0.5	0.40	11	3.8
Tom Nevers Rd	Path	E	1	0.8	0.5	0.20	10	3.8
Bartlett Farm	Path	F	1	0.6	0.5	0.27	10	3.7
Somerset Ln	Path	F	1	0.6	0.5	0.27	10	3.5
Mill Hill	Path	B	1	0.8	0.5	0.13	9	

Milestone @ Polpis - Roundabout	Intersection	F	1	1	0.5	0.07	9	
Hummock Pond Rd to Vesper Ln	Path	F	1	0.6	0.5	0.20	9	
Wauwinet Rd	Path	E	1	0.8	0.5	0.07	8	3.5
Surfside School Crossing	SRTS	E	1	0.4	0.5	0.20	8	
Newtown Road Path/Traffic Calming	Complete Street	F	1	0.2	0.5	0.33	9	3.3
Bear	Path	F	1	0.2	0.5	0.27	8	
Quidnet Rd	Path	F	1	0.8	0.5	0.07	8	
Pleasant Streetscape	Complete Street	E	1	-0.2	0.5	0.40	8	3.6
Pleasant @ Williams	Complete Street	E	1	0	1	0.27	8	
Milestone at NFR - Roundabout	Intersection	F	0.5	0.8	0.5	0.07	7	2.9
Winn St	Complete Street	E	1	0.6	0.5	0.00	6	
Milestone Shoulder Reconstruction P1	Roadway	F	1	0.2	0	0.20	6	3.3
Washington @ Francis	Intersection	D	0.5	0.6	0	0.07	5	3.3
Lovers Okorwaw Monohansett	Complete Street	D	1	0.6	0.5	-0.07	5	3.3
Monomoy Rd	Path	F	1	0.6	0.5	-0.07	5	3.4
Eel Point Path Ext	Path	F	1	0.6	0.5	-0.07	5	
Friendship Lane	Complete Street	F	1	0.6	0.5	-0.07	5	
Industry & Shadbush Rds	Complete Street	F	1	0.2	0	0.13	5	

## 15.2. FINANCIAL PLAN

The Federal Highway Administration funds and State Highway and Bridge funds were projected over 5 year blocks of time statewide for the following funding categories (local aid funding sources such as Chapter 90 and the MassWorks programs were excluded from MassDOT funding projections):

### 15.2.1. Major Infrastructure Projects

Funding is based on the regional share formula for the Statewide Highway Funds developed by the Massachusetts Association of Regional Planning Agencies (MARPA).

**Table 28. Anticipated Funding for Major Infrastructure Project (MassDOT)**

Project	Section Ref.	Cost Estimate	2020-2024	2025-2029	2030-2034	2035-2040
No Major Infrastructure Projects Proposed	n/a	n/a	-	-	-	-
<b>Total Programmed</b>	-	n/a	-	-	-	-
<b>Anticipated Federal Funding</b>	-	-	<b>\$481,000</b>	<b>\$727,000</b>	<b>\$888,000</b>	<b>\$1,030,000</b>

### 15.2.2. Federal Aid Bridge Projects

Projected regional funding for bridge improvements and repairs is based on each region's percentage of federal-aid eligible bridges.

**Table 29. Anticipated Funding for Federal Aid Bridge Projects (MassDOT)**

Project	Section Ref.	Cost Estimate	2020-2024	2025-2029	2030-2034	2035-2040
No Bridge Projects Proposed	n/a	n/a	-	-	-	-
<b>Total Programmed</b>	-	-	-	-	-	-
<b>Anticipated Federal Funding</b>	-	-	<b>\$2,724,000</b>	<b>\$4,972,000</b>	<b>\$4,972,000</b>	<b>\$5,764,000</b>

### 15.2.3. National Highway System/Interstate Maintenance (NHS/IM)

Nantucket is not eligible for funding in this category since there are no NHS roadways on island.

### 15.2.4. Statewide Maintenance

Projected regional funding for interstate maintenance projects is based on the regional share of Interstate lane mileage excluding the Massachusetts Turnpike.

**Table 30. Anticipated Funding for Statewide Maintenance (MassDOT)**

Project	Section Ref.	Cost Estimate	2020-2024	2025-2029	2030-2034	2035-2040
Statewide Operation and Maintenance	4.7	-	\$1,288,000	\$1,493,000	\$1,730,000	\$2,006,000
<b>Total Programmed</b>	-	-	<b>\$1,288,000</b>	<b>\$1,493,000</b>	<b>\$1,730,000</b>	<b>\$2,006,000</b>
<b>Anticipated Federal Funding</b>	-	-	<b>\$2,435,000</b>	<b>\$3,449,000</b>	<b>\$4,326,000</b>	<b>\$5,015,000</b>

### 15.2.5. Regional Discretionary Funding

Funding is based on the regional share formula for the Statewide Highway Funds developed by the Massachusetts Association of Regional Planning Agencies (MARPA). The estimated available funding only considers federal and state sources. The funding available is split among each of the highway project types or “programs” – Intersections, Complete Streets, and Bicycle and Pedestrian. The projects listed in Table 29 could be funded by associated programs shown in the project schedule in Table 31.

**Table 31. TIP Eligible (Federal/State) Project Schedule**

<b>Project</b>	<b>Total Construction Estimate</b>	<b>Split of Target</b>	<b>2020-2024</b>	<b>2025-2029</b>	<b>2030-2034</b>	<b>2035-2040</b>
Intersection	\$19,613,599	1/3	\$793,406	\$991,443	\$1,122,637	\$1,209,399
Complete Streets	\$11,998,789	1/3	\$793,406	\$991,443	\$1,122,637	\$1,209,399
Bicycle and Pedestrian	\$16,859,022	1/3	\$793,406	\$991,443	\$1,122,637	\$1,209,399
<b>Total Programmed</b>			<b>\$2,380,218</b>	<b>\$2,974,330</b>	<b>\$3,367,912</b>	<b>\$3,628,198</b>
<b>Anticipated Federal Target</b>			<b>\$2,380,218</b>	<b>\$2,974,330</b>	<b>\$3,367,912</b>	<b>\$3,628,198</b>

**Table 32. Candidate Intersection Projects**

<b>Project</b>	<b>Type</b>	<b>Design</b>	<b>Construction</b>	<b>Status</b>	<b>Planning Score Total</b>	<b>Survey Score</b>
Four Corners	Intersection	\$280,200	\$3,500,000	D	13	3.7
Fairgrounds @ OSR	Intersection	\$150,000	\$2,000,000	D	13	3.6
Milestone Rotary	Intersection	\$676,000	\$2,924,646	F	12	3.7
OSR at Amelia - 3 - Mini Circle	Intersection	\$54,080	\$233,972	F	11	3.7
Surfside Fairgrounds S Shore	Intersection	\$150,000	\$2,000,000	F	11	
Surfside @ Bartlett	Intersection	\$216,000	\$3,562,685	D	10	3.3
Milestone @ Polpis - Roundabout	Intersection	\$691,181	\$2,764,722	F	9	
Milestone at NFR - Roundabout	Intersection	\$569,394	\$2,277,574	F	7	2.9
Washington @ Francis	Intersection	\$50,000	\$350,000	D	5	3.3

**Table 33. Candidate Complete Streets Projects**

<b>Project</b>	<b>Type</b>	<b>Design</b>	<b>Construction</b>	<b>Status</b>	<b>Planning Score Total</b>	<b>Survey Score</b>
OSR Path/Pulloffs btw Rotary/Amelia	Complete Street	\$54,080	\$233,972	F	15	3.7
OSR Path/Pulloffs btw Amelia/NFR	Complete Street	\$245,156	\$1,019,847	F	14	3.7
Newtown Road Path/Traffic Calming	Complete Street	\$144,746	\$964,970	F	9	3.3
Pleasant Streetscape	Complete Street	\$197,000	\$985,000	E	8	3.6
Pleasant @ Williams	Complete Street	\$99,000	\$495,000	E	8	
Winn St	Complete Street	\$250,000	\$1,250,000	E	6	
Lovers Okorwaw Monohansett	Complete Street	\$828,822	\$6,000,000	D	5	3.3
Friendship Lane	Complete Street	\$84,000	\$420,000	F	5	
Industry & Shadbush Rds	Complete Street	\$126,000	\$630,000	F	5	

**Table 34. Candidate Bicycle and Pedestrian Projects**

<b>Project</b>	<b>Type</b>	<b>Design</b>	<b>Construction</b>	<b>Status</b>	<b>Planning Score Total</b>	<b>Survey Score</b>
In-Town P2 (Orange)	Bike Lanes	\$418,000	\$2,090,000	E	13	4.5
In-Town P3 (Washington)	Bike Lanes	\$400,000	\$2,000,000	F	13	4.5
Sparks Ave Path	Path	\$230,000	\$850,000	E	11	3.8
Tom Nevers	Path	\$331,487	\$2,210,852	E	10	3.8
Bartlett Farm	Path	\$100,000	\$654,000	F	10	3.7
Somerset Ln	Path	\$111,000	\$739,000	F	10	3.5
Mill Hill Path	Path	\$15,000	\$212,170	B	9	
Hummock Pond to Vesper	Path	\$100,000	\$500,000	F	9	
Wauwinet	Path	\$354,000	\$2,361,000	E	8	3.5
Surfside School Crossing	SRTS	\$200,000	\$800,000	E	8	
Bear	Path	\$80,000	\$400,000	F	8	
Quidnet	Path	\$189,000	\$1,715,000	F	8	
Monomoy Rd	Path	\$140,000	\$700,000	F	5	3.4
Eel Point Path Ext	Path	\$325,400	\$1,627,000	F	5	

### 15.2.6. Financial Constraint: Transit Projects

The Commonwealth has three Regional Transit Authorities (Franklin, Martha’s Vineyard and Nantucket) which do not receive 5307 Urban Formula funds and therefore rely on 5311 Rural Grant funds as their sole source of federal funding. The state-wide funding totals for the 5311 program are provided in Table 38 below.

The 5311 funds are distributed based on a 1998 state management plan established by the Commonwealth. The Commonwealth, in consultation with the Regional Transit Authorities, is reviewing rural service provided in the different regions and is revising the distribution formula based on available 5311 funds and actual rural service provided. The regions have an expectation of receiving a reasonable distribution of 5311 funding based on this rural service based formula.

Table 35 shows the projected available funding for public transit. The 5310 targets (for Elderly and Disabled services) were derived by projecting historical state and federal funding patterns and state capital assistance provided to the NRTA.

**Table 35. Projected Available Federal Transit Program Funding (MassDOT)**

Description	2020-2024	2025-2029	2030-2034	2035-2040
Urbanized Area Formula (5307)*	-	-	-	-
Capital Fixed Guideway Program (5309)*	-	-	-	-
Elderly & Disabled (5310)	TBD	TBD	TBD	TBD
Non-Urbanized Area Formula (5311)**	\$3,055,141	\$3,388,031	\$3,757,192	\$5,052,861

**Table 37. Projected Available Commonwealth Transit Program Funding (MassDOT)**

Description	2020-2024	2025-2029	2030-2034	2035-2040
State Contract Assistance	TBD	TBD	TBD	TBD
RTA Capital Assistance Program (RTACAP)	TBD	TBD	TBD	TBD
RTA Intermodal Assistance (ITCCAP)	-	-	-	-

**Table 38. Projected Available Statewide Transit Program Funding (MassDOT)**

Description	2020-2024	2025-2029	2030-2034	2035-2040
Intercity Bus (5311)	\$3,055,141	\$3,388,031	\$3,757,192	\$5,052,861

Rural Transportation Assistance (RTAP)	TBD	TBD	TBD	TBD
Private non-profits (PNP)	TBD	TBD	TBD	TBD
Councils on Aging (COA)	TBD	TBD	TBD	TBD
MassDOT Administration	TBD	TBD	TBD	TBD
Mobility Assistance Program (MAP)	TBD	TBD	TBD	TBD

### 15.2.7. Illustrative Projects: Transit

#### 15.2.7.1. 5310 Illustrative Projects

The NRTA has no illustrative projects using the Federal 5310 transit funding source.

#### 15.2.7.2. 5311 Illustrative Projects

Section 6.9.2 describes the illustrative operations, not currently offered, that the NRTA could offer if additional funding becomes available.

#### 15.2.7.3. Illustrative Transit Capital Projects

Historically the NRTA received RTA Capital funds to meet its capital needs. The NRTA’s fixed route fleet replacement schedule has been established to replace two (2) vehicles per fiscal year. The available statewide capital funding is currently not sufficient to realize the recommended replacement program. As a result, if no additional funding is provided, the NRTA will be unable to provide a vehicle replacement program that satisfies the needs of the system.

The NRTA will continue to seek capital funding through the Commonwealth’s RTA Capital program. Bus replacements and purchases will continue to be requested through this program as well as any pertinent ITS projects, facility improvements, or bus stop amenities.

### 15.3. OTHER ACTIONS

As noted in section 2.8, a number of area plans and traffic studies have been completed and accepted by the NP&EDC to help inform goals, policies, and capital project needs. As the community grows and conditions in different areas change, the studies and plans for those areas should be updated to reflect changing conditions and issues that need to be addressed. Additionally, other areas of the island without an Area Plan or traffic study may be due to have a planning strategy developed to identify issues and possible solutions that are supported by the community. The following is a description of the areas that would need a new or updated traffic analysis and strategy to address transportation concerns. These planning activities could be included in the NP&EDC’s UPWP or funded through local sources with participation and oversight by NP&EDC staff.

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### **15.3.1. Island-wide Travel Demand Forecast Model**

The Town is seeking a Nantucket-specific model to be used island-wide to analyze the impact of plans, land use change, and development projects on the island's transportation system, and develop a multimodal transportation strategy for the Town. The model will enable the Town and outside consultants to assess the individual and cumulative traffic impacts of development projects on island. It would also have the capacity to assist with analysis of how development projects impact vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

### **15.3.2. Optimal Carrying Capacity Study Update**

As described in the Goals and Objectives for Vehicle Restrictions (section 3.3), a study to update the 2001 *Optimal Carrying Capacity* study is needed to reevaluate the definitive number of vehicles transported to the island to establish a number of vehicles that can be permitted to operate on island roadways. The 2001 study suggested that by 2006 the projected level of service at several island intersections would be at failure, which indicated that the maximum number of vehicles should be limited the 28,798 vehicles projected to be on island in 2006. NP&EDC staff estimates that the peak number of vehicles has increased from about 23,000 in 2001 to approximately 26,000 in 2017 and 2018. This study would evaluate the effective population of vehicles and estimate the impacts of an increase in this number on the transportation system.

### **15.3.3. Downtown Circulation and Ferry Access Improvement Study Update**

The original study for this area was completed in 2008 and included several recommendations for improving traffic flow, wayfinding, parking, and public transportation. Although most of these recommendations have been tested and may still be in effect, the changing demands and needs in the downtown area, along with anticipated increase in ferry user activity with additional future high speed ferry trips, warrant an update in the traffic data for all modes and an assessment of conditions and opportunities that would conform with the goals of this Transportation Plan.

### **15.3.4. Mid Island Traffic Study Update**

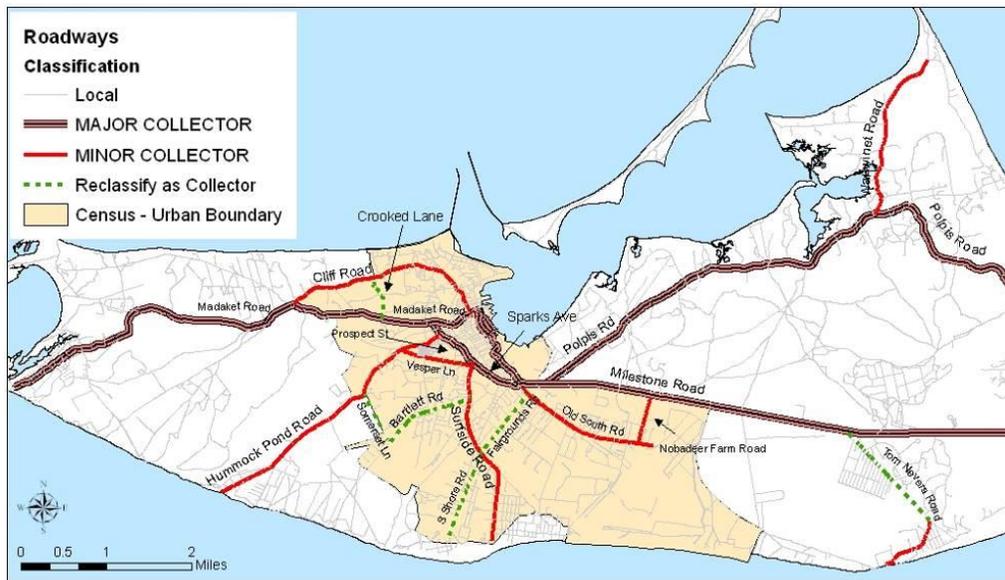
As described above for the downtown area, the traffic study that was previously conducted in 2005 for the mid-island area is due to be updated. Following the implementation of several traffic improvements recommended in the 2005 study, such as the Sparks Avenue Roundabout and streetscape improvements along Pleasant Street, and development and redevelopment of a number of properties in the mid-island area, an updated evaluation and strategy for the area is warranted. This update would include a re-evaluation of key intersections that were identified in the previous study as experiencing safety and congestion concerns, such as the Four Corners and Williams Street at Pleasant Street intersections, as well as improvements necessary with the redesign of the school campus and hospital property.

### 15.3.5. Roadway Reclassifications

Land development and accompanying traffic growth has created the need to revisit the classification of some roadways on the island. The following roadways should be considered for reclassification (see Map 38):

Local to Collector:

- Fairgrounds Road – between Old South Road and Surfside Road.
- Bartlett Road – between Surfside Road and Raceway Drive.
- Somerset Road / Raceway Drive – between Bartlett Road and Hummock Pond Road.
- Tom Nevers Road – between Milestone Road and Sankaty Road.
- South Shore Road – between Surfside Road and end of roadway.
- Airport Road – between Old South Road and Miller’s Lane.
- Crooked Lane – between Cliff Road and Madaket Road.



Map 37. Roadway Reclassifications

### 15.3.6. Public Acquisition of Private Ways

There are a number of private ways that have been increasingly utilized for commuter and safety access and need to be improved and maintained at an acceptable standard. The following private ways are recommended for acquisition by the Nantucket Roads and Right of Way Committee:

1. Winn Street - Taking private portion and rebuilding will provide public access around Quaker Cemetery to beach bike paths, which is a high priority. Private portion of Winn St. is narrow and this may affect ability to rebuild it.
2. Somerset Road/Friendship Lane - Drainage and maintenance problems; input from abutters; DPW concerns that drainage fixes should be comprehensive to be effective.
3. Warren's Landing Road - Access to Warren's Landing and Eel Point.

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## **16. AIR QUALITY CONFORMITY**

### **Evaluation and Reporting of Statewide Greenhouse Gas Reductions in Transportation**

#### **Massachusetts Department of Transportation (MassDOT) and the Metropolitan Planning Organizations (MPOs) July 2019**

This section documents recent progress made by MassDOT and the MPOs in working to help achieve greenhouse gas (GHG) reduction goals as outlined in state regulations applicable to Massachusetts. This “progress report” estimates future carbon dioxide (CO<sub>2</sub>) emissions from the transportation sector as part of meeting the GHG reduction goals established through the Commonwealth’s Global Warming Solutions Act (GWSA).

#### *GWSA Transportation Status: Future Carbon Dioxide Emissions Reductions*

The Global Warming Solutions Act of 2008 requires statewide reductions in greenhouse gas (CO<sub>2</sub>) emissions of 25 percent below 1990 levels by the year 2020, and 80 percent below 1990 levels by 2050.

The Commonwealth’s thirteen metropolitan planning organizations (MPOs) are involved in helping to achieve greenhouse gas reductions mandated under the GWSA. The MPOs work closely with the Massachusetts Department of Transportation (MassDOT) and other involved agencies to develop common transportation goals, policies, and projects that would help to reduce GHG emission levels statewide, and meet the specific requirements of the GWSA regulation – *Global Warming Solutions Act Requirements for the Transportation Sector and the Massachusetts Department of Transportation (310 CMR 60.05)*. The purpose of this regulation is to assist the Commonwealth in achieving their adopted GHG emission reduction goals by:

- Requiring each MPO to evaluate and report the aggregate GHG emissions and impacts of both its Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).
- Requiring each MPO, in consultation with MassDOT, to develop and utilize procedures to prioritize and select projects in its RTP and TIP based on factors that include GHG emissions and impacts.

Meeting the requirements of this regulation is being achieved through the transportation goals and policies contained in the 2020 RTPs, the major projects planned in the RTPs, and the mix of new transportation projects that are programmed and implemented through the TIPs.

The GHG evaluation and reporting processes enable the MPOs and MassDOT to identify the anticipated GHG impacts of the planned and programmed projects, and also to use GHG impacts as a criterion in prioritizing transportation projects. This approach is consistent with the greenhouse gas reduction policies of promoting healthy transportation modes through prioritizing and programming an appropriate balance of roadway, transit, bicycle and pedestrian investments; as well as supporting smart growth development patterns through the creation of a balanced multi-modal transportation system. All of the MPOs and MassDOT are working toward reducing

greenhouse gases with “sustainable” transportation plans, actions, and strategies that include (but are not limited to):

- Reducing emissions from construction and operations
- Using more fuel-efficient fleets
- Implementing and expanding travel demand management programs
- Encouraging eco-driving
- Providing mitigation for development projects
- Improving pedestrian, bicycle, and public transit infrastructure and operations (healthy transportation)
- Investing in higher density, mixed use, and transit-oriented developments (smart growth)

### *Regional GHG Evaluation and Reporting in RTPs*

MassDOT coordinated with MPOs and regional planning agency (RPA) staffs on the implementation of GHG evaluation and reporting in development of each MPO’s 2012 and 2016 RTPs. This collaboration has continued for the MPOs’ 2020 RTPs and 2020-24 TIPs. Working together, MassDOT and the MPOs have attained the following milestones:

Modeling and long-range statewide projections for GHG emissions resulting from the transportation sector, as a supplement to the 2020 RTPs. Using the newly updated statewide travel demand model, GHG emissions have been projected for 2020 no-build (base) and build (action) conditions, and for 2040 no-build (base) and build (action) conditions (see the chart in this section for the results of this modeling).

All of the MPOs have addressed GHG emission reduction projections in their RTPs (including the statewide estimates in the chart that follows), along with a discussion of climate change and a statement of MPO support for reducing GHG emissions from transportation as a regional goal.

MassDOT’s statewide estimates of CO<sub>2</sub> emissions resulting from the collective list of all recommended projects in all of the Massachusetts RTPs combined are presented in the table below. Emissions estimates incorporate the latest planning assumptions including updated socio-economic projections consistent with the 2020 RTPs:

### **Massachusetts Statewide Aggregate CO<sub>2</sub> Estimated Emissions Impacts from Transportation (all emissions in tons per summer day)**

<b>Year</b>	<b>CO<sub>2</sub> Action Emissions</b>	<b>CO<sub>2</sub> Base Emissions</b>	<b>Difference (Action – Base)</b>
2016	86,035.6	86,035.6	n/a
2020	75,675.6	75,865.9	-190.3
2040	54,484.2	54,702.2	-218.0

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This analysis includes only those larger, regionally significant projects that are included in the statewide travel demand model. Many other types of projects that cannot be accounted for in the model (such as bicycle and pedestrian facilities, shuttle services, intersection improvements, etc.), are covered in each MPO region's RTP with either "qualitative" assessments of likely CO<sub>2</sub> change, or actual quantitative estimates listed for each project.

As shown above, collectively, all the projects in the RTPs in the 2020 Action scenario provide a statewide reduction of over 190 tons of CO<sub>2</sub> per day compared to the base case. The 2040 Action scenario estimates a reduction of 218 tons per day of CO<sub>2</sub> emissions compared to the base case.

These results demonstrate that the transportation sector is expected to continue making positive progress in contributing to the achievement of GHG reduction targets consistent with the requirements of the GWSA. MassDOT and the MPOs will continue to advocate for steps needed to accomplish the Commonwealth's long-term goals for greenhouse gas reductions.

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**17. APPENDIX 1 – COMMENT LETTERS**



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO



June 28, 2019

Andrew Vorce, Executive Director  
Nantucket Planning & Economic Development Commission  
2 Fairground Road  
Nantucket, MA 02554

Dear Mr. Vorce:

The Massachusetts Department of Transportation (MassDOT) Office of Transportation Planning (OTP) has reviewed the draft Federal Fiscal Year (FFY) 2020 Regional Transportation Plan (RTP) released by the Nantucket Planning & Economic Development Commission (NPEDC) on May 20, 2019. The following MassDOT comments include both general guidance and specific comments on the TPO's 3C planning process related to the content of this document as released for public review.

Please note the following comments specific to the information contained in the NPEDC's draft FFY 2020 RTP.

- Pages 12-13 (3.1.1) – Please spell out 'US Decennial Census' and 'American Community Survey'. Also, please note that the decennial census is an official count whereas the 2017 number is an estimate. Please delete references to 2013 data—only use 2017 data after 2010.
- Page 79 (6.2.3) – If available, please include Total Bicycles Carried on Nantucket Regional Transit Authority (NRTA) data for Fixed Route Vehicles after 2014.
- Page 83 (6.8) – Please consider references to 2017 and 2018 Department of Public Utility (DPU) data regarding Transportation Network Company (TNC) trip trends experienced on Nantucket.
- The Greenhouse Gas (GHG) Analysis will be complete in July. Please include this in the final plan when completed.

Please contact me at (857) 368-8865 or Derek Shooster at (857) 368-8842 if you have any questions.

Sincerely,

David Mehler  
Executive Director  
Office of Transportation Planning

Cc: Jeffrey McEwen, Division Administrator, Federal Highway Administration  
Peter Butler, Acting Regional Administrator, Federal Transit Administration  
Mary-Joe Perry, District 5 Highway Director  
Astrid Glynn, Rail and Transit Division Administrator

## Mike Burns

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**From:** Anne Kuszpa <anne@housingnantucket.org>  
**Sent:** Tuesday, May 28, 2019 3:49 PM  
**To:** Mike Burns  
**Subject:** Crosswalk @ 75 Old South Road  
**Attachments:** 75 Old South Road\_deed.pdf

Dear Mike,

The Town holds a recreational easement through Housing Nantucket's property at 75 Old South Road. Members of the public regularly use our driveway as a cut through to the daffodil lane. It would be helpful to have a crosswalk at the end of our driveway to help pedestrians and bikers to cross Old South Road safely. Will you please advise on how to ensure this need is addressed?

Attached is the deed to the property which describes the Town's permanent public access easement (Section B).

Please let me know how I can help facilitate this request.

Thank you very much.

