



Roadways Transit Bike / Ped Parking Airport Ferries

Nantucket Long Range Transportation Plan 2020 – 2040

www.surveymonkey.com/r/LRTP2020

Long Range Transportation Plan Update: Development Process

November 2018 to February 2019	<ul style="list-style-type: none"> - Update Community Profile - Solicit input on vision, goals, and objectives with public and transportation stakeholders - Supplement input with existing parking, open space and Master Plan survey results
February 21, 2019 to April 25, 2019	Develop initial draft plan with updated project descriptions and draft recommendations based on objective criteria. Conduct a Public Survey.
April 25, 2019 to May 20, 2019	Coordinate review of draft LRTP with Stakeholders: land use, environmental, historic preservation, and tribal agencies, as well as FHWA, FTA, MassDOT
May 20, 2019 to June 17, 2019	Conduct public review of draft
June 17, 2019	NP&EDC approval of final LRTP

Long Range Transportation Plan Update: Development Process

Stakeholders to be consulted throughout process:

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

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Federal FAST ACT

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

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

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

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Vision and Goals

(See Attached)

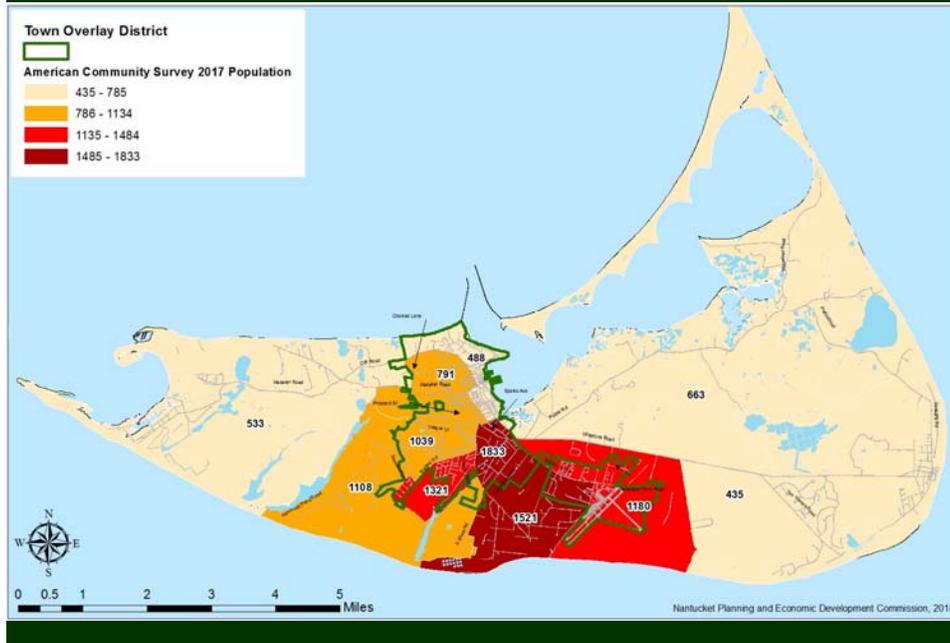
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Community Profile

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Community Demographics



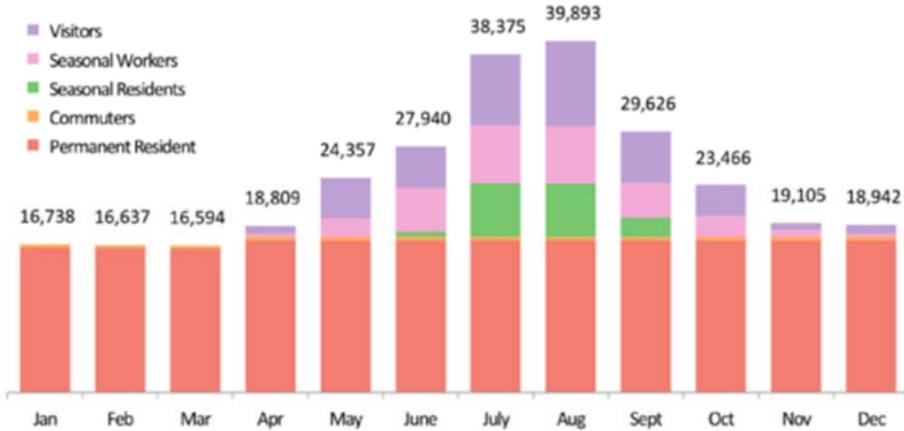
Community Demographics Effective Population

US Census and Nantucket Data Platform Permanent Population Estimates

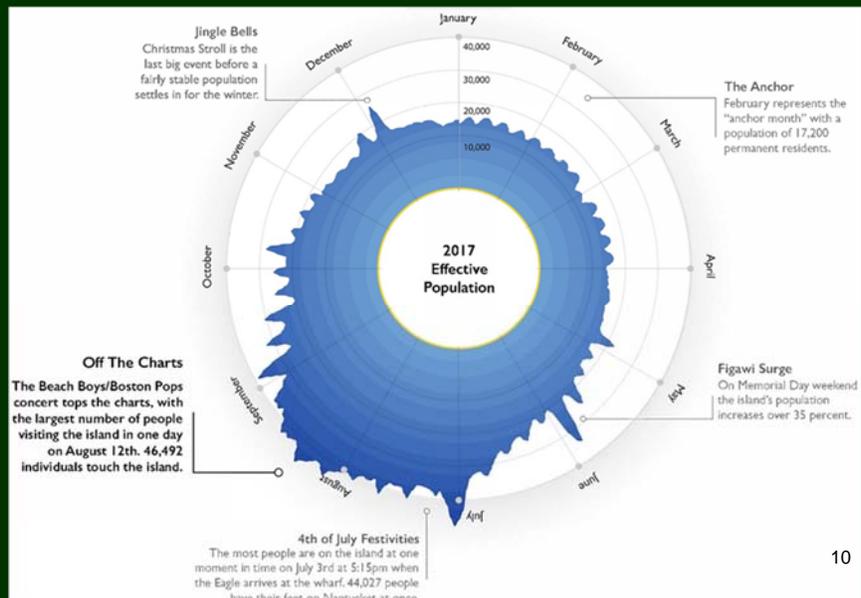


Community Demographics Effective Population

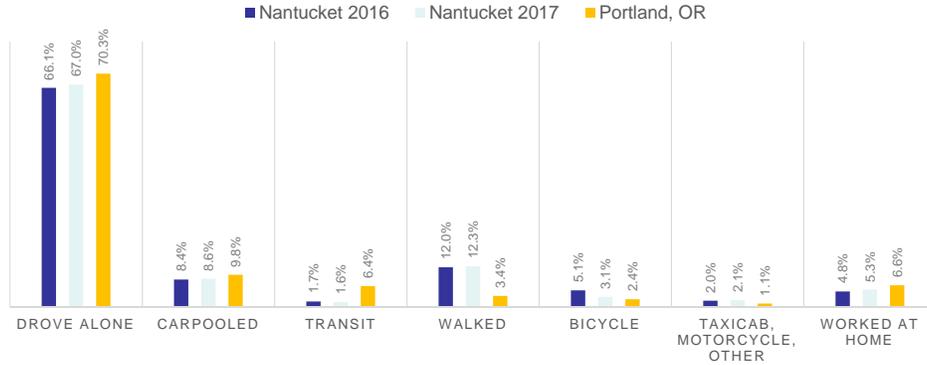
Average Daily Peak Weekday Population by Month for 2017
Nantucket Data Platform – *Making It Count*



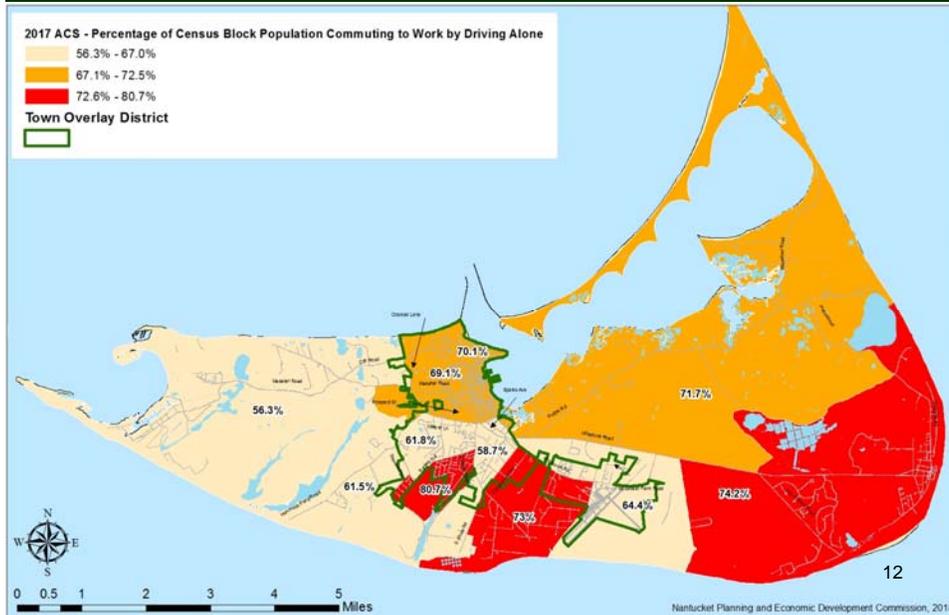
Community Demographics Effective Population

