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MEETING POSTING

TOWN OF NANTUCKET

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All meeting **notices and agenda** must be filed and time stamped with the Town Clerk's Office and posted at least 48 hours prior to the meeting (excluding Saturdays, Sundays and Holidays)

Committee/Board/s | **Nantucket Planning & Economic Development Commission**

Day, Date, and Time | **Monday, May 2, 2016, at 6:00pm**

Location / Address | **♀ Fairgrounds Road, Nantucket, MA
Training Room**

□

Signature of Chair or Authorized Person | **Eleanor W. Antonietti,
Zoning Administrator & Land Use Specialist**

WARNING: IF THERE IS NO QUORUM OF MEMBERS PRESENT, OR IF MEETING POSTING IS NOT IN COMPLIANCE WITH THE OML STATUTE, NO MEETING MAY BE HELD!

NP&EDC

AGENDA

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Please list below the topics the chair reasonably anticipates will be discussed at the meeting

- I. Call to Order:
- II. Establishment of Quorum:
- III. Approval of Agenda:
- IV. Approval of Minutes:
 - March 28, 2016
- V. Public Comment:

Pages 3-7

VI. Action / Discussion Items:

- Pages 15 - 27** A. NRTA Year Round Bus Study – review preferred routes and discuss funding strategies
- Pages 28 - 36** B. In-Town Bike Path Utilities Engineering Study – review proposal for utilities consulting services
- Pages 37 - 40** C. Complete Streets Policy – review draft policy
- Pages 41 - 43** D. FY 2017 UPWP – review draft program and public review schedule
- E. FY 2017-2020 TIP – review draft program and public review schedule
- Pages 44 - 60** F. Public Participation Plan Update – review draft plan and release for public review
- Page 61** G. Bicycle and Pedestrian Advisory Committee – appointment of members by June 30, 2016
- H. FY 2016 UPWP Budget Reallocation – review budget reallocations
- Pages 62 - 73** I. Review of Census Questionnaire
- Pages 9 - 14** J. Transportation Report
- K. Discussion regarding *Surfside Commons* 40B apartment building project – 106 Surfside Rd.
- L. Acceptance of Matt Fee as County Commissioner Representative.
- M. Discussion regarding rescheduling June 6th meeting.

VII. Other Business:

VIII. Adjournment



COMMISSIONERS: Nat Lowell (Chair), Andrew Bennett (Vice Chair), Kara Buzanoski, Jack Gardner, Dawn Holdgate, Wendy Hudson, Bert Johnson, Leslie B. Johnson, Joe Marcklinger, John McLaughlin, Barry Rector, and Linda Williams

MINUTES

Monday, March 28, 2016

PSF, 4 Fairgrounds Road, Training Room – 6:00 p.m.

Purpose: Regular Meeting:

STAFF IN ATTENDANCE: Mike Burns, Transportation Planner; Eleanor Antonietti, Zoning Administrator; Leslie Snell, Deputy Director of Planning

ATTENDING MEMBERS: Nat Lowell, Chairman; Andrew Bennett; Kara Buzanoski; Wendy Hudson; Bert Johnson; Joe Marcklinger; Barry Rector *arrives late*; Linda Williams.

ABSENT: Jack Gardner; Dawn Holdgate; Leslie B. Johnson; and John McLaughlin

BY PHONE: Gabe Sherman (Mass DOT)

Public present: Paul Leary

I. Call to Order:

The meeting was called to order at 6:08 pm

II. Establishment of Quorum:

Chairman Lowell declared a quorum was present.

III. Approval of Agenda:

Adopted by UNANIMOUS consent.

IV. APPROVAL OF MINUTES:

The **MOTION** was made by Chairman Lowell and seconded that the NP&EDC does hereby vote to approve the NP&EDC minutes for February 1, 2016, as submitted.

The vote was **UNANIMOUS**.

V. PUBLIC COMMENTS:

NONE

VI. ACTION/DISCUSSION

A. NRTA Year Round Bus Study

Paula Leary presents analysis and diagnostics to accompany Power Point. Generally NRTA is operating at better than state average. There are 15 transit authorities in the Commonwealth. NRTA is operating better than other rural transit systems in New England in the areas of passenger/mile, passenger per hour, and farebox recovery. These are indicators that demonstrate the NRTA's system is operating more efficiently than many New England and is the top rural transit performer in Mass., also better than national average – using data from Nat'l Transit Data Base.

BURNS adds that highlighting on the MARKET ANALYSIS Slide indicates higher density residential areas as this relates to use/target ridership.

LEARY We held stakeholder meeting in Jan. 2016 and did some pop-up tables at NHS and Stop 'n Shop. Had a 10% response rate with survey. Public workshops were well attended and resulted in good feedback. A lot of summer customers to support year round service. Churches helped reach Spanish-speaking population. Jason Bridges helped get the word out. Original Destination (People that came to the open house meeting were asked to put a dot on their trip origin, where they live and a dot on where they want to go using the bus.) pairs generated maps of potential frequency and desired routes. Madaket ridership has grown in summer but drops off dramatically after Labor Day, but a lot of respondents want year round service. Over a third of the respondents do not have a car and get around by walking biking, getting a ride, taking a taxi or they simply do not make the trip. 50% living in the Mid Island and Miacomet areas and along Old South road ride the bus at least 3 times a week and 68% ride at least once a week.

HUDSON Did you ask questions of Cisco Brewery and Bartletts?

LEARY Yes. Mid island and Miacomet loops are most popular. 96% of respondents use the bus in the summer and would also ride in the off season, 22.9% would ride the 5 or more days a week. The Mid Island and Miacomet Loops are the most used routes. 47% of those that do not currently use the bus in the summer would take it if it operated year round and want the bus to go to the boats, airport and the mid island area. The NRTA's current seasonal service operates 145 days with a peak season average of 2,900 riders/day and 1,200 in the shoulder seasons.

BURNS explains slide with color coded overlay of residential density around schools and NFR OSR corridor. Based on 2010 census data very indicative of problem areas. Demographics justify providing a 30 minutes service.

LEARY Alternative Dvpt. Process Slide ... identify transit market, ridership, level of service. Clear desire to have yearround bus system. Service enhancements and cost saving options will be available on April 13th. There will need a sneak peak at D'land. Joint BOS and NRTA Advisory Board presentation. Paula happy with strong community support. Identifying funding sources is greatest challenge but they have already pinpointed some.

BURNS suggest a recommendation for BOS 4/13 mtg. Refer funding options to NP&EDC and make subsequent recommendations to BOS. Next mtg. is 5/2. Provide BOS w/ recommendation of how to implement this system, if at all.

LOWELL Has there been a PLAN B (cost saving options/alternatives)

LEARY Yes. We did a Regional Transit Plan study a year and a half ago. Phasing in is good idea.

HUDSON so 4/13 you will have more ideas/options re. funding?

Staff recommends that we defer a specific recommendation to May mtg.

WILLIAMS do we need to have a public hearing?

BURNS No. Public mtg. but not hearing.

LEARY I like that you are looking at transportation big picture. OSR, schools, Tom Nevers, Delta Fields, all were big areas of interest/need.

LOWELL What do you need from us?

BURNS To schedule May 2nd Special Mtg.

LEARY This is informational but would like for you to attend one of the public mtgs.

BURNS I will be at BOS mtg. on 4/13 and I will communicate that NP&EDC can make recommendations if asked to do so.

B. Complete Streets Policy – review draft policy

3 NP&EDC members attended on 3/18

BURNS recaps policy and available funding. Guaranteed access for all ages and abilities and all modes. Pre-requisite is Complete Streets training which gives guidance on scoring thresholds. I have included a Draft Policy to be eventually approved by BOS. Tells WILLIAMS to go ahead and score this if she likes. There is a recommended time line. Want to finalize this on 5/2 and want BOS to hear this at their 5/18 mtg. and take action to approve it.

WILLIAMS We need to be more detailed than the sample we had at the training.

JOHNSON Are we too late to get \$50,000?

BURNS No. We can but we won't have a project ready for advertising by July 1st. We are now at 1st of 3 steps which is getting policy drafted and approved. \$50,000 is for professional services which would enable us to get a consultant. \$400,000 is not a lot but could fill in some gaps (sidewalks, crosswalks, in town bike path...). These are all part of Phase II. Chapter 90 is to fill in gaps.

Need the 80 points to approve us and then we come up with Project.

LOWELL Do we have to have a place identified?

BURNS Sidewalks on Pleasant St. among others ... the \$400,000 could supplement a project by being bootstrapped onto Chapter 90 funds.

BUZANOSKI If it goes with Chapter 90, it has to be streets.

SHERMAN This is more specific than Chapter 90. Bike/ped improvements. Capital infrastructure project.

BURNS Staff is asking NP&EDC to include this item along with TIP (feasibility study) on 5/2

The MOTION was made by Linda Williams and seconded that the NP&EDC does hereby vote to approve Complete Streets application as presented by Mike Burns.

The vote was **UNANIMOUS**.

C. FY 2016-19 TIP – MPO Self Certification Compliance Statement

BURNS Typically during approval of TIP, we ask BOS to sign off on document like this. Mass DOT recently completed an air quality analysis a little after TIP was approved so we are asking you to vote to certify that the TIP was developed in compliance with regulations.

SHERMAN This would be done annually, not everytime an adjustment was made to the TIP.

This time we will bring you in to compliance. This will be an annual exercise.

Staff asks NP&EDC to authorize the Chair to sign this certification.

The MOTION was made by Linda Williams and seconded that the NP&EDC does hereby vote to authorize the Chair to sign this certification as presented by Mike Burns.

The vote was **UNANIMOUS**.

D. FY 2016 UPWP – Budget Reallocation

BURNS These 2 items will be submitted to MassDOT. Just a consultation. Don't need approval. Reallocated time and GIS related tasks. Moving funding from travel to equipment (traffic counter). No need for a vote. Just an update.

E. FY 2017 UPWP – review draft program and public review schedule

BURNS See Page 44 of packet. No major difference from this years other than that the amount of funding went up. Surface Transportation Act – more direct costs. Bike pedestrian counter.

Also included a draft public review schedule now and again on 5/2. There would need to be a Special Mtg. scheduled on 6/6 to approve the public review schedule, the draft UPWP and the TIP. Public mtg. is scheduled on 6/20 to take public comments. Standard protocol. We will need a special mtg. on 7/18 to vote on final approval. Can revise the dates to conform with Planning Brd. mtg. schedule, to avoid over scheduling mtgs.

F. FY 2017-2020 TIP – review draft program and public review schedule

BURNS See above. Funding targets are on Page 43 – available to every region. Page 48 lists for FY16 – 2nd year of phased in-town bike path. Next year – FY 17 and FY 18 – don't have project ready but Staff has, in the past, flexed the funding over to transit side so NRTA could use that to replace 2 buses rather than a road project. Don't want that funding to be lost.

LOWELL Aren't there going to be more than one Phase for in-town bike route?

BURNS Yes but – this might be only option. Might be a rotary service project for FY18.

LOWELL Work that out at staff level and give us a recommendation.

BURNS Bartlett service rotary might be ready in FY19. It all depends on passage of capital requests. Staff would work this fall on getting that project initiated. Need to certify that right of way is in place. The project is not too complicated and perhaps could make it into FY18

WILLIAMS Do you need a vote on the schedule?

BURNS We want your support for this schedule

BUZANOSKI I am opposed to putting any paving in the TIP because there is other funding for that.

BURNS I have to differentiate btwn. what is federally eligible and locally funded project.

LOWELL Buying a bus is a way to capture the funding. Use the funds so it is not lost and given to another community.

BUZANOSKI Let's put it on the next agenda

BURNS 5/2 mtg. We have until 6/6 to send this out for Public review so we have until then to find an eligible project.

The MOTION was made by Linda Williams and seconded that the NP&EDC does hereby vote to approve placing this on the schedule for the 5/2 meeting as presented by Mike Burns.

The vote was **UNANIMOUS**.

G. Public Participation Plan Update – review draft Plan and public review schedule

See above.

BURNS Last time we approved was in June 2007. Letting stakeholders know how we spend the funds. Title VI and Civil Rights and proving that we are not discriminating on use of federal funds. Just informational – Staff was unable to put together a draft for this but see Page 4, Item 7 for schedule to roll out Public Participation Plan. This requires a 45 day review period. So the draft will be ready by 5/2 and we would approve at end of July. There is an advertisement in paper although use of social media has become more cost effective and more widespread way to reach public.

LOWELL Do you need a vote?

BURNS No – this is just a heads up of that schedule.

ALL TRANSPORTATION ITEMS ARE DONE.

GABE SHERMAN HANGS UP

H. Action/Discussion: 2016 ATM – Final Review

SNELL Several items need to be addressed.

RIGHT TO FARM bylaw. No one seemed to understand. The gist is spirit of supporting agriculture. This is about commercial agriculture. And includes some disclosures. There is a positive recommendation from FinCom

LOWELL I did some research to better understand

JOHNSON Does this Agricultural Commission have any authority to do anything – enforcement?

SNELL They would be a facilitator/mediator btwn. commercial farmers and the person filing a grievance or nuisance complaint (*i.e.* roosters).

WILLIAMS There is a nuisance bylaw but this is different

MOTION to make NO comment/recommendation

M/S/A LW Joe M 2nds

UNANIMOUS

SNELL There a few Town sponsored articles that you have not yet discussed. Planning Brd. and FinCom have already made their recommendations. Your support could be voiced if the article is called.

Article 10 – CAPITAL PROJECTS article (\$10 million to AHTF)

MOTION to make a Positive recommendation

M/S/A LW Joe M 2nds

UNANIMOUS

SNELL Next are 4 sewer articles – mapping people into sewer districts and or payment for.
BUZANOSKI Allowing betterment assessments to go from 20 years to 30 years (Article 17) and the other allows for senior citizen to get tax deferrals and betterment deferrals (elderly)

Article 18 is sewer appropriation

Article 66 is not related to this.

WILLIAMS Does this apply to disabled as well?

BUZANOSKI If noted in statute.

WILLIAMS I am not in favor of any of it, except mapping.

BUZANOSKI Map shouldn't go in unless it's funded

WILLIAMS There are many people going in to sewer district where there is no funding

SNELL You do not have to take a vote

MOTION to make NO comment/recommendation on any sewer article

M/S/A LW Joe M 2nds

UNANIMOUS

SNELL Next : Article 36 is zoning amendment article which adds Workforce Housing to MIPOD. Allows up to 34 workforce rental housing units for every 32,000 SF of lot area Which generally follow requirements of 40B. in Mid-island and by airport. Would go into SHI list. Would expand land area eligible for this.

Discussion about I&M article inaccuracies.

BUZANOSKI This is of planning concern and it meets master plan..

MOTION that this article is of planning concern.

M/S/A KB LW 2nd

UNANIMOUS

SNELL HOME RULE PETITION Article 82 would apply a 1% fee to real estate sales to amounts over \$2 million paid by seller and would go to AHTF. Any appropriation of over a \$100,000 has to be approved by BOS. \$2 million is high enough threshold that other communities would not oppose it.

WILLIAMS This is not a tax, it is a new fee. Important to distinguish. NOT A TAX. The \$2 million cap came from trying to get it passed.

MOTION that this article is of planning concern and commission supports.

M/S/A LW KB 2nd

UNANIMOUS

I. Review of Census Questionnaire

SNELL Andrew Vorce wants to go over this in detail at 5/2 meeting (passes this out – not in packet). We have under 1,500 responses. Similar census was mailed out in 2006 prior to creation of Master Plan. Many of responses in 2016 have been quite similar. Some new questions. 1, 3, 4, 6, & 9 were also asked in 2006. Numbers 2, 5, 7, 8 were new questions.

Gives overview of responses – comparing to 2006. A lot of similarities.

People want to invest more in bike path infrastructure.

LOWELL We have to get the facts out there about Open Space. We should encourage more open space purchasing.

J. Transportation Report

No comments.

K. Discussion regarding *Surfside Commons* 40B apartment building project – 106 Surfside Rd.

a. Site Visit on Tuesday, March 29, 2016 at 2:00 p.m.

WILLIAMS they need to solve the sewer issue.

VII. Other Business:

NONE

ADJOURNMENT M/S/A to ADJOURN MEETING 7:25

Submitted by:
Eleanor Antonietti

Transportation Planning Report
T. Michael Burns, AICP
May 2, 2016

This is a progress report of transportation-related activities as of **April 29, 2016**.

1. NRTA Year Round Bus Study

The NP&EDC voted to include this item on a May 2nd meeting agenda to initiate the evaluation of implementation strategies, and ultimately provide the Board of Selectmen with a recommendation for the service following that evaluation. The attached memo and supporting material summarizes the year round service study and includes potential sources that could fund expansion of NRTA service.

2. Complete Streets Policy – Draft

NP&EDC public meeting	March 28, 2016
NP&EDC action to recommend	May 2, 2016
Selectmen action to adopt policy	May 25 or early June

Staff has coordinated with the Roads and Right of Way Committee, BPAC, and staff to develop a draft Complete Streets (see attached). Staff requests that the NP&EDC recommend the Board of Selectmen adopt this policy so that it can be submitted to MassDOT for review and scoring. If the policy scores more than 80 points, staff will coordinate with MassDOT on the next steps, which includes review of projects to be prioritized and funded through the program.