Sincerely,  
Anne

~~~~~  
Anne Kuszpa, Executive Director  
Housing Nantucket  
75 Old South Road  
PO Box 3149  
Nantucket, MA 02554  
Direct Line: 774-333-3927

Sign up for our monthly newsletter:  
[www.housingnantucket.org](http://www.housingnantucket.org)

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**18. APPENDIX 2 – FUNDING TABLES**

| Year | Base OA in today's dollars w/2.2% increase starting in 2025 |                | Base OA + August Redistribution |                 | Funding less GANs repayments | Funding w/ non-federal match | Statewide Items | Funding available for MPOs | Berkshire         | Boston         | Cape Cod         | Central Mass   | Franklin       | Martha's Vineyard | Merrimack Valley | Montachusett   | Nantucket      | Northern Middlesex | Old Colony     | Pioneer Valley | Southeast Mass |                |
|------|-------------------------------------------------------------|----------------|---------------------------------|-----------------|------------------------------|------------------------------|-----------------|----------------------------|-------------------|----------------|------------------|----------------|----------------|-------------------|------------------|----------------|----------------|--------------------|----------------|----------------|----------------|----------------|
|      | August redistribution                                       | Redistribution | GANs                            | repayment       |                              |                              |                 |                            |                   |                |                  |                |                |                   |                  |                |                |                    |                |                |                | MARPA formula  |
| 2020 | \$ 626,330,019                                              | \$ 50,000,000  | \$ 676,330,019                  | \$ 81,570,000   | \$ 594,760,019               | \$ 743,450,024               | \$ 504,945,083  | \$ 238,504,940             | \$ 8,489,822      | \$ 102,478,656 | \$ 10,935,690    | \$ 20,726,318  | \$ 6,057,310   | \$ 739,365        | \$ 10,564,815    | \$ 10,636,366  | \$ 524,711     | \$ 9,324,589       | \$ 10,874,633  | \$ 25,782,146  | \$ 21,370,281  |                |
| 2021 | \$ 641,988,270                                              | \$ 50,000,000  | \$ 691,988,270                  | \$ 85,190,000   | \$ 606,798,270               | \$ 758,497,838               | \$ 515,165,433  | \$ 243,332,404             | \$ 8,661,660      | \$ 104,552,877 | \$ 11,157,034    | \$ 21,145,829  | \$ 6,179,913   | \$ 754,330        | \$ 10,778,652    | \$ 10,851,652  | \$ 535,331     | \$ 9,513,324       | \$ 11,094,741  | \$ 26,303,990  | \$ 21,802,827  |                |
| 2022 | \$ 658,744,163                                              | \$ 50,000,000  | \$ 708,744,163                  | \$ 89,590,000   | \$ 619,154,163               | \$ 773,942,704               | \$ 525,655,458  | \$ 248,287,245             | \$ 8,838,033      | \$ 106,681,829 | \$ 11,384,218    | \$ 21,576,410  | \$ 6,305,751   | \$ 769,690        | \$ 10,998,132    | \$ 11,072,618  | \$ 546,232     | \$ 9,707,038       | \$ 11,320,657  | \$ 26,839,603  | \$ 22,246,785  |                |
| 2023 | \$ 676,662,005                                              | \$ 50,000,000  | \$ 726,662,005                  | \$ 93,985,000   | \$ 632,677,005               | \$ 790,846,256               | \$ 537,136,211  | \$ 253,710,045             | \$ 9,031,063      | \$ 109,011,849 | \$ 11,632,859    | \$ 22,047,657  | \$ 6,443,474   | \$ 786,501        | \$ 11,238,340    | \$ 11,314,453  | \$ 558,162     | \$ 9,919,048       | \$ 11,567,910  | \$ 27,425,802  | \$ 22,732,674  |                |
| 2024 | \$ 689,684,333                                              | \$ 50,000,000  | \$ 739,684,333                  | \$ 98,715,000   | \$ 640,969,333               | \$ 801,211,666               | \$ 544,176,311  | \$ 257,035,355             | \$ 9,149,430      | \$ 110,440,638 | \$ 11,785,328    | \$ 22,336,629  | \$ 6,527,927   | \$ 796,810        | \$ 11,385,638    | \$ 11,462,749  | \$ 565,478     | \$ 10,049,054      | \$ 11,719,527  | \$ 27,785,265  | \$ 23,030,625  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | 1st five years ▶           | \$ 44,170,008     | \$ 533,165,850 | \$ 56,895,130    | \$ 107,832,843 | \$ 31,514,375  | \$ 3,846,697      | \$ 54,965,577    | \$ 55,337,838  | \$ 2,729,914   | \$ 48,513,053      | \$ 56,577,467  | \$ 134,136,805 | \$ 111,183,192 |                |
| 2025 | \$ 704,857,388                                              | \$ 50,000,000  | \$ 754,857,388                  | \$ 103,650,000  | \$ 651,207,388               | \$ 814,009,235               | \$ 552,868,314  | \$ 261,140,921             | \$ 9,295,572      | \$ 112,204,681 | \$ 11,973,572    | \$ 22,693,407  | \$ 6,632,196   | \$ 809,537        | \$ 11,567,498    | \$ 11,645,841  | \$ 574,510     | \$ 10,209,565      | \$ 11,906,720  | \$ 28,229,072  | \$ 23,398,488  |                |
| 2026 | \$ 720,364,251                                              | \$ 50,000,000  | \$ 770,364,251                  | \$ 108,835,000  | \$ 661,529,251               | \$ 826,911,564               | \$ 561,631,468  | \$ 265,280,095             | \$ 9,442,910      | \$ 113,983,164 | \$ 12,163,358    | \$ 23,053,106  | \$ 6,737,319   | \$ 822,368        | \$ 11,750,847    | \$ 11,830,431  | \$ 583,616     | \$ 10,371,391      | \$ 12,095,446  | \$ 28,676,513  | \$ 23,769,362  |                |
| 2027 | \$ 736,212,264                                              | \$ 50,000,000  | \$ 786,212,264                  | \$ 86,302,372   | \$ 699,909,893               | \$ 874,887,366               | \$ 594,216,235  | \$ 280,671,131             | \$ 9,990,770      | \$ 120,596,246 | \$ 12,869,052    | \$ 24,390,602  | \$ 7,128,205   | \$ 870,081        | \$ 12,432,608    | \$ 12,516,810  | \$ 617,476     | \$ 10,973,119      | \$ 12,797,200  | \$ 30,340,269  | \$ 25,148,414  |                |
| 2028 | \$ 752,408,934                                              | \$ 50,000,000  | \$ 802,408,934                  | \$ 86,302,372   | \$ 716,106,563               | \$ 895,133,203               | \$ 607,967,039  | \$ 287,166,164             | \$ 10,221,967     | \$ 123,386,973 | \$ 13,166,856    | \$ 24,955,027  | \$ 7,293,159   | \$ 890,215        | \$ 12,720,312    | \$ 12,806,462  | \$ 631,766     | \$ 11,227,048      | \$ 13,093,341  | \$ 31,042,375  | \$ 25,730,375  |                |
| 2029 | \$ 768,961,931                                              | \$ 50,000,000  | \$ 818,961,931                  | ▲ GANs conclude | \$ 818,961,931               | \$ 1,023,702,413             | \$ 695,290,179  | \$ 328,412,234             | \$ 11,690,162     | \$ 141,109,213 | \$ 15,058,029    | \$ 28,539,352  | \$ 8,340,686   | \$ 1,018,078      | \$ 14,547,348    | \$ 14,645,872  | \$ 722,507     | \$ 12,839,605      | \$ 14,973,956  | \$ 35,501,034  | \$ 29,426,065  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | 2nd five years ▶           | \$ 50,641,381     | \$ 611,280,276 | \$ 65,230,867    | \$ 123,631,493 | \$ 36,131,564  | \$ 4,410,279      | \$ 63,018,615    | \$ 63,445,416  | \$ 3,129,875   | \$ 55,620,728      | \$ 64,866,664  | \$ 153,789,263 | \$ 127,472,704 |                |
| 2030 | \$ 785,879,093                                              | \$ 50,000,000  | \$ 835,879,093                  |                 | \$ 835,879,093               | \$ 1,044,848,867             | \$ 709,652,675  | \$ 335,196,192             | \$ 11,931,644     | \$ 144,024,083 | \$ 15,369,081    | \$ 29,128,884  | \$ 8,512,978   | \$ 1,039,108      | \$ 14,847,851    | \$ 14,948,409  | \$ 737,432     | \$ 13,104,830      | \$ 15,283,270  | \$ 36,234,373  | \$ 30,033,914  |                |
| 2031 | \$ 803,168,433                                              | \$ 50,000,000  | \$ 853,168,433                  |                 | \$ 853,168,433               | \$ 1,066,460,542             | \$ 724,331,145  | \$ 342,129,397             | \$ 12,178,438     | \$ 147,003,080 | \$ 15,686,975    | \$ 29,731,387  | \$ 8,869,060   | \$ 1,060,601      | \$ 15,154,964    | \$ 15,257,603  | \$ 752,685     | \$ 13,375,891      | \$ 15,599,390  | \$ 36,983,846  | \$ 30,655,136  |                |
| 2032 | \$ 820,838,139                                              | \$ 50,000,000  | \$ 870,838,139                  |                 | \$ 870,838,139               | \$ 1,088,547,674             | \$ 739,332,542  | \$ 349,215,132             | \$ 12,430,662     | \$ 150,047,615 | \$ 16,011,863    | \$ 30,347,144  | \$ 8,869,017   | \$ 1,082,567      | \$ 15,468,833    | \$ 15,573,598  | \$ 768,273     | \$ 13,652,915      | \$ 15,922,464  | \$ 37,749,807  | \$ 31,290,025  |                |
| 2033 | \$ 838,896,578                                              | \$ 50,000,000  | \$ 888,896,578                  |                 | \$ 888,896,578               | \$ 1,111,120,722             | \$ 754,663,969  | \$ 356,456,753             | \$ 12,688,435     | \$ 153,159,130 | \$ 16,343,899    | \$ 30,976,448  | \$ 9,052,932   | \$ 1,105,016      | \$ 15,789,608    | \$ 15,896,545  | \$ 784,205     | \$ 13,936,033      | \$ 16,252,646  | \$ 38,532,619  | \$ 31,938,882  |                |
| 2034 | \$ 857,352,303                                              | \$ 50,000,000  | \$ 907,352,303                  |                 | \$ 907,352,303               | \$ 1,134,190,378             | \$ 770,332,688  | \$ 363,857,691             | \$ 12,951,878     | \$ 156,339,098 | \$ 16,683,239    | \$ 31,619,597  | \$ 9,240,894   | \$ 1,127,959      | \$ 16,117,440    | \$ 16,226,598  | \$ 800,487     | \$ 14,225,380      | \$ 16,590,091  | \$ 39,332,652  | \$ 32,602,013  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | 3rd five years ▶           | \$ 62,181,056     | \$ 750,573,005 | \$ 80,095,056    | \$ 151,803,461 | \$ 44,364,881  | \$ 5,415,251      | \$ 77,378,696    | \$ 77,902,753  | \$ 3,843,081   | \$ 68,295,049      | \$ 79,647,861  | \$ 188,833,296 | \$ 156,519,970 |                |
| 2035 | \$ 876,214,053                                              | \$ 50,000,000  | \$ 926,214,053                  |                 | \$ 926,214,053               | \$ 1,157,767,567             | \$ 786,346,118  | \$ 371,421,448             | \$ 13,221,118     | \$ 159,589,025 | \$ 17,030,045    | \$ 32,276,895  | \$ 9,432,991   | \$ 1,151,406      | \$ 16,452,484    | \$ 16,563,911  | \$ 817,127     | \$ 14,521,093      | \$ 16,934,961  | \$ 40,150,287  | \$ 33,279,733  |                |
| 2036 | \$ 895,490,762                                              | \$ 50,000,000  | \$ 945,490,762                  |                 | \$ 945,490,762               | \$ 1,181,863,453             | \$ 802,711,844  | \$ 379,151,609             | \$ 13,496,281     | \$ 162,910,451 | \$ 17,384,480    | \$ 32,948,654  | \$ 9,629,313   | \$ 1,175,370      | \$ 16,794,900    | \$ 16,908,645  | \$ 834,134     | \$ 14,823,311      | \$ 17,287,418  | \$ 40,985,910  | \$ 33,972,363  |                |
| 2037 | \$ 915,191,559                                              | \$ 50,000,000  | \$ 965,191,559                  |                 | \$ 965,191,559               | \$ 1,206,489,449             | \$ 819,437,616  | \$ 387,051,833             | \$ 13,777,497     | \$ 166,304,948 | \$ 17,746,714    | \$ 33,635,191  | \$ 9,829,955   | \$ 1,199,861      | \$ 17,144,848    | \$ 17,260,964  | \$ 851,514     | \$ 15,132,178      | \$ 17,647,628  | \$ 41,839,916  | \$ 34,680,231  |                |
| 2038 | \$ 935,325,773                                              | \$ 50,000,000  | \$ 985,325,773                  |                 | \$ 985,325,773               | \$ 1,231,657,217             | \$ 836,531,355  | \$ 395,125,862             | \$ 14,064,900     | \$ 169,774,124 | \$ 18,116,916    | \$ 34,336,833  | \$ 10,035,012  | \$ 1,224,890      | \$ 17,502,495    | \$ 17,621,033  | \$ 869,277     | \$ 15,447,841      | \$ 18,015,764  | \$ 42,712,711  | \$ 35,403,672  |                |
| 2039 | \$ 955,902,941                                              | \$ 50,000,000  | \$ 1,005,902,941                |                 | \$ 1,005,902,941             | \$ 1,257,378,676             | \$ 854,001,156  | \$ 403,377,519             | \$ 14,358,626     | \$ 173,319,622 | \$ 18,495,263    | \$ 35,053,910  | \$ 10,244,579  | \$ 1,250,470      | \$ 17,868,011    | \$ 17,989,024  | \$ 887,431     | \$ 15,770,447      | \$ 18,391,998  | \$ 43,604,706  | \$ 36,143,029  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | 4th five years ▶           | \$ 68,918,422     | \$ 831,898,170 | \$ 88,773,417    | \$ 168,251,483 | \$ 49,171,850  | \$ 6,001,998      | \$ 85,762,738    | \$ 86,343,576  | \$ 4,259,482   | \$ 75,694,871      | \$ 88,277,768  | \$ 209,293,530 | \$ 173,479,029 |                |
| 2040 | \$ 976,932,805                                              | \$ 50,000,000  | \$ 1,026,932,805                |                 | \$ 1,026,932,805             | \$ 1,283,666,006             | \$ 871,855,293  | \$ 411,810,713             | \$ 14,658,814     | \$ 176,943,121 | \$ 18,881,933    | \$ 35,786,763  | \$ 10,458,757  | \$ 1,276,613      | \$ 18,241,567    | \$ 18,365,111  | \$ 905,984     | \$ 16,100,152      | \$ 18,776,509  | \$ 44,516,326  | \$ 36,898,652  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | 5th five years ▶           | \$ 14,658,814     | \$ 176,943,121 | \$ 18,881,933    | \$ 35,786,763  | \$ 10,458,757  | \$ 1,276,613      | \$ 18,241,567    | \$ 18,365,111  | \$ 905,984     | \$ 16,100,152      | \$ 18,776,509  | \$ 44,516,326  | \$ 36,898,652  |                |
|      |                                                             |                |                                 |                 |                              |                              |                 | Total ▶                    | \$ 21,066,582,819 | \$ 240,569,681 | \$ 2,903,860,422 | \$ 309,876,404 | \$ 587,306,042 | \$ 171,641,426    | \$ 20,950,838    | \$ 299,367,193 | \$ 301,394,694 | \$ 14,868,336      | \$ 264,223,853 | \$ 308,146,270 | \$ 730,569,221 | \$ 605,553,546 |



**Long Range Transit Capital Forecast Master Tables**

Inflation rates based on total FAST Act (2016–2020) funding levels

  = final number published in the apportionment table   = preliminary number

**SECTION 5307 (inflation rate: 2.08%)**

|                          | Fast Act        |                   |                   | FFY 2021       | FFY 2022       | FFY 2023       | FFY 2024       | FFY 2025       | FFY 2026       | FFY 2027       | FFY 2028       | FFY 2029       | FFY 2030       | FFY 2031       | FFY 2032       | FFY 2033       | FFY 2034       | FFY 2035       | FFY 2036       | FFY 2037       | FFY 2038       | FFY 2039       | FFY 2040       |
|--------------------------|-----------------|-------------------|-------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                          | FFY 2018 Actual | FFY 2019 Estimate | FFY 2020 Estimate |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| <b>Boston UZA</b>        |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| MBTA                     | \$ 143,471,970  | \$ 146,456,187    | \$ 149,502,476    | \$ 152,612,127 | \$ 155,786,459 | \$ 159,026,818 | \$ 162,334,576 | \$ 165,711,135 | \$ 169,157,926 | \$ 172,676,411 | \$ 176,268,081 | \$ 179,934,457 | \$ 183,677,093 | \$ 187,497,577 | \$ 191,397,526 | \$ 195,378,595 | \$ 199,442,470 | \$ 203,590,873 | \$ 207,825,563 | \$ 212,148,335 | \$ 216,561,020 | \$ 221,065,490 | \$ 225,663,652 |
| BAT                      | \$ 3,103,425    | \$ 3,167,976      | \$ 3,233,870      | \$ 3,301,135   | \$ 3,369,798   | \$ 3,439,890   | \$ 3,511,440   | \$ 3,584,478   | \$ 3,659,035   | \$ 3,735,143   | \$ 3,812,834   | \$ 3,892,141   | \$ 3,973,097   | \$ 4,055,738   | \$ 4,140,097   | \$ 4,226,211   | \$ 4,314,116   | \$ 4,403,850   | \$ 4,495,450   | \$ 4,588,955   | \$ 4,684,405   | \$ 4,781,841   | \$ 4,881,303   |
| MVRTA                    | \$ 5,801,299    | \$ 5,921,966      | \$ 6,045,143      | \$ 6,170,882   | \$ 6,299,236   | \$ 6,430,260   | \$ 6,564,010   | \$ 6,700,541   | \$ 6,839,912   | \$ 6,982,183   | \$ 7,127,412   | \$ 7,275,662   | \$ 7,426,996   | \$ 7,581,477   | \$ 7,739,172   | \$ 7,900,147   | \$ 8,064,470   | \$ 8,232,211   | \$ 8,403,441   | \$ 8,578,233   | \$ 8,756,660   | \$ 8,938,798   | \$ 9,124,725   |
| LRTA                     | \$ 3,841,462    | \$ 3,921,364      | \$ 4,002,929      | \$ 4,086,190   | \$ 4,171,182   | \$ 4,257,943   | \$ 4,346,508   | \$ 4,436,916   | \$ 4,529,203   | \$ 4,623,411   | \$ 4,719,578   | \$ 4,817,745   | \$ 4,917,954   | \$ 5,020,248   | \$ 5,124,669   | \$ 5,231,262   | \$ 5,340,072   | \$ 5,451,146   | \$ 5,564,529   | \$ 5,680,272   | \$ 5,798,421   | \$ 5,919,028   | \$ 6,042,144   |
| GATRA                    | \$ 793,076      | \$ 809,572        | \$ 826,411        | \$ 843,600     | \$ 861,147     | \$ 879,059     | \$ 897,344     | \$ 916,008     | \$ 935,061     | \$ 954,511     | \$ 974,364     | \$ 994,631     | \$ 1,015,320   | \$ 1,036,438   | \$ 1,057,996   | \$ 1,080,002   | \$ 1,102,466   | \$ 1,125,398   | \$ 1,148,806   | \$ 1,172,701   | \$ 1,197,093   | \$ 1,221,993   | \$ 1,247,410   |
| CATA                     | \$ 544,596      | \$ 555,924        | \$ 567,487        | \$ 579,291     | \$ 591,340     | \$ 603,640     | \$ 616,195     | \$ 629,012     | \$ 642,096     | \$ 655,451     | \$ 669,085     | \$ 683,002     | \$ 697,208     | \$ 711,710     | \$ 726,514     | \$ 741,625     | \$ 757,051     | \$ 772,797     | \$ 788,872     | \$ 805,280     | \$ 822,030     | \$ 839,128     | \$ 856,582     |
| MVRTA                    | \$ 2,311,164    | \$ 2,359,236      | \$ 2,408,308      | \$ 2,458,401   | \$ 2,509,536   | \$ 2,561,734   | \$ 2,615,018   | \$ 2,669,411   | \$ 2,724,934   | \$ 2,781,613   | \$ 2,839,471   | \$ 2,898,532   | \$ 2,958,821   | \$ 3,020,365   | \$ 3,083,188   | \$ 3,147,318   | \$ 3,212,783   | \$ 3,279,609   | \$ 3,347,824   | \$ 3,417,459   | \$ 3,488,542   | \$ 3,561,104   | \$ 3,635,175   |
| MART                     | \$ 131,573      | \$ 134,310        | \$ 137,103        | \$ 139,955     | \$ 142,866     | \$ 145,838     | \$ 148,871     | \$ 151,968     | \$ 155,129     | \$ 158,355     | \$ 161,649     | \$ 165,011     | \$ 168,444     | \$ 171,947     | \$ 175,524     | \$ 179,175     | \$ 182,902     | \$ 186,706     | \$ 190,589     | \$ 194,554     | \$ 198,600     | \$ 202,731     | \$ 206,948     |
| <b>Barnstable UZA</b>    |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| CCRTA                    | \$ 9,058,562    | \$ 9,246,980      | \$ 9,439,317      | \$ 9,635,655   | \$ 9,836,077   | \$ 10,040,667  | \$ 10,249,513  | \$ 10,462,703  | \$ 10,680,327  | \$ 10,902,478  | \$ 11,129,249  | \$ 11,360,738  | \$ 11,597,041  | \$ 11,838,260  | \$ 12,084,495  | \$ 12,335,853  | \$ 12,592,439  | \$ 12,854,361  | \$ 13,121,732  | \$ 13,394,664  | \$ 13,673,273  | \$ 13,957,677  | \$ 14,247,997  |
| GATRA                    | \$ 629,354      | \$ 642,445        | \$ 655,807        | \$ 669,448     | \$ 683,373     | \$ 697,587     | \$ 712,097     | \$ 726,908     | \$ 742,028     | \$ 757,462     | \$ 773,217     | \$ 789,300     | \$ 805,718     | \$ 822,477     | \$ 839,584     | \$ 857,048     | \$ 874,874     | \$ 893,072     | \$ 911,647     | \$ 930,610     | \$ 949,966     | \$ 969,726     | \$ 989,896     |
| <b>Springfield UZA</b>   |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| PVTA                     | \$ 12,552,862   | \$ 12,813,962     | \$ 13,080,492     | \$ 13,352,566  | \$ 13,630,300  | \$ 13,913,810  | \$ 14,203,217  | \$ 14,498,644  | \$ 14,800,216  | \$ 15,108,060  | \$ 15,422,308  | \$ 15,743,092  | \$ 16,070,548  | \$ 16,404,816  | \$ 16,746,036  | \$ 17,094,353  | \$ 17,449,916  | \$ 17,812,874  | \$ 18,183,382  | \$ 18,561,596  | \$ 18,947,677  | \$ 19,341,789  | \$ 19,744,098  |
| <b>Worcester UZA</b>     |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| WRTA                     | \$ 10,018,472   | \$ 10,226,856     | \$ 10,439,575     | \$ 10,656,718  | \$ 10,878,378  | \$ 11,104,648  | \$ 11,335,625  | \$ 11,571,406  | \$ 11,812,091  | \$ 12,057,782  | \$ 12,308,584  | \$ 12,564,603  | \$ 12,825,947  | \$ 13,092,726  | \$ 13,365,055  | \$ 13,643,048  | \$ 13,926,823  | \$ 14,216,501  | \$ 14,512,205  | \$ 14,814,058  | \$ 15,122,191  | \$ 15,436,732  | \$ 15,757,817  |
| MART                     | \$ 47,199       | \$ 48,181         | \$ 49,183         | \$ 50,206      | \$ 51,250      | \$ 52,316      | \$ 53,404      | \$ 54,515      | \$ 55,649      | \$ 56,807      | \$ 57,988      | \$ 59,194      | \$ 60,426      | \$ 61,682      | \$ 62,965      | \$ 64,275      | \$ 65,612      | \$ 66,977      | \$ 68,370      | \$ 69,792      | \$ 71,244      | \$ 72,725      | \$ 74,238      |
| <b>Massachusetts</b>     |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| MART                     | \$ 3,165,772    | \$ 3,231,620      | \$ 3,298,838      | \$ 3,367,454   | \$ 3,437,497   | \$ 3,508,997   | \$ 3,581,984   | \$ 3,656,489   | \$ 3,732,544   | \$ 3,810,181   | \$ 3,889,433   | \$ 3,970,333   | \$ 4,052,916   | \$ 4,137,216   | \$ 4,223,270   | \$ 4,311,114   | \$ 4,400,786   | \$ 4,492,322   | \$ 4,585,762   | \$ 4,681,146   | \$ 4,778,514   | \$ 4,877,907   | \$ 4,979,368   |
| SRTA                     | \$ 4,210,631    | \$ 4,298,212      | \$ 4,387,615      | \$ 4,478,877   | \$ 4,572,038   | \$ 4,667,136   | \$ 4,764,213   | \$ 4,863,308   | \$ 4,964,465   | \$ 5,067,726   | \$ 5,173,135   | \$ 5,280,736   | \$ 5,390,575   | \$ 5,502,699   | \$ 5,617,155   | \$ 5,733,992   | \$ 5,853,259   | \$ 5,975,007   | \$ 6,099,287   | \$ 6,226,152   | \$ 6,355,656   | \$ 6,487,854   | \$ 6,622,801   |
| BRTA                     | \$ 1,797,581    | \$ 1,834,971      | \$ 1,873,138      | \$ 1,912,099   | \$ 1,951,871   | \$ 1,992,470   | \$ 2,033,913   | \$ 2,076,219   | \$ 2,119,404   | \$ 2,163,488   | \$ 2,208,488   | \$ 2,254,425   | \$ 2,301,317   | \$ 2,349,184   | \$ 2,398,047   | \$ 2,447,927   | \$ 2,498,843   | \$ 2,550,819   | \$ 2,603,876   | \$ 2,658,037   | \$ 2,713,324   | \$ 2,769,761   | \$ 2,827,372   |
| <b>Out-Of-State UZAs</b> |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| GATRA (RI)               | \$ 3,244,055    | \$ 3,311,531      | \$ 3,380,411      | \$ 3,450,724   | \$ 3,522,499   | \$ 3,595,767   | \$ 3,670,559   | \$ 3,746,906   | \$ 3,824,842   | \$ 3,904,399   | \$ 3,985,610   | \$ 4,068,511   | \$ 4,153,136   | \$ 4,239,521   | \$ 4,327,703   | \$ 4,417,719   | \$ 4,509,608   | \$ 4,603,408   | \$ 4,699,159   | \$ 4,796,901   | \$ 4,896,677   | \$ 4,998,528   | \$ 5,102,497   |
| SRTA (RI)                | \$ 3,047,337    | \$ 3,110,722      | \$ 3,175,425      | \$ 3,241,473   | \$ 3,308,896   | \$ 3,377,721   | \$ 3,447,978   | \$ 3,519,696   | \$ 3,592,905   | \$ 3,667,638   | \$ 3,743,925   | \$ 3,821,798   | \$ 3,901,292   | \$ 3,982,439   | \$ 4,065,273   | \$ 4,149,831   | \$ 4,236,147   | \$ 4,324,259   | \$ 4,414,204   | \$ 4,506,019   | \$ 4,599,745   | \$ 4,695,419   | \$ 4,793,084   |
| LRTA (NH)                | \$ 119,286      | \$ 121,767        | \$ 124,300        | \$ 126,885     | \$ 129,525     | \$ 132,219     | \$ 134,969     | \$ 137,776     | \$ 140,642     | \$ 143,567     | \$ 146,553     | \$ 149,602     | \$ 152,713     | \$ 155,890     | \$ 159,132     | \$ 162,442     | \$ 165,821     | \$ 169,270     | \$ 172,791     | \$ 176,385     | \$ 180,054     | \$ 183,799     | \$ 187,622     |
| <b>Section 5307</b>      |                 |                   |                   |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |                |
| MBTA                     | \$ 143,471,970  | \$ 146,456,187    | \$ 149,502,476    | \$ 152,612,127 | \$ 155,786,459 | \$ 159,026,818 | \$ 162,334,576 | \$ 165,711,135 | \$ 169,157,926 | \$ 172,676,411 | \$ 176,268,081 | \$ 179,934,457 | \$ 183,677,093 | \$ 187,497,577 | \$ 191,397,526 | \$ 195,378,595 | \$ 199,442,470 | \$ 203,590,873 | \$ 207,825,563 | \$ 212,148,335 | \$ 216,561,020 | \$ 221,065,490 | \$ 225,663,652 |
| BAT                      | \$ 3,103,425    | \$ 3,167,976      | \$ 3,233,870      | \$ 3,301,135   | \$ 3,369,798   | \$ 3,439,890   | \$ 3,511,440   | \$ 3,584,478   | \$ 3,659,035   | \$ 3,735,143   | \$ 3,812,834   | \$ 3,892,141   | \$ 3,973,097   | \$ 4,055,738   | \$ 4,140,097   | \$ 4,226,211   | \$ 4,314,116   | \$ 4,403,850   | \$ 4,495,450   | \$ 4,588,955   | \$ 4,684,405   | \$ 4,781,841   | \$ 4,881,303   |
| MVRTA                    | \$ 5,801,299    | \$ 5,921,966      | \$ 6,045,143      | \$ 6,170,882   | \$ 6,299,236   | \$ 6,430,260   | \$ 6,564,010   | \$ 6,700,541   | \$ 6,839,912   | \$ 6,982,183   | \$ 7,127,412   | \$ 7,275,662   | \$ 7,426,996   | \$ 7,581,477   | \$ 7,739,172   | \$ 7,900,147   | \$ 8,064,470   | \$ 8,232,211   | \$ 8,403,441   | \$ 8,578,233   | \$ 8,756,660   | \$ 8,938,798   | \$ 9,124,725   |
| LRTA                     | \$ 3,960,748    | \$ 4,043,132      | \$ 4,127,229      | \$ 4,213,075   | \$ 4,300,707   | \$ 4,390,162   | \$ 4,481,477   | \$ 4,574,692   | \$ 4,669,845   | \$ 4,766,978   | \$ 4,866,131   | \$ 4,967,347   | \$ 5,070,668   | \$ 5,176,138   | \$ 5,283,801   | \$ 5,393,704   | \$ 5,505,893   | \$ 5,620,416   | \$ 5,737,321   | \$ 5,856,657   | \$ 5,978,475   | \$ 6,102,828   | \$ 6,229,766   |
| CCRTA                    | \$ 9,058,562    | \$ 9,246,980      | \$ 9,439,317      | \$ 9,635,655   | \$ 9,836,077   | \$ 10,040,667  | \$ 10,249,513  | \$ 10,462,703  | \$ 10,680,327  | \$ 10,902,478  | \$ 11,129,249  | \$ 11,360,738  | \$ 11,597,041  | \$ 11,838,260  | \$ 12,084,495  | \$ 12,335,853  | \$ 12,592,439  | \$ 12,854,361  | \$ 13,121,732  | \$ 13,394,664  | \$ 13,673,273  | \$ 13,957,677  | \$ 14,247,997  |
| GATRA                    | \$ 4,666,485    | \$ 4,763,548      | \$ 4,862,630      | \$ 4,963,772   | \$ 5,067,019   | \$ 5,172,413   | \$ 5,279,999   | \$ 5,389,823   | \$ 5,501,931   | \$ 5,616,371   | \$ 5,733,192   | \$ 5,852,442   | \$ 5,974,173   | \$ 6,098,436   | \$ 6,225,283   | \$ 6,354,769   | \$ 6,486,949   | \$ 6,621,877   | \$ 6,759,612   | \$ 6,900,212   | \$ 7,043,737   | \$ 7,190,246   | \$ 7,339,803   |
| CATA                     | \$ 544,596      | \$ 555,924        | \$ 567,487        | \$ 579,291     | \$ 591,340     | \$ 603,640     | \$ 616,195     | \$ 629,012     | \$ 642,096     | \$ 655,451     | \$ 669,085     | \$ 683,002     | \$ 697,208     | \$ 711,710     | \$ 726,514     | \$ 741,625     | \$ 757,051     | \$ 772,797     | \$ 788,872     | \$ 805,280     | \$ 822,030     | \$ 839,128     | \$ 856,582     |
| MVRTA                    | \$ 2,311,164    | \$ 2,359,236      | \$ 2,408,308      | \$ 2,458,401   | \$ 2,509,536   | \$ 2,561,734   | \$ 2,615,018   | \$ 2,669,411   | \$ 2,724,934   | \$ 2,781,613   | \$ 2,839,471   | \$ 2,898,532   | \$ 2,958,821   | \$ 3,020,365   | \$ 3,083,188   | \$ 3,147,318   | \$ 3,212,783   | \$ 3,279,609   | \$ 3,347,824   | \$ 3,417,459   | \$ 3,488,542   | \$ 3,561,104   | \$ 3,635,175   |
| PVTA                     | \$ 12,552,862   | \$ 12,813,962     | \$ 13,080,492     | \$ 13,352,566  | \$ 13,630,300  | \$ 13,913,810  | \$ 14,203,217  | \$ 14,498,644  | \$ 14,800,216  | \$ 15,108,060  | \$ 15,422,308  | \$ 15,743,092  | \$ 16,070,548  | \$ 16,404,816  | \$ 16,746,036  | \$ 17,094,353  | \$ 17,449,916  | \$ 17,812,874  | \$ 18,183,382  | \$ 18,561,596  | \$ 18,947,677  | \$ 19,341,789  | \$ 19,744,098  |
| WRTA                     | \$ 10,018,472   | \$ 10,226,856     | \$ 10,439,575     | \$ 10,656,718  | \$ 10,878,378  | \$ 11,104,648  | \$ 11,335,625  | \$ 11,571,406  | \$ 11,812,091  | \$ 12,057,782  | \$ 12,308,584  | \$ 12,564,603  | \$ 12,825,947  | \$ 13,092,726  | \$ 13,365,055  | \$ 13,643,048  | \$ 13,926,823  |                |                |                |                |                |                |

**SECTION 5311 (inflation rate: 2.09%)**

|              | Fast Act           |                      |                      | FFY 2021<br>Estimate | FFY 2022<br>Estimate | FFY 2023<br>Estimate | FFY 2024<br>Estimate | FFY 2025<br>Estimate | FFY 2026<br>Estimate | FFY 2027<br>Estimate | FFY 2028<br>Estimate | FFY 2029<br>Estimate | FFY 2030<br>Estimate | FFY 2031<br>Estimate | FFY 2032<br>Estimate | FFY 2033<br>Estimate | FFY 2034<br>Estimate | FFY 2035<br>Estimate | FFY 2036<br>Estimate | FFY 2037<br>Estimate | FFY 2038<br>Estimate | FFY 2039<br>Estimate | FFY 2040<br>Estimate |
|--------------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|              | FFY 2018<br>Actual | FFY 2019<br>Estimate | FFY 2020<br>Estimate |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| VTA          | \$ 895,569         | \$ 914,286           | \$ 933,395           | \$ 952,903           | \$ 972,819           | \$ 993,151           | \$ 1,013,907         | \$ 1,035,098         | \$ 1,056,732         | \$ 1,078,817         | \$ 1,101,365         | \$ 1,124,383         | \$ 1,147,883         | \$ 1,171,873         | \$ 1,196,366         | \$ 1,221,370         | \$ 1,246,896         | \$ 1,272,956         | \$ 1,299,561         | \$ 1,326,722         | \$ 1,354,450         | \$ 1,382,758         | \$ 1,411,658         |
| NRTA         | \$ 562,267         | \$ 574,018           | \$ 586,015           | \$ 598,263           | \$ 610,767           | \$ 623,532           | \$ 636,564           | \$ 649,868           | \$ 663,450           | \$ 677,316           | \$ 691,472           | \$ 705,924           | \$ 720,678           | \$ 735,740           | \$ 751,117           | \$ 766,815           | \$ 782,842           | \$ 799,203           | \$ 815,906           | \$ 832,959           | \$ 850,368           | \$ 868,140           | \$ 886,284           |
| BRTA         | \$ 278,234         | \$ 284,049           | \$ 289,986           | \$ 296,046           | \$ 302,234           | \$ 308,550           | \$ 314,999           | \$ 321,583           | \$ 328,304           | \$ 335,165           | \$ 342,170           | \$ 349,322           | \$ 356,622           | \$ 364,076           | \$ 371,685           | \$ 379,453           | \$ 387,384           | \$ 395,480           | \$ 403,746           | \$ 412,184           | \$ 420,799           | \$ 429,593           | \$ 438,572           |
| FRTA         | \$ 1,162,211       | \$ 1,186,501         | \$ 1,211,299         | \$ 1,236,615         | \$ 1,262,460         | \$ 1,288,846         | \$ 1,315,783         | \$ 1,343,283         | \$ 1,371,357         | \$ 1,400,019         | \$ 1,429,279         | \$ 1,459,151         | \$ 1,489,647         | \$ 1,520,781         | \$ 1,552,565         | \$ 1,585,014         | \$ 1,618,141         | \$ 1,651,960         | \$ 1,686,486         | \$ 1,721,733         | \$ 1,757,717         | \$ 1,794,454         | \$ 1,831,958         |
