



Roadways

Transit

Bike / Ped

Parking

Airport

Ferries

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# Nantucket Long Range Transportation Plan 2020 - 2040

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Plan Update Discussion  
03/18/2019

# Long Range Transportation Plan Update: Development Process

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

# Federal FAST ACT

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

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

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



# Project Evaluation

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# Recommendations, Prioritization, and Capital Planning (needs updating)

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

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

# Recommendations, Prioritization, and Capital Planning (needs updating)

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

# Recommendations, Prioritization, and Capital Planning (needs updating)

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

# Recommendations, Prioritization, and Capital Planning (needs updating)

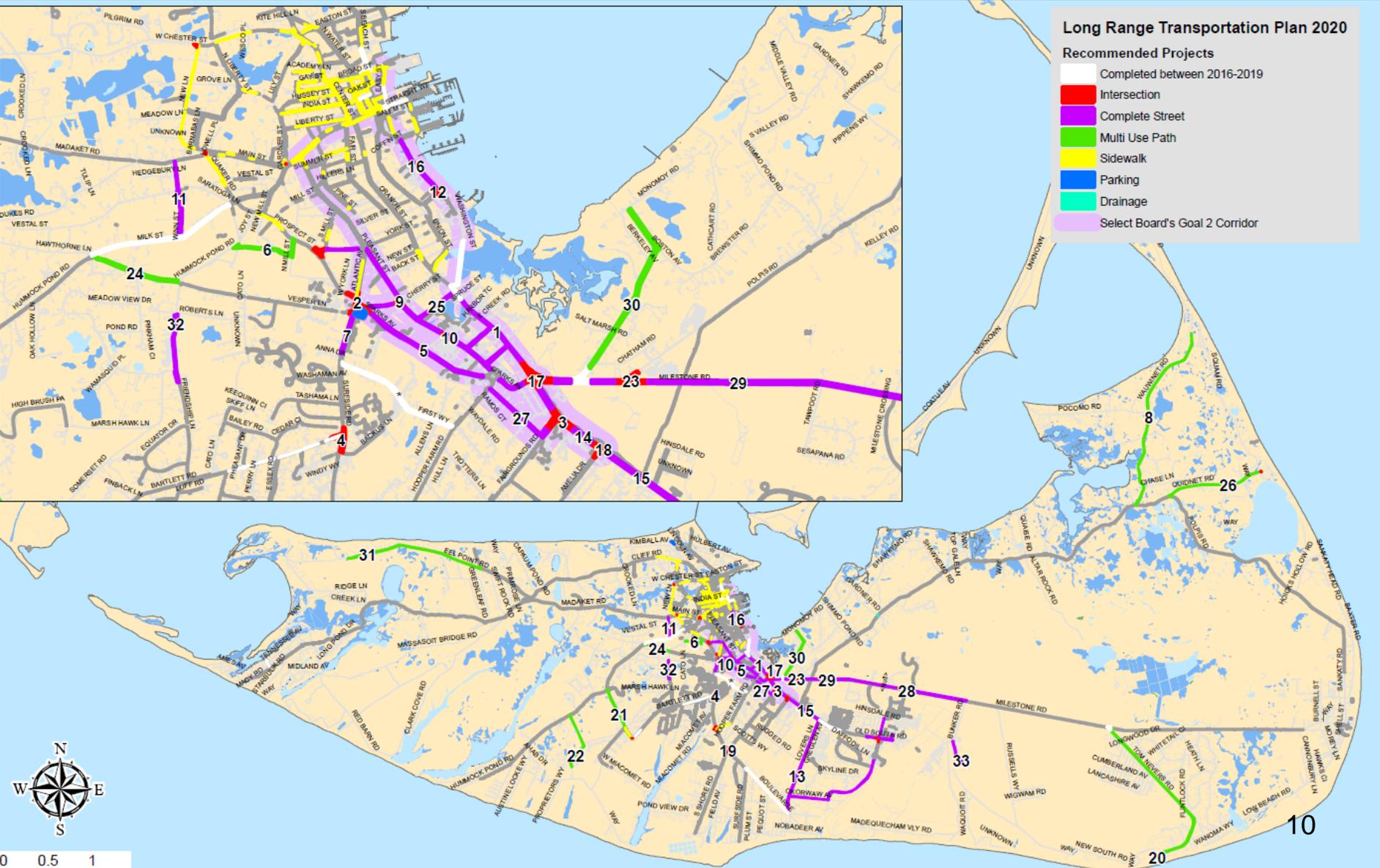
<b>Priority</b>	<b>Project</b>	<b>Condition</b>	<b>Mobility</b>	<b>Safety</b>	<b>Sustainability</b>	<b>Total</b>	<b>Funded</b>
14	OSR Path/Pulloffs btw Rotary/Amelia	1	0.8	0.5	0.50	14	N
15	OSR Path/Pulloffs btw Amelia/NFR	1	0.8	0.5	0.50	14	N
16	In-Town P3 (Washington)	1	0.8	0.5	0.36	12	N
17	Milestone 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?						9
	School – Pool Parking Lot						