3. FFY 2017 UPWP – Draft Program and Public Review Schedule

Staff has included a draft program in the packet for the NP&EDC to review (see attached). The budget for the UPWP is greater than in FY 2016 due to the appropriation of more funding as part of the new federal transportation law – the Fixing America’s Surface Transportation (FAST) Act. Staff has initially programmed the additional funding into the direct costs budget to purchase bike and pedestrian counters, conduct additional intersection counts using video capture, and funding professional services for Complete Streets/Livability programs. The draft UPWP will need a 30-day public review prior to approval. Staff requests approval of the table below that outlines the development and public outreach schedule:

March 28, 2016	NP&EDC review of draft UPWP funding schedule and tasks
May 2, 2016	NP&EDC continue review of draft UPWP funding schedule and tasks (requires special meeting on this date)
May 2, 2016 to June 6, 2016	Coordinate review of draft UPWP with MassDOT
June 6, 2016	NP&EDC approval of public review of draft (June 9, 2016 to July 18, 2016)
June 20, 2016	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
July 18, 2016	NP&EDC approval of final UPWP (requires special meeting on this date)

4. FFY 2017-2020 TIP – Draft Program and Public Review Schedule

Staff has included a table of anticipated TIP projects, which has been reviewed and approved by MassDOT, and also the Town’s Capital Plan for the NP&EDC to review (see attached). Staff had formal discussions with MassDOT and MassDOT District 5 staff on April 14th to confirm the recommended scheduling of projects for this TIP. As shown in the attached table, since there are no federal-aid eligible projects for FFY 2017 or 2018, it is recommended to “flex” FFY 2017 and perhaps FFY 2018 funding to transit for the

NRTA to replace buses. Funding for FFY 2019 and perhaps 2020 will likely be used for construction of the Surfside Rd/Bartlett Rd Roundabout, if local funding is approved at the upcoming Town Meeting. If the roundabout design can initiate and be advanced through the review process quickly, it may be eligible for FFY 2018. The draft TIP will need a 30-day public review prior to approval. Staff requests approval of the table below that outlines the development and public outreach schedule:

March 28, 2016	NP&EDC review of draft TIP schedule
April 14, 2016 to June 6, 2016	Coordinate review of draft TIP with MassDOT (April 14, 2016 coordinated meeting)
May 2, 2016	NP&EDC continue review of draft TIP schedule (requires special meeting on this date)
June 6, 2016	NP&EDC approval of public review of draft (June 9, 2016 to July 18, 2016)
June 20, 2016	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
July 18, 2016	NP&EDC approval of final UPWP (requires special meeting on this date)

5. Public Participation Plan Update

Staff has included a task in the FFY 2016 UPWP to update the Public Participation Plan (PPP), which was last updated on June 28, 2007. The plan has been updated with the most significant change being the use of public meetings instead of public hearings to approve the Transportation Plan, TIP, and UPWP. This change will rely on advertisement of these documents through the Town Clerk, Town website, and Town's social media outlets instead of printed notices in the newspaper. There is not requirement to hold public hearings prior to approval of these documents, so the change will save a significant amount on advertising costs. Other changes include the addition of the Commission on Disabilities and the Interfaith Council to the list of "stakeholders" that will be part of the outreach effort for transportation planning decision making. Staff has also reviewed numerous plans from other regions for outreach ideas as part of the updating efforts. The draft PPP requires a 45-day public review. Staff requests approval of the table below that outlines the development and public outreach schedule:

March 28, 2016	NP&EDC review of draft PPP schedule
March 28, 2016 to May 2, 2016	Coordinate review of draft PPP with MassDOT
May 2, 2016	NP&EDC approval of public review of draft PPP (May 26, 2016 to July 18, 2016)
June 20, 2016	NP&EDC public hearing to solicit comments from the public (requires special meeting on this date)
July 18, 2016	NP&EDC approval of final PPP (requires special meeting on this date)

6. In-Town Bike Path – Phase 1 – Construction (Federal Aid)

0.24 mile path between Washington St. Extension and Orange St. via Rail Road ROW
 Estimated Total Construction Cost: \$1,132,285.30

MassDOT originally advertised the project for construction on September 12th following the certification of the right of way process, and bids were opened November 24th. On December 24th MassDOT recommended the bids be rejected on due to ambiguities in the asphalt specifications which resulted in significantly higher than estimated bid prices (almost \$3 million versus the estimated \$1.1 million). MassDOT and the Town's engineering consultant (VHB) prepared new bid documents so the project can be re-advertised again with the corrected asphalt specifications. The project was re-advertised on March 5th, the bid opening is scheduled for May 9th, and a contract for construction should be awarded by the end of June.

7. In-Town Bike Path – Washington Street Phase – Design (Local Aid)

Washington St. between Commercial St. and Francis St.

Estimated Total Construction Cost: TBD

Staff has attached an agreement for services with Dave Fredericks to coordinate a feasibility study to underground utilities along Washington Street to accommodate bike and pedestrian improvements between Commercial Street and Francis Street. The proposed cost of this service is \$8,100. The feasibility study will cost \$55,000 and would be funded by a grant from ReMain Nantucket, if the grant is accepted by the Town. The study would provide a refined cost and design for removing utility poles out of the Washington Street sidewalk and locating them underground.

8. Mill Hill Path – Design/Construction (Local Aid)

Linking the existing 8 foot wide Prospect St path to Joy St via Mill Hill Park and Woodlands Hills

No update on this project.

DPW is coordinating with Bracken Engineering to modify the alignment of this path so that it uses the layout of North Mill St and Mill Hill Rd to connect with the Woodland Hills subdivision. Completion of this path is dependent on construction by others of an abutting roadway through the Woodland Hills subdivision, which is necessary to complete the connection of the Prospect St path to Joy St.

9. Milk Street Extension Path – Design/Construction (Local Aid)

2,485 linear foot extension of the Hummock Pond Road Bike Path to Mt Vernon Street

Staff continues coordination with DPW and others to implement this project by summer 2016. The Town has approved petitions from the utilities (Verizon and National Grid) to relocate poles to the opposite side of Milk Street. The Town is requesting that the utilities prioritize this work so it occurs without impacting construction of the path. Site Design LLC is currently finalizing the design plans and incorporating the utility design into the plans.

10. Bicycle and Pedestrian Advisory Committee

BPAC appointments will expire on June 30, 2016. BPAC continues to meet monthly to discuss a variety of bike and pedestrian issues including bike route stencil locations, bike racks, and provide guidance on the design of other bike/pedestrian projects. Staff requests that the NP&EDC authorize the solicitation of letters of interest from the community to serve on this committee. The table below outlines a schedule for advertising and appointment members to the committee:

May 2, 2016	NP&EDC authorize staff to solicit letters of interest from the community to serve on BPAC. Advertisement period would be May 26, 2016 to June 16, 2016
June 20, 2016	NP&EDC action to appoint members to BPAC.

Summary of Airport and Ferry Statistics:

11. Nantucket Memorial Airport (passenger departures)

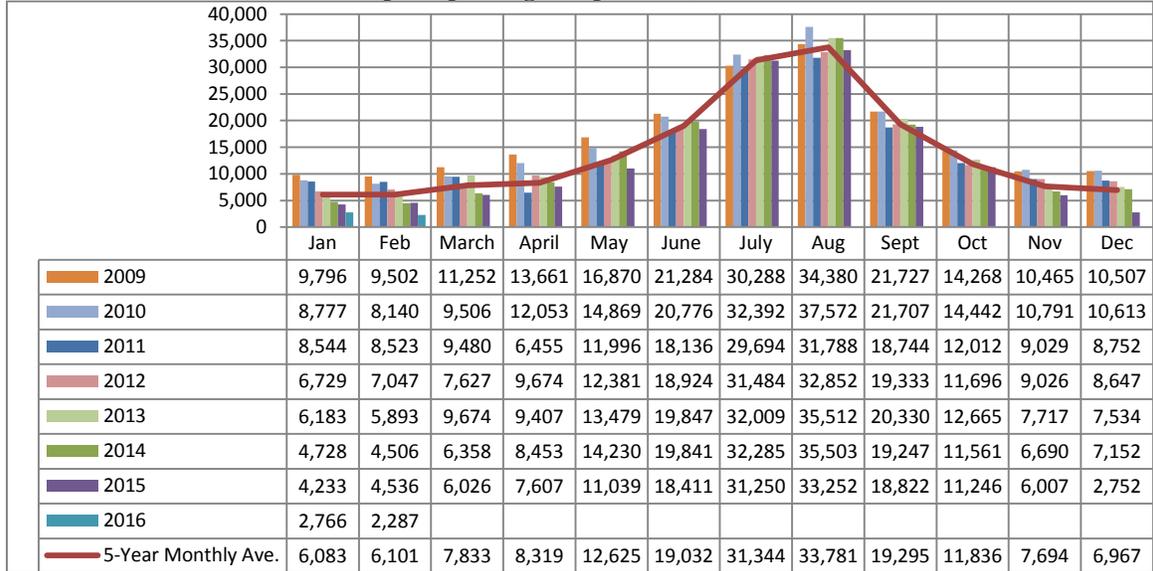


Chart 1. Total Enplanements (Departures)

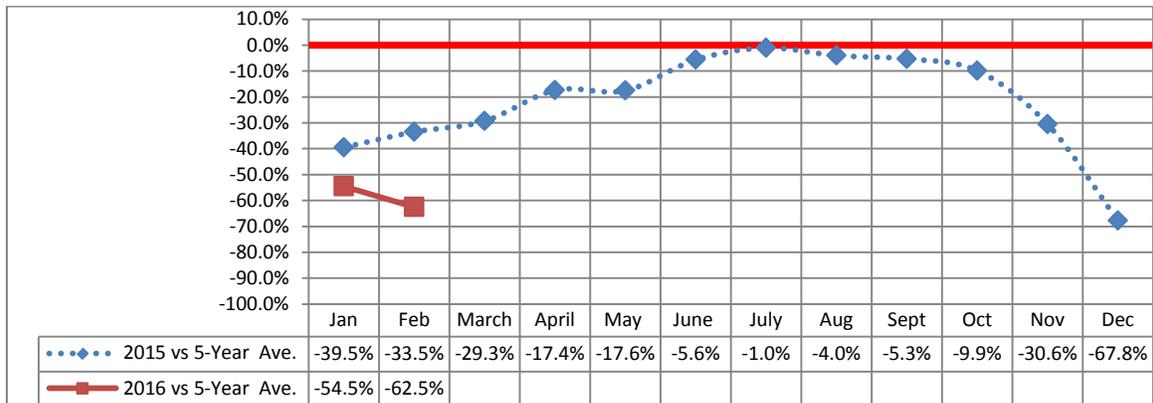


Chart 2. Monthly Enplanement versus 5-Year Average

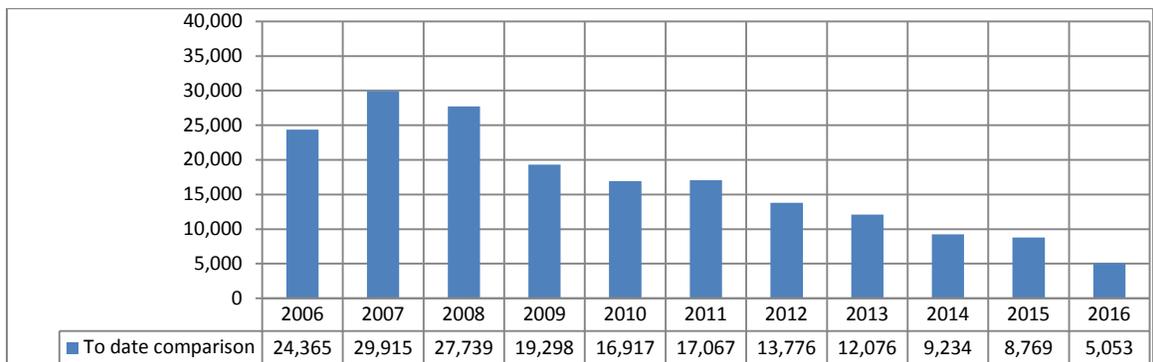


Chart 3. Annual Enplanements “To Date” Comparison

The above charts depict airport departures for each month of the last five years. Chart 1 shows the total number of departures for each month. Chart 2 shows the percent of change for each month compared to the five-year average for that month. Chart 3 shows the total enplanements for each year up to this year’s current month.

12. Ferry Service - Steamship Authority

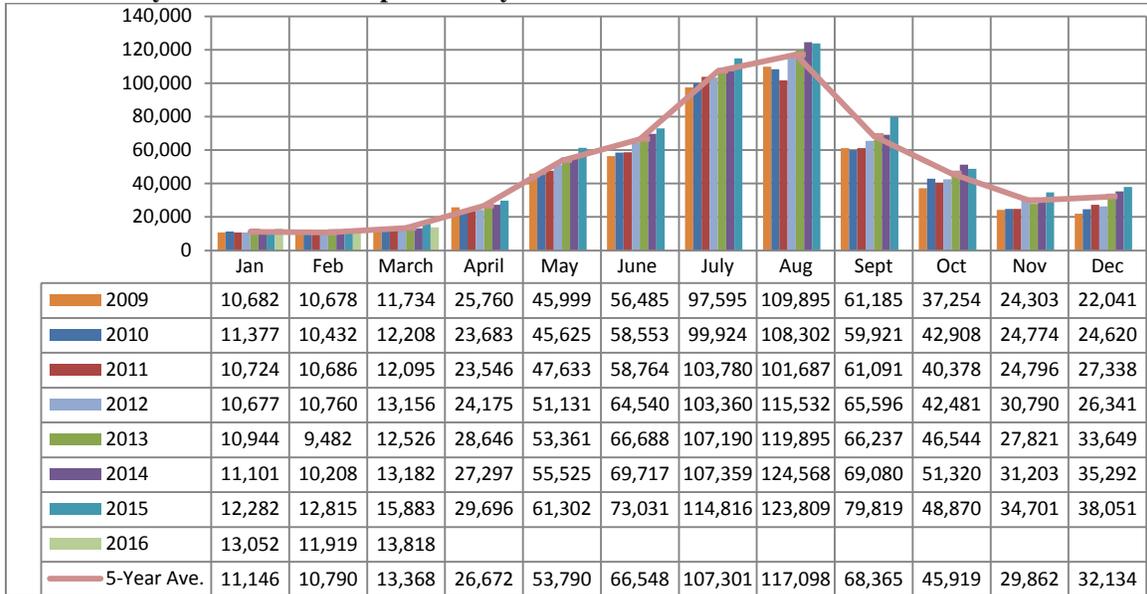


Chart 4. Total Passengers To/From Nantucket via SSA

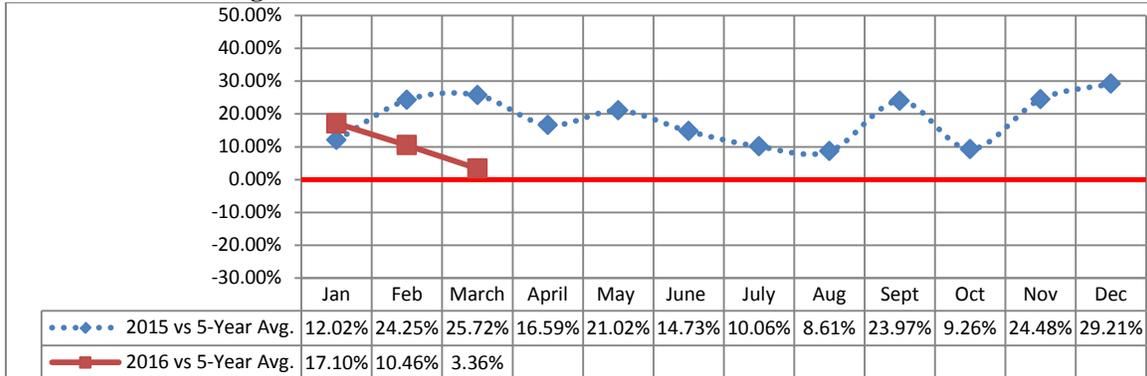


Chart 5. SSA Passenger Monthly Total versus 5-Year Average

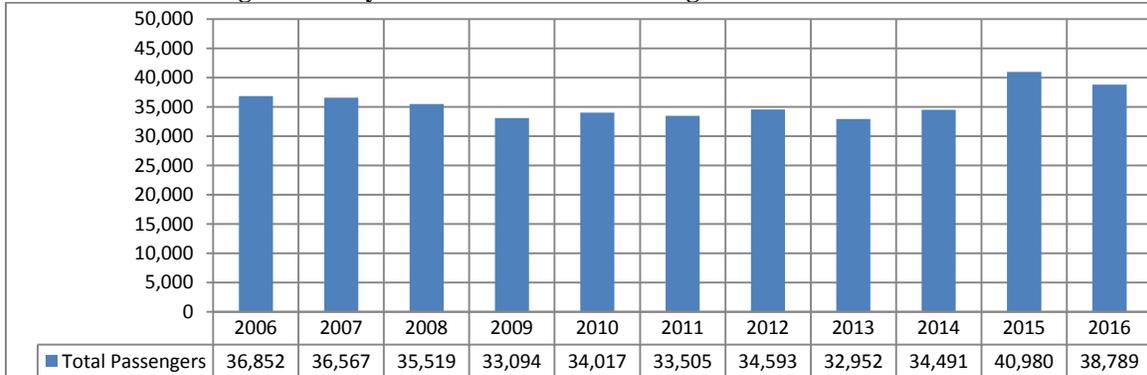


Chart 6. Annual SSA Passengers - "To Date" Comparison

Charts 4, 5, and 6 depict total SSA passengers for each month of the last five years. Chart 4 shows the total number of passengers for this time period 2003 through 2008. Chart 5 shows the percent of change for each month (2007 and 2008 to date) compared to the five-year average for that month. Chart 6 shows the total SSA passengers for each year up to this year's current month.