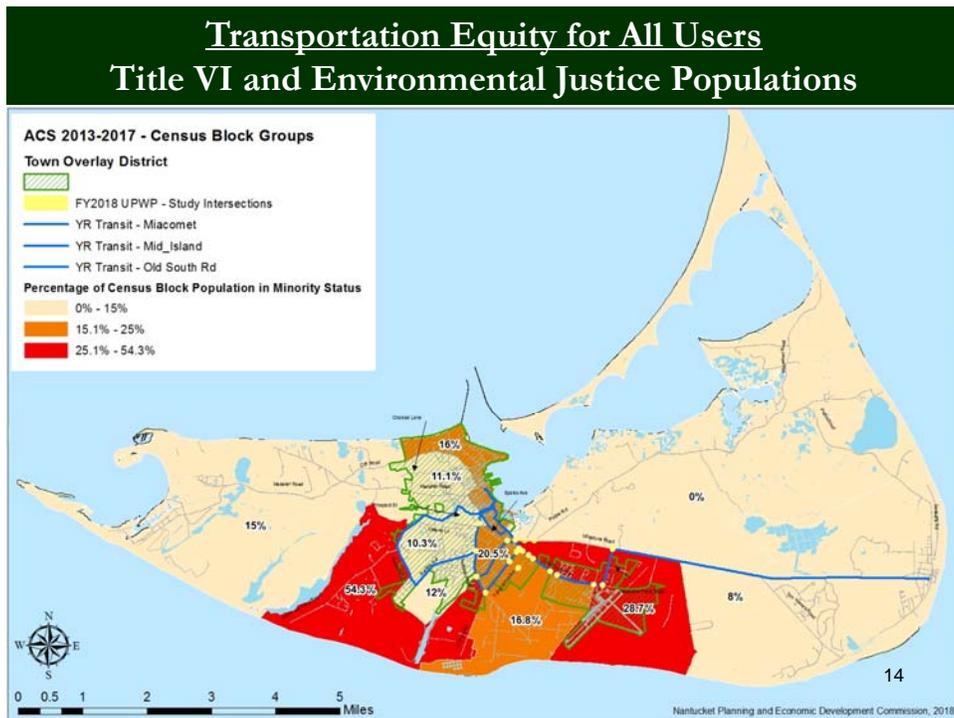
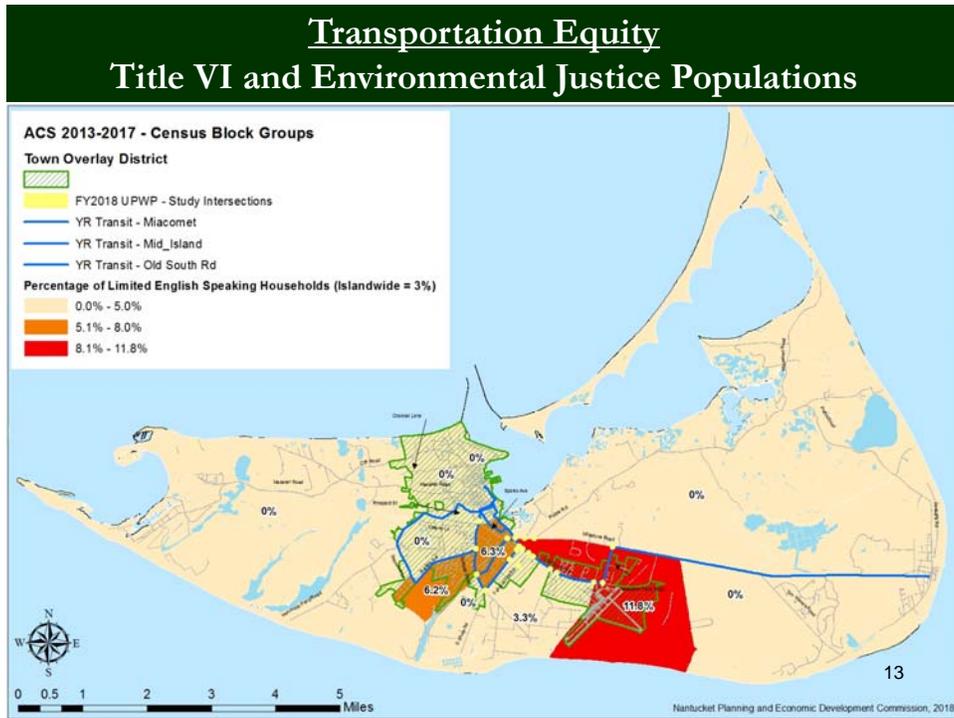