| <b>Total</b> | \$ 2,898,281       | \$ 2,958,855         | \$ 3,020,695         | \$ 3,083,828         | \$ 3,148,280         | \$ 3,214,079         | \$ 3,281,253         | \$ 3,349,831         | \$ 3,419,843         | \$ 3,491,317         | \$ 3,564,286         | \$ 3,638,779         | \$ 3,714,830         | \$ 3,792,470         | \$ 3,871,732         | \$ 3,952,652         | \$ 4,035,262         | \$ 4,119,599         | \$ 4,205,699         | \$ 4,293,598         | \$ 4,383,334         | \$ 4,474,946         | \$ 4,568,472         |

**SECTION 5311(f) (inflation rate: 2.09%)**

|           | Fast Act           |                      |                      | FFY 2021<br>Estimate | FFY 2022<br>Estimate | FFY 2023<br>Estimate | FFY 2024<br>Estimate | FFY 2025<br>Estimate | FFY 2026<br>Estimate | FFY 2027<br>Estimate | FFY 2028<br>Estimate | FFY 2029<br>Estimate | FFY 2030<br>Estimate | FFY 2031<br>Estimate | FFY 2032<br>Estimate | FFY 2033<br>Estimate | FFY 2034<br>Estimate | FFY 2035<br>Estimate | FFY 2036<br>Estimate | FFY 2037<br>Estimate | FFY 2038<br>Estimate | FFY 2039<br>Estimate | FFY 2040<br>Estimate |
|-----------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|           | FFY 2018<br>Actual | FFY 2019<br>Estimate | FFY 2020<br>Estimate |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Statewide | \$ 579,656         | \$ 591,771           | \$ 604,139           | \$ 616,765           | \$ 629,656           | \$ 642,816           | \$ 656,250           | \$ 669,966           | \$ 683,968           | \$ 698,263           | \$ 712,857           | \$ 727,756           | \$ 742,966           | \$ 758,494           | \$ 774,346           | \$ 790,530           | \$ 807,052           | \$ 823,920           | \$ 841,139           | \$ 858,719           | \$ 876,667           | \$ 894,989           | \$ 913,694           |

**SECTION 5337 (inflation rate: 1.72%) Apportionment by UZA**

|                          | Fast Act           |                      |                      | FFY 2021<br>Estimate | FFY 2022<br>Estimate | FFY 2023<br>Estimate | FFY 2024<br>Estimate | FFY 2025<br>Estimate | FFY 2026<br>Estimate | FFY 2027<br>Estimate | FFY 2028<br>Estimate | FFY 2029<br>Estimate | FFY 2030<br>Estimate | FFY 2031<br>Estimate | FFY 2032<br>Estimate | FFY 2033<br>Estimate | FFY 2034<br>Estimate | FFY 2035<br>Estimate | FFY 2036<br>Estimate | FFY 2037<br>Estimate | FFY 2038<br>Estimate | FFY 2039<br>Estimate | FFY 2040<br>Estimate |
|--------------------------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                          | FFY 2018<br>Actual | FFY 2019<br>Estimate | FFY 2020<br>Estimate |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Boston                   | \$ 162,911,949     | \$ 165,714,035       | \$ 168,564,316       | \$ 171,463,622       | \$ 174,412,796       | \$ 177,412,697       | \$ 180,464,195       | \$ 183,568,179       | \$ 186,725,552       | \$ 189,937,231       | \$ 193,204,152       | \$ 196,527,263       | \$ 199,907,532       | \$ 203,345,942       | \$ 206,843,492       | \$ 210,401,200       | \$ 214,020,100       | \$ 217,701,246       | \$ 221,445,708       | \$ 225,254,574       | \$ 229,128,952       | \$ 233,069,970       | \$ 237,078,774       |
| Worcester                | \$ 3,261,985       | \$ 3,318,091         | \$ 3,375,162         | \$ 3,433,215         | \$ 3,492,266         | \$ 3,552,333         | \$ 3,613,434         | \$ 3,675,585         | \$ 3,738,805         | \$ 3,803,112         | \$ 3,868,526         | \$ 3,935,064         | \$ 4,002,747         | \$ 4,071,595         | \$ 4,141,626         | \$ 4,212,862         | \$ 4,285,323         | \$ 4,359,031         | \$ 4,434,006         | \$ 4,510,271         | \$ 4,587,848         | \$ 4,666,759         | \$ 4,747,027         |
| Providence (GATRA) 21.9% | \$ 1,103,204       | \$ 1,122,179         | \$ 1,141,481         | \$ 1,161,114         | \$ 1,181,085         | \$ 1,201,400         | \$ 1,222,064         | \$ 1,243,083         | \$ 1,264,464         | \$ 1,286,213         | \$ 1,308,336         | \$ 1,330,839         | \$ 1,353,730         | \$ 1,377,014         | \$ 1,400,699         | \$ 1,424,791         | \$ 1,449,297         | \$ 1,474,225         | \$ 1,499,582         | \$ 1,525,375         | \$ 1,551,611         | \$ 1,578,299         | \$ 1,605,445         |
| <b>Total</b>             | \$ 167,277,138     | \$ 170,154,305       | \$ 173,080,959       | \$ 176,057,951       | \$ 179,086,148       | \$ 182,166,430       | \$ 185,299,692       | \$ 188,486,847       | \$ 191,728,821       | \$ 195,026,557       | \$ 198,381,013       | \$ 201,793,167       | \$ 205,264,009       | \$ 208,794,550       | \$ 212,385,816       | \$ 216,038,852       | \$ 219,754,721       | \$ 223,534,502       | \$ 227,379,295       | \$ 231,290,219       | \$ 235,268,411       | \$ 239,315,028       | \$ 243,431,246       |

**SECTION 5339 (inflation rate: 3.83%)**

|                      | Fast Act           |                      |                      | FFY 2021<br>Estimate | FFY 2022<br>Estimate | FFY 2023<br>Estimate | FFY 2024<br>Estimate | FFY 2025<br>Estimate | FFY 2026<br>Estimate | FFY 2027<br>Estimate | FFY 2028<br>Estimate | FFY 2029<br>Estimate | FFY 2030<br>Estimate | FFY 2031<br>Estimate | FFY 2032<br>Estimate | FFY 2033<br>Estimate | FFY 2034<br>Estimate | FFY 2035<br>Estimate | FFY 2036<br>Estimate | FFY 2037<br>Estimate | FFY 2038<br>Estimate | FFY 2039<br>Estimate | FFY 2040<br>Estimate |
|----------------------|--------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                      | FFY 2018<br>Actual | FFY 2019<br>Estimate | FFY 2020<br>Estimate |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |
| Boston UZA           | \$ 6,537,703       | \$ 6,788,097         | \$ 7,048,082         | \$ 7,318,023         | \$ 7,598,303         | \$ 7,889,318         | \$ 8,191,479         | \$ 8,505,213         | \$ 8,830,963         | \$ 9,169,188         | \$ 9,520,368         | \$ 9,884,998         | \$ 10,263,594        | \$ 10,656,690        | \$ 11,064,841        | \$ 11,488,624        | \$ 11,928,638        | \$ 12,385,505        | \$ 12,859,870        | \$ 13,352,403        | \$ 13,863,800        | \$ 14,394,784        | \$ 14,946,104        |
| Barnstable UZA       | \$ 824,539         | \$ 856,119           | \$ 888,908           | \$ 922,953           | \$ 958,302           | \$ 995,005           | \$ 1,033,114         | \$ 1,072,682         | \$ 1,113,766         | \$ 1,156,423         | \$ 1,200,714         | \$ 1,246,702         | \$ 1,294,451         | \$ 1,344,028         | \$ 1,395,504         | \$ 1,448,952         | \$ 1,504,447         | \$ 1,562,067         | \$ 1,621,894         | \$ 1,684,013         | \$ 1,748,511         | \$ 1,815,479         | \$ 1,885,011         |
| CCRTA                | \$ 90,355          | \$ 93,816            | \$ 97,409            | \$ 101,139           | \$ 105,013           | \$ 109,035           | \$ 113,211           | \$ 117,547           | \$ 122,049           | \$ 126,724           | \$ 131,577           | \$ 136,617           | \$ 141,849           | \$ 147,282           | \$ 152,923           | \$ 158,780           | \$ 164,861           | \$ 171,175           | \$ 177,731           | \$ 184,538           | \$ 191,606           | \$ 198,945           | \$ 206,564           |
| Springfield UZA      | \$ 1,241,528       | \$ 1,289,079         | \$ 1,338,450         | \$ 1,389,713         | \$ 1,442,939         | \$ 1,498,203         | \$ 1,555,585         | \$ 1,615,164         | \$ 1,677,024         | \$ 1,741,254         | \$ 1,807,944         | \$ 1,877,189         | \$ 1,949,085         | \$ 2,023,735         | \$ 2,101,244         | \$ 2,181,722         | \$ 2,265,282         | \$ 2,352,042         | \$ 2,442,125         | \$ 2,535,658         | \$ 2,632,774         | \$ 2,733,609         | \$ 2,838,307         |
| PVTA (no preven      | \$ 625,329         | \$ 649,279           | \$ 674,146           | \$ 699,966           | \$ 726,775           | \$ 754,610           | \$ 783,512           | \$ 813,521           | \$ 844,678           | \$ 877,030           | \$ 910,620           | \$ 945,497           | \$ 981,709           | \$ 1,019,309         | \$ 1,058,348         | \$ 1,098,883         | \$ 1,140,970         | \$ 1,184,669         | \$ 1,230,042         | \$ 1,277,153         | \$ 1,326,068         | \$ 1,376,856         | \$ 1,429,590         |
| Worcester UZA        | \$ 8,941           | \$ 9,283             | \$ 9,639             | \$ 10,008            | \$ 10,391            | \$ 10,789            | \$ 11,203            | \$ 11,632            | \$ 12,077            | \$ 12,540            | \$ 13,020            | \$ 13,519            | \$ 14,037            | \$ 14,574            | \$ 15,132            | \$ 15,712            | \$ 16,314            | \$ 16,938            | \$ 17,587            | \$ 18,261            | \$ 18,960            | \$ 19,686            | \$ 20,440            |
| Out-Of-State UZAs    | \$ 172,008         | \$ 178,596           | \$ 185,436           | \$ 192,538           | \$ 199,913           | \$ 207,569           | \$ 215,519           | \$ 223,773           | \$ 232,344           | \$ 241,243           | \$ 250,482           | \$ 260,076           | \$ 270,037           | \$ 280,379           | \$ 291,118           | \$ 302,268           | \$ 313,844           | \$ 325,865           | \$ 338,345           | \$ 351,304           | \$ 364,759           | \$ 378,729           | \$ 393,234           |
| GATRA (RI)           | \$ 161,578         | \$ 167,766           | \$ 174,192           | \$ 180,863           | \$ 187,791           | \$ 194,983           | \$ 202,451           | \$ 210,205           | \$ 218,255           | \$ 226,615           | \$ 235,294           | \$ 244,306           | \$ 253,663           | \$ 263,378           | \$ 273,465           | \$ 283,939           | \$ 294,814           | \$ 306,105           | \$ 317,829           | \$ 330,002           | \$ 342,641           | \$ 355,764           | \$ 369,390           |
| Other Apportionments | \$ 698,200         | \$ 724,941           | \$ 752,706           | \$ 781,535           | \$ 811,468           | \$ 842,547           | \$ 874,817           | \$ 908,322           | \$ 943,111           | \$ 979,232           | \$ 1,016,736         | \$ 1,055,677         | \$ 1,096,110         | \$ 1,138,091         | \$ 1,181,680         | \$ 1,226,938         | \$ 1,273,930         | \$ 1,322,721         | \$ 1,373,382         | \$ 1,425,982         | \$ 1,480,597         | \$ 1,537,304         | \$ 1,596,183         |
| Statewide            | \$ 3,500,000       | \$ 3,634,050         | \$ 3,773,234         | \$ 3,917,749         | \$ 4,067,799         | \$ 4,223,595         | \$ 4,385,359         | \$ 4,553,318         | \$ 4,727,711         | \$ 4,908,782         | \$ 5,096,788         | \$ 5,291,995         | \$ 5,494,679         | \$ 5,705,125         | \$ 5,923,631         | \$ 6,150,506         | \$ 6,386,070         | \$ 6,630,657         | \$ 6,884,611         | \$ 7,148,292         | \$ 7,422,071         | \$ 7,706,337         | \$ 8,001,489         |
| By RTA               | \$ 6,537,703       | \$ 6,788,097         | \$ 7,048,082         | \$ 7,318,023         | \$ 7,598,303         | \$ 7,889,318         | \$ 8,191,479         | \$ 8,505,213         | \$ 8,830,963         | \$ 9,169,188         | \$ 9,520,368         | \$ 9,884,998         | \$ 10,263,594        | \$ 10,656,690        | \$ 11,064,841        | \$ 11,488,624        | \$ 11,928,638        | \$ 12,385,505        | \$ 12,859,870        | \$ 13,352,403        | \$ 13,863,800        | \$ 14,394,784        | \$ 14,946,104        |
| CCRTA                | \$ 824,539         | \$ 856,119           | \$ 888,908           | \$ 922,953           | \$ 958,302           | \$ 995,005           | \$ 1,033,114         | \$ 1,072,682         | \$ 1,113,766         | \$ 1,156,423         | \$ 1,200,714         | \$ 1,246,702         | \$ 1,294,451         | \$ 1,344,028         | \$ 1,395,504         | \$ 1,448,952         | \$ 1,504,447         | \$ 1,562,067         | \$ 1,621,894         | \$ 1,684,013         | \$ 1,748,511         | \$ 1,815,479         | \$ 1,885,011         |
| GATRA                | \$ 262,363         | \$ 272,412           | \$ 282,845           | \$ 293,678           | \$ 304,926           | \$ 316,604           | \$ 328,730           | \$ 341,321           | \$ 354,393           | \$ 367,966           | \$ 382,060           | \$ 396,692           | \$ 411,886           | \$ 427,661           | \$ 444,040           | \$ 461,047           | \$ 478,705           | \$ 497,040           | \$ 516,076           | \$ 535,842           | \$ 556,365           | \$ 577,674           | \$ 599,799           |
| PVTA                 | \$ 1,241,528       | \$ 1,289,079         | \$ 1,338,450         | \$ 1,389,713         | \$ 1,442,939         | \$ 1,498,203         | \$ 1,555,585         | \$ 1,615,164         | \$ 1,677,024         | \$ 1,741,254         | \$ 1,807,944         | \$ 1,877,189         | \$ 1,949,085         | \$ 2,023,735         | \$ 2,101,244         | \$ 2,181,722         | \$ 2,265,282         | \$ 2,352,042         | \$ 2,442,125         | \$ 2,535,658         | \$ 2,632,774         | \$ 2,733,609         | \$ 2,838,307         |
| WRTA                 | \$ 625,329         | \$ 649,279           | \$ 674,146           | \$ 699,966           | \$ 726,775           | \$ 754,610           | \$ 783,512           | \$ 813,521           | \$ 844,678           | \$ 877,030           | \$ 910,620           | \$ 945,497           | \$ 981,709           | \$ 1,019,309         | \$ 1,058,348         | \$ 1,098,883         | \$ 1,140,970         | \$ 1,184,669         | \$ 1,230,042         | \$ 1,277,153         | \$ 1,326,068         | \$ 1,376,856         | \$ 1,429,590         |
| MART                 | \$ 8,941           | \$ 9,283             | \$ 9,639             | \$ 10,008            | \$ 10,391            | \$ 10,789            | \$ 11,203            | \$ 11,632            | \$ 12,077            | \$ 12,540            | \$ 13,020            | \$ 13,519            | \$ 14,037            | \$ 14,574            | \$ 15,132            | \$ 15,712            | \$ 16,314            | \$ 16,938            | \$ 17,587            | \$ 18,261            | \$ 18,960            | \$ 19,686            | \$ 20,440            |
| SRTA                 | \$ 161,578         | \$ 167,766           | \$ 174,192           | \$ 180,863           | \$ 187,791           | \$ 194,983           | \$ 202,451           | \$ 210,205           | \$ 218,255           | \$ 226,615           | \$ 235,294           | \$ 244,306           | \$ 253,663           | \$ 263,378           | \$ 273,465           | \$ 283,939           | \$ 294,814           | \$ 306,105           | \$ 317,829           | \$ 330,002           | \$ 342,641           | \$ 355,764           | \$ 369,390           |
| <b>Total</b>         | \$ 9,661,981       | \$ 10,032,035        | \$ 10,416,262        | \$ 10,815,205        | \$ 11,229,427        | \$ 11,659,514        | \$ 12,106,074        | \$ 12,569,736        |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |                      |

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**19. APPENDIX 3 – PROJECT EVALUATION**



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**20. PUBLIC SURVEY**

**Q1 The draft Vision for NP&EDC's 2020 LRTP is "Equitably and legally limit vehicles on Nantucket while providing a transportation system that is safe, economical, accessible for all users, and sensitive to the character of the Island."The mechanisms for the goals that implement this vision are: Vehicle Restrictions Town and Country Pattern of Development Multi-Modal Transportation Options Parking Management Wayfinding Resiliency and Reliability Transport between Nantucket and the Mainland Congestion and Safety Balance Environmental and Historical Sensitivity**  
**Please provide any suggested additions or revisions to this Vision Statement or Goal themes in the comment box.**

Answered: 134 Skipped: 326

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DATE               |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | You seem to have it covered                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/30/2019 4:33 PM  |
| 2  | The sooner the better                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/29/2019 2:57 PM  |
| 3  | Bike path in tom never                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/29/2019 9:51 AM  |
| 4  | Must provide safe and comprehensive bike lanes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/27/2019 2:55 PM  |
| 5  | this looks comprehensive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/26/2019 3:41 PM  |
| 6  | Prioritize, set realistic goals, and tackle each goal in some sort of order in and in a timely manner. Keep the public, neighbors, and businesses involved in any changes being implemented in a timely, transparent manner. Too many rumors fly on the streets and on social media and residents are understandably upset. Some of the mechanisms suggested above could be consolidated. 1: I'm not sure what Resiliency and Reliability really mean. 2: Vehicle Restrictions, Multi-Modal Transportation Options, Parking Management, Wayfinding (which needs to be renamed), and Congestion and Safety Balance could be one category. 3:Town and County Pattern and Development, and Environmental and Historical Sensitivity might be a category 4) Transport between Nantucket and the Mainland is an obvious part of traffic and parking issues if referring to how to better control traffic and parking Steamboat and Straight Wharf. 5)Environmental and Historical Sensitivity should be basic to any plans or proposals and should involve Planning Board, HDC, and probably seek input from NHA, Conservation Commission, and Land Bank for starters. Beware of studies and especially off island consultants. Nantucket doesn't need to be reinvented or forgotten in the name of "progress". We are the stewards of a fragile island. Please don't compromise our future. | 3/24/2019 3:10 PM  |
| 7  | The plan needs to be more sensitive to preserving original/historic pavement, curbs and street construction methods and material.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/22/2019 12:14 PM |
| 8  | I hope that Parking Management means exploring and developing a parking garage downtown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/22/2019 10:50 AM |
| 9  | STOP the obliteration of historic sidewalks, curbing, streetviews, and cobbles. What is WRONG with this town?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/22/2019 9:49 AM  |
| 10 | Preserve Historic streetscapes, paving, curb material and sidewalks, not replace them with modern engineered "theme park" version.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/22/2019 9:46 AM  |
| 11 | none                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/22/2019 9:06 AM  |
| 12 | Recognition of the primary importance of Nantucket's unique historical and architectural character, that in most cases contradicts many modern traffic improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/21/2019 3:02 PM  |
| 13 | We need to stay sensitive to this delicate island. This is NOT the mainland US                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/21/2019 2:13 PM  |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                    |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 14 | The Historic District Commission must have influence on the transportation planning on Nantucket. Parking garages cannot be erected downtown.                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/21/2019 12:55 PM |
| 15 | Historical sensitivity is not strong enough - vision should include the "protection" of historical streetscape as envisioned by law and as laid out in Building with Nantucket in Mind document central to town planning for decades. The unique character of downtown and sense of place is why people make the island their home and visit - it must not be compromises. Also accessibility should be included with safety.                                                                                                                                                                                        | 3/21/2019 12:18 PM |
| 16 | What's equitable and legal.....?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/20/2019 10:24 PM |
| 17 | I agree                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/20/2019 9:15 PM  |
| 18 | Above goals are hopefully compatible with the goal of preserving (as in strong protection of) historic streetscapes (includes buildings and arrangement, sidewalks, streets, landscaping, lighting).                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/20/2019 6:15 PM  |
| 19 | Gardner St. is too dangerous. It needs to be addressed and possibly made one way                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/20/2019 5:47 PM  |
| 20 | Downtown Nantucket's historical character should be preserved in connection with these efforts, especially Main St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/20/2019 5:11 PM  |
| 21 | Protect historic downtown streets- preserve historical stones and sidewalks. Important to keep downtown history in tact.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/20/2019 3:02 PM  |
| 22 | stronger protection for the historic streets and buildings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/20/2019 1:02 PM  |
| 23 | Environmental and historical sensitivity are very important. Just making things look old is not enough. Whenever possible, historical methods and materials should be used.                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/20/2019 10:10 AM |
| 24 | We need stronger protections for Nantucket's historic streets and buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/20/2019 8:12 AM  |
| 25 | I don't like vehicle restrictions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/20/2019 6:55 AM  |
| 26 | Protect our historic districts including road surface, pavements and buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/20/2019 4:25 AM  |
| 27 | I'm concerned that without prioritizing, these 9 bullet points simply become a laundry list, and will not help guide us in making the hard choices down the road. I believe Environmental and Historical Sensitivity should be preeminent, as they become the guiding principles for all other decisions (vehicle restrictions, development, congestion, and so on).                                                                                                                                                                                                                                                 | 3/19/2019 8:17 PM  |
| 28 | As to your first paragraph: the commit IS the stakeholder...                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/19/2019 7:32 PM  |
| 29 | Health & Wellness of the local community should be a major goal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/19/2019 6:20 PM  |
| 30 | It may be implied above, but I was looking for some wording to signal the variability of the challenge over the course of the year. The mechanisms that may be most useful in July and August may be less appropriate in April, for example. So something that acknowledges the hyper concentration of our challenges certain times of the year.                                                                                                                                                                                                                                                                     | 3/19/2019 5:41 PM  |
| 31 | I wouldn't limit vehicles of visitors to the island. You're killing tourism.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/19/2019 5:27 PM  |
| 32 | What is wayfinding? I'm opposed to the urbanization of the island. Too many street signs and painted warnings and "guidance" on the roadways is unnecessary and adds to the visual pollution of the island and takes from the relaxed nature of the island. Travelers are used to seeing international signage such as what is used for bathrooms and roadways and hospitals. They do not have to be in English and Spanish ie; the dump/landfill and school system What about the many other languages our visitors speak or understand? French, Russian, Portuguese? Remember-a picture is worth a thousand words. | 3/19/2019 3:59 PM  |
| 33 | Support any/all projects that reduce or eliminate vehicle and building growth.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/19/2019 1:15 PM  |
| 34 | Vehicle restrictions for non residents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/19/2019 12:24 PM |
| 35 | More shuttle routes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/19/2019 12:23 PM |
| 36 | GOLF CARTS ONLY- CARS ARE ALLOWED FOR ISLAND RESIDENCES AND CONTRACTORS WITH PERMITS ONLY. RENTAL CARS PLACES CAN NOW RENT GOLF CARTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/19/2019 12:20 PM |
| 37 | "Wayfinding" ?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/19/2019 12:01 PM |
| 38 | Town and country patterns of economic and social development Wayfinding - needs to be clarified                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/18/2019 2:14 PM  |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 39 | narrow streets like Gardner should be one way to reduce the necessity of people driving on the sidewalks when cars come in both directions..                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/15/2019 7:46 PM  |
| 40 | Nantucket should consider a free shuttle bus system like that in Mt. Desert, Maine which has reduced short-trip traffic by taking visitors to and from trailheads and Park sights without requiring that they drive their own cars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/15/2019 6:00 PM  |
| 41 | Please change "sensitive" to stronger language for the protection of Nantucket's historic streetscape: "preserves the historic setting, materials, and character of the island".                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/14/2019 1:08 PM  |
| 42 | Signage assessment and full review of one-way traffic roads                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/13/2019 9:58 PM  |
| 43 | Wondering how business pickup trucks might be handled?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/13/2019 7:28 PM  |
| 44 | In other resort towns I've been to, the bus system is free to encourage residents and visitors alike to use public transportation. The bus schedules on Nantucket are also too infrequent to encourage ridership at busy times in town (dinner time and after). I and my family would happily ride the bus into town, but our route doesn't start in our area until late June, which is why we typically drive into town.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/13/2019 1:14 PM  |
| 45 | It's time for vehicle restrictions in Nantucket and I hope you will seriously consider ways to reduce the number of cars allowed on the island. There's no alternative to taking some steps in this direction. We should couple this with investment in public transportation infrastructure to allow for more easily moving around the island. Three specific ideas on this front are: 1) longer bus hours (the latest buses from town on many lines are too early to be practical ways to access town) 2) make the buses free (with our tax base I am surprised that we charge - it discourages people to use public transportation and is an unneeded tax on many of our less well to do citizens) 3) Figure out a bike path for the two roundabouts and from the roundabout past Marine Home into town (as you know these are dangerous intersections and a hard stretch of road for bikes and I know from experience that many people refuse to ride into town because the bike paths don't connect in these areas). | 3/13/2019 1:00 PM  |
| 46 | I do hope that these are not in order of priority. Environmental and historical sensitivity along with pedestrian and bike safety should be main concerns.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/13/2019 12:22 PM |
| 47 | What is Wayfinding?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/13/2019 11:58 AM |
| 48 | Proper consideration of non-resident taxpayers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/13/2019 11:49 AM |
| 49 | Public vs private roadways and moving more private roads to be public                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/13/2019 10:54 AM |
| 50 | The only thing I would add is public outreach and education, to garner more support for this effort, rather than the instant, negative response to anything that involves change.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/13/2019 10:35 AM |
| 51 | by "the Mainland" we presume you mean America                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/13/2019 10:19 AM |
| 52 | I would add "year round" before "transportation." "While providing a year round transportation system that is safe, economical, accessible.."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/13/2019 10:18 AM |
| 53 | Vehicles should be limited to 2 per house. Size of vehicles should be limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/13/2019 10:01 AM |
| 54 | Lesscars                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/13/2019 8:41 AM  |
| 55 | More electric charging stations for electric cars to encourage their use. Continue to have electric public busses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 7:06 PM  |
| 56 | vehicles restrictions will negatively impact tourism                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/12/2019 6:46 PM  |
| 57 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/12/2019 5:53 PM  |
| 58 | The root cause here is the over development of a unique geographic location that is not equipped to support such high density development, unless the vision is to be Revere Beach                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 5:36 PM  |
| 59 | Parking areas on the outskirts of town are needed to keep traffic out of town.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/12/2019 5:24 PM  |
| 60 | The Uber and Lyft drivers have added to the traffic problem.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/12/2019 5:14 PM  |
| 61 | Ban vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/12/2019 5:12 PM  |
| 62 | Expanded bus routes during summer Downtown parking overflow plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/12/2019 5:03 PM  |
| 63 | excellent vision statement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/12/2019 4:46 PM  |
| 64 | I have an issue with limiting vehicles as the major focus.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/12/2019 4:44 PM  |

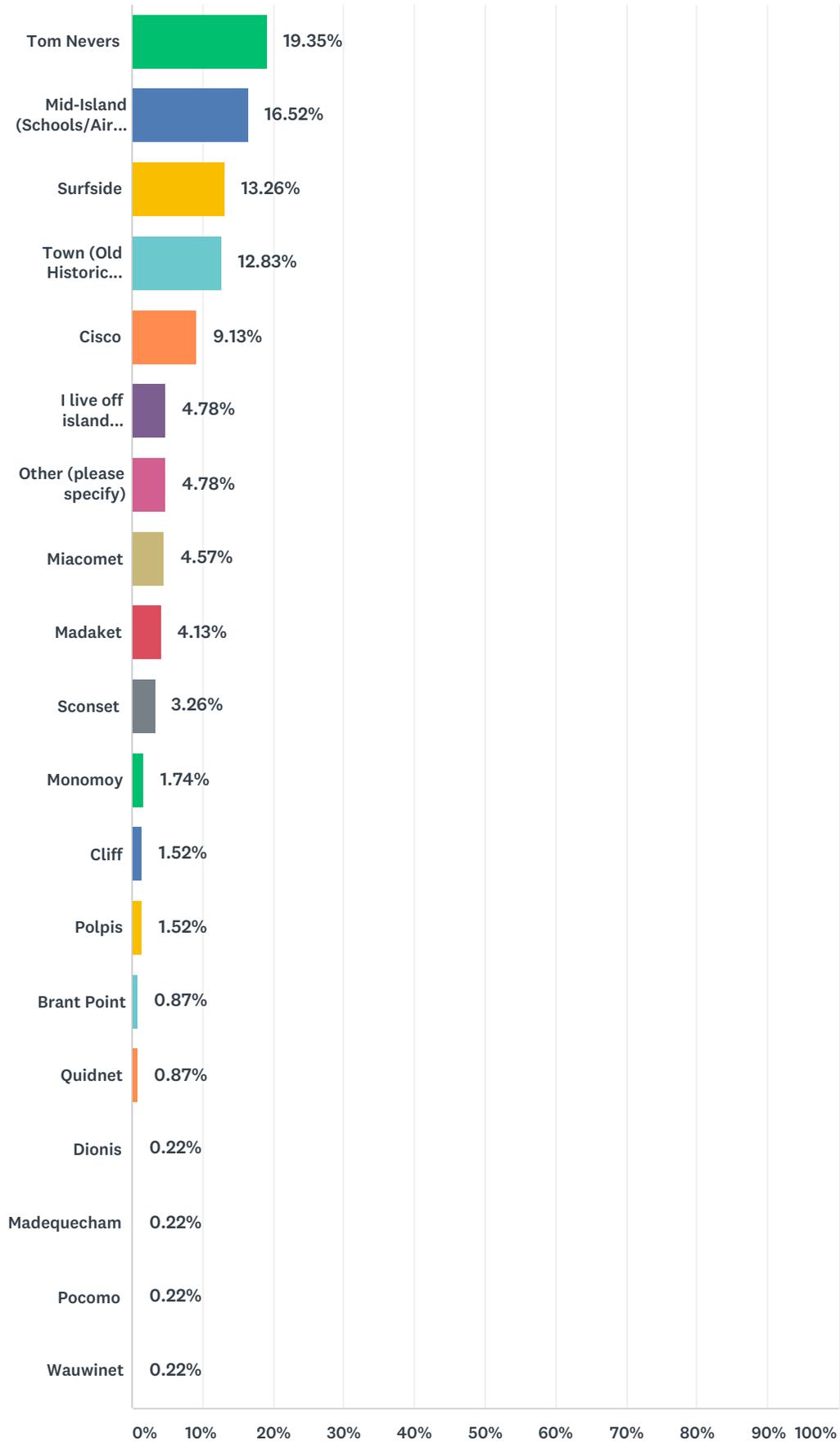
|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 65 | Congestion and safety                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 4:43 PM  |
| 66 | limit vehicles how communist!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/12/2019 4:40 PM  |