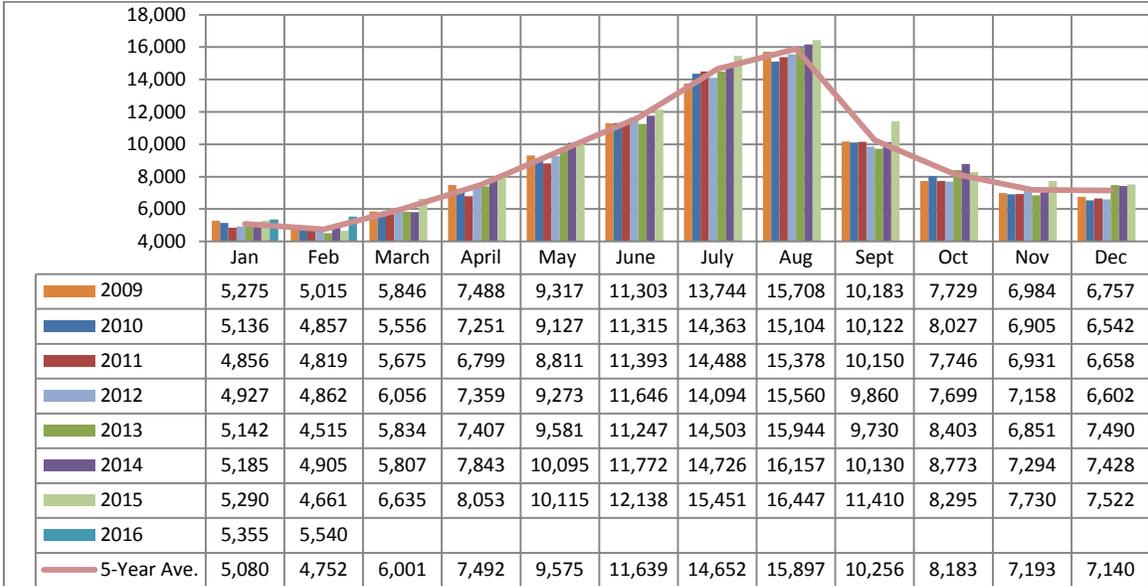


Chart 7. Total Cars and Trucks To/From Nantucket via SSA

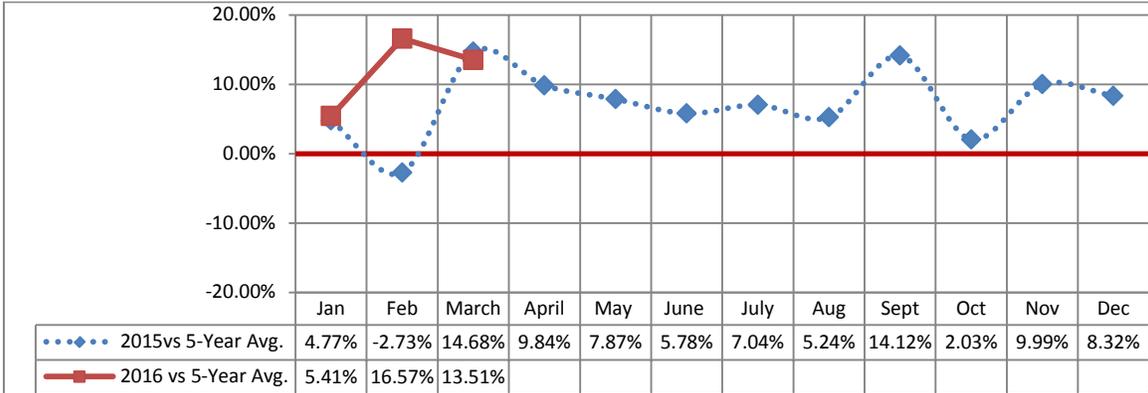


Chart 8. Monthly Cars and Trucks Total versus 5-Year Average

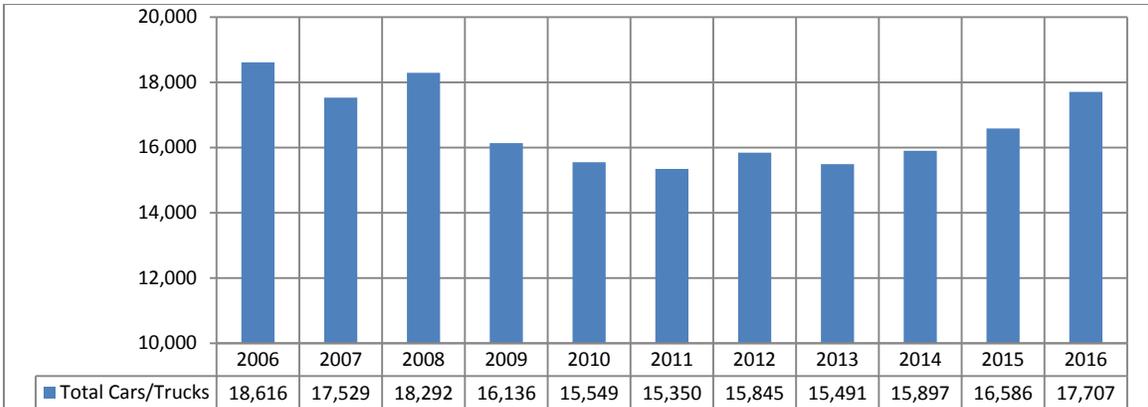


Chart 9. Total Vehicles – To Date Comparison

Charts 7, 8, and 9 depict total cars and trucks carried on the SSA for each month of the last five years. Chart 7 shows the total number of cars and trucks. Chart 8 shows the percent of change for each month compared to the five-year average for that month. Chart 9 shows the total SSA vehicles for each year up to this year's current month.



MEMORANDUM

TO: NP&EDC

FROM: Mike Burns, AICP
Transportation Planner

DATE: April 29, 2016

RE: NRTA Year Round Bus Service Study and Ferry Connector Funding

As discussed at the March 28th NP&EDC meeting, staff has been coordinating with the NRTA and their consultant, AECOM, on a study to determine the feasibility of year round bus service. This included demonstrating a demand for the service, and designing a service that would meet that demand in the most cost-effective manner. A final report, including the recommended option, was presented to the NRTA Advisory Board on April 13th. Although there was some feedback from the Advisory Board on other alternatives to the preferred option to lessen traffic on Dover and York Streets, as well as discussion of the cost of the service, there was no action taken by the Advisory Board.

Additionally, staff has been reviewing funding options to continue the Ferry Connector service (a shuttle from the 2 Fairground Road “park and ride” to the ferry terminals). As you may know, this service has been funded through a combination of public and private sources. However, it has become increasingly difficult to secure private funds to continue the service beyond the 2016 season. Therefore, staff recommends that a public source be identified so that the service is financially sustainable and can continue as an annual NRTA service.

As recommended by the NP&EDC at the March 28th meeting, staff has attached the summary of the Year Round Service Study and an initial array of funding options for this service and the ferry connector service to initiate a discussion of implementation strategies.

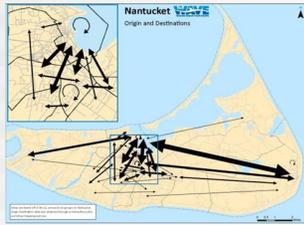
Thank you.

Funding Source	Seasonal Service	Ferry Connector	Year-Round Service
<u>Federal / State aid</u> – operational funding approved through the TIP	All available funds are targeted for seasonal service. No additional funding is anticipated	No Federal/State operational aid is available	No Federal/State operational aid is available
<u>Local assessment</u> – operational funding approved by the Town	All available funds are targeted for seasonal service. Additional funding was approved to expand hours of operation in 2015.	Not eligible for local assessment as this is not a new service.	An increase in the local assessment would require approval by the Town.
<u>Embarkation Fee</u> – the revenue collected currently funds traffic control and parking enforcement in the core area.	Not currently used for seasonal service	Would require an increase in the fee collected. A home rule petition to increase the fee would require approval of Town Meeting and the State Legislature	Would require an increase in the fee collected. A home rule petition to increase the fee would need approval of Town Meeting and the State Legislature
<u>Sales Tax</u> - not currently used for transit, but sales tax specifically for transit service is used in other communities	Not currently used for seasonal service	Would require an increase in the fee collected. A home rule petition to increase the fee may need approval at Town Meeting and by the State Legislature	Would require an increase in the fee collected. A home rule petition to increase the fee may need approval at Town Meeting and by the State Legislature
<u>Paid Parking</u> – a strategy for implementing paid parking has been recommended but NOT APPROVED	Not currently used for seasonal service	Paid parking has not been implemented as a funding source	Paid parking has not been implemented as a funding source



Public Outreach

NRTA used a multifaceted approach to gather public input on the need for and interest in year-round bus service. The outreach effort included a series of interactive public workshops, pop-up tables, stakeholder



meetings and an online survey. A mailer was sent to every registered business and residential address on Nantucket (10,749) using Every Door Direct Mail with information about the

upcoming events and a link to the survey. Approximately 50 people participated in the interactive workshops and another 80 at the pop-up tables. At the stakeholder meeting, over a dozen different groups participated, representing local businesses, community groups, schools, human service organizations and religious groups. The participants discussed the potential for year-round service and what it

would mean to their employees/patrons/members. It was a huge success!

1,132 surveys were completed

Survey Highlights

32% of respondents do not have a private car to get around during the winter.

47% of respondents who don't currently use the WAVE would if year-round service was provided

79% use the WAVE during the summer

96% of those who use the WAVE during the summer would use the service in the winter

68% of current WAVE riders take the bus at least once a week

If winter service was available, 22.9% would use the WAVE 5+ days a week

Study Description

The purpose of the Nantucket Year-Round Transit Study is to evaluate the feasibility of providing year-round fixed route service and to develop recommendations. Currently fixed route transit service is provided mid-May through early October. The recently completed Regional Transit Plan acknowledged the possible need for year-round bus service to serve a growing year-round population. In just four years the island population has grown by 6.7%.



Existing Conditions

Operations

In order to evaluate each existing route, data on ridership, revenue hours, revenue miles, operating cost, and farebox revenue were collected. NRTA routes perform better than the state average for all Massachusetts Regional Transit Authorities (RTA) for many of the route-level performance indicators used to evaluate transit services as indicated in green below. As a whole the system outperforms rural transit providers nationwide and within New England.

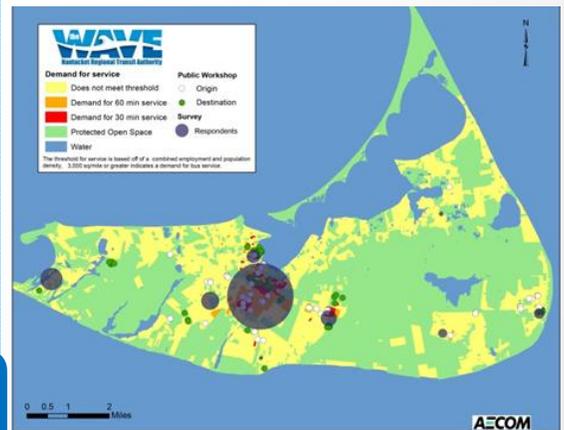
Route Name	Farebox Recovery	Passengers per Mile	Passengers per Hour	Cost per Mile	Cost per Passenger	Subsidy/passenger
Airport Route	11.2%	0.75	3.78	\$13.51	\$18.11	\$16.08
Jetties Beach	34.2%	6.62	23.83	\$19.00	\$2.87	\$1.89
Madaket Route	35.3%	1.07	13.57	\$5.41	\$5.04	\$3.26
Miacomet Loop	27.5%	1.57	17.05	\$6.31	\$4.01	\$2.91
Mid Island Loop	26.1%	2.03	15.76	\$8.80	\$4.34	\$3.21
Sconset via Milestone Rd	48.6%	1.32	18.56	\$4.85	\$3.69	\$1.90
Sconset via Old South Rd	57.8%	1.46	23.08	\$4.33	\$2.96	\$1.25
Sconset via Polpis Rd	31.6%	0.77	11.53	\$4.56	\$5.93	\$4.06
Surfside Beach	68.8%	2.50	25.85	\$6.61	\$2.65	\$0.82
Fixed Route System Total	32.8%*	1.54	15.90	\$8.05	\$5.22	\$3.81
Ferry Connector	90.5%**	0.97	2.33	\$28.60	\$29.42	\$2.79

NRTA has seen a surge in ridership, with a 9.9% increase between 2012 and 2015. While ridership is higher during the summer months, during the shoulder seasons the average daily ridership is two times higher than the daily system ridership of two other RTAs that have year-round service. With low subsidy cost per passenger and high farebox recovery ratios, NRTA is a financially efficient system.

NRTA is a rural system performing like an urban system—primarily due to the space constraints on the island leading to denser than traditional rural residential and commercial development—as well as the dramatic influx of tourists swelling the Island's population in the summer months.

Market

The year-round Island population is concentrated in the downtown and mid-island regions, although there are some pockets of higher-density residential areas in Tom Nevers, Sconset and Madaket. An analysis of socio-economic conditions showed that mid-island and downtown have the highest demand for service and could support 30-60 minute bus service in the off-season. The ridership demand projections estimated solid ridership in the off-season, indicating there is a latent demand for year-round bus service on the Island.



Recommendations

Using the results from the public outreach effort, operational analysis and market analysis, service options were developed. These options were then refined and evaluated by the Steering Committee, resulting in a preferred alternative. The preferred alternative includes establishing year-round service on the Mid Island Loop, Miacomet Loop and Sconset Via Old South Route, establishing a new route that operates in the off-season only called the Old South Rd/Nobadeer Farm Road Route and extending the operation of the Madaket longer into the shoulder season (to Columbus Day). Year-round service would operate 7 days a week for an additional 217 days¹. The cost to operate the off-season service would be \$813,000 plus the \$35,000 needed to extend the Madaket service².

Service Indicator	Off-Season
Additional days operated	217 ¹
Weekday service hours	7AM-9PM
Weekend service hours	8AM-7PM
Number of routes	4
Vehicle requirement	3
Driver requirement	6.9
Projected daily ridership	610

The projected performance indicators for off-season service show that the system would be productive. In almost all indicators, NRTA would out-perform the national average for rural transit providers. Passengers per mile are expected to improve in the off-season which indicates that even with reduced service there is captive ridership. While the off-

Route Diagnostics	Off-Season	Current NRTA	MA Average	National Rural Average
Farebox Recovery	20%	33%	19%	8%
Passengers per Mile	1.99	1.54	1.56	0.76
Passengers per Hour	15.5	15.9	21.5	10.8
Cost per Mile	\$12.21	\$8.05	\$6.57	\$3.04
Cost per Passenger	\$6.14	\$5.22	\$4.22	\$7.42
Subsidy per Passenger	\$5.65	\$3.81	\$3.41	N/A

season service will not exceed the state RTA average for many indicators, they are still within the top half for most of the indicators (most averages are skewed by the larger urban RTAs).

Year-Round Service Projection
 362 days/year
 431,000 rides



Possible Service Enhancements	Additional Cost
Operate the new route and Sconset via Old South Road Route with 60 minute frequencies	\$271,000
Extend weekend service to 9PM	\$53,000
Operate Madaket Route service for the entire off-season with 3 trips per day	\$62,000

Possible Cost Saving Options	Cost Savings
Do not extend the Madaket Route	\$35,000
Operate Mid Island and Miacomet Loops every 60 minutes instead of 30	\$271,000
Operate 4 trips daily on Sconset via Old South Road Route instead of 7	\$62,000
Only extend current shoulder ³ routes to begin at the Daffodil Festival and end after Christmas Stroll	\$524,000



Photos by Susan Richards, SR Concepts

¹Current NRTA WAVE bus service is operated 145 days per year.

²The total costs do not include farebox revenue, which would offset some of the cost.

³Ferry Connector, Mid Island and Miacomet Loops, Sconset via Old South Road Route

2015 NRTA Route Diagnostics

Route Name	Farebox Recovery	Passengers per Mile	Passengers per Hour	Cost per Mile	Cost per Passenger	Subsidy/passenger
Airport Route	11.2%	0.75	3.78	\$13.51	\$18.11	\$16.08
Jetties Beach	34.2%	6.62	23.83	\$19.00	\$2.87	\$1.89
Madaket Route	35.3%	1.07	13.57	\$5.41	\$5.04	\$3.26
Miacomet Loop	27.5%	1.57	17.05	\$6.31	\$4.01	\$2.91
Mid Island Loop	26.1%	2.03	15.76	\$8.80	\$4.34	\$3.21
Sconset via Milestone Rd	48.6%	1.32	18.56	\$4.85	\$3.69	\$1.90
Sconset via Old South Rd	57.8%	1.46	23.08	\$4.33	\$2.96	\$1.25
Sconset via Polpis Rd	31.6%	0.77	11.53	\$4.56	\$5.93	\$4.06
Surfside Beach	68.8%	2.50	25.85	\$6.61	\$2.65	\$0.82
Fixed Route System Total	35.1%	1.54	15.90	\$8.05	\$5.22	\$3.81
Ferry Connector	90.5%**	0.97	2.33	\$28.60	\$29.42	\$2.79

*Does not include Ferry Connector, with ferry connector and subsidy it is 44.4%
**Includes private funding (subsidy). Without the funding but instead a \$2 fare it would be 6.8%

Green indicates better than state average

NRTA Year-Round Bus Service Study

Route Diagnostics – Highlights 1

- Top rural transit performer in MA for passengers per mile Second highest farebox recovery in the state
- In the top half of performers statewide for pass/mile, cost/pass, farebox recovery, subsidy/pass

NRTA is one of the most efficient transit providers in MA and provides a lot of service with a tight budget

NRTA Year-Round Bus Service Study

Route Diagnostics – Highlights 2

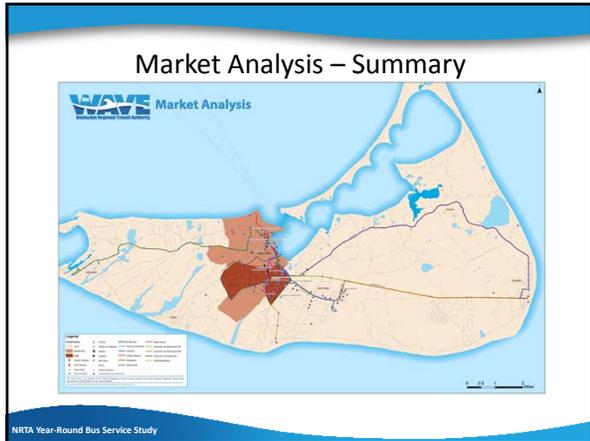
Top rural transit performer in MA for passengers per mile

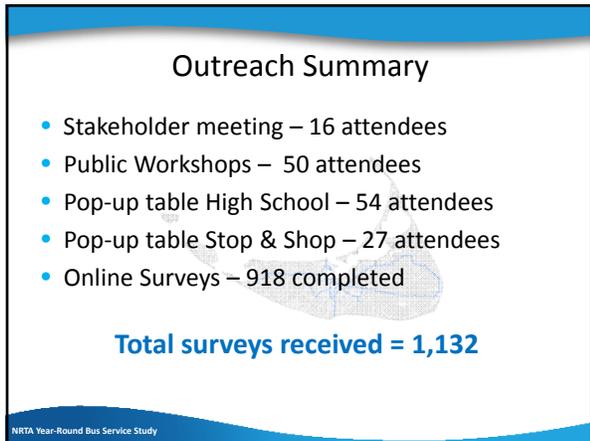
118% better than other New England rural transit for cost/passenger

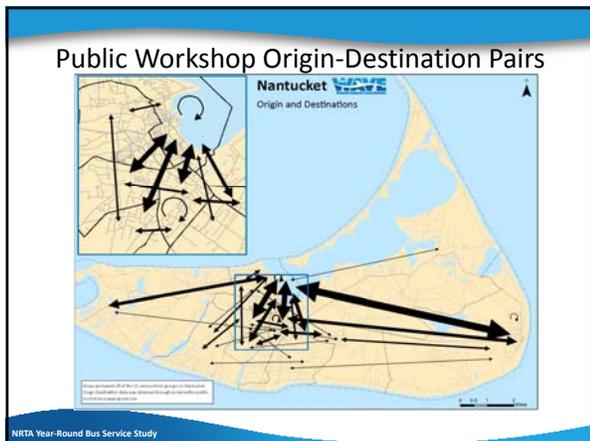
- Better than the national averages for rural transit providers in pass/mile (0.59), pass/hour (10.8), cost/pass (7.42), farebox recovery (6%)

A rural system performing like an urban system

NRTA Year-Round Bus Service Study







Survey Findings – Who Responded

- Year-round residents had the highest response
 - Island residents live mostly in the Mid-Island area
 - Seasonal residents are in Madaket
 - Visitors want to go to Madaket

Number 1 Respondent Residences

Respondent Type	Percentage
Year-Round Resident	68%
Seasonal Resident	14%
Other (please specify)	10%
Visitor to Nantucket	4%
Seasonal Worker	2%
Work on Island but Live off Island	2%

NRTA Year-Round Bus Service Study

Survey Findings – How People Get Around

- In the off-season 32% of respondents do not have a private car to get around

Method	Percentage
Drive	68%
Get a ride	8%
Walk	12%
Taxi	2%
Do not go	5%
Bike	1%

79% of respondents ride the WAVE in the summer

NRTA Year-Round Bus Service Study

Survey Findings – Current WAVE Riders

Frequency	Percentage
Not at all	0%
Rarely	10%
1-2 days a week	22%
3-4 days a week	23%
5+ days a week	23%
1-3 days a month	22%

50% of those living in Mid-Island /Miacomet/ Old South Rd areas ride the bus 3+ times per week