Commuter Mode Split

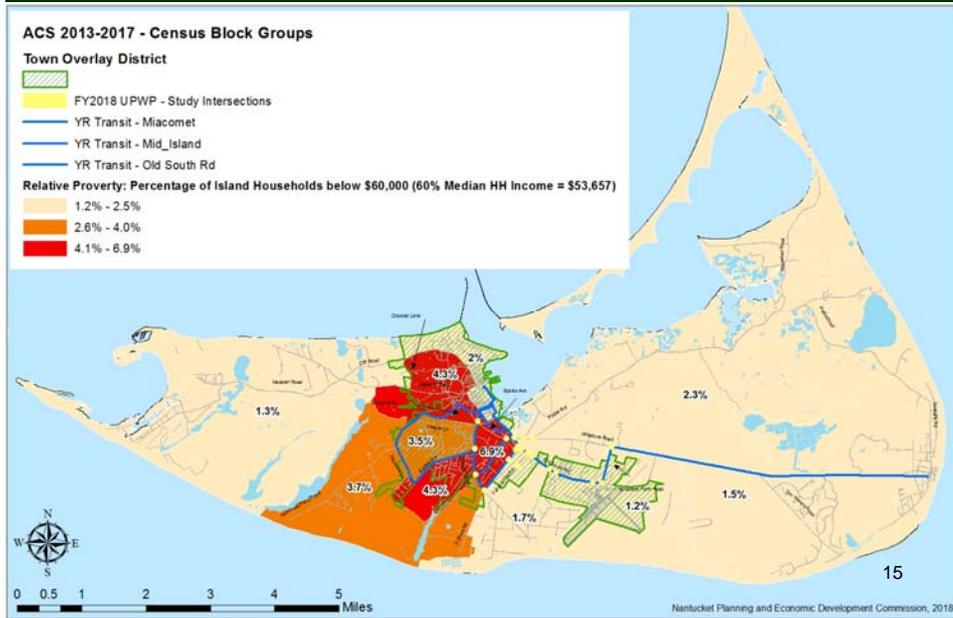


Commuter Mode Split

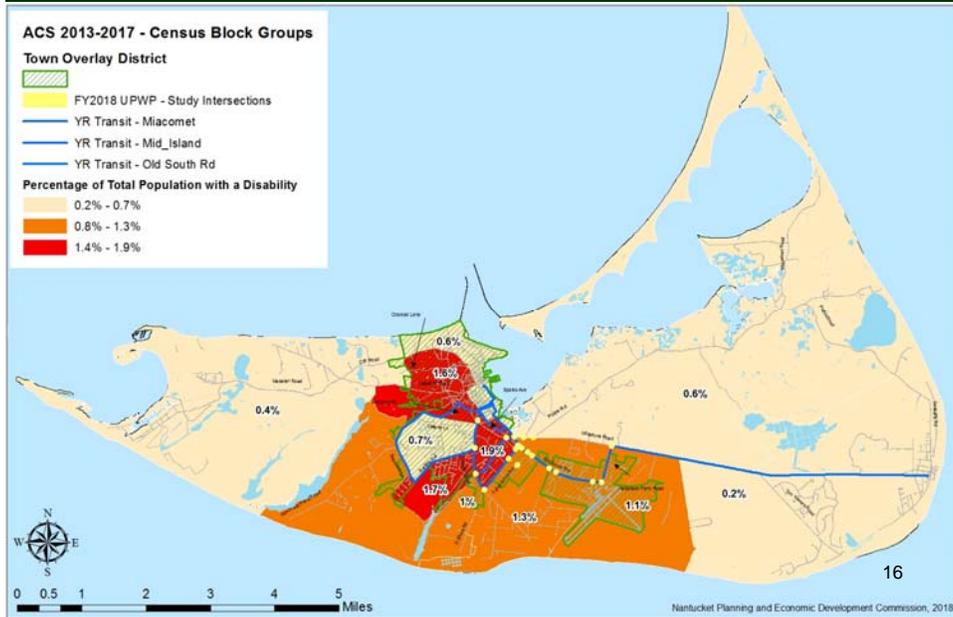




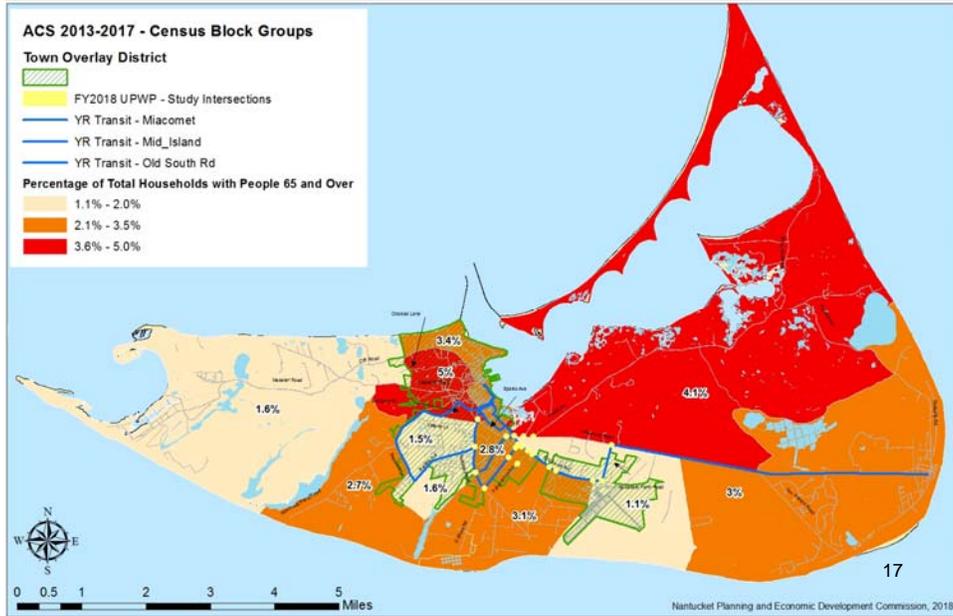
Transportation Equity for All Users Title VI and Environmental Justice Populations



Transportation Equity for All Users Title VI and Environmental Justice Populations

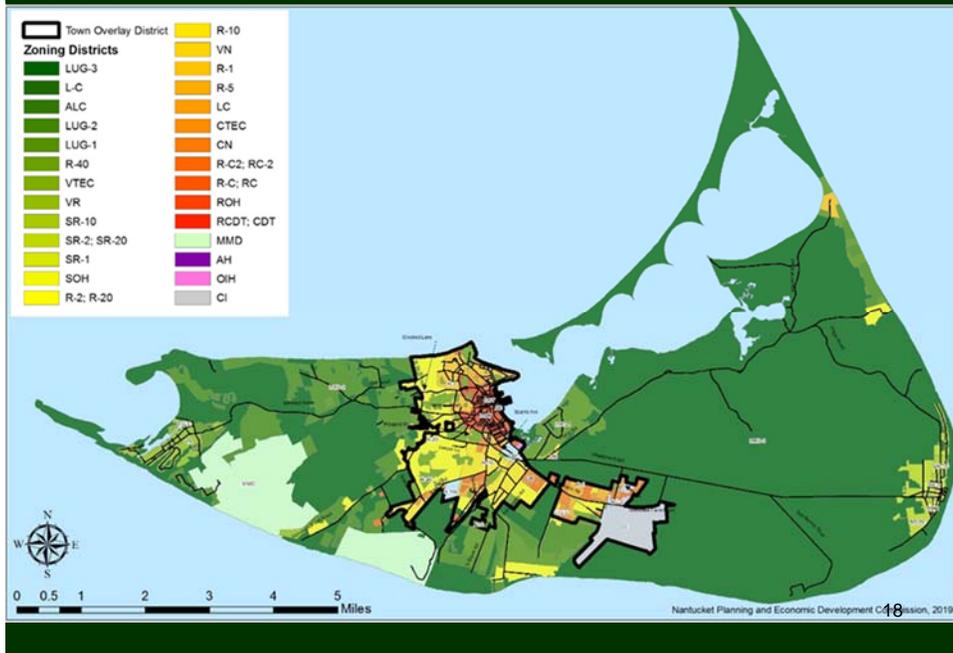


Transportation Equity for All Users Title VI and Environmental Justice Populations

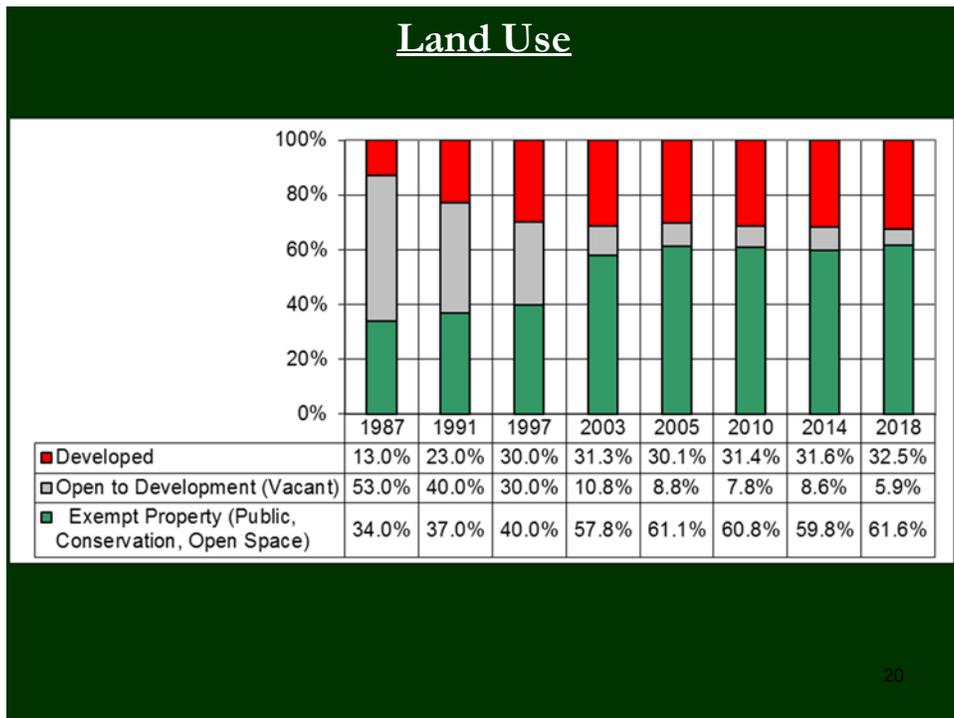
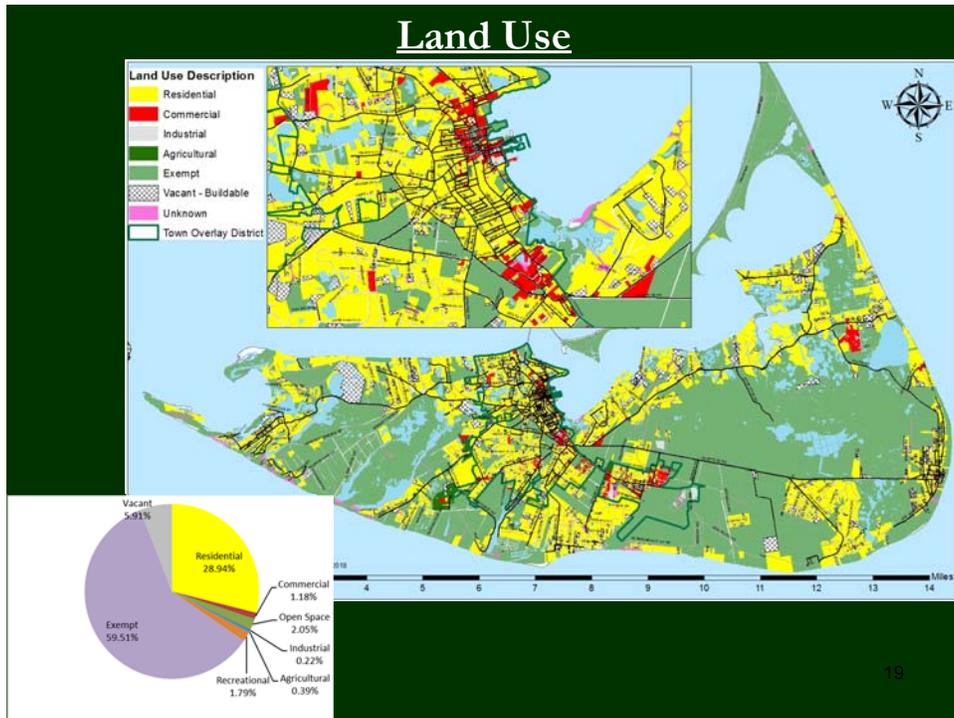