| 67 | Restrictions on vehicles brought on Island for vacationers staying less than 30 days would help alleviate some of the other issues. The buses need to operate on every main road to all points during summer season (June, July, August, and through Labor day. . Only two vehicles for residents, plus business vehicle (year round and snow birds                                                                                                                                                                                                                                                                                          | 3/12/2019 2:46 PM  |
| 68 | Under Environmental: Water quality in our harbors and fresh water ponds are under assault from road runoff after rain and snow. The number of vehicles on the roads are major contributors.                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/12/2019 2:01 PM  |
| 69 | On demand public transportation (WAVE)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/12/2019 1:00 PM  |
| 70 | agreed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/12/2019 11:41 AM |
| 71 | Definitely limit the number of vehicles on island. Homeowners for sure,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/12/2019 10:39 AM |
| 72 | Vehicle restrictions. Very key                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/12/2019 9:01 AM  |
| 73 | Shuttle buses give uncomfortable, jarring ride. More stabilized vehicles would attract greater ridership.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/12/2019 8:13 AM  |
| 74 | Vehicle restriction is an absurd concept.....it is easy to create several workarounds. Traffic is really only a problem for a short summer period.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/12/2019 8:11 AM  |
| 75 | No suggestions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/12/2019 7:13 AM  |
| 76 | Agree                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 12:30 AM |
| 77 | Cars must be limited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/12/2019 12:10 AM |
| 78 | Ease of riding Bicycles into town. Include late night transportation options                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/11/2019 6:42 PM  |
| 79 | I am not in favor of vehicle restrictions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/11/2019 5:45 PM  |
| 80 | I'm unsure if I would support legally limiting the number of vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/11/2019 5:15 PM  |
| 81 | Remove Uber, Lyft, etc. as they are part of the congestion problem as they bring vehicles to the island when there is already taxi service and the WAVE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/11/2019 4:21 PM  |
| 82 | What is wayfinding"? How will "vehicle restrictions" work?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 3:50 PM  |
| 83 | Nantucket "Carrying Capacity"...how much development can Nantucket sustain?...sole source acquirer etc....needs a study and a moratorium on developments until we know. should be item number 1                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/11/2019 3:26 PM  |
| 84 | Size/ and or weight restrictions of commercial vehicles Off loading system for these vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/11/2019 3:10 PM  |
| 85 | Limit the number of vehicles allowed on Island. Including car rental agencies, taxis, Uber and lyft.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/11/2019 1:28 PM  |
| 86 | It's my understanding you can't limit vehicles coming to the island because the ferries traverse state, then federal and then state waters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/11/2019 1:03 PM  |
| 87 | i am concerned about vehicle restrictions. priority to improving parking in the downtown core is critical.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 11:53 AM |
| 88 | Vehicle restrictions ...how                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/11/2019 11:40 AM |
| 89 | Is wayfinding a means of suggesting alternate routes? If so, add "alternate routes" to that point. What can be done about Uber and Lyft vehicles? They prey on island taxi services and add vehicle congestion, without contributing very much to the island economy.                                                                                                                                                                                                                                                                                                                                                                        | 3/11/2019 11:25 AM |
| 90 | Preserve historic ambiance and avoid any typical solutions such as parking garages, traffic lights, and parking meters.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/11/2019 9:49 AM  |
| 91 | While this is technically the vision for the NP&EDC's long range transportation plan, it is not the whole story nor is it finalized. Below the vision there are comments in more detail that 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. This is disappointing to see the Civic League mislead their constituents. Yes, you inserted the word draft, but the way it is worded looks like "limited cars" is the end all. | 3/11/2019 9:07 AM  |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                    |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 92  | You can't limit vehicle options unless you do planning that provides alternative and CHEAP modes of transportation that actually go WHERE people need to go, WHEN the need to go. Additionally, you need to provide living areas and new development built around a non-car model - like in the mid island area - providing parking lots for business is not the best option - we need to progressively rethink what development looks like on the island. This could all be in the vision statement and goal themes but not enough information is provided. | 3/11/2019 8:31 AM  |
| 93  | Sounds good--but is it pie in the sky! Very wordy and idealistic. See no real solutions here.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/11/2019 7:53 AM  |
| 94  | Vision looks fine.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/11/2019 6:55 AM  |
| 95  | Critical to reduce traffic in peak season.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 5:17 AM  |
| 96  | Transformation to greater use of electric vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/11/2019 4:54 AM  |
| 97  | More roundabouts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/10/2019 11:15 PM |
| 98  | Should read: "Equitably and legally SUBSTANTIALLY REDUCE SUMMERTIME vehicles on Nantucket ..."                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/10/2019 11:10 PM |
| 99  | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/10/2019 11:09 PM |
| 100 | Encourage biking into town safely Bike racks in town                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/10/2019 10:39 PM |
| 101 | Intermodal public transportation system                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/10/2019 10:25 PM |
| 102 | Four way intersection improvements and boulevard lovers lane area roads will help spread traffic out and alleviate four way stop anticipation stopping and starting                                                                                                                                                                                                                                                                                                                                                                                          | 3/10/2019 10:13 PM |
| 103 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/10/2019 10:11 PM |
| 104 | Valet parking is an affront to all but the .01%; should be limited to - and offered to - those with mobility issues. A parking garage is overkill: the able-bodied can park at the periphery of town and WALK.                                                                                                                                                                                                                                                                                                                                               | 3/10/2019 9:41 PM  |
| 105 | The restrictions of vehicles should be based on residence as in restricting the vehicles coming to the island. There are very few traffic issues in the winter, mostly only in the summer                                                                                                                                                                                                                                                                                                                                                                    | 3/10/2019 9:37 PM  |
| 106 | Close more streets to vehicle traffic for more hours                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/10/2019 9:37 PM  |
| 107 | Vehicle Restrictions should include WEIGHT restrictions. Our roads were not built for the heavy trucks arriving now.                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/10/2019 9:09 PM  |
| 108 | Restrictions should include island usage tax for non residents bringing cars here (assume in the above mix).                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/10/2019 9:07 PM  |
| 109 | Yes to limit vehicles 2 per household with a madalion system Go ahead & own multiple cars only 2 on the road at the same time Per household Yes to limit rental vehicles Yes to improved transportation system                                                                                                                                                                                                                                                                                                                                               | 3/10/2019 8:11 PM  |
| 110 | Vehicle restrictions should be removed.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/10/2019 6:30 PM  |
| 111 | Limiting cars is a way for a select group to drive with no impediments. There is no mention of infrastructure improvements which are well know to improve traffic flow. Why is that not an option?                                                                                                                                                                                                                                                                                                                                                           | 3/10/2019 11:45 AM |
| 112 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/8/2019 9:04 AM   |
| 113 | it is extremely disingenous to cavalierly offer 4/ 5 word solutions to this problem and I strongly oppose an automatic assumption that vehicle limits are the solution                                                                                                                                                                                                                                                                                                                                                                                       | 3/6/2019 9:48 PM   |
| 114 | Affordable overnight parking options for year round residents to access transportation off island.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/6/2019 3:43 PM   |
| 115 | The problem isn't vehicles on island, it's vehicles downtown. Not allowing vehicles on island hurts the island economy and therefore life for islanders                                                                                                                                                                                                                                                                                                                                                                                                      | 3/6/2019 10:41 AM  |
| 116 | I AGREE WITH THE STATEMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/6/2019 9:30 AM   |
| 117 | We are a family of four who each need our vehicles for work. Please be aware of our service providers when contemplating limiting vehicles so that it does not impact families and workers.                                                                                                                                                                                                                                                                                                                                                                  | 3/6/2019 8:41 AM   |
| 118 | Peak and off season traffic regulations                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/6/2019 1:11 AM   |
| 119 | I don't agree with limiting vehicles. This will drastically dampen our seasonal market.                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/5/2019 10:49 PM  |
| 120 | I support all of the items on the list. Priorities are multi-modal transportation options, parking management, congestion and safety balance and vehicle restrictions.                                                                                                                                                                                                                                                                                                                                                                                       | 3/5/2019 4:42 PM   |

|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                   |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 121 | public outreach and education                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/5/2019 3:45 PM  |
| 122 | Create pedestrian only side streets downtown! This is such a great way to promote business, get people out enjoying each other, and stay safe! Love seeing them in my travels at other places. Put in benches and promote people being out. Like the farmers market.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/5/2019 2:03 PM  |
| 123 | When u provide a transportation system that meets the needs of the riders, there should NOT be a need to restrict vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/5/2019 1:56 PM  |
| 124 | Delete "Vehicle Restrictions". The other "goals" and the term "Equitably" are undefined and therefore ineligible for any comment; they must defined for inclusion in any "survey"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/5/2019 12:56 PM |
| 125 | Public Transportation Subsidies, Clean Energy Municipal Vehicles, Pedestrian Only Streets/Districts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/5/2019 12:29 PM |
| 126 | .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/5/2019 12:21 PM |
| 127 | The transportation needs to be timely & convenient                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/5/2019 12:19 PM |
| 128 | Emphasis on alternative to cars such as bicycles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/5/2019 12:08 PM |
| 129 | looks good so far.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/5/2019 11:55 AM |
| 130 | In order for people to safely walk the sidewalks MUST be clear and safe. Overgrown hedges & shrubs, lawns that have encroached and greatly narrowed sidewalks or in some places made them impassable must be addressed!! Additionally - if you want people to walk and Bike Street Lights (both Town of Nantucket AND National Grid) MUST be kept in good working order. I challenge you to take a ride with a friend and have one of you make note of every street light that is not working - the number is ridiculously high! Additionally why is Polpis road, one of the longest roads on Nantucket only serviced by the NRTA for the sole purpose of transporting people to the Egan Maritime Museum? Polpis Road is a long road with many roads that off shoot from it - none of these homes are serviced by the NRTA. | 3/5/2019 10:35 AM |
| 131 | You should worry more about overdeveloping than vehicles. You are ruining the island with all the low income housing.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/5/2019 10:09 AM |
| 132 | none                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/5/2019 9:48 AM  |
| 133 | Reject efforts to develop a parking garage, which would destroy Nantucket's unique character and sit half empty most of the summer.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/5/2019 9:18 AM  |
| 134 | Fitness promotion through transportation means                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/4/2019 6:26 PM  |

## Q2 Where do you live?

Answered: 460 Skipped: 0



ANSWER CHOICES

RESPONSES

|                                                       |        |            |
|-------------------------------------------------------|--------|------------|
| Tom Nevers (15)                                       | 19.35% | 89         |
| Mid-Island (Schools/Airport Area) (8)                 | 16.52% | 76         |
| Surfside (14)                                         | 13.26% | 61         |
| Town (Old Historic District) (16)                     | 12.83% | 59         |
| Cisco (2)                                             | 9.13%  | 42         |
| I live off island (seasonal resident or visitor) (18) | 4.78%  | 22         |
| Other (please specify) (19)                           | 4.78%  | 22         |
| Miacomet (7)                                          | 4.57%  | 21         |
| Madaket (5)                                           | 4.13%  | 19         |
| Sconset (13)                                          | 3.26%  | 15         |
| Monomoy (9)                                           | 1.74%  | 8          |
| Cliff (3)                                             | 1.52%  | 7          |
| Polpis (11)                                           | 1.52%  | 7          |
| Brant Point (1)                                       | 0.87%  | 4          |
| Quidnet (12)                                          | 0.87%  | 4          |
| Dionis (4)                                            | 0.22%  | 1          |
| Madequecham (6)                                       | 0.22%  | 1          |
| Pocomo (10)                                           | 0.22%  | 1          |
| Wauwinet (17)                                         | 0.22%  | 1          |
| <b>TOTAL</b>                                          |        | <b>460</b> |

**BASIC STATISTICS**

|                 |                  |                 |               |                            |
|-----------------|------------------|-----------------|---------------|----------------------------|
| Minimum<br>1.00 | Maximum<br>19.00 | Median<br>14.00 | Mean<br>11.60 | Standard Deviation<br>5.09 |
|-----------------|------------------|-----------------|---------------|----------------------------|

| #  | OTHER (PLEASE SPECIFY)                 | DATE               |
|----|----------------------------------------|--------------------|
| 1  | Edge of historic town                  | 3/21/2019 2:13 PM  |
| 2  | shimmo                                 | 3/14/2019 9:02 AM  |
| 3  | Shimmo                                 | 3/13/2019 1:14 PM  |
| 4  | Shimmo                                 | 3/13/2019 1:00 PM  |
| 5  | Shimmo                                 | 3/13/2019 12:04 AM |
| 6  | Upper Vestal St.                       | 3/12/2019 5:14 PM  |
| 7  | On Hummock Pond                        | 3/12/2019 2:01 PM  |
| 8  | Shimmo                                 | 3/12/2019 12:30 AM |
| 9  | Shimmo                                 | 3/11/2019 6:42 PM  |
| 10 | Shimmo                                 | 3/11/2019 6:36 PM  |
| 11 | edge of town, just outside ROH         | 3/11/2019 3:20 PM  |
| 12 | Edge of town within 1 mile from center | 3/11/2019 3:10 PM  |
| 13 | Shimmo                                 | 3/11/2019 1:49 PM  |

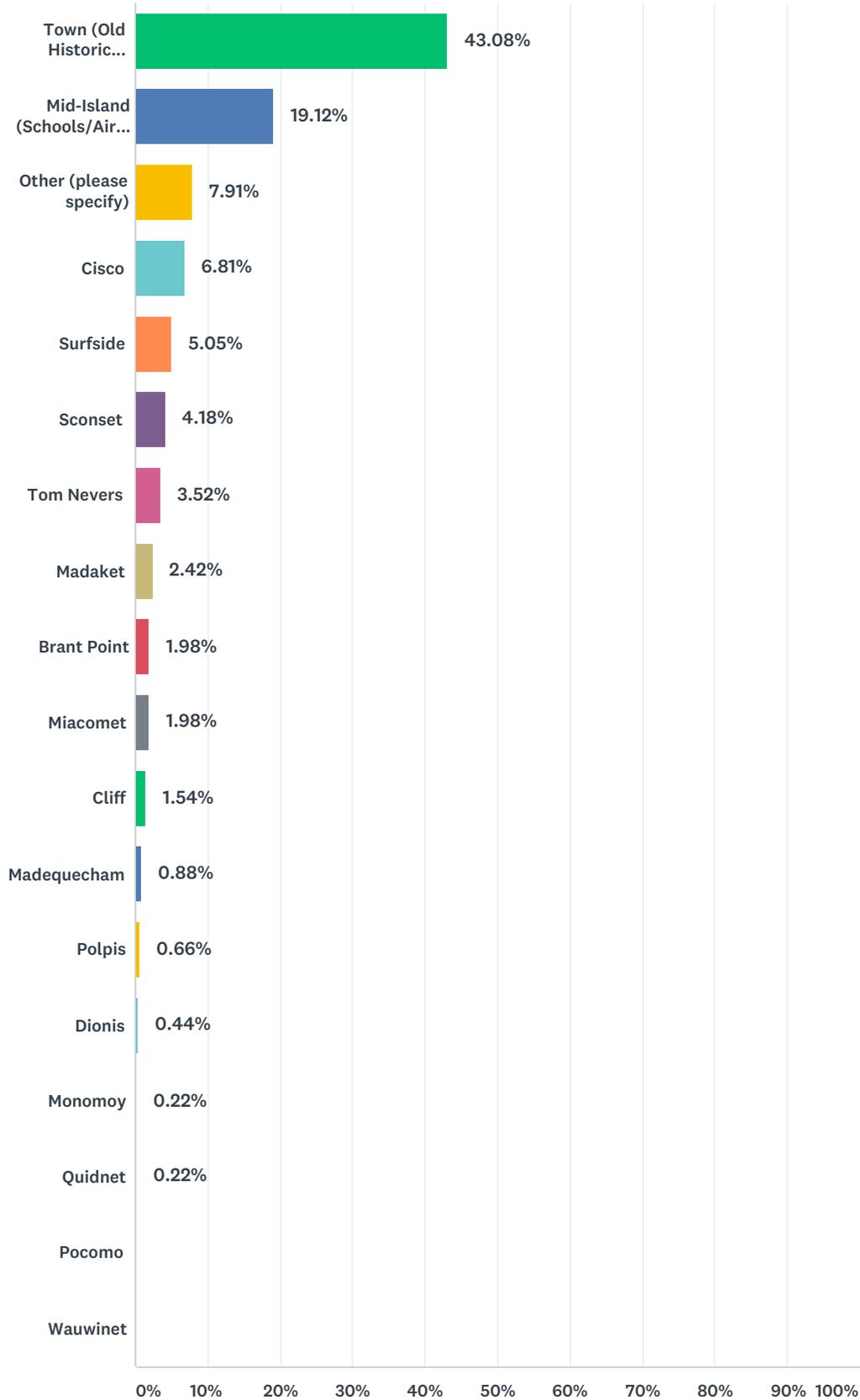
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|    |                                    |                    |
|----|------------------------------------|--------------------|
| 14 | Shimmo                             | 3/11/2019 1:09 PM  |
| 15 | Milestone Road                     | 3/11/2019 1:03 PM  |
| 16 | Cisco 6 months and Boston 6 months | 3/11/2019 10:34 AM |
| 17 | Fishers Landing                    | 3/10/2019 11:17 PM |
| 18 | Tetawkimmo at Middle Moors         | 3/10/2019 11:10 PM |
| 19 | Shimmo                             | 3/10/2019 7:45 PM  |
| 20 | off Milestone Rd. tetawkimmo       | 3/5/2019 11:13 PM  |
| 21 | Edge of Town                       | 3/5/2019 12:19 PM  |
| 22 | West of Town                       | 3/5/2019 11:55 AM  |

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### Q3 Where do you typically work or spend most of your time on island away from home?

Answered: 455 Skipped: 5



| ANSWER CHOICES               | RESPONSES  |
|------------------------------|------------|
| Town (Old Historic District) | 43.08% 196 |

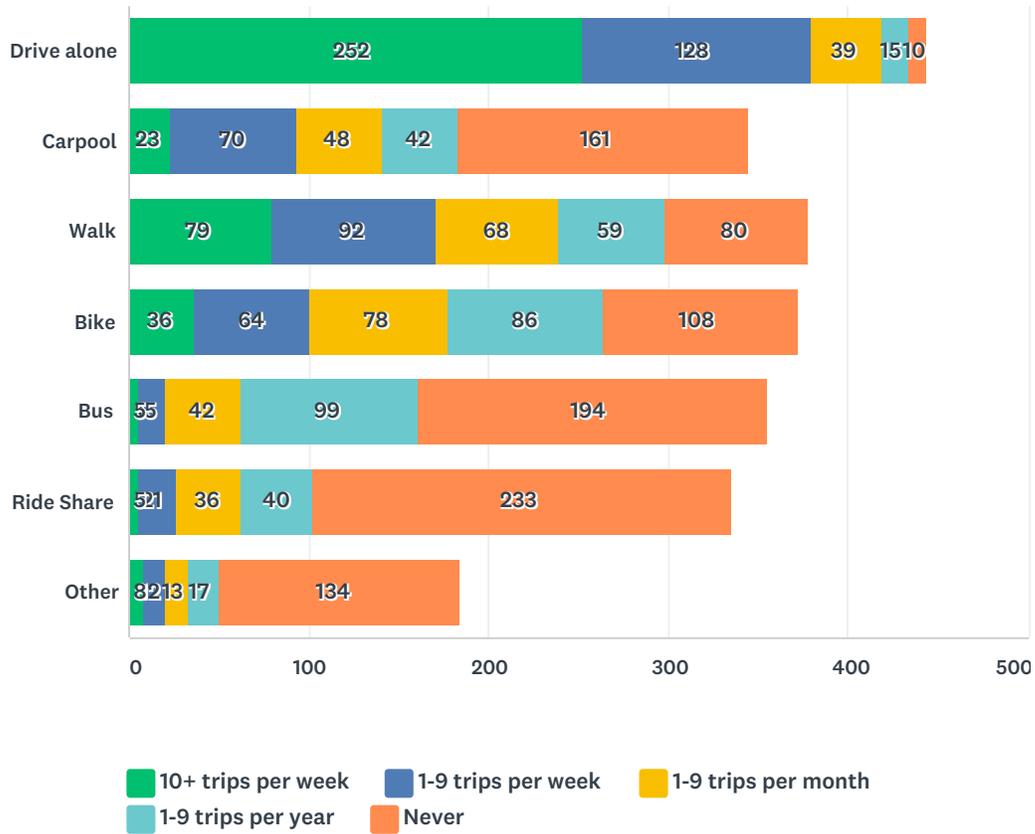
|                                   |        |            |
|-----------------------------------|--------|------------|
| Mid-Island (Schools/Airport Area) | 19.12% | 87         |
| Other (please specify)            | 7.91%  | 36         |
| Cisco                             | 6.81%  | 31         |
| Surfside                          | 5.05%  | 23         |
| Sconset                           | 4.18%  | 19         |
| Tom Nevers                        | 3.52%  | 16         |
| Madaket                           | 2.42%  | 11         |
| Brant Point                       | 1.98%  | 9          |
| Miacomet                          | 1.98%  | 9          |
| Cliff                             | 1.54%  | 7          |
| Madequecham                       | 0.88%  | 4          |
| Polpis                            | 0.66%  | 3          |
| Dionis                            | 0.44%  | 2          |
| Monomoy                           | 0.22%  | 1          |
| Quidnet                           | 0.22%  | 1          |
| Pocomo                            | 0.00%  | 0          |
| Wauwinet                          | 0.00%  | 0          |
| <b>TOTAL</b>                      |        | <b>455</b> |

| #  | OTHER (PLEASE SPECIFY)                                                                             | DATE               |
|----|----------------------------------------------------------------------------------------------------|--------------------|
| 1  | Beaches                                                                                            | 3/21/2019 2:13 PM  |
| 2  | moors                                                                                              | 3/20/2019 12:58 PM |
| 3  | Different areas on different days                                                                  | 3/19/2019 6:18 PM  |
| 4  | Sankaty and town                                                                                   | 3/19/2019 4:03 PM  |
| 5  | Errands (Stop & Shop, dump, Marine Home, gas, plant nurseries, etc.). Friends' homes, island-wide. | 3/19/2019 1:15 PM  |
| 6  | Beaches and town st night                                                                          | 3/19/2019 12:24 PM |
| 7  | Town, Surfside, Polpis, Sconset, Cliff, Madaket                                                    | 3/19/2019 12:05 PM |
| 8  | boat/harbor                                                                                        | 3/19/2019 11:53 AM |
| 9  | All over island, on beaches on water.                                                              | 3/18/2019 2:14 PM  |
| 10 | shimmo                                                                                             | 3/14/2019 9:02 AM  |
| 11 | west creek road                                                                                    | 3/13/2019 2:12 PM  |
| 12 | Rhode Island                                                                                       | 3/13/2019 1:25 PM  |
| 13 | Retired                                                                                            | 3/13/2019 11:58 AM |
| 14 | Sail and power, Nantucket Harbor, Nantucket Sound                                                  | 3/13/2019 10:49 AM |
| 15 | As a retired couple we enjoy the harbor, beaches, town and necessary shopping                      | 3/12/2019 5:36 PM  |
| 16 | Hummock Pond                                                                                       | 3/12/2019 2:01 PM  |
| 17 | Retired: work out of my home                                                                       | 3/12/2019 1:00 PM  |
| 18 | Shimmo                                                                                             | 3/12/2019 12:30 AM |

|    |                                                                                                                     |                    |
|----|---------------------------------------------------------------------------------------------------------------------|--------------------|
| 19 | Sailing in Harbor                                                                                                   | 3/11/2019 10:23 PM |
| 20 | Shimmo                                                                                                              | 3/11/2019 9:51 PM  |
| 21 | Various beach areas                                                                                                 | 3/11/2019 3:10 PM  |
| 22 | Shimmo                                                                                                              | 3/11/2019 1:49 PM  |
| 23 | Work at home and out on conservation properties, volunteer downtown.                                                | 3/11/2019 1:03 PM  |
| 24 | Sherburne Commons                                                                                                   | 3/11/2019 8:13 AM  |
| 25 | Retired don't work.                                                                                                 | 3/11/2019 5:17 AM  |
| 26 | Hospital                                                                                                            | 3/10/2019 10:39 PM |
| 27 | All over island                                                                                                     | 3/10/2019 10:13 PM |
| 28 | Airport                                                                                                             | 3/8/2019 9:04 AM   |
| 29 | town, madaket, mid island, cliff                                                                                    | 3/6/2019 9:48 PM   |
| 30 | Downtown                                                                                                            | 3/6/2019 9:18 AM   |
| 31 | Landscape several properties per day                                                                                | 3/5/2019 5:08 PM   |
| 32 | post office on pleasant st, stop and shop by the fire house, plus...caretaking takes me to various locals on island | 3/5/2019 1:17 PM   |
| 33 | walking, events, community group tasks                                                                              | 3/5/2019 12:27 PM  |
| 34 | Steps Beach                                                                                                         | 3/5/2019 11:31 AM  |
| 35 | no specific area/ all areas equally (unemployed)                                                                    | 3/5/2019 10:55 AM  |
| 36 | All over the island, trade work                                                                                     | 3/5/2019 10:22 AM  |

## Q4 How frequently do you travel by each of the following modes of transportation?

Answered: 454 Skipped: 6



|             | 10+ TRIPS PER WEEK | 1-9 TRIPS PER WEEK | 1-9 TRIPS PER MONTH | 1-9 TRIPS PER YEAR | NEVER         | TOTAL |
|-------------|--------------------|--------------------|---------------------|--------------------|---------------|-------|
| Drive alone | 56.76%<br>252      | 28.83%<br>128      | 8.78%<br>39         | 3.38%<br>15        | 2.25%<br>10   | 444   |
| Carpool     | 6.69%<br>23        | 20.35%<br>70       | 13.95%<br>48        | 12.21%<br>42       | 46.80%<br>161 | 344   |
| Walk        | 20.90%<br>79       | 24.34%<br>92       | 17.99%<br>68        | 15.61%<br>59       | 21.16%<br>80  | 378   |
| Bike        | 9.68%<br>36        | 17.20%<br>64       | 20.97%<br>78        | 23.12%<br>86       | 29.03%<br>108 | 372   |
| Bus         | 1.41%<br>5         | 4.23%<br>15        | 11.83%<br>42        | 27.89%<br>99       | 54.65%<br>194 | 355   |
| Ride Share  | 1.49%<br>5         | 6.27%<br>21        | 10.75%<br>36        | 11.94%<br>40       | 69.55%<br>233 | 335   |
| Other       | 4.35%<br>8         | 6.52%<br>12        | 7.07%<br>13         | 9.24%<br>17        | 72.83%<br>134 | 184   |

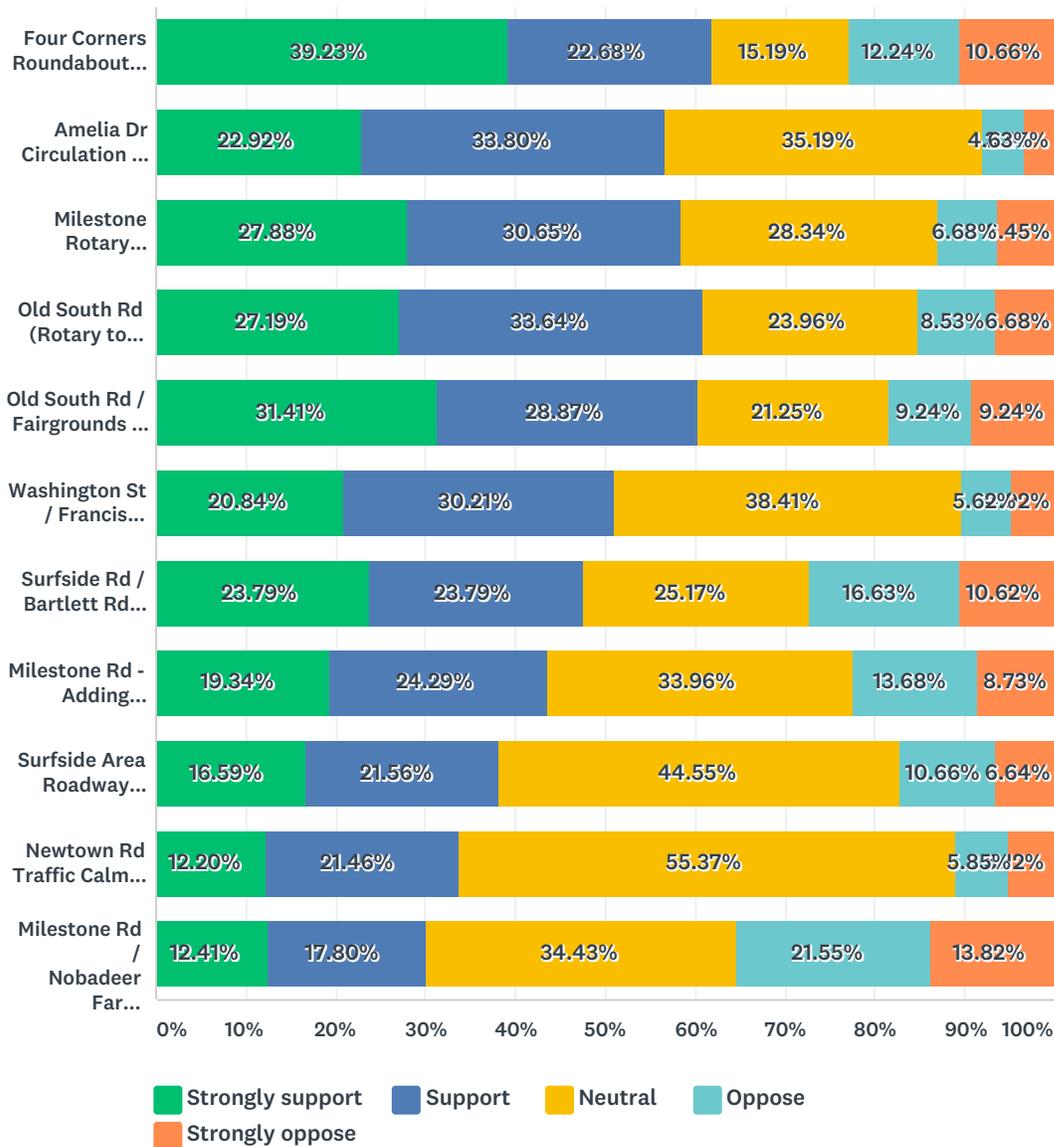
| # | OTHER (PLEASE SPECIFY)                                          | DATE               |
|---|-----------------------------------------------------------------|--------------------|
| 1 | Drive/ride with my husband or or a friend                       | 3/24/2019 3:10 PM  |
| 2 | drive in off-season, bike/walk in summer due to lack of parking | 3/23/2019 10:02 PM |

|    |                                                                                               |                    |
|----|-----------------------------------------------------------------------------------------------|--------------------|
| 3  | Uber/taxi                                                                                     | 3/22/2019 10:50 AM |
| 4  | TAXI                                                                                          | 3/22/2019 9:06 AM  |
| 5  | Taxi                                                                                          | 3/20/2019 8:00 PM  |
| 6  | Uber                                                                                          | 3/20/2019 9:30 AM  |
| 7  | Ride w family                                                                                 | 3/20/2019 7:48 AM  |
| 8  | Uber/taxi/lyft                                                                                | 3/19/2019 11:58 PM |
| 9  | travel with family                                                                            | 3/19/2019 7:37 PM  |
| 10 | We usually travel about the Island together. We're a one car family.                          | 3/19/2019 7:32 PM  |
| 11 | Cab service                                                                                   | 3/19/2019 7:27 PM  |
| 12 | Off-season: drive my car, once a week. Season: NRTA                                           | 3/19/2019 1:15 PM  |
| 13 | This is while we are on island in the summer                                                  | 3/19/2019 12:34 PM |
| 14 | CABS                                                                                          | 3/19/2019 12:20 PM |