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

## Long Range Transportation Plan 2020

### Recommended Projects

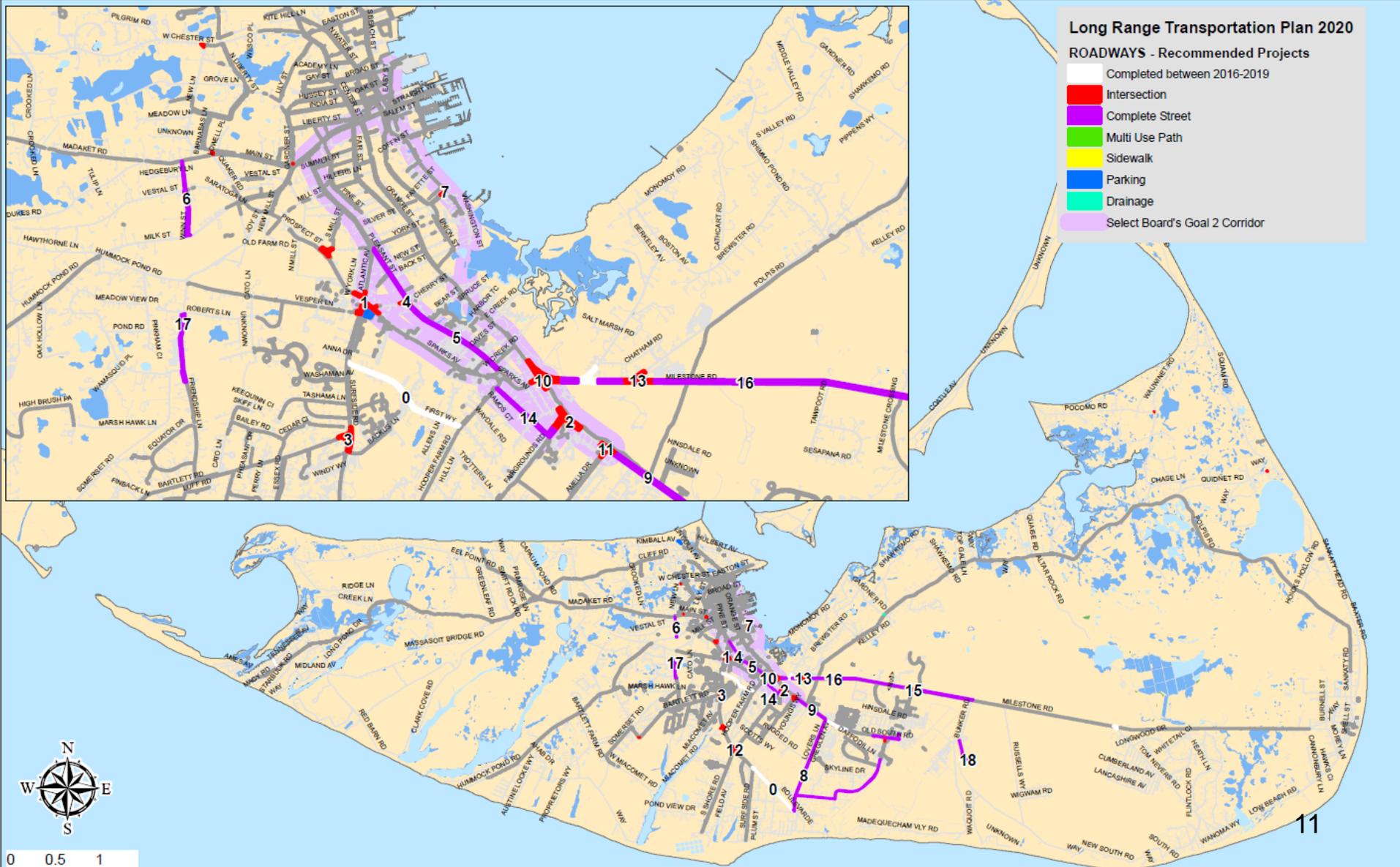
-  Completed between 2016-2019
-  Intersection
-  Complete Street
-  Multi Use Path
-  Sidewalk
-  Parking
-  Drainage
-  Select Board's Goal 2 Corridor



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

**Long Range Transportation Plan 2020**  
**ROADWAYS - Recommended Projects**

- Completed between 2016-2019
- Intersection
- Complete Street
- Multi Use Path
- Sidewalk
- Parking
- Drainage
- Select Board's Goal 2 Corridor