68% of WAVE riders take at least one trip per week

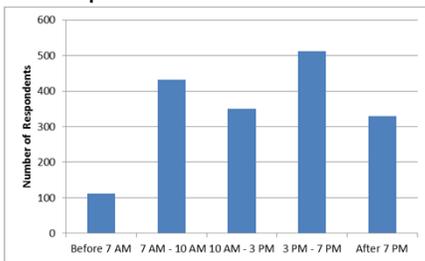
NRTA Year-Round Bus Service Study

Survey Findings – Off-Season Service

- 96% of respondents that ride the WAVE in the summer would also ride in the off-season
- 22.9% of respondents would ride the WAVE 5+ days a week
- Mid-Island and Miacomet are the most popular routes

NRTA Year-Round Bus Service Study

Survey Findings – Times of Day Respondents want to Ride



NRTA Year-Round Bus Service Study

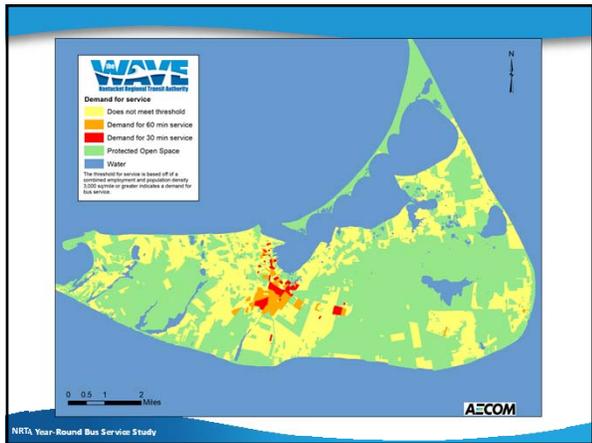
Survey Findings – Current Non-Riders

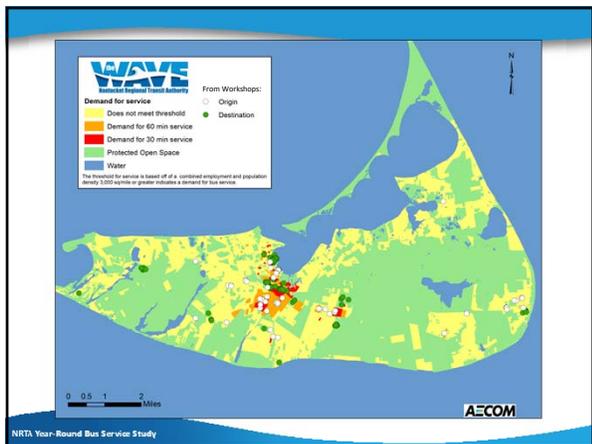
- 47% said they would take the bus if it was operated year-round
 - Primarily Mid-Island and Tom Nevers residents responded
- Current non-riders want the bus to go to the ferry terminals, airport, and the Mid-Island area

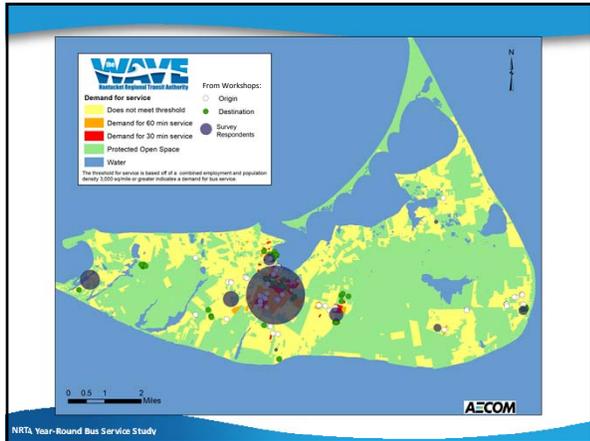
NRTA Year-Round Bus Service Study

Market Analysis and Outreach Findings Summary

NRTA Year-Round Bus Service Study







Alternatives Development Process

- Identify Transit Markets/Audience
- Develop a Menu of Options
- Evaluate Options
 - Level of Service
 - Projected Ridership
 - Projected Operating Cost
- Identify a Preferred Alternative

Current NRTA WAVE service operates 145 days each year

NRTA WAVE averages 1,200 trips per day in the shoulder season and 2,900 trips per day in the peak

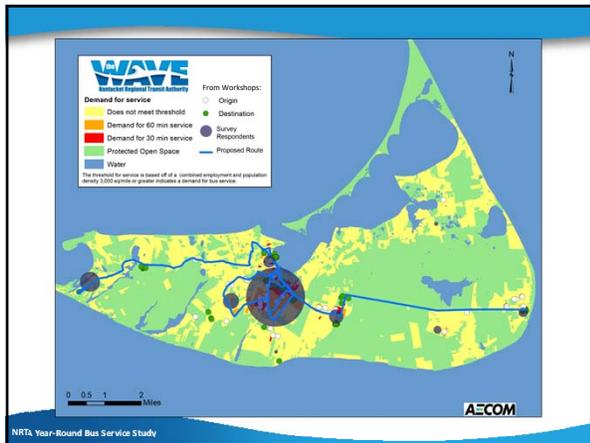
Preferred Alternative

Service Indicator	Off-Season	Service Indicator	Off-Season
Additional days operated	217 [^]	Vehicle requirement	3
Weekday service hours	7AM-9PM	Driver requirement	6.9
Weekend service hours	8AM-7PM	Projected daily ridership	610
Number of routes	4	Annual operating cost*	\$813,000

[^] Current NRTA WAVE bus service is operated 145 days per year

* Does not include farebox revenue

Total New Cost: \$848,000



Possible Service Enhancements

- Operate new Old South Road/Nobadeer Farm Road Route and Sconset via Old South Road Route with 60 minute frequencies, which results in 30 minute frequency along the Old South Road Corridor
 - Additional Cost: \$271,000
- Extend weekend service to 9PM on the Mid Island and Miacomet Loops and on the new Old South Road/Nobadeer Farm Road Route
 - Additional Cost: \$53,000
- Operate Madaket Route service for the entire off-season with 3 trips per day
 - Additional Cost: \$62,000

NRTA Year-Round Bus Service Study

Possible Cost Saving Options

- Exclude Madaket Route service extension
 - Savings = \$35,000
- Operate Mid Island and Miacomet Loops with 60 minute frequency instead of 30 minute frequency
 - Savings = \$270,940
- Operate 4 trips daily on Sconset via Old South Road Route instead of 7
 - Savings = \$62,000
- Only extend current shoulder routes* to begin at the Daffodil Festival and end after Christmas Stroll
 - Savings = \$524,000

*Ferry Connector, Mid Island and Miacomet Loops, Sconset via Old South Road Route

NRTA Year-Round Bus Service Study

Funding Options

- Fares
 - Farebox recovery is anticipated to cover at least 20% of operating costs based on existing seasonal service farebox recovery rates
- Possible Funding Sources to Recover the Remaining Operating Costs and Capital Costs
 - Local
 - Increase Local Assessment (RTA funding source assessed to Town of Nantucket)
 - Town Meeting (would need to vote an override or warrant article)
 - Implement on-street paid parking
 - Park and Ride Lot (long-term/seasonal passes)
 - Hospitality/other local tax
 - Partnerships
 - State
 - Transit funding (currently level funded for FY2017)
 - Gas tax dedicated to transit (long-term legislative issue)
 - FTA
 - 5311 Rural Funds (level or decrease in funding)
 - 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

NRTA Year-Round Bus Service Study

Next Steps

- Recommend for discussion at NP & EDC Transportation Meeting
 - May 2, 6 PM
- Identify potential funding strategy
- Develop timeline based on funding source
- Implement service

NRTA Year-Round Bus Service Study

PROPOSAL

To: Andrew Vorce
Director of Planning
NP&EDC
Fairgrounds Road,
Nantucket MA 02554

April 20, 2016

From: David Fredericks
ACK Fredericks LLC
4 White Street
Nantucket, MA 02554

SCOPE OF SERVICES

- I offer the following proposal:
 - To Assist the town of Nantucket in developing a final plan, cost estimates and specification for the undergrounding of electric, phone, cable vision, utilities as well as other overhead utilities along Washington Street and Francis Street in association with the planning of the bike path in this area
 - Specifics Include;
 - Work in support of the Town of Nantucket as shown in the Att. Organizational Chart
 - Coordinate meetings with:
 - Town Engineer and Town Traffic Engineer
 - Town Tree Warren
 - Town of Nantucket Depts including Police, Fire ,Water and the DPW
 - The Impacted Utilities Including Phone, Cable & Electric
 - Key steak holders and groups with-in the community
 - To provide the town with a final plan & specification as well as cost and schedule to perform the work targeting early spring of 2016
 - Lastly, to provide written notes and from all meetings along with a running list of issues and concerns that may arise during this initial planning program.

Schedule

I would expect that once these agreements are approved by both the town and the Utilities this first phase will take approximately 90 days to complete and provide the final report.

COST

- I estimate this will require 65 hours to complete the coordination of this proposal
- Including activities in support of the town's staff
- Overall cost results in a total of 65 hours at the Rate of \$125.00/Hour, therefore the total cost of this proposal at \$8,100.00
- I will be acting as a consultant providing coordination, oversight and support
- I have not included other support that may be required such as:
 - Development of Engineering Drawing
 - Survey or Civil Work
 - Procurement Support for all other outside services
 - Miscellaneous Supplies or expenses beyond my labor

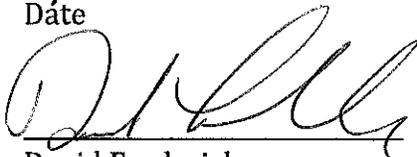
PAYMENT

- Payment will be made in two steps:
 - Release of a Completed draft plan, specific project estimates by Utilities and an outline of potential schedule for the next phase as well as the construction phase;
The draft report will be presented to the NP&EDC and the Board of Selectmen for comments.
50% of total. (\$4,050.00)
 - Update plans give feedback from review of town boards and provide final plan and budget;
50% of total. (\$4,050.00)

CC: Mike Burns
NP&EDC Transportation Planner
Fairgrounds Road
Nantucket, MA 02554

Parties have agreed to the proposal and terms & conditions set forth above as of:

4/26/15
Date

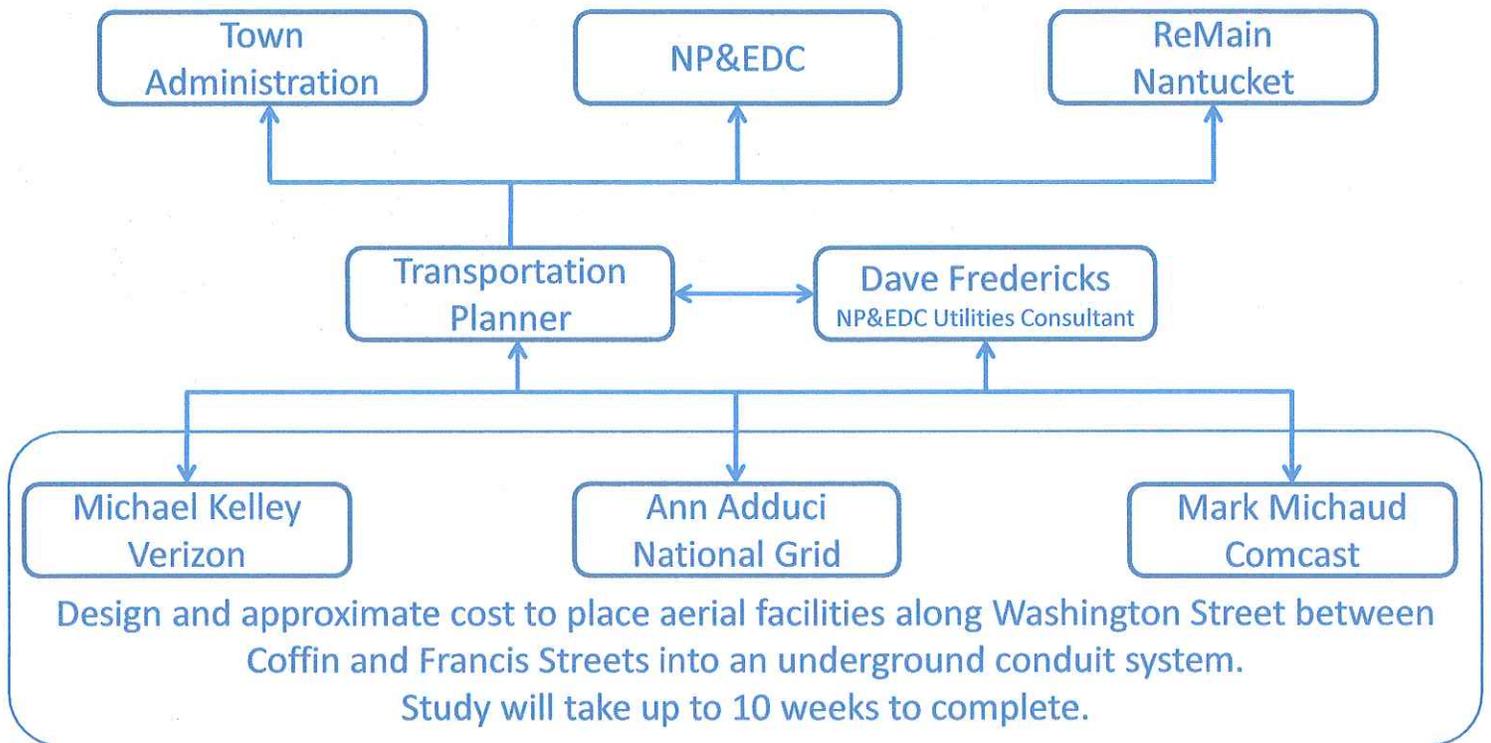

David Fredericks

Andrew Vorce
Director of Planning
NP&EDC



In Town Bike Path Utilities Engineering Study

Organizational Chart





Engineering Design Deposit

12/3/2015

Nantucket Planning Offices
Attention Mike Burns
2 Fairgrounds Rd.
Nantucket, MA 02554

VZ JOB # **4AOKONP**

Dear Mr. Burns,

This is an invoice / Engineering Design Charge of \$14,543.24, a **non-refundable fee**, in connection with evaluating the scope of your request for work involving:

The design and approximate costs of a project to build a conduit system and place all of Verizon's aerial facilities along Washington Street, between Coffin and Francis Streets into this conduit system in Nantucket, MA. The design and estimate will take approximately 10 weeks to complete, from receipt of advance payment.

The Invoice/Engineering Design Charge provides for the engineering effort required to prepare the Special Construction Quote (the Estimate). Should you choose to proceed, this fee will be applied to your total bill.

However, please be advised that **should you not** proceed with the work or if payment is not received within **60 days (extra time can be granted in this case)**, your request will be cancelled, and you will be billed the \$14,543.24 Engineering Design Charge.

Please return a signed copy of this invoice with your check.

Kindly remit your payment, made payable to **Verizon**, in the amount of **\$14,543.24** to:

**Karen Mealey
C/o Verizon
385 Myles Standish Blvd.
Taunton, MA 02780**

Should you have any questions or concerns regarding these terms, please contact me at 774-409-3185.

Sincerely,

Michael Kelley 
Verizon Engineer

Customer Signature: _____ Print: _____
Phone Number _____

ADDENDUM A

Conditions for the In-Town Bike Path Utility Engineering grant G-1512-55684

The funding for the area within the study is given with the understanding that there will be:

- A high-level organization chart showing clear lines of responsibility for the project.
- An initial “scoping session” to insure that there is a clear understanding among Town Departments, including but not limited to, the DPW, the Planning Department and Town Administration as to the deliverables for the project from utilities involved. The deliverables should include a simple map for each utility.
- Shortly thereafter a meeting with all of the utilities impacted reviewing both the scope and developing a timeline for the milestones associated with the project.
- An example project lead for the Town of Nantucket project leads for each of the utilities.
- A monthly progress update to ReMain and Dave Fredericks in the form of email.
- A project summary presented to the Selectmen prior to project completion to be sure there is adequate public understanding.



The Schmidt Family Foundation/ReMain Nantucket
Grant Agreement Conditions

Grant ID #: G-1512-55684

The grant approved is subject to the conditions listed below:

1. The grant in the amount of \$55,000 is for Town of Nantucket in support of the *In Town Bike Path Utilities Engineering Study* as indicated in the proposal dated December 10, 2015, for a start date of January 1, 2016. The duration of this grant is 6 months, payment disbursed as a single payment of \$55,000.
2. **Representation and Warranty Regarding Tax Status.** By entering into this Agreement, Grantee represents and warrants that Grantee is exempt from federal income tax and that it is not a private foundation as defined in IRC Section 509(a). Such representation and warranty shall continue through the last date that Grantee spends grant funds.
3. Grantee will furnish to The Schmidt Family Foundation any information concerning a change or a proposed change in grantee's exempt status.
4. If grantee's exempt status changes, The Schmidt Family Foundation reserves the right to have all remaining grant funds immediately returned.
5. Any funds not used or committed for the specific purpose of the grant within the specified term of 1 year must be returned to The Schmidt Family Foundation unless otherwise authorized in writing.
6. Grantee must provide a written narrative and financial report at the conclusion of the grant cycle but no later than July 31, 2016 describing conclusions, progress, and/or status of grant objectives including how the funds were expended to attain the objectives. Additionally, Grantee shall abide by the additional conditions as stated in **Addendum A** of this agreement.
7. Please confirm the contact information including: Contact Name, Email Address, Mailing Address and Phone Number for grant payment disbursement on the below line:

Contact Name, Email Address & Phone Number

Mailing Address (for express delivery)

Acceptance of the terms:

Town of Nantucket

Date

Joseph L. Sciortino, Executive Director

Date

The Schmidt Family Foundation



December 2, 2015

T. Michael Burns, AICP - Transportation Planner
Nantucket Planning Office
2 Fairgrounds Road
Nantucket, MA 02554

Electric Service Proposal for WR 15971836

Enclosed please find an Electric Service Proposal for an engineering fee for the Town of Nantucket, underground project, on Washington St., Nantucket, MA.

If this Proposal is acceptable, please sign and return the enclosed copy of the Service Agreement. Upon receipt of your acceptance, you will then be billed under separate cover in the amount of \$40,000.00 including applicable taxes. This price is valid for 60 days.

This design work will be scheduled upon receipt of this signed Service Agreement, payment of invoice, and completion of all responsibilities as outlined in the attached proposal. The design plan will take apx. 3 months from the time of payment and receipt of any information needed from the DPW.

Should you have any questions, please contact me at 781-907-3484.

Sincerely,

A handwritten signature in black ink that reads "Ann Adduci".