| 15 | taxi                                                                                          | 3/19/2019 12:10 PM |
| 16 | Our work necessitates driving with 1-2 passengers/employees to 3-4 clients per day.           | 3/19/2019 12:05 PM |
| 17 | Walked g throughout island from one parking area or another                                   | 3/18/2019 2:14 PM  |
| 18 | drive with my husband                                                                         | 3/15/2019 7:46 PM  |
| 19 | no Cisco bus service nor parking provided at closest stop being at Hummock Pond and Miacomet. | 3/14/2019 12:02 PM |
| 20 | Taxi                                                                                          | 3/13/2019 9:58 PM  |
| 21 | cab                                                                                           | 3/13/2019 5:27 PM  |
| 22 | Biking is restricted to warm weather                                                          | 3/13/2019 3:05 PM  |
| 23 | über or taxi                                                                                  | 3/13/2019 1:14 PM  |
| 24 | Lyft/Uber                                                                                     | 3/13/2019 1:00 PM  |
| 25 | Uber/Cab                                                                                      | 3/13/2019 10:54 AM |
| 26 | Boat, sail and power                                                                          | 3/13/2019 10:49 AM |
| 27 | Taxi                                                                                          | 3/13/2019 10:42 AM |
| 28 | Only summer use                                                                               | 3/13/2019 6:20 AM  |
| 29 | Driven by an agreeable descendant or relative                                                 | 3/12/2019 9:54 PM  |
| 30 | taxi                                                                                          | 3/12/2019 8:09 PM  |
| 31 | Taxi                                                                                          | 3/12/2019 5:30 PM  |
| 32 | Taxi                                                                                          | 3/12/2019 5:26 PM  |
| 33 | uber                                                                                          | 3/12/2019 11:46 AM |
| 34 | Moped in warm weather                                                                         | 3/12/2019 9:10 AM  |
| 35 | Kayak                                                                                         | 3/12/2019 12:10 AM |
| 36 | Uber or taxi                                                                                  | 3/11/2019 6:42 PM  |
| 37 | Taxi                                                                                          | 3/11/2019 6:36 PM  |
| 38 | Taxi                                                                                          | 3/11/2019 3:50 PM  |
| 39 | Taxi                                                                                          | 3/11/2019 3:10 PM  |
| 40 | scotter                                                                                       | 3/11/2019 1:49 PM  |
| 41 | drive with my spouse                                                                          | 3/11/2019 12:03 PM |
| 42 | Taxi                                                                                          | 3/11/2019 11:25 AM |
| 43 | travel as a group, family and friends                                                         | 3/11/2019 9:49 AM  |

|    |                                                                                                             |                    |
|----|-------------------------------------------------------------------------------------------------------------|--------------------|
| 44 | bus                                                                                                         | 3/11/2019 8:52 AM  |
| 45 | Husband drives me where I need to go                                                                        | 3/11/2019 8:13 AM  |
| 46 | Cab                                                                                                         | 3/10/2019 11:17 PM |
| 47 | taxi                                                                                                        | 3/10/2019 10:30 PM |
| 48 | Friends or taxi or Uber give ride to the ferry or to the airport.                                           | 3/10/2019 10:25 PM |
| 49 | Taxi                                                                                                        | 3/10/2019 10:07 PM |
| 50 | Mostly with 2-3 adults and two children                                                                     | 3/10/2019 9:41 PM  |
| 51 | Uber or taxi                                                                                                | 3/10/2019 7:30 PM  |
| 52 | taxi                                                                                                        | 3/10/2019 7:29 PM  |
| 53 | I work in real estate , public transportation doesn't                                                       | 3/6/2019 9:48 PM   |
| 54 | Curtesy Car                                                                                                 | 3/6/2019 1:02 PM   |
| 55 | uber lyft                                                                                                   | 3/6/2019 12:04 PM  |
| 56 | DRIVE ALONE INCLUDES WITH SPOUSE                                                                            | 3/6/2019 9:30 AM   |
| 57 | very seasonal for me                                                                                        | 3/5/2019 7:18 PM   |
| 58 | I primarily use my scooter in the spring/summer                                                             | 3/5/2019 5:26 PM   |
| 59 | Drive others for money                                                                                      | 3/5/2019 1:56 PM   |
| 60 | My husband and I ride on his motorcycle as much as possible to make parking free for others.                | 3/5/2019 11:10 AM  |
| 61 | take son to New School                                                                                      | 3/5/2019 10:30 AM  |
| 62 | I use nrtta and bike in season                                                                              | 3/5/2019 8:44 AM   |
| 63 | No bus service near me during the winter; 1.5 miles away during the summer and infrequent and limited hours | 3/4/2019 6:36 PM   |
| 64 | Drive my children to/from various places                                                                    | 3/4/2019 6:26 PM   |

**Q5 The following Roadway / Complete Streets projects were recommended in previous planning efforts. A Complete Streets project accommodates all users and abilities while reducing GHG (greenhouse gas) emissions and accommodating healthy transportation options. Please rate your level of support for each project listed below:**

Answered: 448 Skipped: 12



|                                                             | STRONGLY SUPPORT | SUPPORT       | NEUTRAL       | OPPOSE       | STRONGLY OPPOSE | TOTAL | WEIGHTED AVERAGE |
|-------------------------------------------------------------|------------------|---------------|---------------|--------------|-----------------|-------|------------------|
| Four Corners Roundabout (Hospital/High School Intersection) | 39.23%<br>173    | 22.68%<br>100 | 15.19%<br>67  | 12.24%<br>54 | 10.66%<br>47    | 441   | 3.68             |
| Amelia Dr Circulation and Parking Improvements              | 22.92%<br>99     | 33.80%<br>146 | 35.19%<br>152 | 4.63%<br>20  | 3.47%<br>15     | 432   | 3.68             |
| Milestone Rotary Reconstruction                             | 27.88%<br>121    | 30.65%<br>133 | 28.34%<br>123 | 6.68%<br>29  | 6.45%<br>28     | 434   | 3.67             |

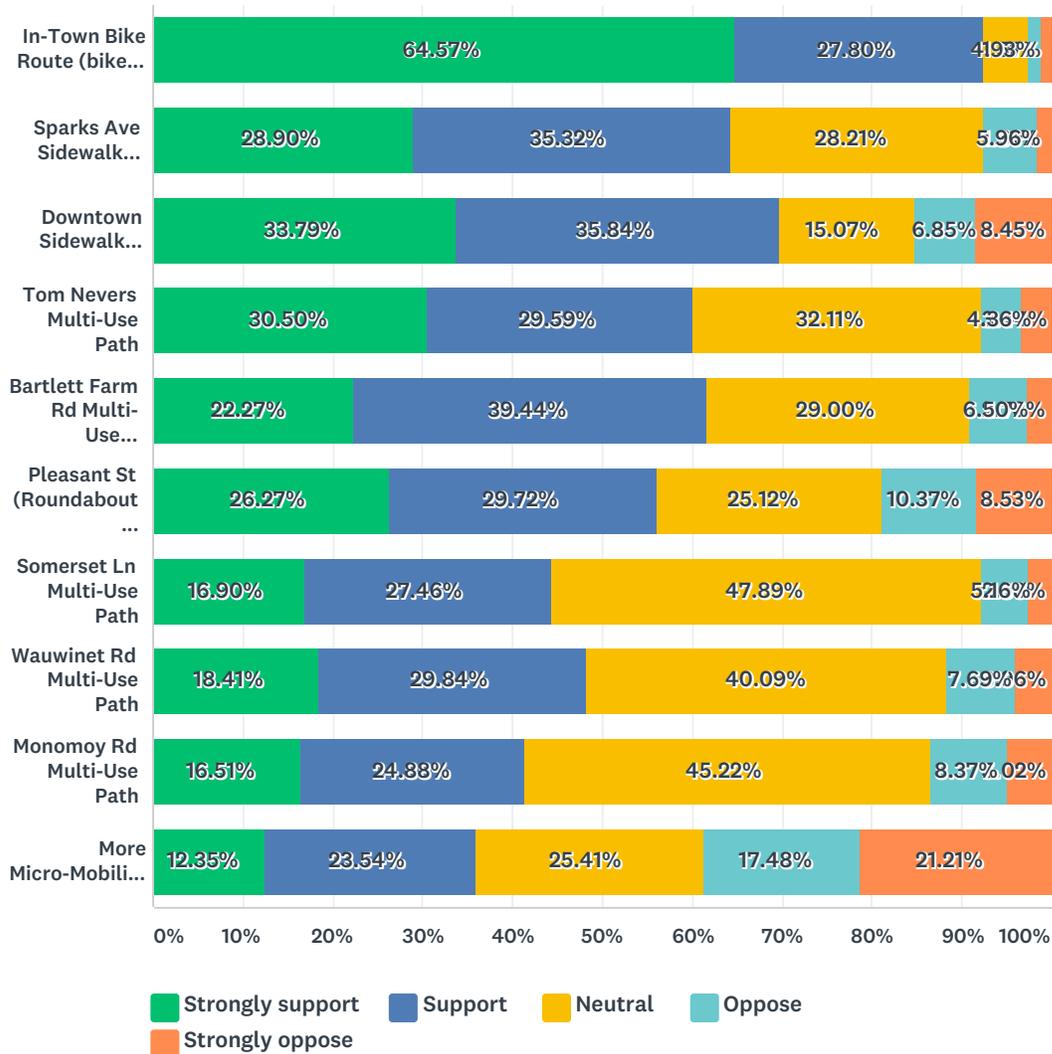
|                                                                                               |               |               |               |              |              |     |      |
|-----------------------------------------------------------------------------------------------|---------------|---------------|---------------|--------------|--------------|-----|------|
| Old South Rd (Rotary to Airport Rd) - bike, pedestrian, transit, traffic calming improvements | 27.19%<br>118 | 33.64%<br>146 | 23.96%<br>104 | 8.53%<br>37  | 6.68%<br>29  | 434 | 3.66 |
| Old South Rd / Fairgrounds Rd Roundabout                                                      | 31.41%<br>136 | 28.87%<br>125 | 21.25%<br>92  | 9.24%<br>40  | 9.24%<br>40  | 433 | 3.64 |
| Washington St / Francis Street Intersection Improvement                                       | 20.84%<br>89  | 30.21%<br>129 | 38.41%<br>164 | 5.62%<br>24  | 4.92%<br>21  | 427 | 3.56 |
| Surfside Rd / Bartlett Rd Roundabout                                                          | 23.79%<br>103 | 23.79%<br>103 | 25.17%<br>109 | 16.63%<br>72 | 10.62%<br>46 | 433 | 3.33 |
| Milestone Rd - Adding Shoulders to Edge of Pavement                                           | 19.34%<br>82  | 24.29%<br>103 | 33.96%<br>144 | 13.68%<br>58 | 8.73%<br>37  | 424 | 3.32 |
| Surfside Area Roadway Improvements (Lovers Ln, Okorwaw Ave, Monohansett Rd)                   | 16.59%<br>70  | 21.56%<br>91  | 44.55%<br>188 | 10.66%<br>45 | 6.64%<br>28  | 422 | 3.31 |
| Newtown Rd Traffic Calming and Sidewalk                                                       | 12.20%<br>50  | 21.46%<br>88  | 55.37%<br>227 | 5.85%<br>24  | 5.12%<br>21  | 410 | 3.30 |
| Milestone Rd / Nobadeer Farm Rd Roundabout                                                    | 12.41%<br>53  | 17.80%<br>76  | 34.43%<br>147 | 21.55%<br>92 | 13.82%<br>59 | 427 | 2.93 |

| #  | OTHER (PLEASE SPECIFY)                                                                                                                                                                                                                                                                                                                              | DATE               |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | Amelia Drive: Do not make one way but prohibit parking on street                                                                                                                                                                                                                                                                                    | 4/8/2019 11:44 AM  |
| 2  | Make Silver St lot available for night parking. There are homes on York, Dover, and Pleasant that could use permits due to no off street parking. Most Silver St residences have off street parking for at least one car and many have space to park two cars off of the street.                                                                    | 3/24/2019 3:10 PM  |
| 3  | Tom Nevers Rd - pedestrian & bike lane - safety lane would also increase access to the Milestone Road bus service                                                                                                                                                                                                                                   | 3/21/2019 12:33 PM |
| 4  | Support the work outside the historic district but very concerned about recent work by the Pacific club undertaken without proper consultation and expertise and lack of planning and not sensitive (not protecting) historical materials. A real mistake and error of judgement.                                                                   | 3/21/2019 12:18 PM |
| 5  | Tom Nevers Road bike path                                                                                                                                                                                                                                                                                                                           | 3/20/2019 8:23 PM  |
| 6  | Four Corners rotary would be dangerous for pedestrians - school children!                                                                                                                                                                                                                                                                           | 3/20/2019 6:15 PM  |
| 7  | Each of these proposals warrants careful study. I am not knowledgeable enough to have an informed opinion on any individual project, but on principle, am supportive of any changes that are truly "traffic calming" and "safety enhancing", and opposed to any projects that needlessly erode Nantucket's cultural history or natural environment. | 3/19/2019 8:17 PM  |
| 8  | I strongly fly oppose ANYTHING that caters to cars.                                                                                                                                                                                                                                                                                                 | 3/19/2019 7:32 PM  |
| 9  | Sidewalk on Tom Nevers Road                                                                                                                                                                                                                                                                                                                         | 3/19/2019 7:27 PM  |
| 10 | Don't support any road work that eases, supports, or encourages more vehicles. Instead, support reduction of vehicles.                                                                                                                                                                                                                              | 3/19/2019 1:15 PM  |
| 11 | Tom Nevers road bike path                                                                                                                                                                                                                                                                                                                           | 3/19/2019 12:26 PM |
| 12 | All the buisness between lower Orange Street and Sparks Ave. should be connected for pedestrians with attractive walkways and plantings.                                                                                                                                                                                                            | 3/19/2019 12:05 PM |
| 13 | Unclear question.                                                                                                                                                                                                                                                                                                                                   | 3/19/2019 12:01 PM |
| 14 | Roundabouts work ONLY if folks see and adhere to the inner & outer lanes of traffic. Otherwise they could make things worse!                                                                                                                                                                                                                        | 3/13/2019 9:58 PM  |
| 15 | Quaker Graveyard stop sign                                                                                                                                                                                                                                                                                                                          | 3/13/2019 7:28 PM  |
| 16 | Lover's Lane in an iconic island dirt road. To pave it to improve traffic is tantamount to paving Main St. to improve traffic. Sure, it would improve traffic flow but there are some roads that should remain as they are due to their historic importance. The island is an historic district after all.                                          | 3/12/2019 5:36 PM  |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                    |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 17 | These are all great ideas, but who is going to pay for them???                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/12/2019 3:28 PM  |
| 18 | Pleasant street sidewalk completion between 5 Corners and Sanford Rd                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/12/2019 11:10 AM |
| 19 | limit times of trade trucks during high peaks of traffic                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/12/2019 8:13 AM  |
| 20 | For items marked Neutral, I don't know enough about the proposals to have an opinion                                                                                                                                                                                                                                                                                                                                                                                                                | 3/11/2019 5:45 PM  |
| 21 | Please stop working to accommodate more. The more we do the more we'll get                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/11/2019 3:10 PM  |
| 22 | Quaker Rd calming                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 11:25 AM |
| 23 | Possible traffic assistance during ferry offloads, Easy Street, Main Street, Broad St. etc.                                                                                                                                                                                                                                                                                                                                                                                                         | 3/11/2019 9:49 AM  |
| 24 | Opposition is where I believe a 4-way stop works well                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/10/2019 10:07 PM |
| 25 | 4-way stop at Surfside and Miacomet Road. We've been begging for years. One death should have sufficed.                                                                                                                                                                                                                                                                                                                                                                                             | 3/10/2019 9:41 PM  |
| 26 | Stop sign at Miacomet/Surfside Drive/Surfside Rd. 4 way stop                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/10/2019 8:41 PM  |
| 27 | Redue the town parking lot over so it can hold more vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/7/2019 3:40 PM   |
| 28 | Leave things be, less vehicles will come as people grow tired of the crowds on the Island                                                                                                                                                                                                                                                                                                                                                                                                           | 3/6/2019 8:41 AM   |
| 29 | 4 corners is so wonderfully confusing it works! except for emergency vehicles                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/5/2019 7:18 PM   |
| 30 | More and better roads means more cars and more traffic, not less.                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/5/2019 5:08 PM   |
| 31 | "Strongly support" historic maintenance of Main St. cobblestones.                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/5/2019 12:56 PM  |
| 32 | The Lovers Ln Paving MUST be done in a way that doe snot turn it into a drag race to the beach. Traffic during the summer speeds on a regular basis but you never see polic presence on Lovers Lane. I spend 2-3 months a year on Lovers Lane and fear paving it without a great deal of planning to SLOW DOWN traffic will result in accidents, and posible injuries. It will increase the dangers to Boy Scouts that use Camp Richard, pedestrians, children and bicyclists as well as residents. | 3/5/2019 10:35 AM  |
| 33 | Tom Nevers bike path                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/5/2019 8:57 AM   |
| 34 | Many taking this survey won't understand the choices or the specifics of the choices offered                                                                                                                                                                                                                                                                                                                                                                                                        | 3/4/2019 6:36 PM   |

**Q6 The following Multi-Use Path / Complete Streets projects were recommended in previous planning efforts. A Complete Streets project accommodates all users and abilities while reducing GHG (greenhouse gas) emissions and accommodating healthy transportation options. Please rate your level of support for each project listed below:**

Answered: 454 Skipped: 6



|                                                                             | STRONGLY SUPPORT | SUPPORT       | NEUTRAL       | OPPOSE      | STRONGLY OPPOSE | TOTAL | WEIGHTED AVERAGE |
|-----------------------------------------------------------------------------|------------------|---------------|---------------|-------------|-----------------|-------|------------------|
| In-Town Bike Route (bike route between Downtown and Milestone Rotary)       | 64.57%<br>288    | 27.80%<br>124 | 4.93%<br>22   | 1.57%<br>7  | 1.12%<br>5      | 446   | 4.53             |
| Sparks Ave Sidewalk Widening                                                | 28.90%<br>126    | 35.32%<br>154 | 28.21%<br>123 | 5.96%<br>26 | 1.61%<br>7      | 436   | 3.84             |
| Downtown Sidewalk Improvements (various locations in Old Historic District) | 33.79%<br>148    | 35.84%<br>157 | 15.07%<br>66  | 6.85%<br>30 | 8.45%<br>37     | 438   | 3.80             |

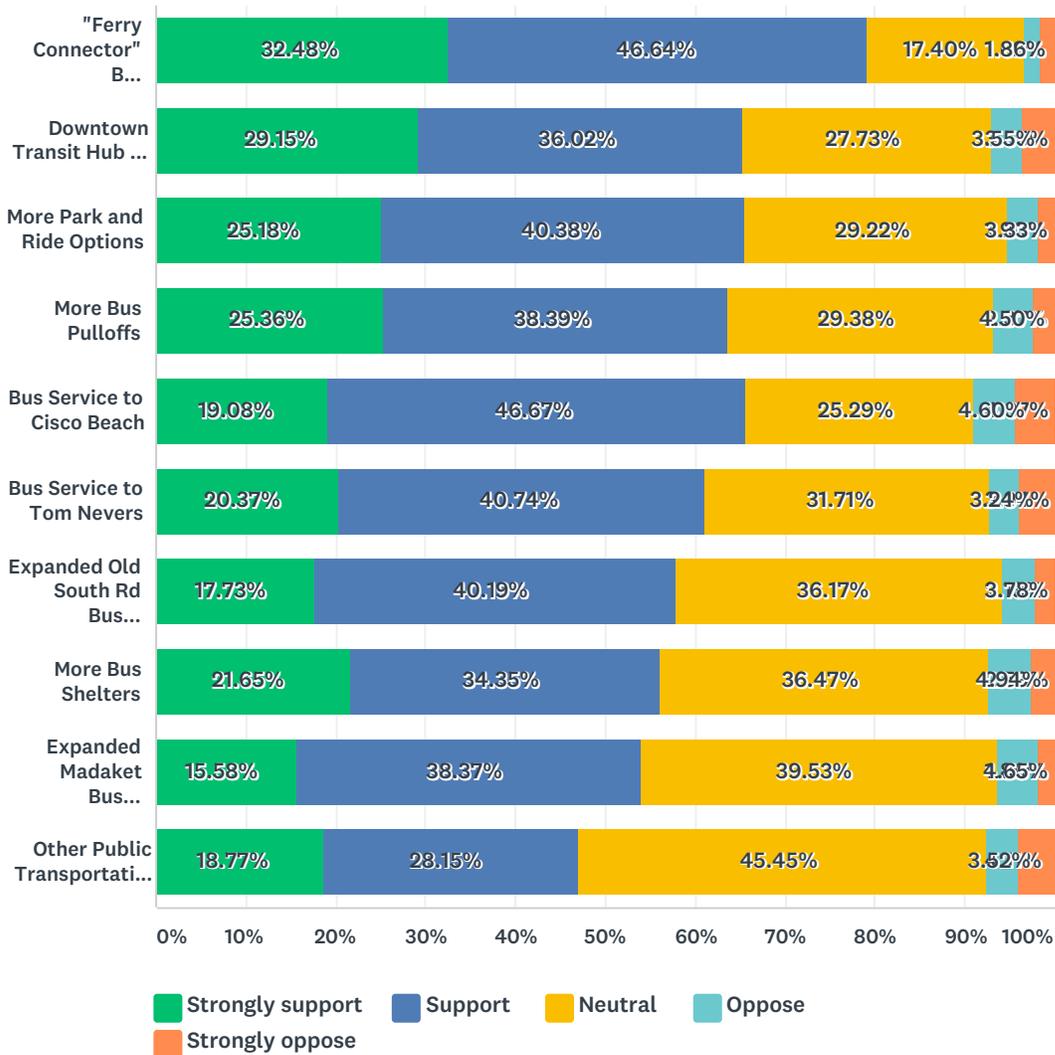
|                                                                               |               |               |               |              |              |     |      |
|-------------------------------------------------------------------------------|---------------|---------------|---------------|--------------|--------------|-----|------|
| Tom Nevers Multi-Use Path                                                     | 30.50%<br>133 | 29.59%<br>129 | 32.11%<br>140 | 4.36%<br>19  | 3.44%<br>15  | 436 | 3.79 |
| Bartlett Farm Rd Multi-Use Path                                               | 22.27%<br>96  | 39.44%<br>170 | 29.00%<br>125 | 6.50%<br>28  | 2.78%<br>12  | 431 | 3.72 |
| Pleasant St (Roundabout to 5 Corners) - Sidewalk and Streetscape Improvements | 26.27%<br>114 | 29.72%<br>129 | 25.12%<br>109 | 10.37%<br>45 | 8.53%<br>37  | 434 | 3.55 |
| Somerset Ln Multi-Use Path                                                    | 16.90%<br>72  | 27.46%<br>117 | 47.89%<br>204 | 5.16%<br>22  | 2.58%<br>11  | 426 | 3.51 |
| Wauwinet Rd Multi-Use Path                                                    | 18.41%<br>79  | 29.84%<br>128 | 40.09%<br>172 | 7.69%<br>33  | 3.96%<br>17  | 429 | 3.51 |
| Monomoy Rd Multi-Use Path                                                     | 16.51%<br>69  | 24.88%<br>104 | 45.22%<br>189 | 8.37%<br>35  | 5.02%<br>21  | 418 | 3.39 |
| More Micro-Mobility Options (dockless bikes/scooters for rent via smartphone) | 12.35%<br>53  | 23.54%<br>101 | 25.41%<br>109 | 17.48%<br>75 | 21.21%<br>91 | 429 | 2.88 |

| #  | OTHER (PLEASE SPECIFY)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DATE               |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | Downtown sidewalk improvements should be sensitive to all that makes Nantucket unique. My husband is disabled and finds the sidewalks difficult, but he is adamant about keeping our streetscape and sidewalks from becoming anytown USA. For exercise, there are plenty of safe places to walk on Nantucket. We figure out a way to get around downtown when we need to. Often I drop him off at our destination, park the car wherever is available, and walk back to meet him. It's all worth it, in the long run. | 3/24/2019 3:10 PM  |
| 2  | dockless bikes would be great but scooters can be a hazard both in use and when abandoned.                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/22/2019 10:50 AM |
| 3  | No OHDistrict improvements that destroy old cobblestones, curbs or ancient tree roots.                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/21/2019 3:02 PM  |
| 4  | Downtown Sidewalk Improvements must be done only with approval by HDC. Save our historic streetscapes! Use old brick when necessary. Do not make bump-outs.                                                                                                                                                                                                                                                                                                                                                           | 3/21/2019 12:55 PM |
| 5  | The idea of improving Main Street is fine but the detail of what you say you are doing is way beyond this and amounts to a reconstruction using modern methodologies and techniques, it has not have the right level of review and expertise and risk damaging the historic district irreparably and risks damaging actual homes. It needs to be properly thought through with real experts, plans need to be much more thoughtful.                                                                                   | 3/21/2019 12:18 PM |
| 6  | I support downtown sidewalk improvements, but only if it's done in a sensitive and historically accurate way. I do not support just making it *look* old.                                                                                                                                                                                                                                                                                                                                                             | 3/20/2019 10:10 AM |
| 7  | Sufficient study/analysis of Downtown not completed                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/20/2019 4:25 AM  |
| 8  | I am generally supportive of any projects that would make Nantucket more bike- and pedestrian-friendly, but also believe every project must be assessed on its relative cost/benefit. I am not supportive of anything that would promote increased motor vehicle usage, including motorized scooters.                                                                                                                                                                                                                 | 3/19/2019 8:17 PM  |
| 9  | You allow PARKING on many of our sidewalks!! Why improve??!!                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/19/2019 7:32 PM  |
| 10 | Support any/all projects that reduce or eliminate use of vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/19/2019 1:15 PM  |
| 11 | the electric scooters would be very dangerous in town & on bike paths                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/19/2019 12:47 PM |
| 12 | Resist overdevelopment in all lawful and intelligent ways. The island's future is seriously threatened.                                                                                                                                                                                                                                                                                                                                                                                                               | 3/19/2019 12:01 PM |
| 13 | Scooters will be dumped in multiple places which creates a visual blight.                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/19/2019 11:58 AM |
| 14 | limit number of cars on Island                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/15/2019 9:32 AM  |
| 15 | I support scooters, but am concerned about use on bike paths                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/13/2019 2:47 PM  |
| 16 | Please don't slope anymore sidewalks in Town-so difficult to walk on the ones in front of drug store. Also use Boston city Hall Pavers and avoid slipping when frozen.                                                                                                                                                                                                                                                                                                                                                | 3/13/2019 10:40 AM |

|    |                                                                                                                                                                                                                                                                                                  |                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 17 | I support sensitive and thoughtful improvements to the sidewalks in the OHD, but not what the town did in front of the Pacific Club.                                                                                                                                                             | 3/13/2019 10:18 AM |
| 18 | Just go to other beach towns that offer dockless bicycles and look at how the bicycles litter the streets. Not a good idea                                                                                                                                                                       | 3/12/2019 5:36 PM  |
| 19 | Pleasant street sidewalk completion between 5 Corners and Sanford Rd, not 5 Corners roundabout                                                                                                                                                                                                   | 3/12/2019 11:10 AM |
| 20 | Would support downtown sidewalk improvements if appropriately designed for historic district                                                                                                                                                                                                     | 3/12/2019 9:14 AM  |
| 21 | Hard to support something as vague as Downtown sidewalk improvements.                                                                                                                                                                                                                            | 3/12/2019 9:10 AM  |