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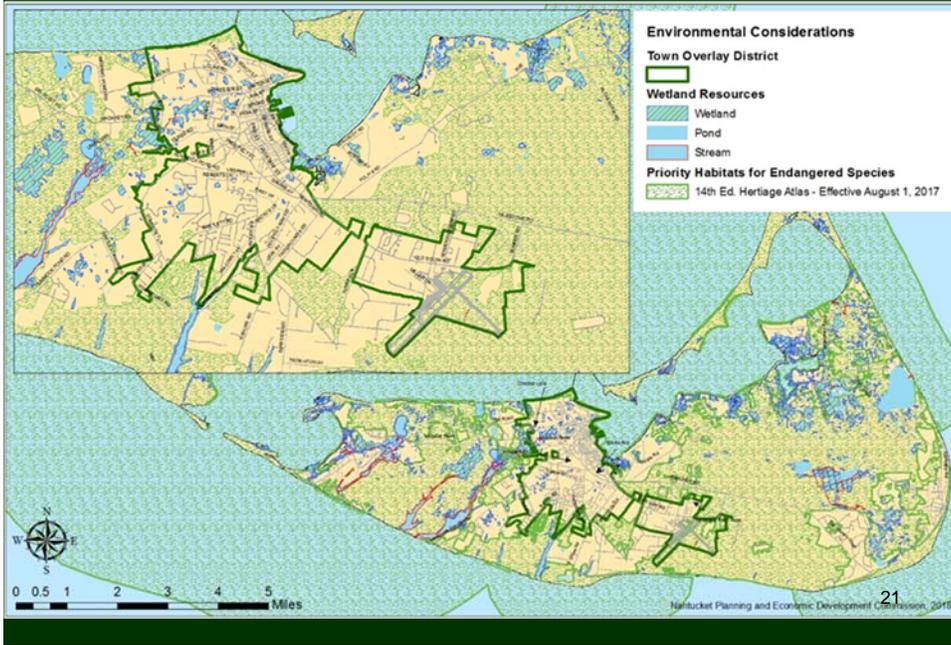
Zoning



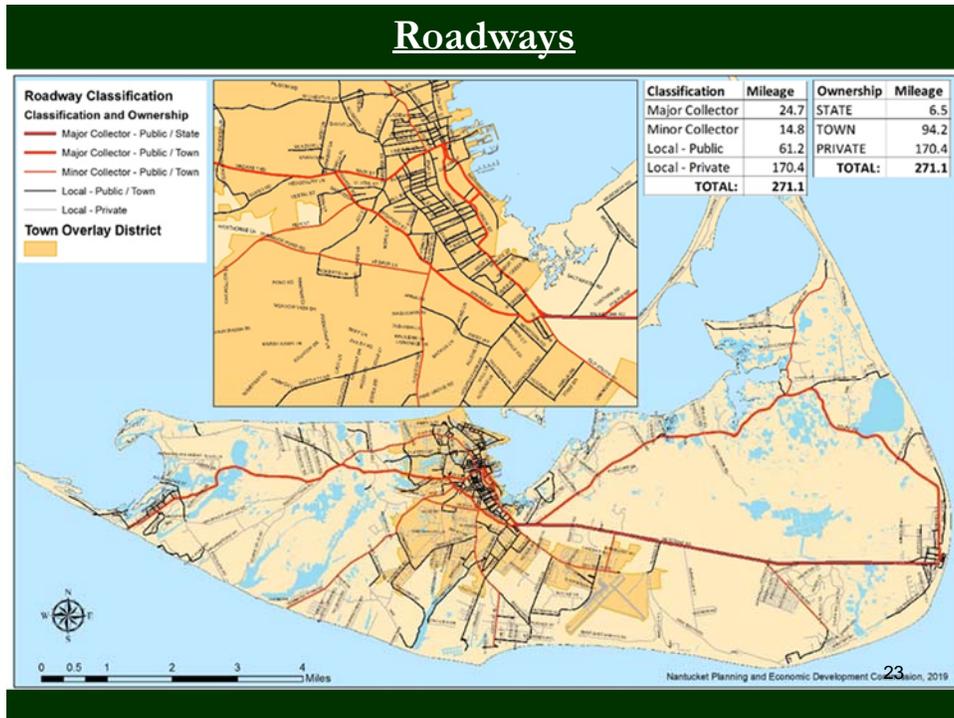
18



Environmental Considerations



Roadways



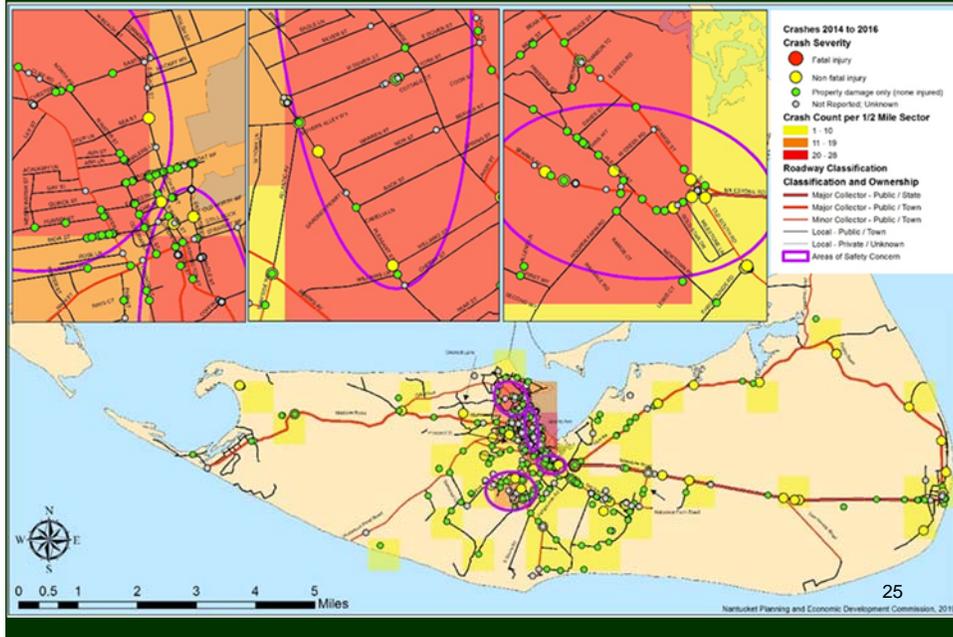
Roadways

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

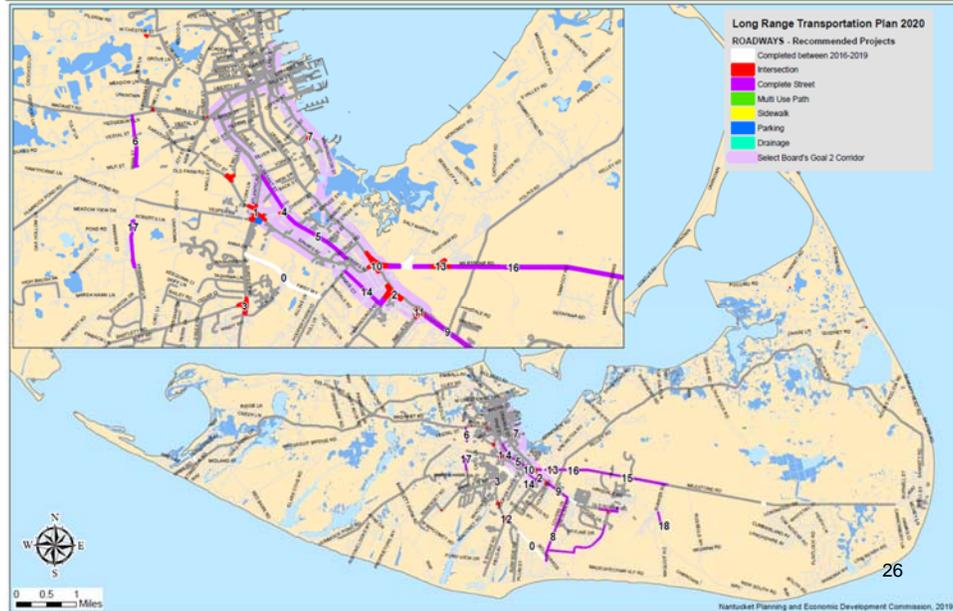
	2015	2016	2017	2018
Milestone Road	16,602	15,396	17,200	16,850
Old South Road		15,427	15,656	15,776
Orange Street		12,772	13,896	14,697
Surfside Road				10,547
Sparks Avenue	9,649	9,908	9,868	9,064
Fairgrounds Road		8,966	9,096	8,904
Bartlett Road				8,714
Polpis Road		6,096	5,956	6,080
Nobadeer Farm Road		5,706	6,048	5,993
Union Street	3,330	3,330	3,050	2,935
Sankaty Road		1,605	1,734	1,637

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Roadways - Crashes



ROADWAYS - Recommended Capital Improvements (on-going and needs updating)





Public Transportation

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Public Transportation



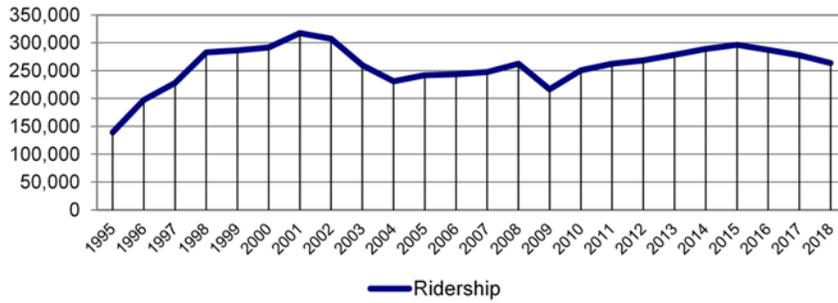
the WAVE
Nantucket Regional Transit Authority