Ann Adduci
Commercial Acct Rep
National Grid
40 Sylvan Rd.
Waltham, MA 02451-1120

**T. Michael Burns, AICP - Transportation Planner
Nantucket Planning Office
2 Fairgrounds Road
Nantucket, MA 02554**

Service Request:	15971836
Drawings:	NA
Electrical Contractor:	NA
Customer's Contribution:	\$40,000.00
Billing Party:	T. Michael Burns, AICP - Transportation Planner
Customer's Responsibilities:	<ul style="list-style-type: none"> ▶ Return signed Service Agreement, if accepted. ▶ Provide all necessary right-of-way easements ▶ Notify National Grid if any changes in the Billing Party will occur. ▶ Payment in full, upon receipt of the invoice.
National Grid Responsibilities:	Design Fee to design to underground electric utility poles along Washington St between Coffin St and Francis St. Design fee in non-refundable.
Construction Lead Time:	<p>Approximately 4-6 weeks will be necessary for construction. Upon receipt of payments, permits, right-of-way and the signed Proposal, this project will be added to National Grid's construction schedule.</p> <p>Note: Payment must be made upon receipt of the invoice. The correct mailing address for payments will be listed on the invoice.</p>
Remarks:	<p>This proposal is based upon projected cost and rate schedule provisions in effect at the date of this proposal and will be withdrawn if not accepted within 90 dates of the date of this Proposal.</p> <p>This proposal and all attached documentation is <i>proprietary property</i> of National Grid and can only be used for its intended purpose OH to UG on Washington St between Coffin St and Francis St., at Town of Nantucket and shall not be otherwise disclosed.</p>
Prepared By:	Ann Adduci Commercial Acct Rep 781-907-3484



Nantucket Electric Company, dba National Grid
Miscellaneous Construction

Quote Date : 12/2/2015
 Name of Complex: Town of Nantucket
 Service Address: Washington St.
 Nantucket, MA 02554

Contact Name: T. Michael Burns, AICP - Transportation Planner
 Company Name: Nantucket Planning Office
 Mailing Address: 2 Fairgrounds Road
 Nantucket, MA 02554

National Grid Account Representative: Ann Adduci

Work Req # 15971836

Miscellaneous Construction

Design Fee to design to underground electric utility poles along Washington St between Coffin St and Francis St. This amount will be deducted from the construction contract should the customer decide to move further. If the customer decides not to move forward with the construction, the design fee will not be refundable.

Cost

The cost of this service, as requested by the customer, is: \$40,000.00 and is non-refundable.

Cost Estimates

All cost estimates stated in this agreement are time sensitive and based on the execution date of this agreement. If construction has not commenced within 180 days of the execution date of this agreement and/or a wire inspection has not been completed within 360 days of the execution date of this agreement, National Grid reserves the right to require a new agreement that reflects the policies and costs in effect at that time.

I agree to the terms set forth in the Agreement:
Nantucket Planning Office

Name: T. Michael Burns, AICP - Transportation Planner
 Title: _____
 Date: _____

 Customer Signature

Town of Nantucket Complete Streets Policy

Effective Date	May 18, 2016 May 25 or early June (TBD)
Selectmen vote to adopt policy	May 18, 2016 May 25 or early June (TBD)
NP&EDC vote to recommend	May 2, 2016
Public Meeting (NP&EDC)	March 28, 2016

Comment [m1]: Notes are NP&EDC staff's interpretation of the MassDOT's scoring system. Overall, it appears that the policy would score at least 80 of 100 points. Final scoring of any policy would be up to MassDOT.

Comment [lg2]: This is "streets" only? Not sidewalks or bike paths?

Comment [m3]: DRAFT – all dates to be approved

This model policy was developed by NP&EDC staff in consultation with various local committees, with much of the language selected from the Cape Cod Commission, Salem, MA and Littleton, MA polices. The intent is that the Board of Selectmen adopt this policy for application during consideration of approval of any project or program that would impact the mobility of the residents and visitors of Nantucket.

Vision and Purpose:

A Complete Street provides safety, comfort, and accessibility for all the users of our roadways, trails, and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial vehicles, and emergency vehicles. "All users" includes users of all ages, abilities, and income levels. These principles contribute toward the safety, health, economic viability, and quality of life in the community by creating safe, accessible, and comfortable pedestrian and vehicular environments for travel between home, school, work, recreation and commercial destinations. Complete Streets also furthers equity objectives by providing safe forms of travel and empowering residents of all income levels.

Considering the need to preserve the historic and environmental qualities of the island, the community's transportation challenge is to manage the use of cars on Nantucket while providing a transportation system that is safe, convenient, economical, and sensitive to the character of the island. It can be difficult to provide a system that accommodates all users along the many narrow roadways that are constrained by historic buildings and environmental resources, especially when the volume of users swells during the summer tourist season. The purpose of the Town of Nantucket's Complete Streets policy, therefore, is to accommodate all road users by creating a road network that meets the needs of individuals utilizing a variety of transportation modes, while protecting the elements that are important to both the character and the economy of the community. The Town of Nantucket's Complete Streets policy directs the community's decision-makers to consistently plan, design, operate and maintain streets that are sensitive to the character of the island while accommodating all anticipated users, including but not limited to pedestrians, bicyclists, motorists, emergency vehicles, freight, and commercial vehicles.

Comment [lg4]: ALL users? Won't that be pretty much impossible on many of the streets downtown?

Comment [L5]: Equestrian (yes) skateboard (no)?

Comment [m6]: Vision and Purpose [direct statement with obvious intent of policy = 10pts]

Comment [m7]: All Users and Modes [bike/ped/transit/emergency = 12 core pts]

Comment [m8]: All Users and Modes [+4pts for "all ages" and + 4 pts for "all abilities"]

Comment [m9]: All Projects and Phases [applies to all project types = 10 core pts]

Comment [L10]: Inappropriate use of and (links between two clauses); suggest "also" or "In addition".

Core Commitment:

The Town of Nantucket recognizes that users of various modes of transportation, including but not limited to pedestrians, cyclists, transit and school bus riders, motorists, delivery and service personal, freight haulers, and emergency responders, are legitimate users of streets and deserve safe facilities. "All users" includes users of all ages, abilities, and income levels. The Town of Nantucket recognizes that all projects, including new construction, maintenance and reconstruction, are potential opportunities to apply Complete Streets design principles. And, during the Town's capital project review process, Town Administration will, to the maximum extent practical, require that any design, construction, maintenance and operation funding request

for any roadway demonstrate consideration for accommodating users of all ages and abilities. This includes demonstrating that improved accommodation either connections to a similar established network of accommodation for users or transitions from an improved facility to the existing roadway network in a manner that is safe, convenient, and sensitive to the character of the island.

Comment [m11]: All Projects and Phases [+5 for "requires procedures be developed"]

Comment [m12]: Network [acknowledges importance of network approach = 10 core pts]

All transportation infrastructure and roadway design projects requiring funding or approval by the Town of Nantucket, as well as projects funded by the State and Federal government, including but not limited to Chapter 90 funds, grants, Transportation Improvement Program (TIP), the MassWorks Infrastructure Program, Community Development Block Grants (CDBG), Capital Funding and other state and federal funds for street and infrastructure design shall adhere to the Town of Nantucket's Complete Street Policy. Private developments and related roadway design components shall also adhere to the Complete Street principles. In addition, to the extent practical, state-owned roadways will comply with the Complete Streets Policy, including the design, construction and maintenance of such roadways within town boundaries. Town Departments will use best judgment regarding the desirability and feasibility of applying Complete Streets principles for routine roadway maintenance and projects such as repaving, restriping and so forth.

Comment [lg13]: "shall"? That might prove impossible? How about "to the extent practicable"?

Comment [m14]: Jurisdiction [+2 pts for "recognizing need to work with entities"]

Exemptions:

Transportation infrastructure projects, including but not limited to roadway reconstruction, roadway reconfigurations or subdivisions may be excluded upon approval by the Board of Selectmen with consultation from the appropriate town departments, where documentation and date indicate that any of the following apply:

Comment [m15]: Exceptions [+6 pts for exemption process]

- Private roadways, ways over private land, and roadways maintained by private organizations, such as the Land Bank, are not subject to this policy.
- Where it is demonstrated that costs or impacts of accommodation are excessively disproportionate to the need or probable future use.
- Other town policies, regulations or requirements contradict or preclude implementation of Complete Streets principles.

Comment [m16]: Exceptions [clear exceptions = 4 core points] possible 2pts if #3 "lacks clarity or allow loose interpretation"

Best Practices:

The Town of Nantucket's Complete Streets policy will focus on developing a connected, integrated network that serves all users. Complete Streets will be integrated into policies, planning and design of all types of public and private projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. As practicable, recommendations from the appropriate town departments for incorporating complete streets elements will occur in projects' beginning stages prior to design. Implementation of the policy will be carried out cooperatively within all departments in the Town with multi-jurisdictional cooperation and, to the greatest extent possible, among private developers and state, regional and federal agencies.

Comment [m17]: Network [acknowledge importance of network = 10 core pts]

Complete Streets principles include the development and implementation of projects in a context-sensitive manner in which project implementation is sensitive to the community's physical, economic, and social setting. The context-sensitive approach to process and design includes a range of goals by giving significant consideration to stakeholder and community

values. It includes goals related to livability with greater participation of those affected in order to gain project consensus. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical and environmental resources while improving or maintaining safety, mobility and infrastructure conditions.

Comment [m18]: Context Sensitivity [community context discussed = 5 core points]

The Town of Nantucket recognizes that “Complete Streets” may be achieved through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time. To the maximum extent possible, the latest design guidance, standards and recommendations available will be used in the implementation of Complete Streets, including the most up-to-date versions of:

Comment [L19]: Perhaps we could emphasize that context sensitivity for Nantucket is very special and requires attention to the historic and environmental nature of the Island. I recognize that this repeats statements made earlier but this is a place where the name Nantucket should be prominent.

- The Massachusetts Department of Transportation Project Design and Development Guidebook
- American Association of State Highway Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- The United States Department of Transportation Federal Highway Administration’s Manual on Uniform Traffic Design Controls
- The Architectural Access Board (AAB) 521 CMR Rules and Regulations
- The Cape Cod Commission’s Complete Streets/Living Streets Design Manual
- NP&EDC’s Nantucket Regional Transportation Plan
- Documents and plans created for the NP&EDC and Town of Nantucket, including but not limited to:
 - Nantucket Master Plan
 - NP&EDC accepted area plans
 - Downtown Circulation and Ferry Access Improvement Plan
 - Traffic Study and Strategy for the Mid-Island Area
 - Open Space and Recreation Plan

Comment [m20]: Design [clear identifies design guidance = 8 core points]

Comment [lg21]: Where does this plan stand?

Comment [L22]: Good!

The Town of Nantucket will implement a balanced and flexible approach to accommodating all users that utilizes the latest design guidance, standards and recommendations while providing flexibility to best accommodate all users and modes given the unique characteristics of the surrounding community.

Comment [m23]: Design [balanced/flexible approach = 2 core points]

Evaluation of Effectiveness:

The Town, through coordination with the Department of Public Works and NP&EDC, will develop performance measures to periodically assess the rate, success, and effectiveness of implementing the Complete Streets Policy. The Town will determine the frequency of assessment and utilize appropriate metrics for analyzing the success of this policy, primarily through the capital project review process. These metrics may include:

- total miles of new on-street bicycle routes defined by lane markings or signage,
- linear feet of new pedestrian accommodation,
- number of new curb ramps or other retrofitted pedestrian facilities,
- increase in the number of users of public transportation,
- increase in bicycle use, particularly to recreation areas,
- decrease in the number of traffic accidents involving vehicles, bicycles and pedestrians in areas improved using the Complete Streets policy,
- number of new street trees and other appropriate landscaping planted along streets,

Comment [lg24]: How will this be measured?

Comment [L25]: When we were discussing this, I searched for a term of use from NIOSH. It's the Logic Model (https://en.wikipedia.org/wiki/Logic_model). I will suggest some language for this section.

- Outcome metrics may be mapped into a Logic Model to see clearly the benefits of any particular Complete Streets activity.

Comment [m26]: Performance Measures [At least one performance measure = 5 core points]

Implementation:

The Town shall make Complete Streets practices a routine part of operations, shall approach every transportation project and program as an opportunity to improve streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve Complete Streets.

Comment [m27]: Implementation Steps ["at least 2 or more" implementation steps = 6 core points]

[OPTION: A Complete Streets Working Group comprised of stakeholders, including members of relevant departments and existing committees designated by the Board of Selectmen will be created to implement this initiative. The Complete Streets Working Group will be a multidisciplinary team and members will include representation from: Bicycle and Pedestrian Advisory Committee, NP&EDC, Board of Selectmen, Council on Aging, Commission on Disabilities, Department of Public Works, Conservation Commission, Historic District Commission, Chamber of Commerce, and other committees, departments or organizations as appropriate. A key component of the Complete Streets Working Group will be to increase communication and forge partnerships among the various stakeholders. The focus of this Group will be ensuring the implementation of the context-sensitive Complete Streets Policy and, where necessary, altering existing practices and overcoming barriers that may act as impediments to implementation. In addition, this Group will regularly update and solicit feedback on potential projects with the general public to ensure that the perspectives of the community are considered and incorporated, as appropriate.]

Comment [m28]: Implementation Steps [+4 pts for specific person or board to oversee]

~~The Town shall coordinate with~~ The Nantucket Planning and Economic Development Commission and Nantucket Planning Board ~~to~~ will integrate Complete Streets principles in all new planning documents, as applicable (master plans, open space and recreation plan, etc.), laws, procedures, rules, regulations, guidelines, programs and templates, and make recommendations for zoning and subdivision rules and regulations to encourage contextual design of complete streets policies, respecting the presence of important scenic, environmental and historic resources.

Comment [lg29]: Agree with comment below

Comment [L30]: A very necessary advisory group. Yet, is it too complex? Can it be incorporated better into existing committees? Worth discussing.

The Town shall maintain a comprehensive inventory of pedestrian and bicycle facility infrastructure that will highlight projects that eliminate gaps in the sidewalk and bike path network. The Town will evaluate projects within the Capital Improvement Plan to encourage implementation of this policy. The Town will secure training for pertinent town staff and decision-makers on both the technical content of Complete Streets principles and best practices, as well as community engagement methods for implementing the Complete Streets Policy. Training may be accomplished through workshops and other appropriate means. The Town will utilize inter-department coordination to promote the most responsible and efficient use of resources for activities within the public way. The Town will seek out appropriate sources of funding and grants for implementation of Complete Street policies.

Comment [lg31]: Who will this be, specifically?

Comment [lg32]: Are there any points for being a Compact Community?

DRAFT FFY 2017 Unified Planning Work Program

Task	Number of Weeks	Percent of Time	Direct Salary	Overhead	Direct Costs Budget	Total Budget	Percent of Budget
1.0 Management and Support	18.5	35.58%	\$44,257.69	\$40,637.41	\$2,200.00	\$87,095.11	33.88%
1.1 3C Program Support	12	23.08%	\$28,707.69	\$26,359.40	\$0.00	\$55,067.10	21.42%
1.2 Inter-Regional Transportation Planning Coordination	4.25	8.17%	\$10,167.31	\$9,335.62	\$2,000.00	\$21,502.93	8.36%
1.3 Transportation Improvement Program	1	1.92%	\$2,392.31	\$2,196.62	\$100.00	\$4,688.92	1.82%
1.4 Unified Work Program	0.5	0.96%	\$1,196.15	\$1,098.31	\$100.00	\$2,394.46	0.93%
1.5 Public Participation	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
1.6 Title VI and Environmental Justice	0.5	0.96%	\$1,196.15	\$1,098.31	\$0.00	\$2,294.46	0.89%
2.0 Data Collection and Analysis	7.25	13.94%	\$17,344.23	\$15,925.47	\$7,256.92	\$40,526.62	15.76%
2.1 Data Collection: Traffic, Congestion, Freight, and Pavement Management	5	9.62%	\$11,961.54	\$10,983.08	\$7,256.92	\$30,201.54	11.75%
2.2 Geographic Information Systems (GIS)	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
2.3 Performance Measures and Monitoring	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
3.0 Short Range and Long Range Transportation Planning	13	25.00%	\$31,100.00	\$28,556.02	\$9,000.00	\$68,656.02	26.71%
3.1 Livable / Sustainable / Complete Streets Planning	4	7.69%	\$9,569.23	\$8,786.47	\$9,000.00	\$27,355.70	10.64%
3.2 Parking Management Strategies	3	5.77%	\$7,176.92	\$6,589.85	\$0.00	\$13,766.77	5.36%
3.3 Bicycle and Pedestrian Planning	4	7.69%	\$9,569.23	\$8,786.47	\$0.00	\$18,355.70	7.14%
3.4 Special Transportation Planning Studies	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
4.0 Other Transportation Activities	13.25	25.48%	\$31,698.08	\$29,105.17	\$0.00	\$60,803.25	23.65%
4.1 Implement Approved Planning Recommendations	11	21.15%	\$26,315.38	\$24,162.79	\$0.00	\$50,478.17	19.64%
4.2 Special Transportation Planning Assistance	2	3.85%	\$4,784.62	\$4,393.23	\$0.00	\$9,177.85	3.57%
4.3 Intelligent Transportation Systems (ITS)	0.25	0.48%	\$598.08	\$549.15	\$0.00	\$1,147.23	0.45%
Direct Salary Budget -			\$124,400.00				
Overhead Budget -				\$114,224.08			
Direct Cost Budget -					\$18,456.92		
Total Budget for FFY 2017 -	52	100.00%	\$124,400.00	\$114,224.08	\$18,456.92	\$257,081.00	100.00%
Time = 52 weeks (46 weeks, plus 4 weeks vacation, 12 holidays, and 2 personal days - listed in Task 1.1)							

Nantucket

Project ID & description	Proposed year of programming?	TFPC as of 2/16/16	Design status as of 2/16/16	Expected date of next design submission?	Accepted ROW plans based on current plans?	Design public hearing based on current plans?	Designer under contract by municipality?	MPO TEC score (please present score as a % of score / maximum points)	Comments from project management	Comments from right of way	Comments from environmental	Comments from district	Comments from MPO	TIP Day Recommendation
<i>Please comment on cost estimate and major obstacles to advertisement in proposed FFY</i>														
606433 NANTUCKET- MULTI-USE PATH CONSTRUCTION, FROM WASHINGTON STREET TO ORANGE STREET	2016	\$1,359,744	Final; 3/12/2016				Municipality Consultant - Vanasse Hangen Brustlin, Incorporated		re-advertised 03/05/16		Clear			Okay
None	2017												Flex funding from regional target to the NRTA for replacement of 2 buses	Okay
None	2018												No project identified. May seek to flex funding to NRTA for additional bus replacement or for road resurfacing.	Okay
Surfside Road at Bartlett Road Roundabout	2019	TBD (est. \$1M)	Funding for design and permitting included in the 2016 Capital Plan for Town Meeting approval on April 2nd, and ballot vote April 12th	25% design anticipated in Spring 2017	Town has acquired most or all of ROW necessary.	TBD	TBD	TBD	2019				Town has acquired parcel necessary for the roundabout. Other ROW issues will be minor. Intersection is adjacent to elementary school. Evaluation and analysis of design alternatives completed in November 2010, and updated April 2013. PNF/PIF needs to be submitted. Scope and cost may require AC in 2019 and 2020.	Design funding secured; need to initiate the project through District