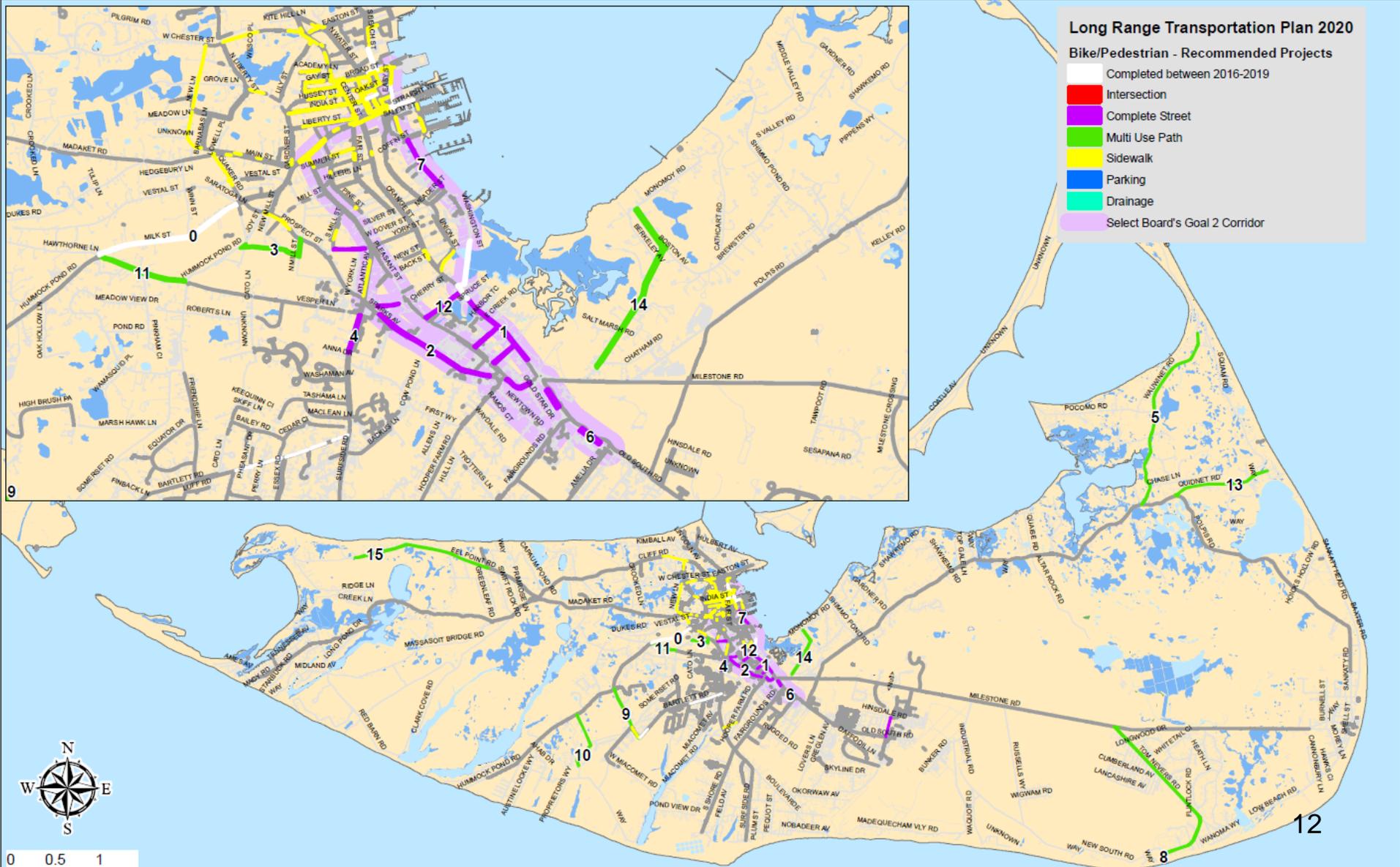


# BIKE/PED - Recommended Capital Improvements

(on-going and needs updating)

**Long Range Transportation Plan 2020**  
**Bike/Pedestrian - Recommended Projects**

- Completed between 2016-2019
- Intersection
- Complete Street
- Multi Use Path
- Sidewalk
- Parking
- Drainage
- Select Board's Goal 2 Corridor



0 0.5 1 Miles

# Recommendations, Prioritization, and Capital Planning (needs updating)

<b>Federal Aid Eligible Project</b>	<b>Cost Estimate</b>	<b>2020-2024</b>	<b>2025-2029</b>	<b>2030-2034</b>	<b>2035-2039</b>	<b>2040</b>
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
<b>Total Programmed</b>		<b>TBD</b>	<b>TBD</b>	<b>TBD</b>	<b>TBD</b>	<b>TBD</b>
<b>Anticipated Federal Funding</b>		<b>\$2,729,914</b>	<b>\$3,129,875</b>	<b>\$3,843,081</b>	<b>4,259,482</b>	<b>905,984</b>



# Vision and Goals

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## (See Attached)

## LONG RANGE TRANSPORTATION PLAN

### VISION:

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

*Comment: aligns with Strategic Goal #3 - reduce single occupancy vehicle usage via the following approach: 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.
  - d) Limit the volume of vehicles operating on the island's roadways.