LEGEND
Nantucket Island Loop
Nantucket Sound Loop
Nantucket Harbor Loop
Nantucket Ferry Routes
Nantucket Shuttle Routes
Nantucket Bike Routes
Nantucket Pedestrian Routes
Nantucket Transit Station
Nantucket Transit Stop
Nantucket Transit Shelter
Nantucket Transit Signage
Nantucket Transit Map

Atlas28
Ocean

Public Transportation

Table 1. NRTA Fixed Route Passengers



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Public Transportation

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



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Public Transportation – Bus Stop Accessibility Improvements



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

Map of Alightings Along Sconset via Old South Road Route Inbound

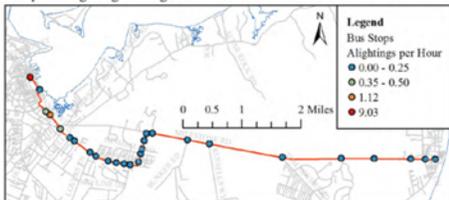


Figure 4.1.24: Inbound Sconset via Old South Road Hourly Alightings Map

Map of Alightings Along Sconset via Old South Road Route Outbound

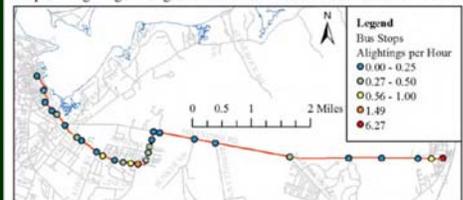


Figure 4.1.22: Outbound Sconset via Old South Road Hourly Alightings Map

Map of Boardings Along Sconset via Old South Road Route Inbound

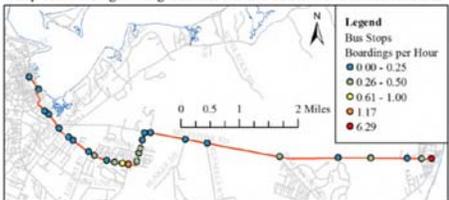


Figure 4.1.23: Inbound Sconset via Old South Road Hourly Boardings Map

Map of Boardings Along Sconset via Old South Road Route Outbound

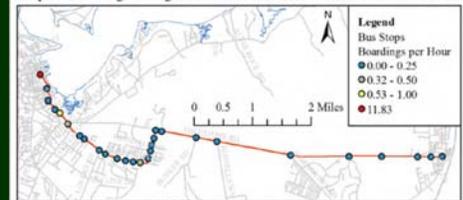


Figure 4.1.25: Outbound Sconset via Old South Road Hourly Boardings Map

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

5.5.2.5. Service to Cisco Beach

Cisco Beach Route

Other NRTA Routes Bus Stop
Cisco Beach Route

0 0.225 0.45 0.9 Miles

URS

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

5.5.2.8. Tom Nevers via Milestone Road

Tom Nevers via Milestone Road Route

Other NRTA Routes Bus Stop
Tom Nevers via Milestone Road Route

0 0.35 0.7 1.4 Miles

URS

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

Public Transportation – Downtown Transit Hub (needs updating) Harbor Place: NRTA Operation Alternatives

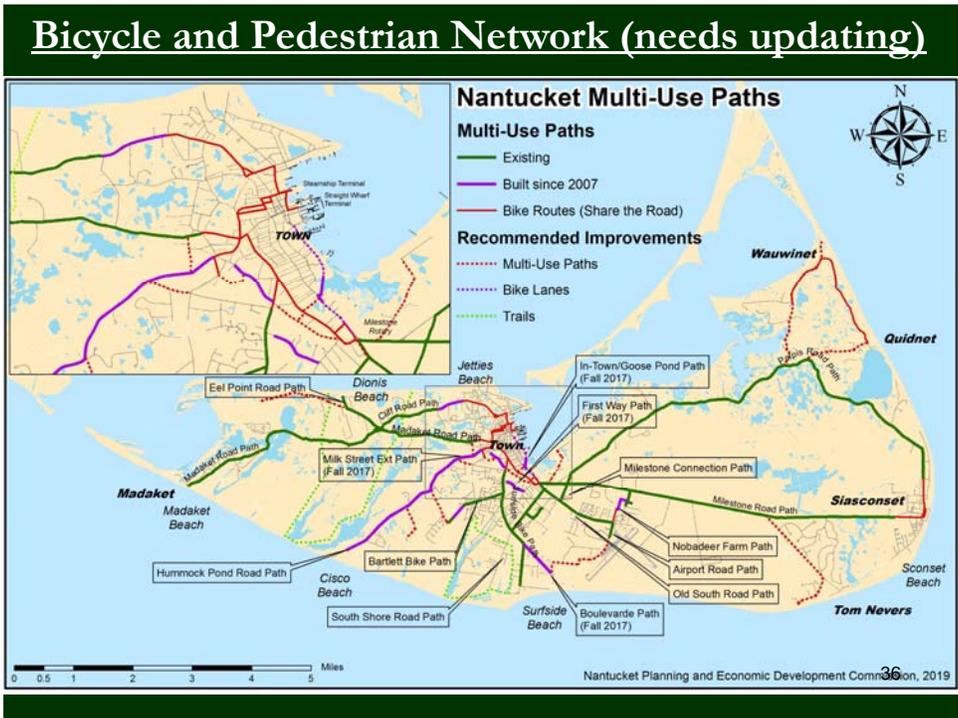
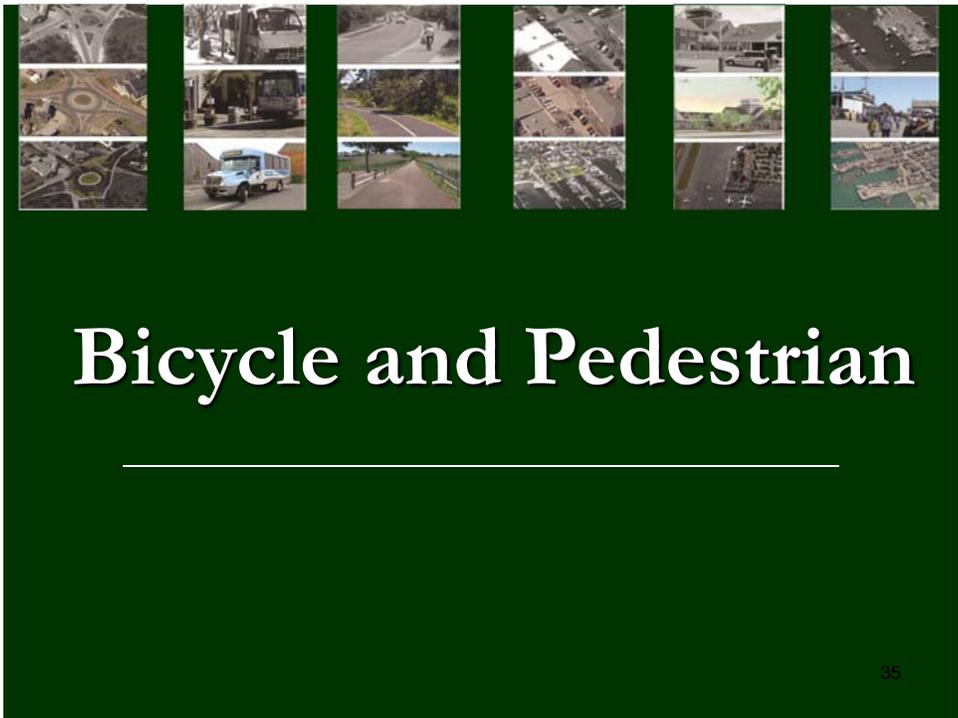
Reconfigure Intersection

Commercial St.

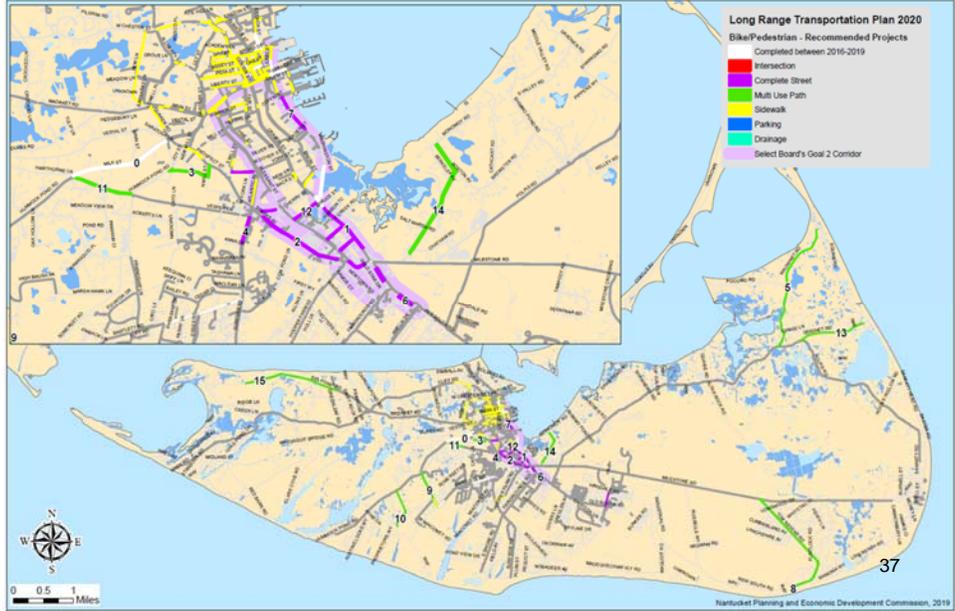
New Wharf St.