DPW Capital Plan 2016 to 2025

REQUEST	RTP / Master Plan Reference	Project Evaluation Score from RTP (Range: +23 to -23)	Chapter 90 / TIP Construction / Other \$	FY2016	FY2017 request	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	Beyond FY2025	Ten-Year Total (Not Includ. Ch. 90 or TIP)
Roadway/ Bike Paths:															
Boulevard area reconstruction	4.9.13	3 - Road / 7 - Path		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000									\$ 3,000,000
Chapter 90	DPW PMP	-	\$ 637,307												
Road Maintenance	DPW PMP	-		\$ 700,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000		\$ 8,800,000
Bartlett Road bike path/sidewalk maintenance	DPW PMP	-		\$ 500,000					\$ 500,000						\$ 1,000,000
108-120 Baxter Road construction	DPW PMP	-		\$ 500,000											\$ 500,000
Repair/widening and adding sidewalks downtown	6.7	-			\$ 1,500,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000		\$ 9,500,000
First Way road construction	4.9.3	6 - Road / 12 - Path			\$ 800,000										\$ 800,000
Road takings-Friendship/Somerset	4.9.11 & 14.3.3	3			\$ 250,000		\$ 380,000								\$ 630,000
Road takings- Winn St	4.9.10	6			\$ 250,000			\$ 320,000							\$ 570,000
Bartlett/Surfside rotary - TIP project (FY19)	4.9.1	11	\$ 900,000		\$ 150,000										\$ 150,000
In Town bikepath Ph3-Washington St to town-2000' - TIP project (out year FY21-25)	6.6.5	11	\$ 440,000		\$ 75,000										\$ 75,000
In Town bikepath Ph2- Orange St to Rotary-1800' - TIP project (out year (FY21-25)	6.6.4	9	\$ 385,000		\$ 75,000										\$ 75,000
Wauwinet bike path Grant-\$ - TIP project (out year - FY depends on grant approval)	6.6.11	8	\$ 2,650,000		\$ 70,800						\$ 2,800,000				\$ 2,870,800
Washington St at Francis St reconstruction	4.9.8	3				\$ 400,000									\$ 400,000
Road construction Fairgrounds to Monomoy Rd 700'	14.3.1	Further study needed				\$ 350,000				\$ 350,000					\$ 700,000
Fairgrounds/Old South rotary - TIP project (out year - FY21-25)	4.9.2	11	\$ 900,000			\$ 150,000									\$ 150,000
Intersection construction 5 Corners at Pleasant St. bricking	Mid-Island Plan	-				\$ 100,000									\$ 100,000
Road takings-Amelia	14.3.3	-				\$ 100,000									\$ 100,000
Old South Road bike path maintenance- Crack sealing	DPW PMP	-				\$ 75,000									\$ 75,000
Road construction Amelia Dr to Polpis Rd 1300'	14.3.1	Further study needed					\$ 550,000			\$ 625,000					\$ 1,175,000
Road Takings-Ticcoma to Lovers' Lane 1800'	14.3.3	Further study needed					\$ 250,000		\$ 865,000						\$ 1,115,000
Nobadeer Farm Road bike path maint 1200' Milestone to Park Cir	DPW PMP	-					\$ 200,000								\$ 200,000
Monomoy Rd bike path	6.6.13	6						\$ 805,000							\$ 805,000
Industry and Shadbush Rd construction	4.9.12	3						\$ 720,000							\$ 720,000
Surfside bike path paving 11,500'	DPW PMP	-						\$ 200,000							\$ 200,000
Pleasant St at Williams/Cherry reconstruction	4.9.9	3						\$ 175,000							\$ 175,000
Intersection reconstruction 4 Corners at Sparks Ave - TIP project (out year - FY21-25)	4.9.4	11	\$ 900,000												\$ 150,000
Tom Nevers Road bike path constr Ph1 7500' - TIP project (out year - FY31-35)	6.6.8	9	\$ 1,500,000						\$ 1,500,000				\$ 220,000		\$ 1,720,000
Tom Nevers Road bike path constr Ph2 3600' - TIP project (out year - FY40+)	6.6.8	9	\$ 730,000							\$ 750,000			\$ 120,000		\$ 870,000
Somerset Lane bike path 2500' - TIP projects (out year - FY2036-2040)	6.6.10	8	\$ 730,000										\$ 120,000		\$ 120,000
Quidnet Rd bike path	6.6.12	7												\$ 2,000,000	\$ -
Eel Point Rd path extension	6.6.17	6												\$ 1,900,000	\$ -
Bartlett Farm Rd bike path	6.6.9	7												\$ 754,000	\$ -
Hummock Pond Rd to Vesper Ln bike path	6.6.16	10												\$ 300,000	\$ -
Old South Rd (south side link)	6.6.15	6												\$ 138,000	\$ -
Milestone Rotary reconstruction - TIP project (out year - FY26-30)	4.9.5	9	\$ 1,100,000												\$ -
In Town bikepath Ph1-Goose Pond Rd-1300' - TIP project (FY 2015/2016)	6.6.3	8	\$ 1,286,861												\$ -
Milestone Rd at Polpis Rd reconstruction - TIP project (FY26-30)	4.9.6	3	\$ 575,000												\$ -
Milestone Rd at Monomoy Rd reconstruction - TIP project (FY26-30)	4.9.7	3	\$ 575,000												\$ -
Sparks Ave sidewalk - Funded privately	6.6.6	11	\$ 505,000												\$ -
Yearly Total for Roadway/Bike Paths				\$ 13,814,168	\$ 2,700,000	\$ 5,070,800	\$ 4,075,000	\$ 3,280,000	\$ 4,270,000	\$ 4,765,000	\$ 3,625,000	\$ 4,700,000	\$ 1,900,000	\$ 2,360,000	\$ 36,745,800



**PUBLIC PARTICIPATION PLAN
FOR TRANSPORTATION PLANNING ACTIVITIES**

ENDORSED-UPDATED BY THE NP&EDC ON JUNE 28, 2007 JULY 18, 2016

DRAFT

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION
2 FAIRGROUNDS ROAD
NANTUCKET, MA 02554
(508) 228325-7237 7587



ENDORSEMENT

**PUBLIC PARTICIPATION PLAN
FOR
TRANSPORTATION PLANNING ACTIVITIES**

Signatory Certification:

Stephanie Pollack, Secretary of Transportation _____ Date
Massachusetts Department of Transportation

Thomas Tinlin, Acting Administrator _____ Date
Highway Division - Massachusetts Department of Transportation

Nathaniel Lowell, Chairman _____ Date
Nantucket Planning and Economic Development Commission

Jeffrey B. Mullan, Secretary _____ Date
Massachusetts Department of Transportation

Frank dePaola, Administrator _____ Date
Highway Division - Massachusetts Department of Transportation

Nathaniel Lowell, Chairman _____ Date
Nantucket Planning and Economic Development Commission

PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING ACTIVITIES

1. Introduction

1.1 Purpose

This document outlines a strategy for collecting thoughts and questions of the public during the preparation of transportation planning documents for the Nantucket Planning and Economic Development Commission (NP&EDC). The awareness and involvement of persons interested in governmental processes are critical to successful regional transportation planning and programming. When the public is engaged in the process, its feedback helps assure projects address community needs. Likewise, the public gains a better understanding of the tradeoffs and constraints associated with transportation planning. This Public Participation Plan (PPP) serves as a guide for the NP&EDC's public involvement process as well as the continuing, comprehensive, and coordinated (3C) planning process among stakeholders to ensure the ongoing opportunity for broad based participation in the development and review of regional plans and programs.

1.2 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 and varies in width from 3 to 6 miles. Two other barrier islands, Tuckernuck and Muskeget, lie to the west of Nantucket.

Much of Nantucket's economy is income generated 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. Nantucket's appeal as a year round residence is evident in the island's increasing population figures, which doubled between the 1980 and 2010 US Census from 5,087 to 10,172. And although dwellings are located throughout the island, a majority the year round population is concentrated in the central portion of the island, or "mid-island", which accounts for 55% of the year round population on 9% of the island.

Neighborhoods with high minority, limited English proficiency, low-income, and foreign-born populations have been identified with data from the American Community Survey (ACS) for 2009-2013. Other populations have also been identified to ensure protection and prohibit discrimination or disproportionate adverse impacts based on gender, disability status, and age. 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

transportation services and facilities, such as public transportation and multi-use paths, are available or future investments in this infrastructure is targeted.

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 30 years. Transportation plays a critical role in the local economy. 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 gridlock threatens Nantucket's aesthetics and character, as do contemporary solutions to traffic problems.

Outreach to all user groups, including protected and workforce populations, is primarily accomplished through the notification to and participation of identified transportation stakeholders, who are listed in Section 2.2.5.

1.21.3 Agency Description NP&EDC Authority

The NP&EDC serves as one of the Commonwealth of Massachusetts' thirteen Regional Planning Agencies. 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 Nantucket region (as well as the Martha's Vineyard ~~and Franklin~~ regions) do not meet these criteria, the Massachusetts Department of Transportation (MassDOT) and the MassDOT Highway Division provide funds for transportation planning in these regions, essentially treating them as MPOs.

The Nantucket MPO ~~consists of~~ a decision making body consisting of ~~the~~ MassDOT, the MassDOT Highway Division, and the NP&EDC. For the purpose of this document, the Committee of Signatories will be referred to as the Nantucket MPO. In ~~its role as an MPO member~~ this role the NP&EDC follows federal transportation planning regulations, including the participation of citizen advisory groups in transportation planning activities..

The NP&EDC is 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”). The NP&EDC consists of twelve members:

- 5 elected members of the Nantucket Planning Board,
- 1 member appointed by the Conservation Commission,
- 1 member appointed by the County Commissioners,
- 1 member appointed by the Housing Authority,
- 1 Director of the Department of Public Works as an ex-officio member, and
- 3 at-large members appointed by the NP&EDC.

1.31.4 Legislative Mandate

~~On August 10, 2005, President Bush signed the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**. SAFETEA-LU requires the involvement of the public in transportation planning and investment activities. The purpose of the development of a PPP is to ensure that the public is involved early on in the transportation planning process by providing complete information, timely public notice, and full access in decision-making.~~

~~The Federal Aid Highway Act of 1962 passed by Congress made transportation planning a condition for receipt of federal highway funds. This legislation encouraged “a *Continuing, Comprehensive* transportation planning process carried on *Cooperatively* by the states and local communities”, known as the “3-C” planning process.~~

~~An array of subsequent and current highway bills further increased the need for the transportation planning process. These bills were/are:~~

- ~~• Federal Highway Act of 1970~~
- ~~• FHWA/Urban Mass Transportation Administration Joint Regulations (UMTA) (1975)~~
- ~~• Federal Aid Highway Act of 1982~~
- ~~• Revised FHWA/UMTA Joint Regulations (1983)~~
- ~~• Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)~~
- ~~• Transportation Equity Act of the 21st Century (TEA-21) 1998~~
- ~~• Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) 2005~~
 - ~~○ As part of the Federal SAFETEA-LU transportation bill all MPOs must develop a **Public Participation Plan** in consultation with affected agencies and groups that the plan is intended to reach.~~
- ~~• Moving Ahead for Progress in the 21st Century Act (MAP-21) 2012~~
 - ~~○ MAP-21 requires the Metropolitan Planning Organizations (MPOs) to provide for consideration of projects and strategies that will serve to implement six (6) transportation planning factors as follows:~~
 - ~~▪ Strengthens America’s Highways~~
 - ~~▪ Establishes a Performance-Based Program~~
 - ~~▪ Creates Jobs and Supports Economic Growth~~
 - ~~▪ Supports the Department of Transportation’s (DOT) Aggressive Safety Goals~~
 - ~~▪ Streamlines Federal Highway Transportation Programs~~
 - ~~▪ Accelerates Project Delivery and Promotes Innovation~~
- ~~• Fixing Americas Surface Transportation Act (FAST) – 2015~~
 - ~~○ This bill establishes a new National Highway Freight Program~~
 - ~~○ MPOs must provide for the development and integrated management of “intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities, and commuter van providers.”~~
 - ~~○ Public Transit representatives shall have same authority as other MPO committee members~~

- MPOs are encouraged to consult with State agencies that plan for tourism and natural disaster reduction
- New planning factors: system resiliency and reduce/mitigate stormwater impact on surface transportation and
- MPO Plans shall identify public transportation facilities and intercity bus facilities

1.41.5 Development of the Public Participation Plan

The development of this plan began with a review of the plan endorsed in June 2007 not only to identify areas that need to conform with federal and state regulations, but to also identify new ways in which the public could be engaged to maximize participation. This step was conducted simultaneously with a review of plans prepared by other RPAs around the country to identify progressive strategies to engage the public.

An amendment of the current PPP was approved on (DATE) to include a process for adjusting, not amending, transportation planning documents. An adjustment would not significantly alter an approved document, but simply add to or edit language or figures (such as funding totals) that would more accurately represent the original scope of the document.

As part of the development of this PPP, staff contacted agencies listed in the original mailing list for the NP&EDC, as well as new agencies required by SAFETEA-LU (such as the Wampanoag Tribe of Gay Head). This strategy served to: 1) provide the agencies and committees with an overview of the plan, 2) request participation in a review of the plan, and 3) solicit comments to improve the engagement strategies and to identify other agencies or committees that should be considered key stakeholders in the process.

All the required agencies were contacted and provided with copies of the draft plan, and subsequently staff met directly with the Housing Authority and Board of Selectmen. Other agencies that staff frequently coordinated with included the Council on Aging and the Planning Board.

Written comments and a description of changes made to this plan as a result of the public review period are included in this plan in section 3.

2. Public Participation Plan

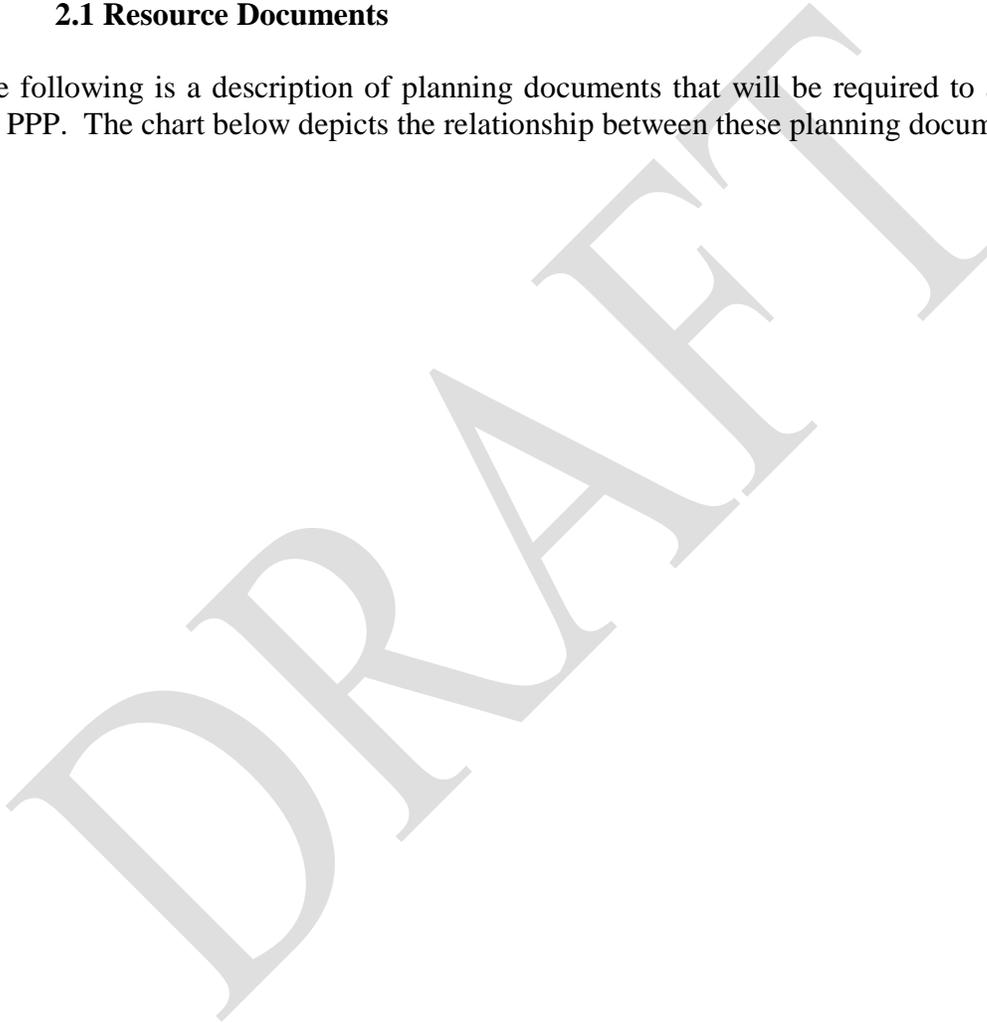
This Public Participation Plan (PPP) provides the opportunity for interested parties to comment on the transportation planning that the NP&EDC does for the region. The following are required by SAFETEA-LU:

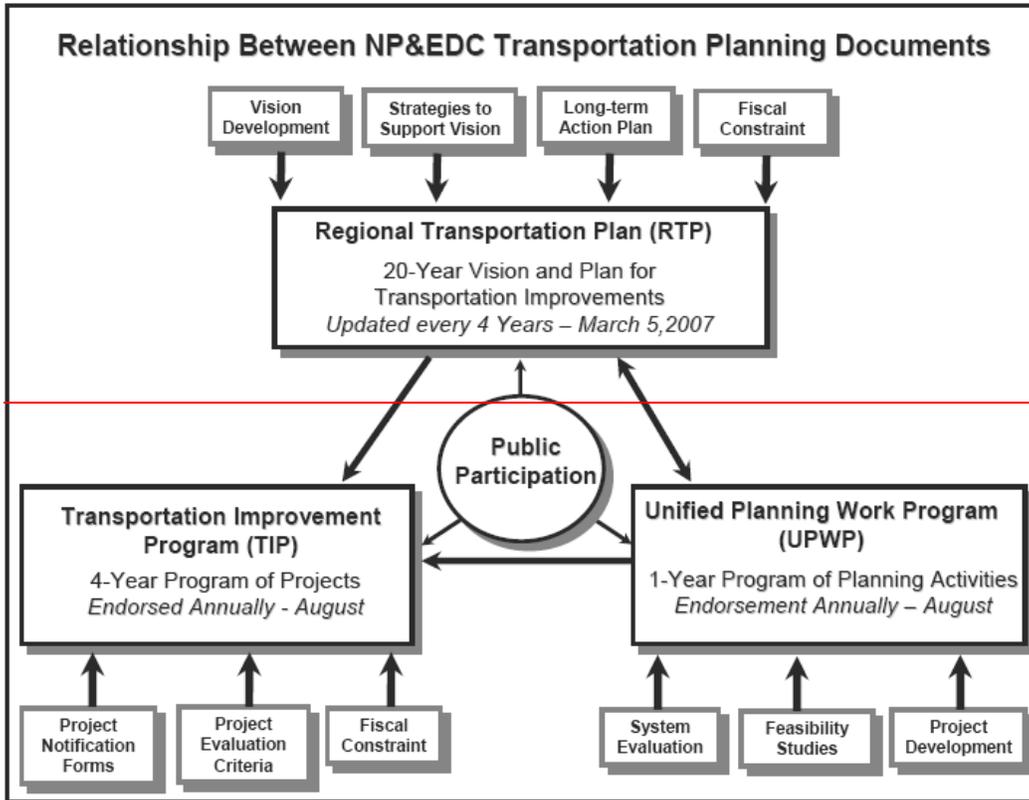
- Make Regional Transportation Plans (RTP), Transportation Improvement Programs (TIP), Unified Planning Work Programs (UPWP), and other transportation studies available for public review in advance of board meetings where documents will be endorsed.