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

Commented [MB3]: Per NP&EDC 01/28/19 vote

2. **Town and Country:** Continue using the Town and Country overlay districts to encourage living, working, and playing within proximity.

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

Objectives/Policies:

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

3. **Multi-Modal:** Offer an array and interconnection of transportation modes to the traveling public.

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

Objectives/Policies:

- a) Expand and maintain an island wide system of shared-use paths, recreational trails, and sidewalks by seeking funding from public and private sources to repair, modify, and install accessible and obstruction-free sidewalks and paths between the following areas: ferry terminals, downtown public and cultural areas, bike paths adjacent to the downtown area, the Hospital, Schools, and midisland commercial areas.  
Measure: Complete at least one key sidewalk route that connects from Mid-Island (6 Fairgrounds Rd) to the ferries with improved standards for accessibility.
- b) Seek supplemental funding to increase frequency and expand hours of operation of bus service, to add ridership capacity, and induce greater utilization of the transit service.  
Measure: Include at least one recommended improvement of the Regional Transit Plan in the annual Capital Improvement Plan, Transportation Improvement Program, or Parking Benefit District fund when established.
- c) Seek funding to design and construct taxi stand improvements along New Whale Street and Straight Wharf.  
Measure: Submit request annually to the Capital Project Committee for funding consideration.
- d) Develop a program through the Town's Human Resources Department that would allow certain Town employees to work from home.  
Measure: Establish a baseline number of employees that telecommute regularly.
- e) Consult with leadership in the building trades to encourage carpooling and other means of reducing trips related to building and construction.  
Measure: Utilize the Builder's Association to encourage awareness and strategies to reduce vehicle trips.

**Commented [MB4]:** Same as Strategic Goal #2

**Commented [MB5]:** Merged private contributions with 2a above

**Commented [MB6]:** Moved to Goal 4 – Wayfinding

**Commented [MB7]:** Moved from Telecommunication goal

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.

**Commented [MB8]:** Same as Strategic Goal #1

**Commented [MB9]:** Merged with 3a above.

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

Measure: Include subject in annual meeting with parking stakeholders.

- 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]:** Updated language moved to 3a.

**Commented [MB11]:** Moved from Goal 4 - Wayfinding

**Commented [MB12]:** Moved from Goal 4 - Wayfinding

**Commented [MB13]:** 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.

**Commented [MB14]:** New objective related to infrastructure needs

**Commented [MB15]:** Moved to Goal 3 – Parking Management

**Commented [MB16]:** Moved from Goal 3 – Parking Management

**Commented [MB17]:** Moved from Goal 2 – Multi-modal

Measure: Include subject in annual meeting with parking stakeholders.

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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 [MB18]: Conforms with recommendations of the Governor's Commission on the Future of Transportation

Commented [MB19]: Moved to Goal 2 – Multi-modal

Commented [MB20]: Moved to Goal 4 - Wayfinding

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

Objectives/Policies:

- a) Study all ferry wharves and adjoining streets to see how they can more efficiently handle visitor arrivals and departures.  
Measure: Update data and/or recommendations of the Downtown Traffic Study regularly.
- b) Advocate for better use of voluntary noise abatement routes.  
Measure: All noise complaints are collected and investigated by Airport Administration.
- c) Limit non-compatible land uses under and adjacent to Runway instrument approaches and established noise abatement corridors.  
Measure: Inform Airport Administration of all major developments in vicinity of the Airport.
- d) Advocate for convenient and unimpaired access by water to and from the mainland, including affordable fares, to be provided to Nantucket residents at all times of year.  
Measure: Coordinate annually with Steamship Authority Administration and analyze ferry traffic reports monthly.
- e) Urge all ferry services to provide destination facilities with the number of walk-on passengers, so that an appropriate number of shuttles, taxis, and bicycles are available on arrival.  
Measure: Include subject in annual discussions with SSA Administration.

Commented [MB21]: Included in Goal 2 – multimodal above

Commented [MB22]: Similar to 6a above

Commented [MB23]: Similar to 6a above

Commented [MB24]: 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*

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 [MB25]:** 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 [MB26]:** Similar to Goal 6a above

# Long Range Transportation Plan Update: Development Process

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