Callouts:

- Hyline Ferry Lobby
- Washington St. Bus Spaces (102' L x 22' W)
- NRTA Washington St. Bus Lobby (20' x 24')
- NRTA Greenhound Bldg & Terminal
- NRTA Admin Offices (2400' SF) + 3400' SF for other uses



BIKE/PED - Recommended Capital Improvements (on-going and needs updating)



Parking

Parking Facilities Parking Benefit District

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

Downtown Parking Options

Short-term Parking Restrictions Enforcement Times

- 15 Minute
- 30 Minute
- 60 Minute
- 1 Hour
- 2 Hour
- Disabled Parking
- Restricted
- Other Long Term Options
- Park and Ride Lots
- Long Term Parking

PDMP Work Group Recommendation

2018 Annual Town Meeting Warrant Article

Parking Benefit District:

Legend

- Parking Benefit District
- Parcel Lines

1 inch = 400 feet

**Strategic Goal 1:
Achieve 85% Occupancy of Public Spaces**

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Parking Facilities Parking Benefit District – Other Opportunities/Revenue

Garage - Option A

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

Harbor Place - Parking Revenue Estimate

Total Spaces 270

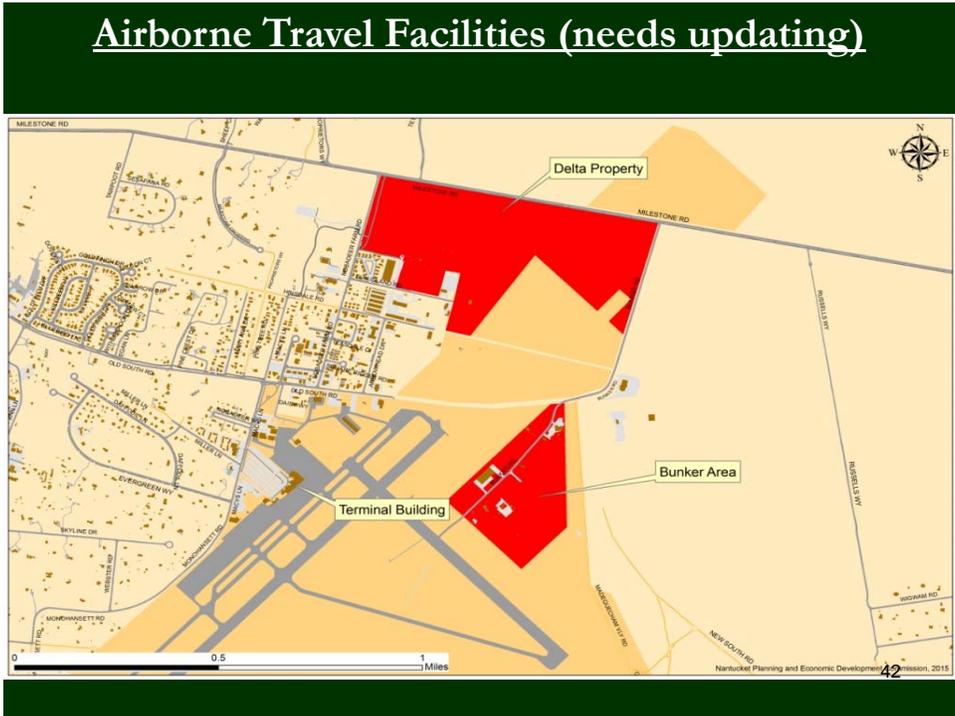
	Peak Days 100	Off Peak Days 265	
Day 8AM - 4PM	Spaces: 85% 229.5 Rate: \$25 Total: \$5,738	Spaces: 85% 229.5 Rate: \$10 Total: \$2,295	\$573,750 / \$608,175
Evening 4PM - 12AM	Spaces: 85% 229.5 Rate: \$25 Total: \$5,738	Spaces: 85% 229.5 Rate: \$10 Total: \$2,295	\$573,750 / \$608,175
Overnight 12AM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

Total Annual Revenue \$3,059,100

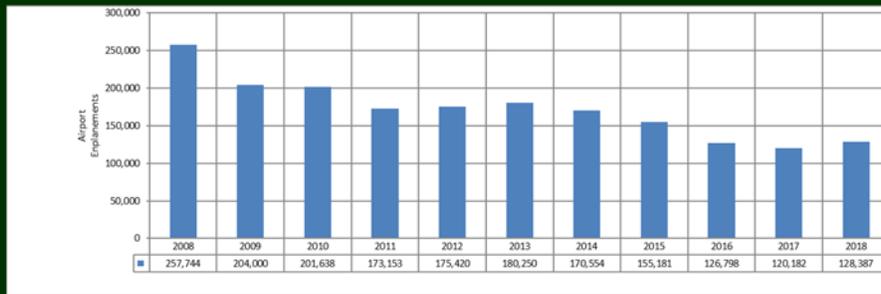
	Cost	Grants	Debt	Interest	Years	Annual Debt
O&M	-\$600,000					
Annual Debt	-\$446,499	\$ 10,000,000	\$10,000,000	2.0%	30	-\$446,499
Total Annual Debt	-\$1,046,499					

Net Annual Parking Revenue \$2,012,601

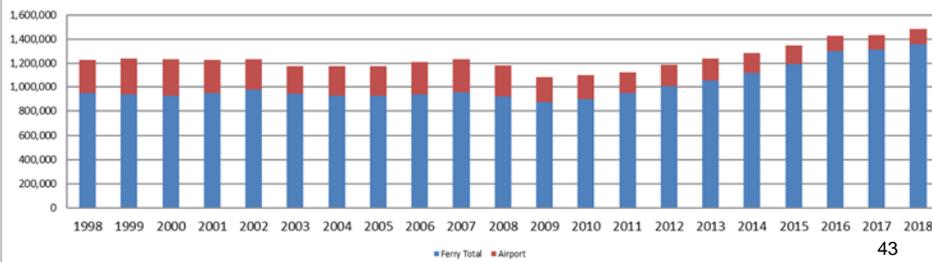
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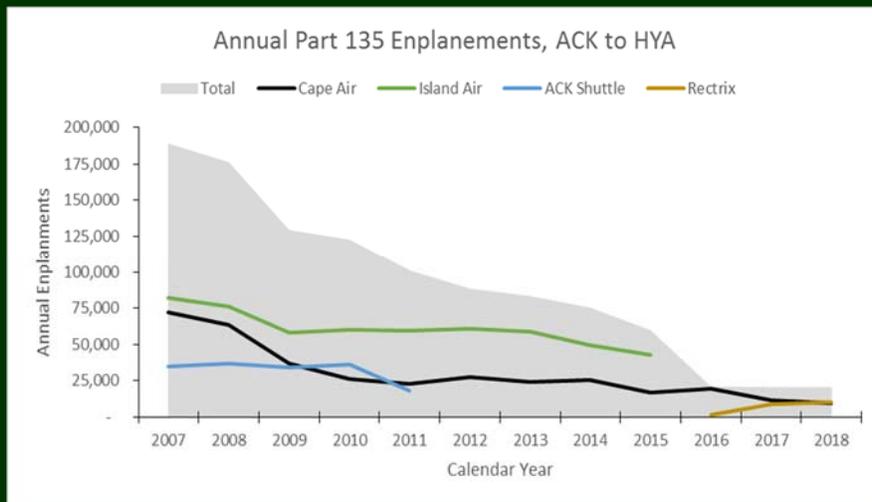
Airborne Travel Facilities (needs updating)