- The PPP should provide opportunities for the public to offer commentary, and such opportunities should be scheduled at convenient and accessible places and times.
- The PPP must use visualization techniques. These techniques may vary, but can include maps, transportation models, and animation.
- Provide the RTP, TIP, UPWP, and other transportation studies in electronic format on the internet. These will be provided on the NP&EDC webpage, and may be provided on the Nantucket Regional Transit Authority’s webpage.

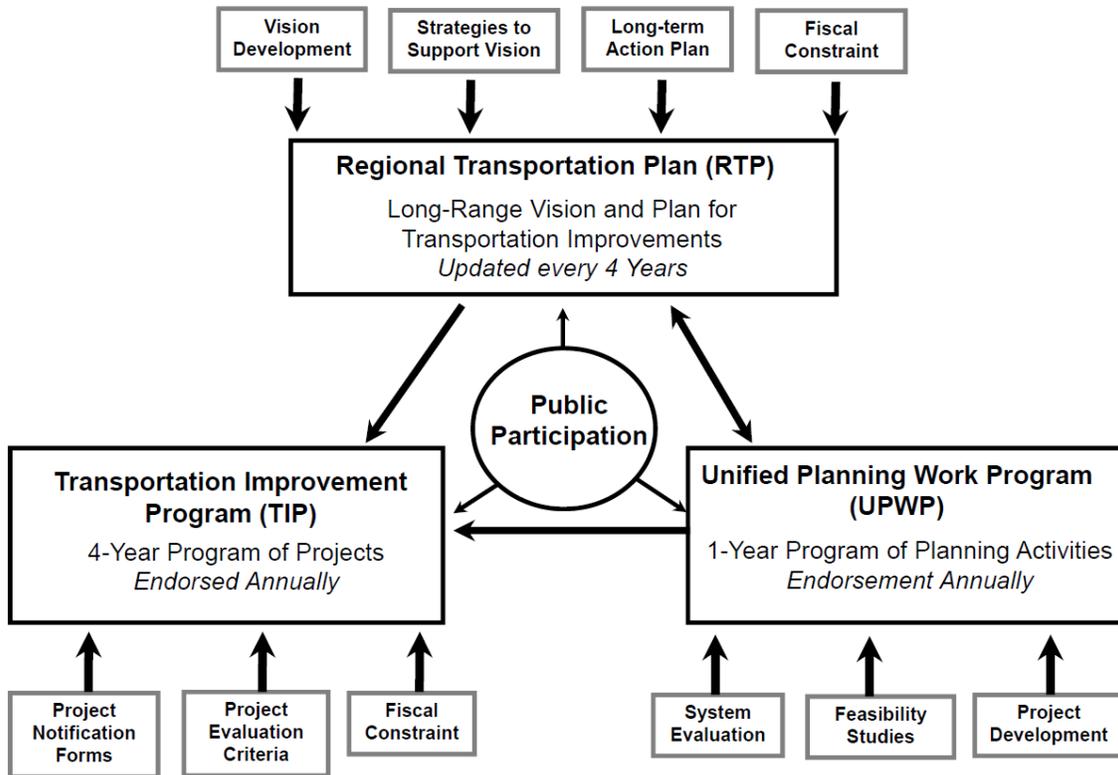
2.1 Resource Documents

The following is a description of planning documents that will be required to adhere to the PPP. The chart below depicts the relationship between these planning documents.





Relationship Between NP&EDC Transportation Planning Documents



2.1.1 Regional Transportation Plan (RTP)

The RTP is required under federal SAFETEA-LU law, and is a comprehensive report, updated every four years, that identifies existing conditions, as well as problems and deficiencies, of the Island's transportation infrastructure. The infrastructure includes roadways, public transportation, bike and pedestrian facilities, parking facilities, ferry facilities, and airport facilities. The RTP also articulates the goals and objectives for future projects and programs to improve the system, and provides a 25-year fiscally constrained schedule for implementing the recommended improvements.

The draft RTP shall be developed in consultation with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation, as well as with representatives of public transportation, freight transportation, bicycle and pedestrian facilities, and disabled populations. The draft shall be made available for public review at least thirty days prior to the NP&EDC endorsement. Copies shall be made available at the NP&EDC office, Board of Selectmen's office, and the Nantucket Atheneum, as well as in an electronic format on the NP&EDC webpage. At least one public hearing shall be held before the endorsement to solicit public comments and questions.

2.1.2 Transportation Improvement Program (TIP)

This is the short-range transportation programming document that includes a prioritized listing of improvement projects (both roadway and transit projects) identified in the RTP that would utilize federal funding for implementation. The TIP must be financially constrained and endorsed annually by the NP&EDC.

The draft TIP shall be developed in consultation with the Town of Nantucket, Nantucket Regional Transit Authority, MassHighway, and the Executive Office of Transportation. The draft shall be made available for public review at least thirty days prior to the NP&EDC endorsement. Copies shall be made available at the NP&EDC office, Board of Selectmen's office, and the Nantucket Atheneum, as well as in an electronic format on the NP&EDC webpage. At least one public hearing shall be held before the endorsement to solicit public comments and questions.

2.1.3 Unified Planning Work Program (UPWP)

The UPWP is a document that describes all of the transportation planning activities expected to be undertaken in the Nantucket region during the year. The UPWP is endorsed annually by the NP&EDC, and is one of the federal requirements for a certified transportation planning process that is a prerequisite for the receipt of federal funding for transportation improvements for roads or transit in the region.

The draft UPWP is prepared with input from the Town of Nantucket, the Executive Office of Transportation and the MassHighway. The draft shall be made available for

public review at least thirty days prior to the NP&EDC endorsement. Copies shall be made available at the NP&EDC office, Board of Selectmen's office, the Nantucket Atheneum, as well as in an electronic format on the NP&EDC webpage. At least one public hearing shall be held before the endorsement to solicit public comments and questions.

2.1.4 Amendments and Adjustments to the RTP, TIP, and UPWP

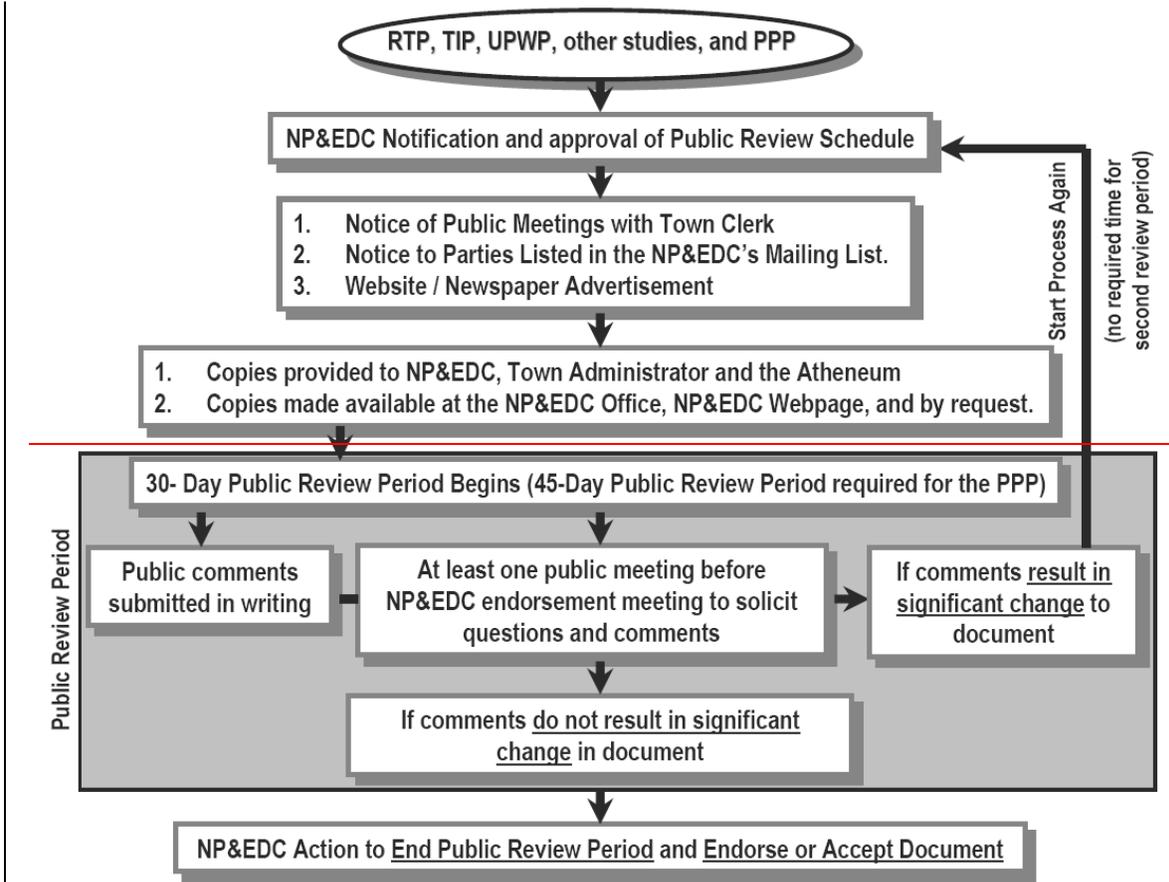
Following the endorsement of the RTP, TIP, or UPWP, there may arise an issue that will require that these documents be changed. Amendments are changes, such as the addition or deletion of a project, program, or task from the RTP, TIP, or UPWP, that are considered significant and require notification of a comment period and a public meeting prior to NP&EDC vote. Adjustments are changes, such as a new funding amounts or new descriptive narratives, which are considered minor and do not add or delete a project, program, or task from the RTP, TIP, or UPWP. Adjustments do require a public meeting prior to approval, but do not require notification of a public comment period.

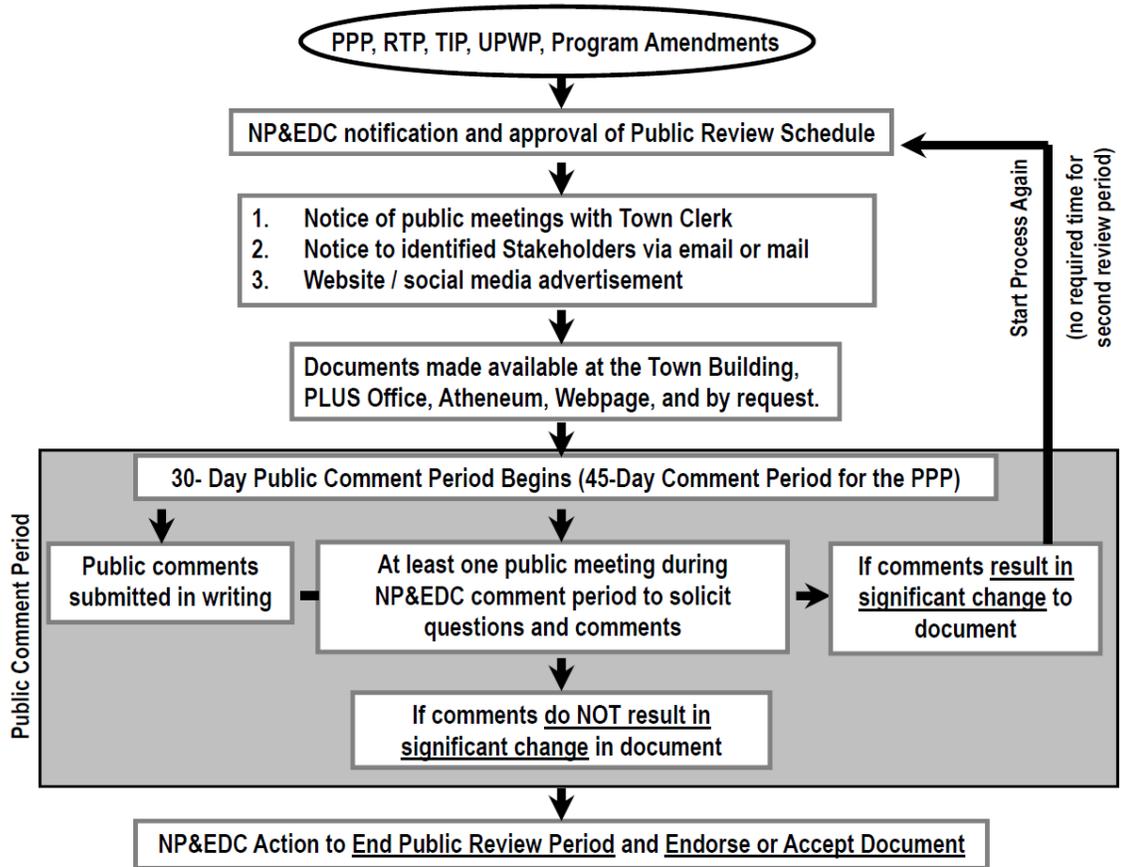
2.1.42.1.5 Transportation Planning Studies

These studies are routinely undertaken by the NP&EDC to address the goals and objectives stated in the RTP, and to provide required information and potential recommendations for the TIP. Funding for these studies can originate from the UPWP, but can be provided through other sources, such as the Town of Nantucket.

A draft study shall be developed with input from identified stakeholders. ~~The draft shall be made available for public review at least thirty days prior to the NP&EDC endorsement.~~ Copies shall be made available at the NP&EDC office, Board of Selectmen's office, the Nantucket Atheneum, as well as in an electronic format on the ~~NP&EDC webpage~~ Town's website. At least one public ~~hearing meeting~~ shall be held before the ~~endorsement acceptance of a study~~ to present the results and recommendations and to solicit public comments and questions.

2.2 Public Participation Process





2.2.1 NP&EDC Notification

- The NP&EDC shall be informed by the Planning Office staff at the beginning of the development of, or amendment/adjustment to, the Regional Transportation Plan, TIP, UPWP, or transportation planning study, and shall have an opportunity to provide comments on the scope and ways to involve the public in the process. At the time of notification, the NP&EDC should discuss and approve the scheduling of future public meetings required as part of the public participation process.

2.2.2 Public Meeting Notice

- Notices of meetings where these plans, programs and studies will be discussed shall be made not less than 48-hours in advance through the Nantucket Town Clerk, and which is posted in the Town Clerk’s office, and on the meeting notice board of the Town and County Building located at 16 Broad Street, and on the Town’s website.
- The notice of meetings shall also be sent to all interested parties listed in the NP&EDC’s mailing list (see item 2.2.5 below), and anyone who has subscribed to receive notices posted with the Town Clerk.

2.2.3 Advertisement

- Advertisements announcing the ~~thirty~~30 day public review period, the availability of draft copies of the RTP, TIP, UPWP, or Amendments to these documents~~or transportation planning study~~, and the opportunity to review and comment on the document will be published ~~in the Inquirer and Mirror local newspaper~~on the Town of Nantucket's website. A forty-five day period will be advertised for any changes to the PPP.
- Public notice of the thirty day public review period and availability of draft documents shall also be made on the NP&EDC's webpage using the Town's social media outlets. A forty-five day period will be advertised for any changes to the PPP.
- Other advertisement strategies, such as press releases, should be used as needed to maximize public involvement in the transportation planning decision making process.
- Although amendments to the RTP, TIP, and UPWP are considered significant and require advertisement of a public comment period, adjustments to these documents are considered minor and do not require advertisement.

2.2.4 Review of Drafts

- There will be at least a thirty day review period prior to the endorsement of the final RTP, TIP, UPWP, or Amendments to these documents~~or transportation planning studies~~. There will be at least a forty-five day period will be advertised for any changes to the PPP.
- Although amendments to the RTP, TIP, and UPWP are considered significant, adjustments to these documents is considered minor and do not require a public comment period.
- The NP&EDC members, ~~the~~Town Administrator~~Administration~~, and the Nantucket Atheneum shall receive copies of the draft documents.
- Copies of the drafts shall also be readily available to the general public at the NP&EDC PLUS office, Town Building, Nantucket Atheneum, or by request via telephone, email, or fax.
- An electronic version of the draft will be made available on the NP&EDC webpage during the public review period.

- At least one public meeting will be held when developing or amending/adjusting the RTP, TIP, UPWP, or transportation planning study. The number of public meetings will be in proportion to the significance of the item under consideration.
- If the public comments or interagency comments result in significant changes to the draft document, then an additional public review period will be started to allow review of the changes. There is no required time for the additional review period, but a two week (14 day) period could be used. Written comments and a summary of changes to a draft document resulting from these will be made part of the final RTP, TIP, UPWP, or major transportation planning study.
- The NP&EDC staff is available to meet with local officials or any other interested citizens to discuss or receive written comments on the RTP, TIP, UPWP or major transportation planning study.

2.2.5 Mailing-Transportation Stakeholder List

- This list contains the following interested parties:
 - Representatives of Nantucket in the Federal and State Legislature
 - Executive Office of Transportation MassDOT liaison
 - Wampanoag Tribe of Gay Head – Cultural Resource Protection
 - Woods Hole, Martha's Vineyard and Nantucket Steamship Authority
 - NP&EDC members
 - Town Administrator Manager
 - Nantucket Regional Transit Authority Advisory Board Administrator
 - Nantucket Conservation Commission Natural Resources Coordinator
 - Nantucket Public Schools Administrator
 - Council on Aging
 - Council for Human Services
 - Nantucket Housing Authority
 - Commission on Disabilities
 - Nantucket Interfaith Council
 - Fire Department
 - Police Department
 - Department of Public Works
 - *The Inquirer and Mirror* newspaper
 - ~~*Nantucket Independent* newspaper~~
 - And various members of the general public, if requested
- Anyone can be added to the mailing-list upon written request to the NP&EDC.
- Anyone that has subscribed to receive alerts/notices through the Town of Nantucket website will also receive NP&EDC notifications.
- Planning staff will be available to meet and review drafts with any committee or agency upon request.