| 22 | Pleasant St multipath                                                                                                                                                                                                                                                                            | 3/12/2019 8:13 AM  |
| 23 | More handicapped accessible sidewalks and walkways                                                                                                                                                                                                                                               | 3/12/2019 7:13 AM  |
| 24 | Improved street lighting downtown in OHD                                                                                                                                                                                                                                                         | 3/11/2019 4:39 PM  |
| 25 | I oppose scooters and bikes that get dropped anywhere are                                                                                                                                                                                                                                        | 3/11/2019 12:03 PM |
| 26 | Downtown sidewalk improvement should be done with the historic nature in mind.                                                                                                                                                                                                                   | 3/11/2019 11:45 AM |
| 27 | Historically informed Sidewalk improvements                                                                                                                                                                                                                                                      | 3/11/2019 11:25 AM |
| 28 | Nice PC terms--micro-mobility and calming!? Green house gas concerns? Really?                                                                                                                                                                                                                    | 3/11/2019 7:53 AM  |
| 29 | Ban motorbike rentals                                                                                                                                                                                                                                                                            | 3/10/2019 9:41 PM  |
| 30 | no business should be able to operate using public space like dockless bikes                                                                                                                                                                                                                     | 3/6/2019 7:25 PM   |
| 31 | Opposition to scooters not bicycles.                                                                                                                                                                                                                                                             | 3/6/2019 3:43 PM   |
| 32 | Downtown sidewalks should be improved where specifically needed, but overall historic integrity should not be compromised.                                                                                                                                                                       | 3/5/2019 1:05 PM   |
| 33 | Oppose dockless bikes/scooters only until we make that mode of travel safer. I don't think we should be providing these sorts of things and then running them over.                                                                                                                              | 3/5/2019 12:21 PM  |
| 34 | scooters are a hazard, do we need to have a fatality or a terrible accident like they had on the Vineyard? They congest traffic more as they cannot keep up with flow of traffic and most drivers have no idea what they are doing. I'd rather see people riding segways on the Multi use paths. | 3/5/2019 10:35 AM  |
| 35 | Any downtown sidewalk improvements should re-use existing materials — don't try to make everything "perfect"                                                                                                                                                                                     | 3/5/2019 9:18 AM   |

### Q7 The following Public Transportation improvements were recommended in previous planning efforts. Please rate your level of support for each project listed below:

Answered: 450 Skipped: 10



|                                                                                      | STRONGLY SUPPORT | SUPPORT       | NEUTRAL       | OPPOSE      | STRONGLY OPPOSE | TOTAL | WEIGHTED AVERAGE |
|--------------------------------------------------------------------------------------|------------------|---------------|---------------|-------------|-----------------|-------|------------------|
| "Ferry Connector" Bus Service (bus between 2 Fairgrounds Rd parking lot to Downtown) | 32.48%<br>140    | 46.64%<br>201 | 17.40%<br>75  | 1.86%<br>8  | 1.62%<br>7      | 431   | 4.06             |
| Downtown Transit Hub / Intermodal Transportation Center                              | 29.15%<br>123    | 36.02%<br>152 | 27.73%<br>117 | 3.55%<br>15 | 3.55%<br>15     | 422   | 3.84             |
| More Park and Ride Options                                                           | 25.18%<br>106    | 40.38%<br>170 | 29.22%<br>123 | 3.33%<br>14 | 1.90%<br>8      | 421   | 3.84             |
| More Bus Pulloffs                                                                    | 25.36%<br>107    | 38.39%<br>162 | 29.38%<br>124 | 4.50%<br>19 | 2.37%<br>10     | 422   | 3.80             |
| Bus Service to Cisco Beach                                                           | 19.08%<br>83     | 46.67%<br>203 | 25.29%<br>110 | 4.60%<br>20 | 4.37%<br>19     | 435   | 3.71             |

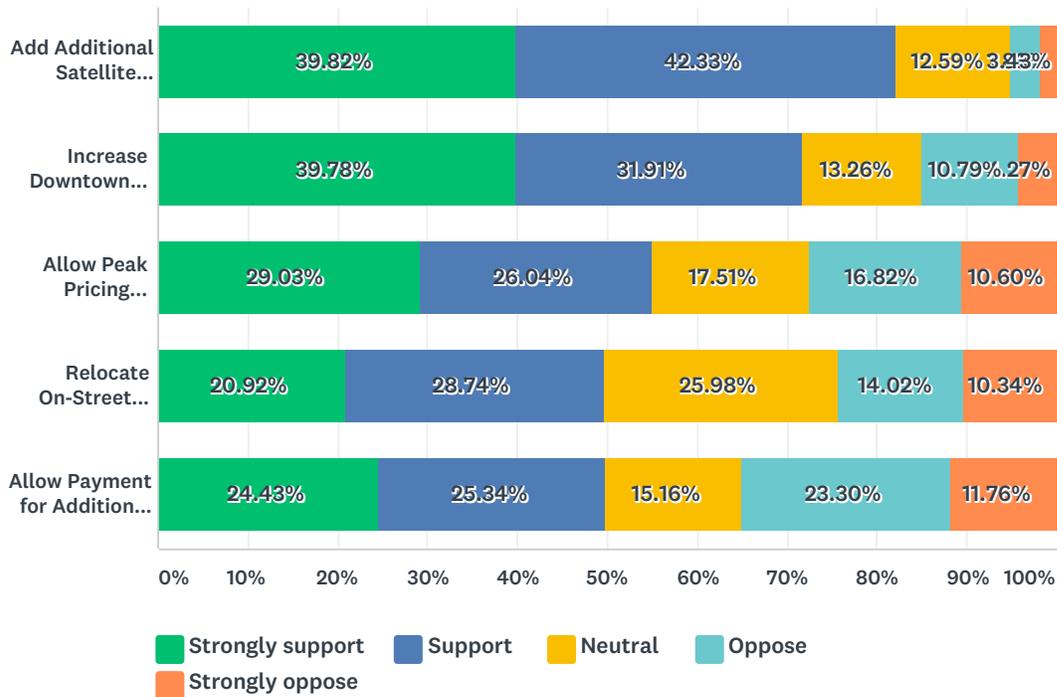
|                                                                                 |              |               |               |             |             |     |      |
|---------------------------------------------------------------------------------|--------------|---------------|---------------|-------------|-------------|-----|------|
| Bus Service to Tom Nevers                                                       | 20.37%<br>88 | 40.74%<br>176 | 31.71%<br>137 | 3.24%<br>14 | 3.94%<br>17 | 432 | 3.70 |
| Expanded Old South Rd Bus Service                                               | 17.73%<br>75 | 40.19%<br>170 | 36.17%<br>153 | 3.78%<br>16 | 2.13%<br>9  | 423 | 3.68 |
| More Bus Shelters                                                               | 21.65%<br>92 | 34.35%<br>146 | 36.47%<br>155 | 4.94%<br>21 | 2.59%<br>11 | 425 | 3.68 |
| Expanded Madaket Bus Service                                                    | 15.58%<br>67 | 38.37%<br>165 | 39.53%<br>170 | 4.65%<br>20 | 1.86%<br>8  | 430 | 3.61 |
| Other Public Transportation / On-demand Options (let your imagination go wild!) | 18.77%<br>64 | 28.15%<br>96  | 45.45%<br>155 | 3.52%<br>12 | 4.11%<br>14 | 341 | 3.54 |

| #  | OTHER (PLEASE SPECIFY)                                                                                                                | DATE               |
|----|---------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | If ferry connector services are really used, there should be more options for same.                                                   | 3/24/2019 3:10 PM  |
| 2  | Electric buses                                                                                                                        | 3/22/2019 9:06 AM  |
| 3  | Make the bus free through advertising. Consider private funding to bring train back to sconset.                                       | 3/21/2019 12:18 PM |
| 4  | On demand micro bus off season                                                                                                        | 3/20/2019 3:38 PM  |
| 5  | Water taxis                                                                                                                           | 3/20/2019 3:02 PM  |
| 6  | I like the European practice of having car parks just outside the town so the town itself is primarily pedestrian.                    | 3/20/2019 10:10 AM |
| 7  | I don't have an informed opinion regarding proposed improvements to bus/public transit.                                               | 3/19/2019 8:17 PM  |
| 8  | Get rid of mopeds                                                                                                                     | 3/19/2019 6:22 PM  |
| 9  | Pedicabs on the bike paths                                                                                                            | 3/19/2019 5:27 PM  |
| 10 | At least two stops on Tom Nevers Rd., beyond the Milestone/ Tom Nevers stop. Better parking for said bus stops.                       | 3/19/2019 4:42 PM  |
| 11 | Support any/all projects that reduce or eliminate use of vehicles.                                                                    | 3/19/2019 1:15 PM  |
| 12 | Uber/Lift drivers with scheduled fares like taxi's have                                                                               | 3/19/2019 12:34 PM |
| 13 | We really need a shuttle bus for Tom Nevers Road.                                                                                     | 3/19/2019 12:23 PM |
| 14 | free shuttle buses - they will reduce traffic                                                                                         | 3/15/2019 6:00 PM  |
| 15 | Better senior options                                                                                                                 | 3/14/2019 8:29 PM  |
| 16 | Establish an UBER like on-line app for the island taxis to use as the reason is convenience and you do not have to have cash!!!       | 3/13/2019 9:58 PM  |
| 17 | Smart ride share options using your phone. Madaket residents - who can drop me off a the boat? Airport? Whose going into town anyway? | 3/13/2019 7:28 PM  |
| 18 | Safe hitch-hiking (earn "safe" sticker for windshield), earn safe passenger status                                                    | 3/13/2019 2:52 PM  |
| 19 | expanded polpis road bus service                                                                                                      | 3/13/2019 2:47 PM  |
| 20 | a train :)                                                                                                                            | 3/13/2019 2:12 PM  |
| 21 | More busses and longer hours of operation and more frequency.                                                                         | 3/13/2019 1:14 PM  |
| 22 | More bike paths through critical/congested areas.                                                                                     | 3/13/2019 1:00 PM  |
| 23 | online ride share message board?                                                                                                      | 3/13/2019 10:35 AM |
| 24 | Scooters like San Diego                                                                                                               | 3/13/2019 6:20 AM  |
| 25 | Riding on wires from Town to Sconset: baskets? Skilifts?                                                                              | 3/12/2019 9:54 PM  |
| 26 | Uber                                                                                                                                  | 3/12/2019 6:29 PM  |
| 27 | Bus from Cisco to town and back is much needed                                                                                        | 3/12/2019 5:03 PM  |

|    |                                                                                                                                                                                                                                                            |                    |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 28 | I liked an idea I heard recently about a van or bus that could pick up on demand instead of on a schedule like the current wave. would be nice for unique locations that don't warrant a full bus route. I would pay for a bus pass for a system like that | 3/12/2019 3:35 PM  |
| 29 | Buses are so loud! Why must it be so?                                                                                                                                                                                                                      | 3/12/2019 11:10 AM |
| 30 | Are park and ride areas actually useful                                                                                                                                                                                                                    | 3/12/2019 9:10 AM  |
| 31 | On-demand driverless cars --- when available                                                                                                                                                                                                               | 3/11/2019 8:37 PM  |
| 32 | Summer / bike and /or moped taxi carts                                                                                                                                                                                                                     | 3/11/2019 3:10 PM  |
| 33 | scotters, bike lanes into town, use of golf carts for islanders both poermenat and seasonal home owners                                                                                                                                                    | 3/11/2019 1:49 PM  |
| 34 | eBike and scooter rental via apps using fixed drop-off/pick-up locations                                                                                                                                                                                   | 3/11/2019 12:03 PM |
| 35 | Polpis Rd bus frequency increased from 80 minutes to 60 minutes or less.                                                                                                                                                                                   | 3/11/2019 11:43 AM |
| 36 | Horses and barn creation!                                                                                                                                                                                                                                  | 3/11/2019 11:40 AM |
| 37 | App to promote carpooling                                                                                                                                                                                                                                  | 3/11/2019 11:25 AM |
| 38 | make taxi drivers behave: too many drive as if we should all just get out of the way                                                                                                                                                                       | 3/11/2019 10:11 AM |
| 39 | On demand options may free up parking spaces downtown.                                                                                                                                                                                                     | 3/11/2019 9:49 AM  |
| 40 | Willing to bet a lot of this came from some off-island planner who wanted big \$\$\$ but had little real knowledge of Nantucket.                                                                                                                           | 3/11/2019 7:53 AM  |
| 41 | In to town shuttles. Limited in town parking                                                                                                                                                                                                               | 3/11/2019 5:17 AM  |
| 42 | Electronic read out of time to wait for buses                                                                                                                                                                                                              | 3/11/2019 4:54 AM  |
| 43 | If the bus doesn't come out to Cisco, a park and ride option on the existing bus loop to Town is much needed                                                                                                                                               | 3/10/2019 10:07 PM |
| 44 | Do more to discourage ferrying cars (surtax or discount ticket if you don't); do the opposite to encourage people to bring bikes. A safe way to bike in and out of the town center is essential.                                                           | 3/10/2019 9:41 PM  |
| 45 | Open air easy on and off tram from boats to park and ride. Current equipment is too slow (biard and otherwise)                                                                                                                                             | 3/10/2019 9:07 PM  |
| 46 | On key in-town routes implement opposing (2 way) bus runs                                                                                                                                                                                                  | 3/10/2019 11:45 AM |
| 47 | High speed train service                                                                                                                                                                                                                                   | 3/8/2019 9:04 AM   |
| 48 | Would love to see a smaller vehicle making 15 minute runs to town - loop every 15 minutes so I'm not stuck waiting an hour if I miss mine!                                                                                                                 | 3/5/2019 7:18 PM   |
| 49 | make the Natioal grid land in town be a multilevel parking garage,with discounts for in town workers, its a no brainer                                                                                                                                     | 3/5/2019 2:37 PM   |
| 50 | Options for AFTER the bars close: The workers need to get home.                                                                                                                                                                                            | 3/5/2019 1:56 PM   |
| 51 | PLEASE PLEASE IMPROVE BUS STOP SIGNAGE. The blue and gray stripes on gray posts is hard to distinguish and confusing. We tried to find bus stops (by looking for posts) and gave up. I'd use if I could more easily find the stop.                         | 3/5/2019 12:27 PM  |
| 52 | change fine for driving without license to \$500.00-\$1,000.00                                                                                                                                                                                             | 3/5/2019 11:00 AM  |
| 53 | No downtown parking garage — focus on buses, traffic-flow improvements and biker safety                                                                                                                                                                    | 3/5/2019 9:18 AM   |

### Q8 The following Public Parking improvements were recommended in previous planning efforts. Please rate your level of support for each project listed below:

Answered: 450 Skipped: 10



|                                                                                                                  | STRONGLY SUPPORT | SUPPORT       | NEUTRAL       | OPPOSE        | STRONGLY OPPOSE | TOTAL | WEIGHTED AVERAGE |
|------------------------------------------------------------------------------------------------------------------|------------------|---------------|---------------|---------------|-----------------|-------|------------------|
| Add Additional Satellite Parking Lots (served by NRTA or within walking distance of destination)                 | 39.82%<br>174    | 42.33%<br>185 | 12.59%<br>55  | 3.43%<br>15   | 1.83%<br>8      | 437   | 4.15             |
| Increase Downtown Parking Opportunities (more long and short term parking options)                               | 39.78%<br>177    | 31.91%<br>142 | 13.26%<br>59  | 10.79%<br>48  | 4.27%<br>19     | 445   | 3.92             |
| Allow Peak Pricing (increase Downtown parking cost during peak hours to encourage turnover and available spaces) | 29.03%<br>126    | 26.04%<br>113 | 17.51%<br>76  | 16.82%<br>73  | 10.60%<br>46    | 434   | 3.46             |
| Relocate On-Street Parking Spaces Impacting Sidewalks (spaces that require parking on sidewalks)                 | 20.92%<br>91     | 28.74%<br>125 | 25.98%<br>113 | 14.02%<br>61  | 10.34%<br>45    | 435   | 3.36             |
| Allow Payment for Additional Time (avoid Downtown parking ticket by paying for extra time, up to 4 hours)        | 24.43%<br>108    | 25.34%<br>112 | 15.16%<br>67  | 23.30%<br>103 | 11.76%<br>52    | 442   | 3.27             |

| # | OTHER (PLEASE SPECIFY)                                                                                                                                                                | DATE              |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | Many of these options could be thrown off the table with proper enforcement of existing rules. The reality is that Nantucket town has narrow streets which preclude lots of remedies. | 3/24/2019 3:10 PM |

|    |                                                                                                                                                                                                                                            |                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 2  | enforcement of existing parking regulations, and massive fines for repeat violators. There are plenty of people who come here for whom a \$50 ticket is nothing and worth paying to keep a parking spot in town all day.                   | 3/23/2019 10:02 PM |
| 3  | NO MORE PARKING ON SIDEWALKS ANYWHERE!!!                                                                                                                                                                                                   | 3/22/2019 4:42 PM  |
| 4  | No Parking Garage!                                                                                                                                                                                                                         | 3/22/2019 9:46 AM  |
| 5  | Require downtown store employees to park out of town                                                                                                                                                                                       | 3/21/2019 3:02 PM  |
| 6  | Peak pricing will not make one bit of difference. I am opposed to any system that requires meters or smartphone payment for most street parking in the historic district. The National Grid type of solution seems to be satisfactory.     | 3/21/2019 12:55 PM |
| 7  | Really sorry the in-town valet service no longer available                                                                                                                                                                                 | 3/21/2019 12:33 PM |
| 8  | Eliminate the free parking areas for tour companies. Why should they get special parking over other service providers doing work in town (i.e. plumbers, electricians, HVAC or appliance repairs) ?                                        | 3/20/2019 10:24 PM |
| 9  | Parking garage. Affordable rates                                                                                                                                                                                                           | 3/20/2019 7:48 AM  |
| 10 | In the hierarchy of development priorities facing the island, I would put parking below many others. The last thing Nantucket needs is to increase island dependency on automobiles.                                                       | 3/19/2019 8:17 PM  |
| 11 | Parking is NOT required but reflects deference to cars in allowing                                                                                                                                                                         | 3/19/2019 7:32 PM  |
| 12 | Parking should not be made easier - free public transit should make driving inconvenient by comparison to public transit                                                                                                                   | 3/15/2019 6:00 PM  |
| 13 | Make it more difficult to park in town, so that people walk, or take cab etc. Limit cars on Island                                                                                                                                         | 3/15/2019 9:32 AM  |
| 14 | leave it the way it is. more enforcement                                                                                                                                                                                                   | 3/13/2019 12:22 PM |
| 15 | Parking on the sidewalk is the biggest threat to accessibility on this island. This practice needs to be eliminated.                                                                                                                       | 3/13/2019 10:18 AM |
| 16 | Town pier designated parking for folks with moorings and not just slips                                                                                                                                                                    | 3/12/2019 5:36 PM  |
| 17 | I could get used to walking into town from an off site parking lot (similar to washington street but that does not have enough spaces). I'd like to see more lots like that                                                                | 3/12/2019 3:35 PM  |
| 18 | Build a multi level parking garage on the old electric company site                                                                                                                                                                        | 3/12/2019 3:28 PM  |
| 19 | Decrease parking downtown in general                                                                                                                                                                                                       | 3/12/2019 9:10 AM  |
| 20 | More handicapped parking spaces downtown                                                                                                                                                                                                   | 3/12/2019 7:13 AM  |
| 21 | NO parking garage!                                                                                                                                                                                                                         | 3/11/2019 3:48 PM  |
| 22 | parking for scooters, bikes and golf carst                                                                                                                                                                                                 | 3/11/2019 1:49 PM  |
| 23 | no overnight parking of commercial vehicles in Town Lots June 1 - Oct 15                                                                                                                                                                   | 3/11/2019 10:11 AM |
| 24 | There should be more 2 hour parking to allow for dining                                                                                                                                                                                    | 3/10/2019 10:07 PM |
| 25 | Most of those sidewalks aren't handicap-accessible anyway, so start by widening/fixing sidewalk, then disallow cars.                                                                                                                       | 3/10/2019 9:41 PM  |
| 26 | The more parking spaces provided, the more cars will come. Install a parking permit system that only allows one car per household at a time in core downtown area. Other cities limit cars into specific downtown areas at specific times. | 3/10/2019 9:09 PM  |
| 27 | More handicap parking downtown                                                                                                                                                                                                             | 3/10/2019 7:22 PM  |
| 28 | Charge for all parking downtown                                                                                                                                                                                                            | 3/10/2019 2:47 PM  |
| 29 | For relocating on-street parking - depends upon where it is located                                                                                                                                                                        | 3/10/2019 11:45 AM |
| 30 | focus less on cars in the downtown district. no to parking lots                                                                                                                                                                            | 3/6/2019 7:25 PM   |
| 31 | If you raise the price for parking and allow people to park longer then only the rich people can park and clog up the spots longer.                                                                                                        | 3/5/2019 5:08 PM   |
| 32 | we need more parking plain and simple along with limiting cars, somehow                                                                                                                                                                    | 3/5/2019 2:37 PM   |

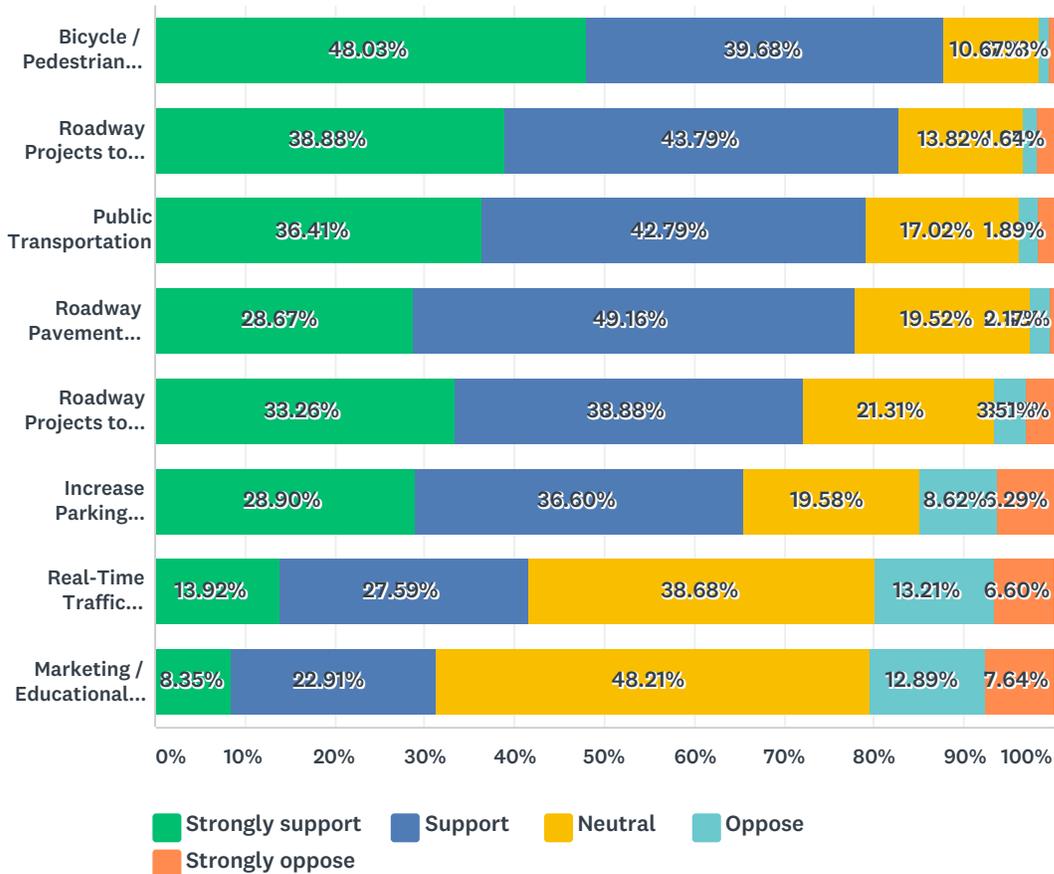
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|    |                                                                                                                                                                                                              |                   |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 33 | Increasing timed parking does NOT allow turnover. Increasing COST also does NOT allow turnover. Those MOVING from space to space should NOT be allowed. IF they need longer parking, park in a PARK AND RIDE | 3/5/2019 1:56 PM  |
| 34 | Many potential parking spaces are wasted by unnecessary yellow lines in town; redundant loading zones and excess taxi/van spots.                                                                             | 3/5/2019 1:05 PM  |
| 35 | DO SOMETHING ABOUT CROSSWALK SIGNAGE, TOO. Safety is becoming big issue when crossing given speed of traffic and NO ENFORCEMENT EFFORTS                                                                      | 3/5/2019 12:27 PM |
| 36 | No parking garage — keep Nantucket Nantucket. Making parking challenging on cloudy Saturdays encourages people to take buses or walk.                                                                        | 3/5/2019 9:18 AM  |