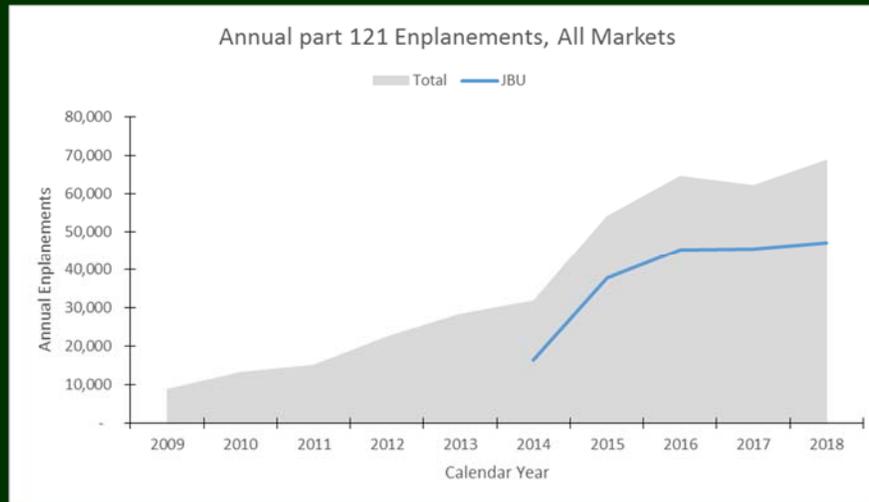
Total Ferry Passengers + Airport Enplanements



Airborne Travel Facilities (needs updating) Decline in the Nantucket / Hyannis Air Taxi Market



Airborne Travel Facilities (needs updating) Increase in Seasonal Large Air Carriers



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Airborne Travel Facilities (needs updating) Airport 5-Year Capital Improvement Plan

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

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Ferries

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Waterborne Travel Facilities (needs updating)



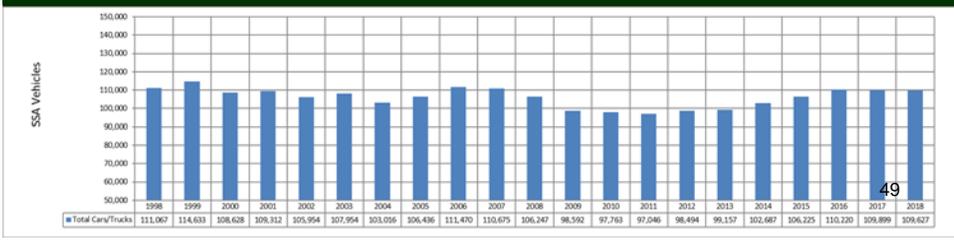
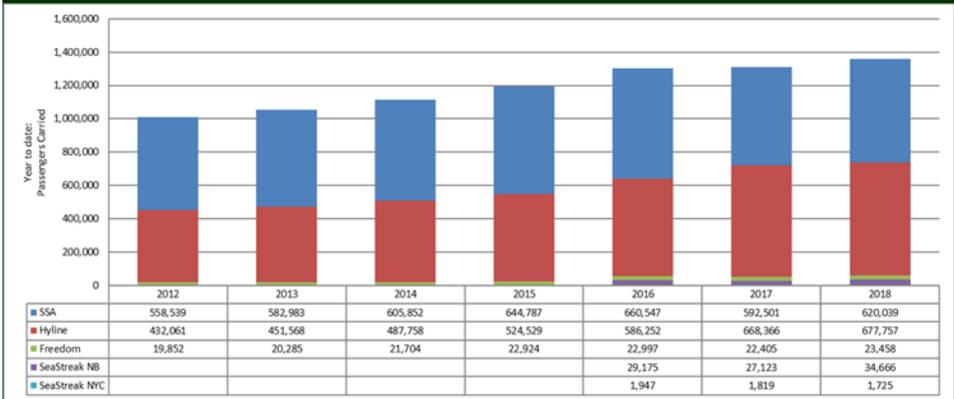
Steamship Wharf
(Steamship Authority)

Straight Wharf
(Hy-Line Cruises
and Freedom Cruises)

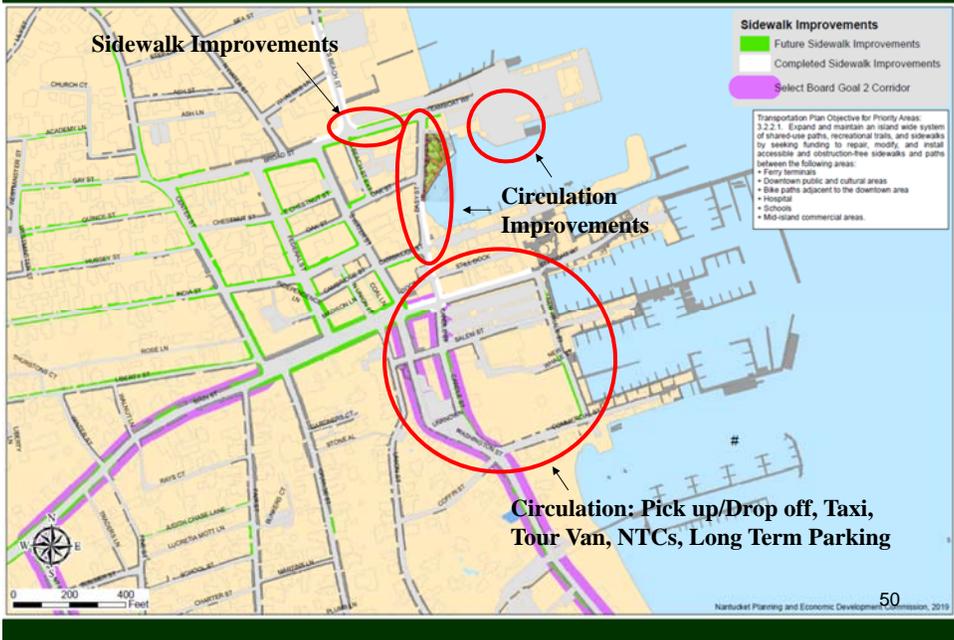
© 2017 Pictometry

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Waterborne Travel Facilities (needs updating)



Waterborne Travel Facilities (needs updating)



Recommended Capital Improvements (on-going and needs updating)



Recommendations, Prioritization, and Capital Planning (needs updating)

Priority	Project	Condition	Mobility	Safety	Sustainability	Total	Average
Completed	First Way	1	0.6	0.5	0.43	12	0.54
Completed	Milk St Ext Path	1	0.8	0.5	0.21	10	0.46
Completed	Old South @ Airport	1	0.8	0	0.29	10	0.46
Completed	In-Town Bike Route- Phase 1	1	0.8	0.5	0.07	8	0.38
Completed	Milestone @ Monomoy Intersection	1	0.4	0.5	0.14	7	0.33
Completed	Boulevard Reconstruction and Path	1	0.6	0.5	0.07	7	0.33
Completed	Milestone @ Tom Nevers Intersection	1	0.4	0.5	0.07	6	0.26

Recommendations, Prioritization, and Capital Planning (needs updating)

Priority	Project	Condition	Mobility	Safety	Sustainability	Total	Funded
1	In-Town P2 (Orange)	1	0.8	0.5	0.36	12	Y
2	Four Corners	1	1	0.5	0.29	12	Y
3	Fairgrounds @ OSR	0.5	1	0.5	0.36	12	Y
4	Surfside @ Bartlett	1	1	0.5	0.14	10	Y
5	Sparks Ave Path	1	0.4	0.5	0.36	10	Y
6	Mill Hill Path	1	0.8	0.5	0.14	9	Y
7	Surfside School Crossing	1	0.4	0.5	0.21	8	Y
8	Wauwinet Path	1	0.8	0.5	0.07	8	Y
9	Pleasant @ Williams	1	0	1	0.21	7	Y
10	Pleasant Streetscape	1	-0.2	0.5	0.36	7	Y
11	Winn St Reconstruction and Path	1	0.6	0.5	0.00	6	Y
12	Washington @ Francis	0.5	0.6	0	0.07	5	Y
13	Lovers Okorwaw Monohansett	1	0.6	0.5	-0.07	5	Y

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Recommendations, Prioritization, and Capital Planning (needs updating)

Priority	Project	Condition	Mobility	Safety	Sustainability	Total	Funded
14	OSR Path/Pulloffs btw Rotary/Amelia	1	0.8	0.5	0.50	14	N
15	OSR Path/Pulloffs btw Amelia/NFR	1	0.8	0.5	0.50	14	N
16	In-Town P3 (Washington)	1	0.8	0.5	0.36	12	N
17	Milestone Rotary	0.5	1	0.5	0.29	11	N
18	OSR at Amelia - 3 - Mini Circle	0.5	0.8	0.5	0.36	11	N
19	Surfside Fairgrounds S Shore	1	1	0.5	0.21	11	N
20	Tom Nevers	1	0.8	0.5	0.21	10	N
21	Somerset Ln	1	0.6	0.5	0.29	10	N
22	Bartlett Farm	1	0.6	0.5	0.29	10	N
23	Milestone @ Polpis - Roundabout	1	1	0.5	0.07	9	N
24	Hummock Pond to Vesper	1	0.6	0.5	0.21	9	N
25	Bear	1	0.2	0.5	0.29	8	N
26	Quidnet	1	0.8	0.5	0.07	8	N
27	Newtown Road Path/Traffic Calming	1	0.2	0.5	0.29	8	N
28	Milestone at NFR - Roundabout	0.5	0.8	0.5	0.07	7	N
29	Milestone Shoulder Reconstruction	1	0.2	0	0.21	6	N
30	Monomoy Rd	1	0.6	0.5	-0.07	5	N
31	Eel Point Path Ext	1	0.6	0.5	-0.07	5	N
32	Friendship Lane	1	0.6	0.5	-0.07	5	N
33	Industry & Shadbush Rds	1	0.2	0	0.14	5	N
	Amelia Drive Reconstruction?						
	Surfside Rd @ Miacomet Rd?						
	Prospect St @ York St?						
	School - Pool Parking Lot						56

Recommendations, Prioritization, and Capital Planning (needs updating)

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

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Long Range Transportation Plan Update: Development Process

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May 20, 2019 to June 17, 2019	Conduct public review of draft
June 17, 2019	NP&EDC approval of final LRTP

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LONG RANGE TRANSPORTATION PLAN

VISION:

Equitably and legally limit vehicles on Nantucket while providing a transportation system that is safe, accessible for all users, economical, and sensitive to the character of the Island.

Comment: aligns with Strategic Goal #3 - reduce single occupancy vehicle usage via the following approach: 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
3. Multi-modal
4. Parking Management
5. Wayfinding
6. Resiliency and Reliability
7. Transport between the Mainland
8. Congestion and Safety Balance
9. Environmental and Historical Sensitivity

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

GOALS:

1. **Vehicle Restriction:** Reduce the number of motor vehicles on the island
 - a) Establish a definitive limit on the numbers of vehicles transported to the island.
 - b) Regulate the number of vehicles on island by instituting a Town-administered permit.
 - c) Negotiate a binding agreement that guarantees year-round access to and from the mainland by water is provided to Nantucket residents.
2. **Town and Country:** Continue using the Town and Country overlay districts to encourage living, working, and playing within proximity.
Comment: aligns with justification for Strategic Goal #3 - live, work, play within proximity.

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

Objectives/Policies:

- a) Improve, maintain, and acquire roads consistent with the Town and Country Overlay Districts.
Measure: All TIP and local capital roadway projects will be evaluated as part of project evaluation scoring based on location within the Town or Country overlay district.
- b) Require a street configuration for subdivisions in or near villages that is consistent with historic village patterns and connects streets.
Measure: All proposed subdivision roadways consider neighboring roadway materials and aesthetics when submitted for review.
3. **Multi-Modal:** Offer an array and interconnection of transportation modes to the traveling public.

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

Objectives/Policies:

- a) Expand and maintain an island wide system of shared-use paths, recreational trails, and sidewalks by seeking funding from public and private sources to repair, modify, and install accessible and obstruction-free sidewalks and paths between the following areas: ferry terminals, downtown public and cultural areas, bike paths adjacent to the downtown area, the Hospital, Schools, and midisland commercial areas.

Measure: Complete at least one key sidewalk route that connects from Mid-Island (6 Fairgrounds Rd) to the ferries with improved standards for accessibility.

- b) Seek supplemental funding to increase frequency and expand hours of operation of bus service, to add ridership capacity, and induce greater utilization of the transit service.

Measure: Include at least one recommended improvement of the Regional Transit Plan in the annual Capital Improvement Plan, Transportation Improvement Program, or Parking Benefit District fund when established.

- c) Seek funding to design and construct taxi stand improvements along New Whale Street and Straight Wharf.

Measure: Submit request annually to the Capital Project Committee for funding consideration.

- d) Develop a program through the Town's Human Resources Department that would allow certain Town employees to work from home.

Measure: Establish a baseline number of employees that telecommute regularly.

- e) Consult with leadership in the building trades to encourage carpooling and other means of reducing trips related to building and construction.

Measure: Utilize the Builder's Association to encourage awareness and strategies to reduce vehicle trips.

- 4. **Parking Management:** Create management policies and additional opportunities for parking in the downtown area.

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

Objectives/Policies:

- a) Launch a downtown parking management system based on demand management principles within the Town's designated Parking Benefit District with revenues collected used for operation, maintenance, and improvements to parking, transit, biking, and walk facilities within the Parking Benefit District.

Measure: Achieve 85% occupancy of public parking spaces.

- b) Continue to review and suggest modifications to the on-street space available for commercial delivery vehicles.

Measure: Include subject in annual meeting with parking stakeholders.

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

Commented [MB3]: Same as Strategic Goal #2

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

Commented [MB5]: Moved to Goal 4 – Wayfinding

Commented [MB6]: Moved from Telecommunication goal

Commented [MB7]: Same as Strategic Goal #1

Commented [MB8]: Merged with 3a above.

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

Measure: Include subject in annual meeting with parking stakeholders.

- d) Encourage the lodging establishments to provide or expand the use of vans whenever a parking waiver is granted by the Planning Board.

Measure: All proposed lodging establishments will be requested to evaluate service.

- e) Continue to encourage downtown restaurants to persuade potential patrons, at the time reservations are made, to use taxis or the NRTA shuttle system.

- f) Measure: Include subject in annual meeting with parking stakeholders. Encourage employers to purchase shuttle passes for their employees and participate in the Emergency Ride Home program.

Measure: Require as part of parking waiver requests submitted to Planning Board.

Commented [MB10]: Moved from Goal 4 - Wayfinding

Commented [MB11]: Moved from Goal 4 - Wayfinding

Commented [MB12]: Merged with 3a above

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

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

Objectives/Policies:

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

Measure: Coordinate with telecommunication utilities as necessary to improve connectivity and bandwidth in and around the downtown area.

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

- c) Continue to publicize traffic laws that apply to bicyclists through the Nantucket Police Department.

Measure: Continue to seek funding for educational material from various sources.

- d) Assist as necessary with updating of other information systems to inform travelers on ferries, airplanes, taxis, the shuttle, and at the Visitor Center and Chamber of Commerce of details concerning bike routes, shuttle routes, and any changes to those systems.

Measure: Include educational material in annual Visitors Guide.

- e) Encourage distribution of truck-route maps for downtown Nantucket to all truck drivers when they board in Hyannis.

Measure: Include subject in annual meeting with SSA Administration.

- f) Promote the use of NRTA Park and Ride lots for downtown access as an alternative for island residents and visitors who reside beyond walking distance to existing shuttle routes.

Measure: Include funding for promotional material in annual NRTA budget.

- g) Coordinate with the DPW, Visitor Services, NRTA, and other agencies to identify location and quantity of bike racks that may be necessary in the core area, at the beaches, and at the Airport to encourage and facilitate bicycle use.

- h) Measure: Evaluate bike rack utilization each summer season. Evaluate changes to the Town's website and on-line services that may reduce vehicle trips.

Measure: Include subject in annual meeting with parking stakeholders.

Commented [MB13]: New objective related to infrastructure needs

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

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

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

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

Objectives/Policies:

- a) Incorporate resiliency and reliability into the project evaluation scoring of capital projects to further consider air quality impact and other contributors to climate change.
- b) Incorporate design elements into projects to strengthen the transportation system that is vulnerable to flooding.
- c) Continue to evaluate programs and policies that discourage development in vulnerable areas.
- d) Reduce greenhouse gas emissions from the public sector by replacing and modernizing the fleet of municipal vehicles.

Measure: Submit at least one capital project each year that replaces a municipal vehicle with a vehicle that has substantially less greenhouse gas emissions.

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

7. **Transport between the mainland:** Ensure that transportation to and from the island is safe, convenient, economical, and sensitive to the various areas of the island.

Comment: refine to include resiliency and reliability attributes.

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

Commented [MB19]: Moved to Goal 4 - Wayfinding

Objectives/Policies:

- a) Study all ferry wharves and adjoining streets to see how they can more efficiently handle visitor arrivals and departures.

Measure: Update data and/or recommendations of the Downtown Traffic Study regularly.

- b) Advocate for better use of voluntary noise abatement routes.

Measure: All noise complaints are collected and investigated by Airport Administration.

- c) Limit non-compatible land uses under and adjacent to Runway instrument approaches and established noise abatement corridors.

Measure: Inform Airport Administration of all major developments in vicinity of the Airport.

- d) Advocate for convenient and unimpaired access by water to and from the mainland, including affordable fares, to be provided to Nantucket residents at all times of year.

Measure: Coordinate annually with Steamship Authority Administration and analyze ferry traffic reports monthly.

- e) Urge all ferry services to provide destination facilities with the number of walk-on passengers, so that an appropriate number of shuttles, taxis, and bicycles are available on arrival.

Measure: Include subject in annual discussions with SSA Administration.

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

Commented [MB21]: Similar to 6a above

8. **Congestion and Safety Balance:** Rely on traffic control methods that reduce congestion while maximizing public safety and livability.

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

Commented [MB22]: Similar to 6a above

Commented [MB23]: Similar to 6a above

Objectives/Policies:

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

9. **Environmental and Historical Sensitivity:** Consider environmental and historical impacts of any transportation system improvement.

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

Objectives/Policies:

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

Commented [MB24]: Changes focus from truck route turning movements that have been implemented or are underway to NRTA stop enhancements, such as those recommended in the Old South Rd Corridor Study

Commented [MB25]: Similar to Goal 6a above