| 37 | Dessignate downtown shared streets                                                                                                                                                                           | 3/4/2019 11:09 PM |
| 38 | Strongly oppose paid parking. And very strongly oppose any kind of parking kiosks or meters - I think they will irreparably harm the downtown aesthetic.                                                     | 3/4/2019 7:57 PM  |

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### Q9 A limited amount of funding is available to address the transportation problems in our community. Please indicate your level of support for the following:

Answered: 443 Skipped: 17



|                                                                        | STRONGLY SUPPORT | SUPPORT       | NEUTRAL       | OPPOSE       | STRONGLY OPPOSE | TOTAL | WEIGHTED AVERAGE |
|------------------------------------------------------------------------|------------------|---------------|---------------|--------------|-----------------|-------|------------------|
| Bicycle / Pedestrian Improvements                                      | 48.03%<br>207    | 39.68%<br>171 | 10.67%<br>46  | 0.93%<br>4   | 0.70%<br>3      | 431   | 4.33             |
| Roadway Projects to Correct Safety Issues                              | 38.88%<br>166    | 43.79%<br>187 | 13.82%<br>59  | 1.64%<br>7   | 1.87%<br>8      | 427   | 4.16             |
| Public Transportation                                                  | 36.41%<br>154    | 42.79%<br>181 | 17.02%<br>72  | 1.89%<br>8   | 1.89%<br>8      | 423   | 4.10             |
| Roadway Pavement Maintenance                                           | 28.67%<br>119    | 49.16%<br>204 | 19.52%<br>81  | 2.17%<br>9   | 0.48%<br>2      | 415   | 4.03             |
| Roadway Projects to Reduce Congestion/Improve Air Quality              | 33.26%<br>142    | 38.88%<br>166 | 21.31%<br>91  | 3.51%<br>15  | 3.04%<br>13     | 427   | 3.96             |
| Increase Parking Opportunities Downtown                                | 28.90%<br>124    | 36.60%<br>157 | 19.58%<br>84  | 8.62%<br>37  | 6.29%<br>27     | 429   | 3.73             |
| Real-Time Traffic Monitoring (travel time, parking availability, etc.) | 13.92%<br>59     | 27.59%<br>117 | 38.68%<br>164 | 13.21%<br>56 | 6.60%<br>28     | 424   | 3.29             |
| Marketing / Educational Programs                                       | 8.35%<br>35      | 22.91%<br>96  | 48.21%<br>202 | 12.89%<br>54 | 7.64%<br>32     | 419   | 3.11             |

## Q10 Please provide any additional comments or suggestions on roadways, bike/ped facilities, transit, parking, airport, or ferries in the box below:

Answered: 170 Skipped: 290

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | DATE               |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | Whatever rules/laws are proposed need to require strict enforcement...riding bikes on sidewalks or the wrong way down one way streets is unacceptable. Car ferry reservations need to be more accessible to year round residents trying to leave or return to the island year round. I understand that there are allowances made for medical travel, but feel that residents should be given better opportunities to come and go with their vehicles. Reasonably priced air travel all year long is a dream of many! Parking and transit issues aren't unique to Nantucket. Small towns and cities face many of the same problems that we encounter here. Changing small things, like one way streets, enforcement of existing laws, or creative re-landscaping to encourage safe pedestrian or bike traffic might be a good beginning. When envisioning or proposing changes, PLEASE adopt the philosophy of "first, do no harm"! Thank you | 3/24/2019 3:28 PM  |
| 2  | - Work to improve coordination of ferry schedules with bus service to Boston and elsewhere - currently, most boats arrive just after a bus to Boston leaves or without enough time to transfer, leading to long waits in Hyannis. - As part of National Grid property redevelopment, add a two-way bike lane from Washington St extension along Easy Street and the wharves to Broad Street - Finish multiuse path on Prospect St, eventually connecting Madaket and Surfside paths                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/23/2019 10:25 PM |
| 3  | More bike paths. More public transportation. No more parking on sidewalks. Limit size and number of trucks and cars.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/22/2019 4:45 PM  |
| 4  | Proposed project for Main Street sidewalks, curbs and street paving methods and materials must be sensitive to historic materials, layout and construction methods. The HDC should be heavily involved in any proposed changes!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/22/2019 12:17 PM |
| 5  | I'm not sure who died and made three people in charge but you are DESTROYING this island. Take your idea to Hyannis or some other obliterated place. You have made Nantucket NOT Nantucket and have absolutely no sense of history, integrity or how historic preservation is done right whether it be street, sidewalks, or what have you. I'm not sure why i bothered filling out a survey that you wont pay attention to. we have asked for NONE of this and a few people think they can do what they want. I'm not sure why people who don't know what they are doing are in power and are jamming this down our throats. You have highhandedly and single-handedly destroyed this island. thanks so much!                                                                                                                                                                                                                               | 3/22/2019 9:52 AM  |
| 6  | More valet parking More shuttle bus service into town. No parking garage. Eliminate parking on one side of Main St.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/22/2019 9:49 AM  |
| 7  | I would like to see road improvements of pot holes on the paved roads. I would hate to sacrifice the integrity on Main Street for easier maintenance. Have you thought of a weight limit of vehicles driving on Mainstreet?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/22/2019 8:19 AM  |
| 8  | Hire consultants with historic preservation experience before doing any sidewalk work in the Old Historic Districts, and follow their recommendations unquestioningly. We do not need to look like a suburb in order to accommodate disabled people.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/21/2019 3:04 PM  |
| 9  | Turn off engines when stopped. Too much post combustion pollution onNantucket! Limit cars. Do it along with Tax Bills. Stop entitlement.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/21/2019 2:16 PM  |
| 10 | Really want to see more parking at mid-island Stop & Shop. People do have to buy their groceries!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/21/2019 12:36 PM |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                    |
|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 11 | There is ample evidence that the cobblestone Main Street was poorly laid during last Maintenance period and that properly laid would get stronger under heavy trucks not weaker. The assumption that we automatically need to dig up a 150 year old street is not being properly challenged and is evidence of confirmation bias. We should remember Some historical areas around the world actually ban cars completely. Many good ideas - but the implementation planning needs to be more rigorous and needs to go through the proper processes which exist to protect Nantucket for future generations and act as check and balance to force people to slow down and do things right. I really hope you take these comments seriously as I have not seen evidence of listening to this feedback in the consultation process to date.                                                                                                                                                                                                                                                                  | 3/21/2019 12:24 PM |
| 12 | The time has come (a while ago) to limit the number of cars allowed on Nantucket.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/21/2019 7:37 AM  |
| 13 | one car per household                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/20/2019 6:18 PM  |
| 14 | Stop cars parking on sidewalks. Remove obstructions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/20/2019 3:42 PM  |
| 15 | wish there was a way to decrease the number of cars and nasty drivers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/20/2019 12:59 PM |
| 16 | Charge high downtown parking fees and make the buses free.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/20/2019 11:55 AM |
| 17 | Please do not destroy Main Street by modernization! Consider banning trucks over a certain weight from traveling on the street , the traffic is destroying the street and its ambiance and safety.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/20/2019 8:07 AM  |
| 18 | we do not need our Main Street made over                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/20/2019 6:04 AM  |
| 19 | More fines and tickets should be levied on trucks and cars that drive to fast in the downtown historic districts and on the island generally. All                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/20/2019 4:34 AM  |
| 20 | We really need a bike path down Tom Nevers road. It is very dangerous without one.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/19/2019 11:10 PM |
| 21 | Let's fix the things that are broken -lamp post all over the island. LITTER EVERYWHERE! Broken fences! We need to maintain what areadyin exists!!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/19/2019 9:00 PM  |
| 22 | Finite resources mean we will have to make tough choices about transportation to and on the island. That in turn means we must be super clear about our priorities. Nantucket's future is dependent on our ability/willingness to preserve its cultural history and natural environment, and so all our development decisions should stem from those two strategic priorities. If, on the other hand, we were to prioritize tactical concerns like making it easier to park downtown and move about the island in our cars, we would risk turning Nantucket into a suburban strip mall. Thank you for inviting public input in this process.                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/19/2019 8:29 PM  |
| 23 | NA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/19/2019 7:17 PM  |
| 24 | Please consider banning mopeds. Dangerous for all                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/19/2019 6:23 PM  |
| 25 | What about healthcare on this island?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/19/2019 6:21 PM  |
| 26 | I've seen the result of having the rental scooters available by phone app. They're an eyesore; people just dump them wherever they want -- on sidewalks, in bushes, on streets -- all the while their onboard lights are flashing. They're dangerous; people jump sidewalks and risk running over pedestrians, people zoom out into street traffic, risking accidents. More bike paths are always welcome.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/19/2019 5:32 PM  |
| 27 | Biking and bus stops ( multiple) for Tom Nevers Rd. The connection to the downtown and ferries is very appealing. Rather than walk up to a mile out to a Milestone /Tom Nevers Rd, a bus stop half way down and perhaps at the Tom Nevers field would be fantastic. Parking spots would be needed. Also, a paved path for walking and biking from Milestone to Tom Nevers Field.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/19/2019 4:46 PM  |
| 28 | A focus should be on getting the visitors who come by the ferries efficiently and safely out of town via bike path or roadway or walkways. We all realize that 300-350 people and the people who are there to pick them up when a boat comes in is a lot of people to move every few hours. More clean bathrooms and visitor space is needed downtown. Consider reconfiguring the Town Public Parking lot on Washington St. There is a lot of wasted space with the rotted pressure treated wood, the poor setup of the parking spaces and little consideration to the landscaping. The broken streetlamps make me feel unsafe at night. Retarring and resetup of spaces could give probably 10 more parking spaces. We don not need a feasibility study for this!! Use your contacts within the trades and get it done before Daffy Day...VERY possible timeline. I feel our funds are best used at this point in time in maintenance of the existing infrastructure with improvements and enhancements when we there is a little money to spend. Just like what "regular" people do on their own homes. | 3/19/2019 4:15 PM  |

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 29 | I care most about connecting bike paths throughout the island including Tom Nevers. More bike accessibility will potentially decrease vehicles.                                                                                                                                                                                                                                                                                                                                                                                                  | 3/19/2019 4:02 PM  |
| 30 | ENFORCEMENT of parking restrictions is important. While we all enjoy the off-season ability to park a bit more freely, cars parked for days on end in public spots is unfair to businesses and shoppers alike.                                                                                                                                                                                                                                                                                                                                   | 3/19/2019 2:26 PM  |
| 31 | Big supporter of bike, pedestrian, and mass transportation. Action must be taken to reduce or eliminate vehicle and building growth.                                                                                                                                                                                                                                                                                                                                                                                                             | 3/19/2019 1:30 PM  |
| 32 | I believe Nantucketer's ( all of us that enjoy the island) would be willing to pay a higher sales and occupation/use tax to raise money for the issues of this survey. Thanks for sending this out.                                                                                                                                                                                                                                                                                                                                              | 3/19/2019 12:38 PM |
| 33 | bike path on tom nevers road critically needed; very dangerous to walk or bike                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/19/2019 12:30 PM |
| 34 | Bike paths to town Tom never a etc should be first step. Let's not turn Nantucket into a high tech island We are trying to escape all of that                                                                                                                                                                                                                                                                                                                                                                                                    | 3/19/2019 12:28 PM |
| 35 | We need a shuttle bus and walking path for Tom Nevers. Please!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/19/2019 12:24 PM |
| 36 | Build a garage as part of the transportation center behind the downtown stop and shop. It can pay for itself with a bond and parking fees.                                                                                                                                                                                                                                                                                                                                                                                                       | 3/19/2019 12:22 PM |
| 37 | need bike path and bus to Tom Never's park                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/19/2019 12:12 PM |
| 38 | Moped rentals need to be banned.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/19/2019 12:07 PM |
| 39 | None. See comments above. And good luck.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/19/2019 12:02 PM |
| 40 | Let's just do SOMETHING!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/19/2019 11:58 AM |
| 41 | We used the satellite parking for ferry use a lot. Perhaps there could be satellite parking for town and errand use.                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/19/2019 11:55 AM |
| 42 | Ban mopeds!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/16/2019 2:43 PM  |
| 43 | Making driving and parking easier will only encourage more traffic. Nantucket is small enough that shuttle buses would provide an attractive alternative to driving. Reducing traffic will also reduce damage to historic streets and the historic ambience of Old Town and Sconset. Protecting the unique historic atmosphere of Nantucket should be a major priority.                                                                                                                                                                          | 3/15/2019 6:03 PM  |
| 44 | As I've mentioned, there are too many vehicles on the Island and they're too large. We should encourage Public Transportation , biking and walking. The traffic is hideous. The Island is being over built, as well!                                                                                                                                                                                                                                                                                                                             | 3/15/2019 10:14 AM |
| 45 | 1. Reconsider one way street patterns downtown. 2. Shorten and Mark downtown spaces to encourage smaller cars.                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/14/2019 8:35 PM  |
| 46 | Charge off island workers for parking ect just like islanders have to pay on cape (off island)                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/14/2019 2:29 PM  |
| 47 | There is not adequate public discussion of these projects while they are in the planning stages. We have many commissions that have a stake and are not adequately briefed. There is not adequate oversight and protection of our historic resources.                                                                                                                                                                                                                                                                                            | 3/14/2019 1:11 PM  |
| 48 | I like the idea of limiting the number of cars to come over on the ferry in the high-peak months. There should be a capacity number!                                                                                                                                                                                                                                                                                                                                                                                                             | 3/13/2019 10:01 PM |
| 49 | we need more ferries so that locals can get off the island and we need to limit non-local cars - think Bermuda                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/13/2019 7:30 PM  |
| 50 | We need more trees/shade island-wide over all pavement/bike paths/sidewalks. Also a different mix of pavement to result in a lighter color roadway (more stones/sand in mix so roads are tan, not black- too hot!) Milestone needs to be no passing (so abused and dangerous!) and reduced speed limit outgoing to Nobadeer Farm. Make New Whale Street no parking only standing so there is a place for cars to line up for HyLine pickup and drop-off. More speed bumps in town to keep neighborhoods safe. Make High St one way towards Pine. | 3/13/2019 3:25 PM  |
| 51 | I think we need to expand biking opportunities and limit non resident cars on island. Stop the flow of cars and all of the other issues will be curtailed, i.e. potholes, traffic jams, parking issues, and probably DUI                                                                                                                                                                                                                                                                                                                         | 3/13/2019 3:09 PM  |
| 52 | I'm afraid to allow my kids to ride their bikes through the rotary and past Marine Home Center to get into town. (They do it anyway) That needs to be safer for year-round and summer residents.                                                                                                                                                                                                                                                                                                                                                 | 3/13/2019 1:16 PM  |

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| 53 | We need to limit cars during peak season. Every day streams of cars come off the ferries. We can't continue to allow anyone who wants one to bring a car onto the island. Improve public transport and bike opportunities and limit the cars on the island and we'll have much less traffic...                                                                                                                                                                                                                                                                                                                                                                                              | 3/13/2019 1:02 PM  |
| 54 | At ATM things are voted down yet DOT keeps at it. Is Mike Burns making himself a job?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/13/2019 12:24 PM |
| 55 | complete work but protect character and especially the historic elements of the streets and sidewalks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/13/2019 12:09 PM |
| 56 | Enforce Parking Regulation at all times                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/13/2019 12:00 PM |
| 57 | limit the number of cars per household                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/13/2019 10:56 AM |
| 58 | multi-use paths may need more signage to slow down bikers, at intersections & driveways, or provide bike lanes adjacent to roadways, so more proficient bikers move along with traffic, and leave the paths to children, slower tourists, and pedestrians. This will be safer once roundabouts are built at the major intersections.                                                                                                                                                                                                                                                                                                                                                        | 3/13/2019 10:50 AM |
| 59 | I believe more Police presence would alleviate some of the traffic issues, as well as better driver training. So many do not follow rules of the road. This includes commercial vehicles with excessive loads-which add wear to the roadways and also hazards when using cellphones instead of hands-free option. We should all be using hands-free phones. I realize this is stretching your instructions on this question, but safety would certainly assist in roadway matters.                                                                                                                                                                                                          | 3/13/2019 10:47 AM |
| 60 | File legislation to significantly increase the TNC fee. Force people out of TNC's. Also, add Tom Nevers Road multi use path!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/13/2019 10:45 AM |
| 61 | Get rid of the Uber drivers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/13/2019 8:47 AM  |
| 62 | Restrict number of cars. Increase cost of bringing a car for rental units. Maybe increase ferry costs or charge tax unless they own property                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/13/2019 8:43 AM  |
| 63 | Put limit on building permits. If you build it they will come!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/13/2019 7:32 AM  |
| 64 | Ski resorts have effective bus systems. So should ack                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/13/2019 12:05 AM |
| 65 | Limit the number of cars allowed on the island in the first place & that will solve many of these other problems!!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/12/2019 11:42 PM |
| 66 | Shuttle busses to sizeable parking lots north, east and west of town                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 9:58 PM  |
| 67 | better flow from Hi Line ferry and taxi access upon arrival and departure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/12/2019 8:00 PM  |
| 68 | more valet drop off locations during the day and evening. for example: one top of main, keep the one on washington, children's beach and jared coffin area (remove the one at public building). take care of the cars before they even get into downtown. leave the downtown area parking for homeowners and workers. the tourists that bring cars won't mind paying for valet and might even prefer the ease of valet. you can enforce the downtown area owner and worker parking spots by issuing permits to individuals that have proven their status and issue tickets to those cars that don't have the stickers. make it a ridiculous amount and word will get out not to park there. | 3/12/2019 6:54 PM  |
| 69 | The Steamship and Hyline should be a stop on the shuttle bus. When traveling with suitcases, it's tough to walk from the Transportation Hub.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/12/2019 6:32 PM  |
| 70 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/12/2019 5:53 PM  |
| 71 | Nantucket is a unique community and I am concerned that mainland solutions and roadway standards are being applied by people and institutions that care little for the unique character of Nantucket and its byways. Commercial development (and roads to support it) should conform to the historic district not the other way around,                                                                                                                                                                                                                                                                                                                                                     | 3/12/2019 5:43 PM  |
| 72 | Increase the number of bike/multi use paths on the island. People will use them if they are there! This will reduce car traffic, which we need to do.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/12/2019 5:27 PM  |
| 73 | Ban all vehicles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/12/2019 5:13 PM  |
| 74 | 3 biggest needs - bus to Cisco from downtown, bike path safety in areas, downtown parking                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/12/2019 5:05 PM  |
| 75 | Too much building on the island. The infrastructure can't support it. Why not address limiting new residential projects? The island can't possibly support the population as is and the building isn't helping.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/12/2019 4:48 PM  |
| 76 | We have spent way too much time not implementing paid parking downtown. Also, we need to build the roundabouts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/12/2019 4:47 PM  |

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| 77  | Getting bikes off of Orange street to the rotary is critical.                                                                                                                                                                                                                                                                                       | 3/12/2019 4:44 PM  |
| 78  | at some point the number of vehicles allowed on the island at any given time needs to capped at a reasonable level                                                                                                                                                                                                                                  | 3/12/2019 4:36 PM  |
| 79  | I feel that somehow the number of vehicles on the island has to be limited. Put a cap on the number of cars that go with every building permit                                                                                                                                                                                                      | 3/12/2019 3:32 PM  |
| 80  | Start with restrictions on vehicles for vacationers Let's keep NANTUCKET AS A DESTINATION INTO A DIFFERENT LIFE& TIME and not destroy the HISTORY OF what HISTORICAL stands for                                                                                                                                                                     | 3/12/2019 2:53 PM  |
| 81  | Eliminate Parking on Amelia Drive and keep it two way. Ask businesses to have their staff utilize the town lot on Fairgrounds and public transportation. The influx of cars from the Roberts dental office alone fills the lot adjacent to Nantucket Bank by 8am in season when they cannot utilize the meat market parking lot.                    | 3/12/2019 12:08 PM |
| 82  | Free up parking spaces downtown by requiring store, restaurant and real estate employees (cars parked for extended periods of time) to park in fringe areas with frequent bus service available. This would probably only be necessary during peak season. Fines would need to be quite high for ignoring this policy.                              | 3/12/2019 9:22 AM  |
| 83  | Bike and pedestrian safety should be a top priority! Every new bike path is a huge and welcome improvement. It is still very difficult and dangerous for bike riders to get from downtown to the Milestone rotary and bike paths.                                                                                                                   | 3/12/2019 9:17 AM  |
| 84  | Bikes are increasingly off bike paths and on roads due to safety issues from intersecting driveways. Speed riding should be prohibited in island.                                                                                                                                                                                                   | 3/12/2019 9:13 AM  |
| 85  | 1. Safety first! 2. Need parking ar 2 Fairgrounds and transportation to ferry.                                                                                                                                                                                                                                                                      | 3/12/2019 9:13 AM  |
| 86  | Bike paths where interaction with car traffic is dangerous                                                                                                                                                                                                                                                                                          | 3/12/2019 8:15 AM  |
| 87  | The only realistic solution to downtown parking is a parking garage.....private enterprise, given an opportunity, will build it for the town. I will be first one to do so.                                                                                                                                                                         | 3/12/2019 8:14 AM  |
| 88  | Build a Parking Garage....                                                                                                                                                                                                                                                                                                                          | 3/12/2019 8:02 AM  |
| 89  | I am handicapped and it is very difficult for me to get around downtown. It is also very difficult to find handicapped parking on the occasions when I do go downtown.                                                                                                                                                                              | 3/12/2019 7:15 AM  |
| 90  | a parking deck,and get it done. a parking deck would solve the traffic problem by stopping people from riding around and around looking for a spot to park.                                                                                                                                                                                         | 3/12/2019 6:35 AM  |
| 91  | Bike path all the way to town. Acquire whatever land needed to do so                                                                                                                                                                                                                                                                                | 3/11/2019 8:52 PM  |
| 92  | If new use of old mid-island fire station required mostly evening or light level of parking, make some off-street parking on that site available to Stop-and-Shop, with appropriate cost recovery.                                                                                                                                                  | 3/11/2019 8:41 PM  |
| 93  | None                                                                                                                                                                                                                                                                                                                                                | 3/11/2019 7:02 PM  |
| 94  | The bus could be a good solution- it just needs to run with more frequency and later into the evening. See vail and park city for great models.                                                                                                                                                                                                     | 3/11/2019 6:45 PM  |
| 95  | We should discourage additional vehicles in the downtown area.....that equals less traffic,less pollution and better looking downtown                                                                                                                                                                                                               | 3/11/2019 5:52 PM  |
| 96  | Bus service to Cisco beach must be accompanied by more public safety enforcement and plans to minimize impact on Cisco residents                                                                                                                                                                                                                    | 3/11/2019 5:47 PM  |
| 97  | Discourage/limit cars coming by ferry for house rentals.                                                                                                                                                                                                                                                                                            | 3/11/2019 5:24 PM  |
| 98  | Need "parking area" for bicyclists to leave bikes in a secure monitored area. Charge a fee as you do with the used. Build it and it will be utilized.                                                                                                                                                                                               | 3/11/2019 4:25 PM  |
| 99  | I dislike punitive ideas (fines for ownership of a certain number of cars) but support positive ideas (credits for self-limiting # of vehicles)                                                                                                                                                                                                     | 3/11/2019 4:02 PM  |
| 100 | A huge co2 emission issue is people leaving cars running while going into shops etc., or parking at beaches or just waiting. I suppose to keep ac on in summer and heat in winter. A big educational prom might help and a sign on every business door " did you turn off your ignition? ". Our fresh ack air won't last forever if this continues. | 3/11/2019 3:15 PM  |

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| 101 | PLEASE do not enhance public transportation. the charm of the island is why so many of us buy homes on island. consider how to make scooters, new electric mopeds, provision for golf carts and pick up and drop off bikes and scooters and vespa type cycles                                                                                                                                                                                                                                                                                                                                                                                            | 3/11/2019 1:54 PM  |
| 102 | The new signage everywhere is excessive and ugly. le ped crossing. Densely populated area excessive stop signs on bike paths etc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/11/2019 1:11 PM  |
| 103 | Parking at the Stop and Shop can be a nightmare. Not sure how to address this. Maybe they can implement a delivery service? But I think this something the town should think about even though it's officially not a town issue. Maybe bus service?                                                                                                                                                                                                                                                                                                                                                                                                      | 3/11/2019 12:05 PM |
| 104 | need to improve maintenance/safety of bike paths, as there are dangerous hazards, such as potholes, pavement cracks and hazardous intersections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/11/2019 11:56 AM |
| 105 | Some of my responses reflect lack of knowledge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/11/2019 11:50 AM |
| 106 | Discontinue "ride share" space at Airport; provide to visitors an online guide to transportation containing: advice to SUV/truck owners that many two-way streets are too narrow for wide vehicles and provide alternative routes; that if the road is too narrow for vehicles to pass, that the vehicle farthest from the tight area must stop and wait for the other to pass; give electric and mini cars a break on parking; charge more for cars over a certain length; have real estate and other booking agents provide this information to renters; have all the transport information available on the ferries, both on TV screens and in print. | 3/11/2019 11:47 AM |
| 107 | This is a good survey -- asks good questions, and make men feel heard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 10:27 AM |
| 108 | Give Cyclists and Pedestrians priority, and make all vehicles secondary in all rules and regs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/11/2019 10:17 AM |
| 109 | Equitable regulations will be challenging as there is a wide gap in income and financial means. Thank you for asking and hopefully this has become a consideration when looking to raise rates for vehicles.                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/11/2019 9:52 AM  |
| 110 | There is no effective way to limit cars by permit, medallion, etc., there would be too many loop holes and someone would be left out. No way to set it up to accomodate everyone. Encouraging less single use automobile rides by building better bike + pedestrian infrastructure, incentivizing park & rides/mass transit for our working folk, and educating our visitors will make a huge impact.                                                                                                                                                                                                                                                    | 3/11/2019 9:35 AM  |
| 111 | Vehicle restriction is the ONLY way to solve this--increasing parking and widening roads and charging more for long term parking in town will only encourage cars to keep coming--and those who have deep pockets will care nothing about having three or four cars in the driveway--see it all the time!                                                                                                                                                                                                                                                                                                                                                | 3/11/2019 7:55 AM  |
| 112 | Limit landscaper trailers. All trailers. Require construction vehicles to be parked on the site or in a central lot with shuttle provided by builder or owner. Limit size of cars permitted on ferries.                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/11/2019 5:22 AM  |
| 113 | Whenever possible improve pedestrian safety that encourages walking. This may involve addressing the continued use of brick sidewalks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/11/2019 4:57 AM  |
| 114 | ferry parking improvements taxi vouchers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/10/2019 10:32 PM |
| 115 | Install hash marks delineating where yellow line ends or begins to help drivers park more efficiently. Educate public to not park mopeds in car spaces and use bike racks and bollards where appropriate.                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/10/2019 10:19 PM |
| 116 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/10/2019 10:14 PM |
| 117 | If you build more infrastructure that favors motor vehicles, you are facilitating driving. Parking is just a very inefficient occupancy of expensive space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/10/2019 10:08 PM |
| 118 | Park/ride options to all peripheral bus routes or extending bus routes would increase use of buses and minimize need for parking downtown, minimize congestion, minimize pollution, increase safety                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/10/2019 10:08 PM |
| 119 | Keep it egalitarian. The .01% are privileged enough already (staff can drop them off). Don't make everyone pay to play: the field is already too uneven. Oh, and maybe ban extra-wide gas guzzlers. And put a stop to driving on the beach, except for the disabled!!!                                                                                                                                                                                                                                                                                                                                                                                   | 3/10/2019 9:46 PM  |
| 120 | Close main street to cars more often. Relook at all roads for one way conversions. Make bike only (no thru road) during certain times od day (union street as example)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/10/2019 9:14 PM  |
| 121 | We do not have a parking problem as much as we have a walking problem. Fins first parking space and walk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/10/2019 9:09 PM  |

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| 122 | Frankly, I don't agree that there's a problem. All the spending and rules may sound enlightened, but it's congestion itself that controls behavior. Give us easier access to parking in town, and we'll drive into town more often. Reduce the number of personal cars we can have, and we'll take more round trips in the family car. The single best answer is more near-town park and ride lots and expanded bus service.                                                                                                                                                                                 | 3/10/2019 7:46 PM  |
| 123 | Good survey                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 3/10/2019 7:45 PM  |
| 124 | More handicap parking in downtown area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/10/2019 7:23 PM  |
| 125 | Stop talking about gondolas, traffic lights, underground crossings, trains. Stupid and not happening-wasting time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/10/2019 6:32 PM  |
| 126 | More bicycle parking Transportation authority with ability to weigh in on ferry, airline, local and off-cape bus service.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 3/10/2019 2:55 PM  |
| 127 | Thank you for facilitating this process                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/10/2019 11:47 AM |
| 128 | you have limited funds - many small changes would be better than a couple huge changes. We are only congested for 8 weeks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 3/9/2019 12:09 PM  |
| 129 | Appreciate your efforts but there is a finite amount of projects tax payers can afford. Seems every year more parking spots are lost...whether due to yellow lines being painted, taxis, buses, etc.                                                                                                                                                                                                                                                                                                                                                                                                         | 3/8/2019 6:28 PM   |
| 130 | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/8/2019 9:04 AM   |
| 131 | Maybe once the intermodal center is finalized and done move all the tour companies to thier and possibly have the NRTA garage there so they don't have to drive all the way to thier current garage late at night (completely optional for the NRTA)                                                                                                                                                                                                                                                                                                                                                         | 3/8/2019 5:40 AM   |
| 132 | Need for no or low cost overnight parking options with transportation access to ferries.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/6/2019 3:50 PM   |
| 133 | More long term parking in downtown area                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/6/2019 1:19 PM   |
| 134 | I'd like to see improvements to prevent mopeds from blocking traffic on Milestone, Madaket, Old South and Polpis Roads.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/6/2019 12:02 PM  |
| 135 | Good luck and safe travels. Just remember as you analyze, everyone is an expert, because they have a vehicle and think they know everything.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/6/2019 10:09 AM  |
| 136 | THESE QUESTIONS ASSUME THE POLL TAKER UNDERSTANDS WHAT "TRAFFIC CALMING MEASURES" MEANS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 3/6/2019 9:32 AM   |
| 137 | Paid parking aka parking management is a must - so many missed opportunities to generate funding for so many projects related to transportation and the moving of people efficiently and safely from public transit to biking and walking                                                                                                                                                                                                                                                                                                                                                                    | 3/6/2019 9:22 AM   |
| 138 | Stop using salt on the roads!! You're gonna destroy the aquifer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3/6/2019 1:14 AM   |
| 139 | Please work with steamship to provide yearround fast ferry service!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/5/2019 10:50 PM  |
| 140 | Paid parking in town                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3/5/2019 10:16 PM  |
| 141 | Golf carts to limit vehicles like they do in Boca Grande, FL                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/5/2019 9:38 PM   |
| 142 | Park and ride lot near milestone                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/5/2019 8:41 PM   |
| 143 | There should be a hefty fee paid to the town for cars coming to the island that are not registered here during peak season. Increase bus service, and encourage bikes/walkability during the busy months. There should also be construction taxes for large commercial vehicles and trailers using the roads. These vehicles do a lot of damage to the infrastructure here, and local business owners should be able to pass the costs to their clients via trucking/billing fees. The amount of 'driving around' I was required to do as a commercial landscaper going from job to job was/is mind blowing. | 3/5/2019 8:31 PM   |
| 144 | Creating roads or parking spaces that can accommodate more vehicles will primarily serve to exacerbate the problems of vehicle congestion. Building on a reliable, clean, and convenient public transport system, augmented by improved bike and walking paths is the long term solution. Also - all road ways or infrastructure projects should involve buying existing and new utility lines.                                                                                                                                                                                                              | 3/5/2019 8:15 PM   |
| 145 | Public transportation should Not be an additional cost to Nantucket!!! Charge what is necessary to use services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/5/2019 6:35 PM   |

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| 146 | We need to figure out a way to enforce bicycle laws, I come dangerously close to hitting bicyclists on almost a daily basis during work season. Bicyclists seem to do whatever they want whenever they want with no repercussions.                                                                                                                                                                                                                                                                                                                                              | 3/5/2019 5:12 PM  |
| 147 | There has to be a better way to pick up people at the Hyline Ferry! It is a messy welcome to Nantucket, awful for people with disabilities, and adds to the traffic congestion in the downtown core.                                                                                                                                                                                                                                                                                                                                                                            | 3/5/2019 4:44 PM  |
| 148 | 1. Reasonably priced Taxi/Uber service encourages short term visitors to not bring cars. 2. Reducing or speeding up congestion at rotaries on the edge of town only create MORE congestion IN town. Better that cars are backed up at Milestone Rotary than get backed up on Washington or Union Street                                                                                                                                                                                                                                                                         | 3/5/2019 3:48 PM  |
| 149 | the bikes on union street to the rotary is a death trap, someone is going to die, also the scooters on milestone road are also dangerous, to the riders and the drivers, there should be a cops stationed there to give out tickets to the knuckle heads who think they are in a car and drive in the middle of the road and back up traffic. or they should be allowed on the bike paths, some cyclist go just as fast                                                                                                                                                         | 3/5/2019 2:40 PM  |
| 150 | Parking can be increased by changing from PARALLEL to ANGLE parking: Consider the space by the ticket office at the SSA; the post office [on India Street]; and/or Upper Broad Street [bt the JC]                                                                                                                                                                                                                                                                                                                                                                               | 3/5/2019 2:01 PM  |
| 151 | we already have paid parking in town with the first hour free. we should not mess with it, except to expand the one hour areas out fair, orange, main north water center streets further to discourage workers from parking there.                                                                                                                                                                                                                                                                                                                                              | 3/5/2019 1:59 PM  |
| 152 | More bikepaths soon - especially on Somerset Lane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 3/5/2019 1:54 PM  |
| 153 | taking the bus is affordable and lots easier than walking 5 miles from tom nevers...rainy weather is a downer (waiting for the bus...) over all i thank you for providing all the options and maps and approx times...and i thank all the cab drivers for filling in when you absolutely have to get somewhere in a hurry.                                                                                                                                                                                                                                                      | 3/5/2019 1:25 PM  |
| 154 | I voted limited support for many "improvements" because while I support the goal, the efforts have been misguided or counter-productive. Having worked in town for 35 years I can attest that there are always parking places available, but there is an absurd amount of traffic cruising constantly although not looking to park. traffic is much much worse approaching town than it is in town. There are too many unnecessary cars here: other islands have successfully limited cars, so obviously we can too if special interests do not continue to harpoon the effort. | 3/5/2019 1:10 PM  |
| 155 | Most Respectfully, recognize that: 1) Nantucket is critically-dependent on Tourist retail sales and especially on Summer Resident good-will and voluntary financial support and increasing annual Town Real Estate Tax income, which are absolutely-dependent on Nantucket's prior, quiet, historic condition; 2) Both Tourist and Summer-Resident on-Island participation is entirely discretionary and very mobile; and 3) Nantucket is and shall remain a small, frequently flooding, and steadily and permanently eroding island.                                           | 3/5/2019 1:07 PM  |
| 156 | The in-town bike path is critical to supporting alternative means of transportation. New rotaries are needed as well.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 3/5/2019 12:58 PM |
| 157 | More bike lanes where there are not bike paths.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3/5/2019 12:49 PM |
| 158 | Stop and shop parking lot needs to be monitored. Too many residents use it for overnight parking and way too many commercials trucks park overnight.                                                                                                                                                                                                                                                                                                                                                                                                                            | 3/5/2019 12:31 PM |
| 159 | BETTER SIGNAGE - MORE DISTINCT. CROSSWALK ISSUES - SOMEONE IS GOING TO BE INJURED WITHOUT BETTER ALERTS/SIGNS AND REAL ENFORCEMENT.                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3/5/2019 12:30 PM |
| 160 | Speaking of ferries, we need more boats. Commuters clog the Hyline and summer residents clog the slow boat all summer. Maybe a priority placed on trips that originate on Nantucket.                                                                                                                                                                                                                                                                                                                                                                                            | 3/5/2019 12:25 PM |
| 161 | We live on an island, if we create all these rotaries to keep traffic moving, it will just create more congestion at the next area of traffic back ups. The current intersections control the flow of traffic.                                                                                                                                                                                                                                                                                                                                                                  | 3/5/2019 12:24 PM |
| 162 | You should've kept the building cap. Character is gone. Drastic changes to accommodate poor past planning decisions , creates more problems and cars and people. Leave it alone                                                                                                                                                                                                                                                                                                                                                                                                 | 3/5/2019 11:10 AM |

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|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 163 | The train to Boston is coming soon to New Bedford. I realize that Nantucket tries to protect their "image" by not promoting the New Bedford ferry/plane service, however, having experienced travel between Nantucket and New Bedford, I am very impressed with how much easier it is, as opposed to dealing with Cape traffic issues, as the Cape is also a seasonal tourist destination. Promotion of use of public transportation over bringing more cars to Nantucket also needs to be increased. A world class resort vacation should not be spent sitting in traffic, and in my opinion it is horribly shameful that the road congestion is what it is. | 3/5/2019 11:01 AM |
| 164 | There have to be more options for getting to and from the ferries. It is a nightmare. That needs to be a TOP priority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 3/5/2019 10:38 AM |
| 165 | Need better access and flow for vehicles picking up and dropping off ferry passengers at the wharf area. Also suggest creatng a "cell phone waiting area" where drivers can wait until called.                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 3/5/2019 10:04 AM |
| 166 | solve the congestion problem when the ferries arrive                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3/5/2019 9:48 AM  |
| 167 | Let's face it: Nantucket has been overdeveloped and has become a four-weeks-a-year playground for the super-rich. We have to fight to maintain the island's remaining historic character and quality of life. The best way to do that is to make public transit more widely available and easier to use and to discourage people from driving downtown. A parking garage would be a huge mistake — people will still want to park on Main, Federal, Centre, Union, Orange or Fair, and a parking garage would only be a last resort. It also would make Nantucket more like everywhere else.                                                                  | 3/5/2019 9:24 AM  |
| 168 | Great improvements made recently to sidewalks downtown. Please continue. Please remove utility poles from the sidewalks.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 3/5/2019 8:59 AM  |
| 169 | Thanks!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3/4/2019 9:45 PM  |
| 170 | Let's try to prioritize maintaining the historical aesthetic downtown - no parking kiosks or paid parking. It will change the character of the island and sadly it has changed so much already. We're losing the Nantucket we know and love. If there is simply no other option than to start charging, then I think a permit (like the beach permit) is the way to go. At the same time, I do support the rotaries as they're more efficient and safer and we need to do something about the congestion.                                                                                                                                                     | 3/4/2019 8:00 PM  |