DRAFT

2.2.6 Summary of Public Participation

<u>Program</u>	<u>Public Meeting Requirements</u>	<u>Comment Period (Minimum)</u>	<u>Advertising</u>
<u>Public Participation Plan (PPP)</u>	<u>One meeting prior to public comment period and one additional meeting during public comment period</u>	<u>45 days</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>
<u>Regional Transportation Plan (RTP)</u>	<u>One meeting prior to public comment period and one additional meeting during public comment period</u>	<u>30 days</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>
<u>Transportation Improvement Program (TIP)</u>	<u>One meeting prior to public comment period and one additional meeting during public comment period</u>	<u>30 days</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>
<u>Unified Planning Work Program (UPWP)</u>	<u>One meeting prior to public comment period and one additional meeting during public comment period</u>	<u>30 days</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>

<u>Amendments to Documents</u>	<u>One meeting prior to review amendment and one additional meeting prior to approval</u>	<u>30 days</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>
<u>Adjustments to Documents</u>	<u>One meeting prior to approval of adjustments</u>	<u>None</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media.</u>
<u>Transportation Studies</u>	<u>One meeting at start of study and one additional meeting to present results and recommendations</u>	<u>None. Outreach efforts to identified stakeholders will be identified before start of study</u>	<u>Public meeting notices. Notification to the identified stakeholders via mail or email. Public notification via website posting and social media. Availability of document for review at the Town Building, PLUS Office, and Atheneum during and after the public comment period.</u>

3. Public and Staff Written Comments during the Public Review Period

The written letters attached to this section were received by the Planning Office during the 45-day review period from the public and various agencies concerning the draft version of this PPP. Other written comments are from staff addressing the comments received in these letters.

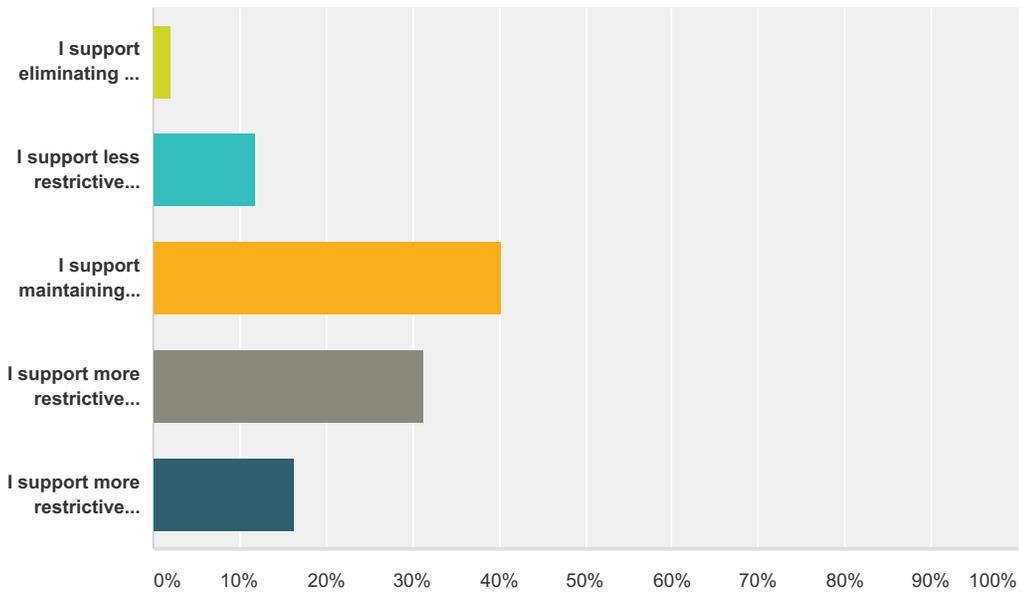
Public Notice

The Nantucket Planning and Economic Development Commission (NP&EDC) is seeking interested parties to fill six (6) at-large seats on the Bicycle and Pedestrian Advisory Committee (BPAC). BPAC advises the NP&EDC on bicycle and pedestrian projects to be included in the Regional Transportation Plan, participates/organizes educational opportunities to encourage biking and walking, seeks to maintain Nantucket's designation as a "bicycle-friendly community", and makes other recommendations to encourage biking and walking as modes of transportation. The Committee consists of one (1) NP&EDC member, six (6) at-large members, and is staffed by the Planning Office and Department of Public Works. Please submit a letter of interest by Friday, June 17, 2016, 4PM to mburns@nantucket-ma.gov, or addressed to the Planning and Land Use Services Office at 2 Fairgrounds Road, Nantucket, MA 02554. Term of service is to run until June 30, 2017. Appointments will take place Monday, June 20, 2016, at 6PM at a scheduled NP&EDC meeting in the Training Room at 4 Fairgrounds Road. Please plan to attend to answer any questions that the NP&EDC may have.

Nathaniel Lowell, Chairman
NP&EDC

Q1 GOALS & POLICIES: Please select the statement that best describes your opinion.

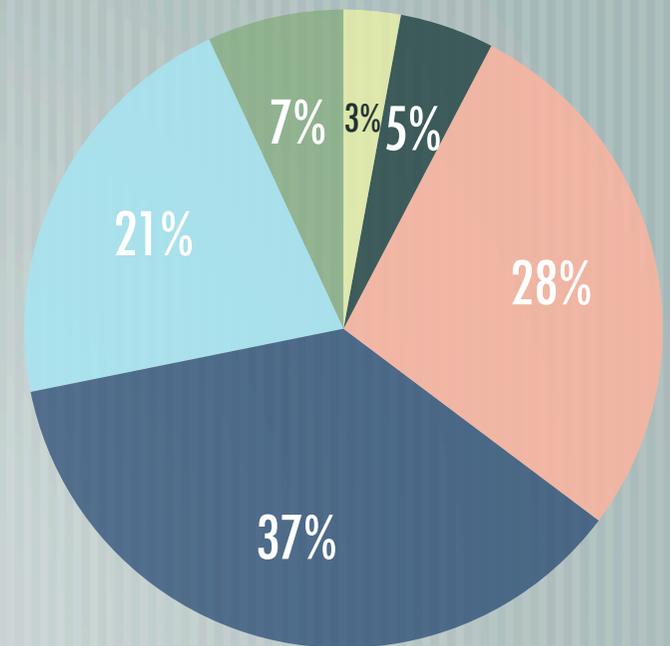
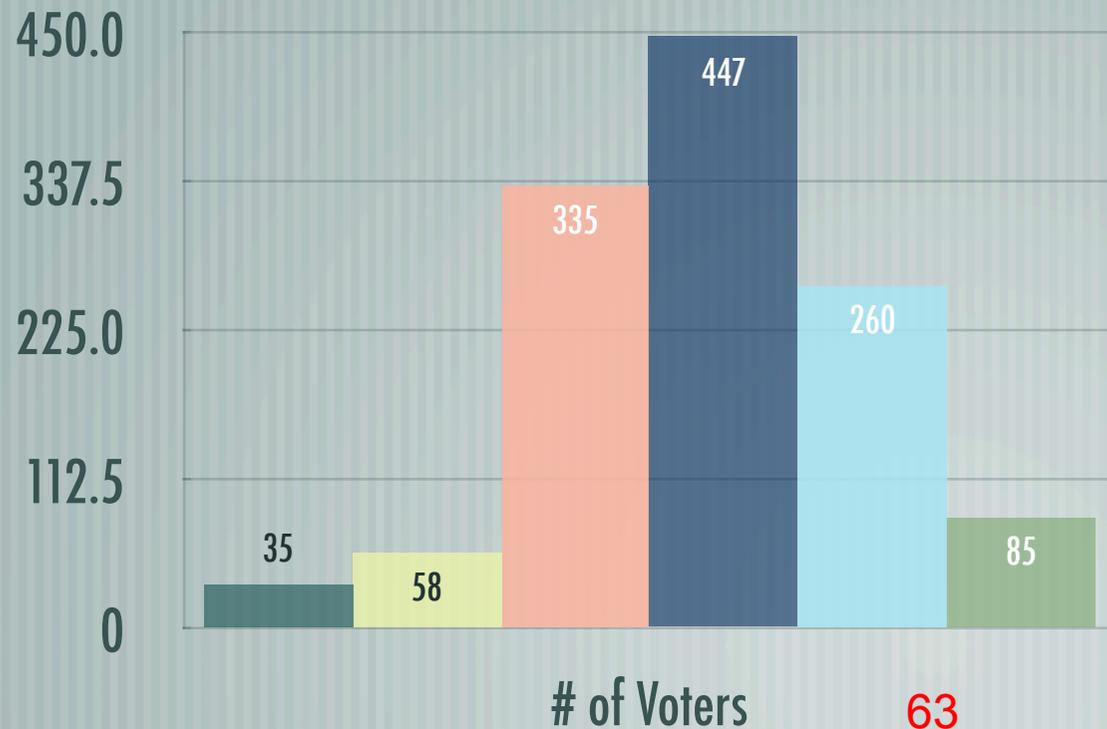
Answered: 1,428 Skipped: 102



Answer Choices	Responses	
I support eliminating all growth regulations.	2.17%	31
I support less restrictive regulations to allow more growth.	11.83%	169
I support maintaining existing growth allowed by current regulations.	40.27%	575
I support more restrictive regulations that would curtail most new growth.	31.30%	447
I support more restrictive regulations that would eliminate future growth to the greatest extent possible.	16.39%	234
Total Respondents: 1,428		

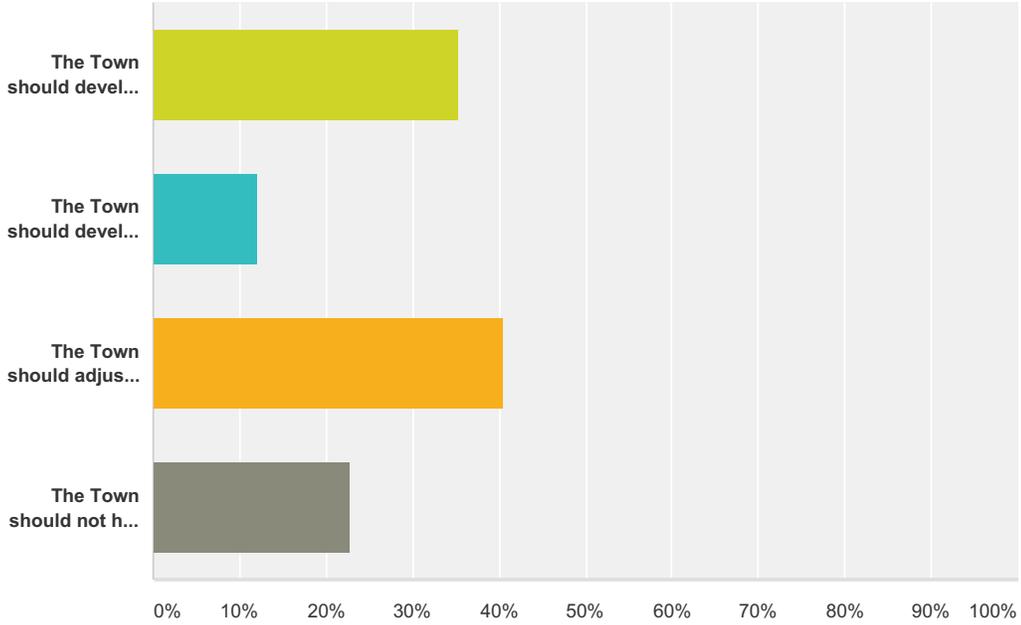
1. Goals & Policies

- 1). I support eliminating all growth regulations.
- 2). I support less regulation to allow more growth.
- 3). I support maintaining existing growth allowed by current regulations.
- ▶ 4). I support more regulations that would curtail most new growth.
- 5). I support regulations that would eliminate future growth to the greatest extent possible.
- 6). I do not have enough information to support any of the above*



Q3 HOUSING: What role should the Town of Nantucket take, if any, to encourage affordable housing?

Answered: 1,461 Skipped: 69

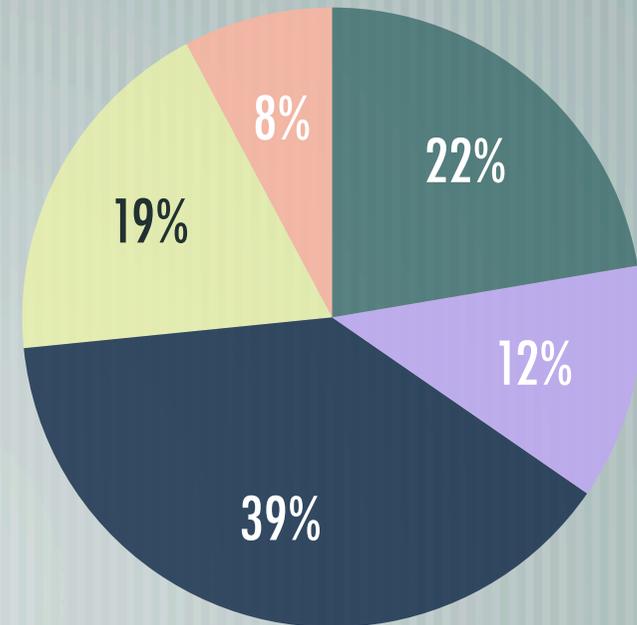
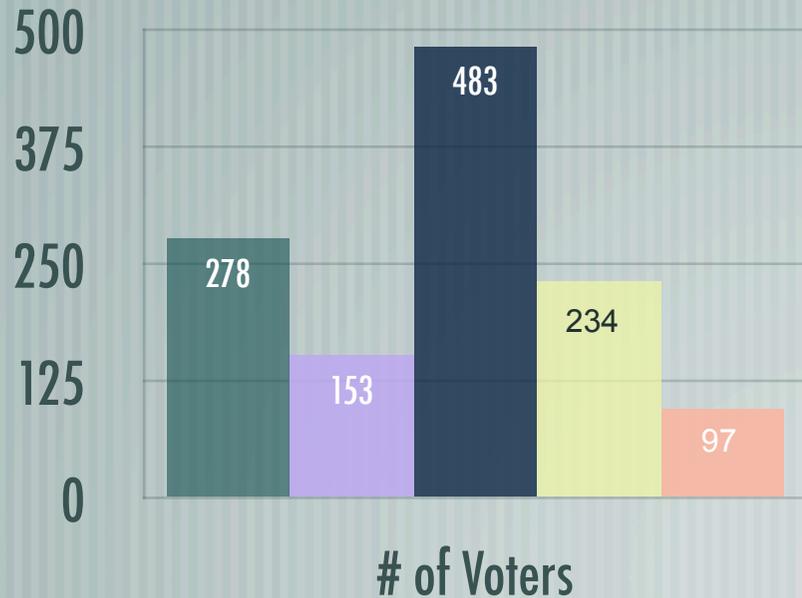


Answer Choices	Responses
The Town should develop and manage housing for low to moderate income households within the community.	35.32% 516
The Town should develop and manage housing for Town employees only.	12.05% 176
The Town should adjust its laws (zoning, taxes, etc.) to provide incentives for the private sector to provide housing.	40.52% 592
The Town should not have any role in providing housing.	22.79% 333
Total Respondents: 1,461	

3. Housing

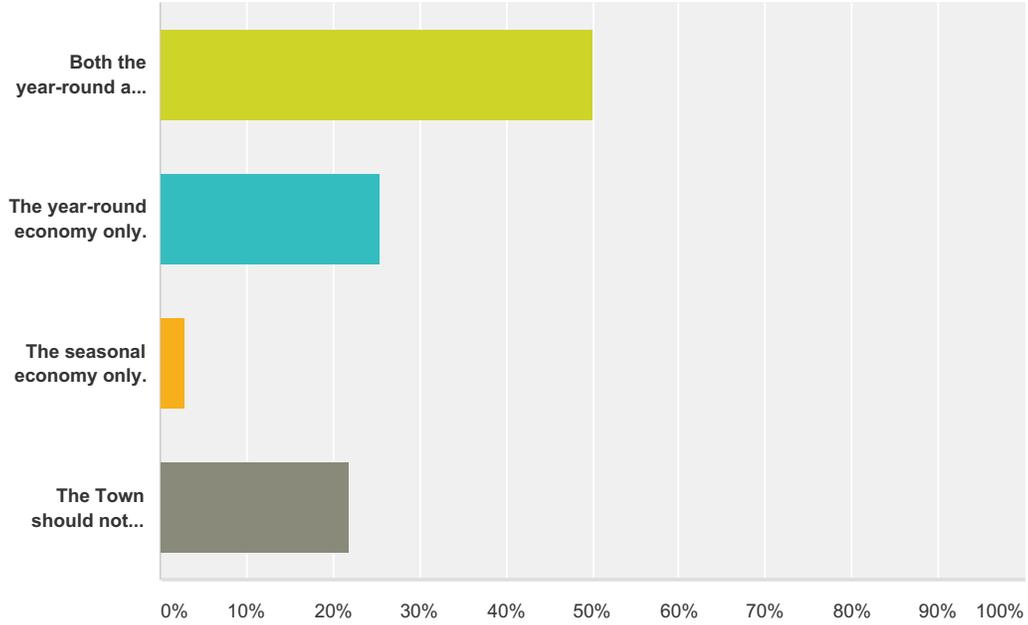
What role should the Town of Nantucket take, if any, to encourage affordable housing.

- 1). The Town should develop and manage housing for low to moderate-income households within the community.
- 2). The Town should develop and manage housing for Town employees only.
- ▶ 3). The Town should adjust its laws (zoning taxes etc.) to provide incentives for the private sector to provide housing.
- 4). The Town should not have any role in providing housing.
- 5). I do not have enough information to support any of the above*



Q4 ECONOMY: Should the Town of Nantucket encourage expansion of the economy based on:

Answered: 1,456 Skipped: 74

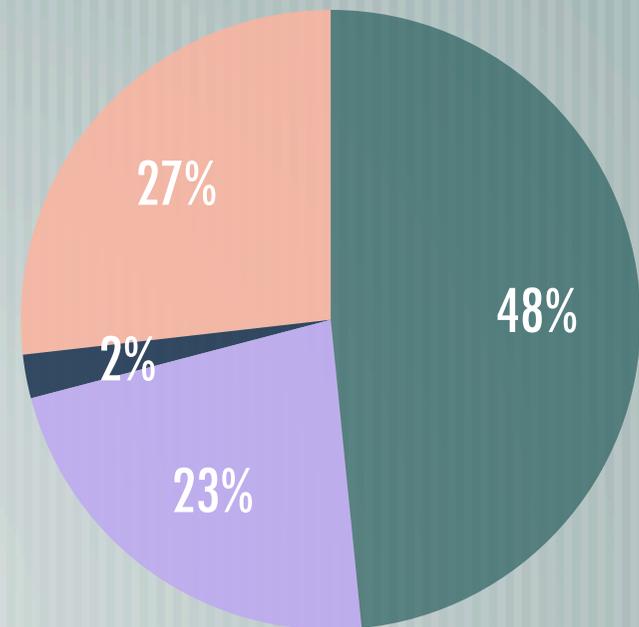
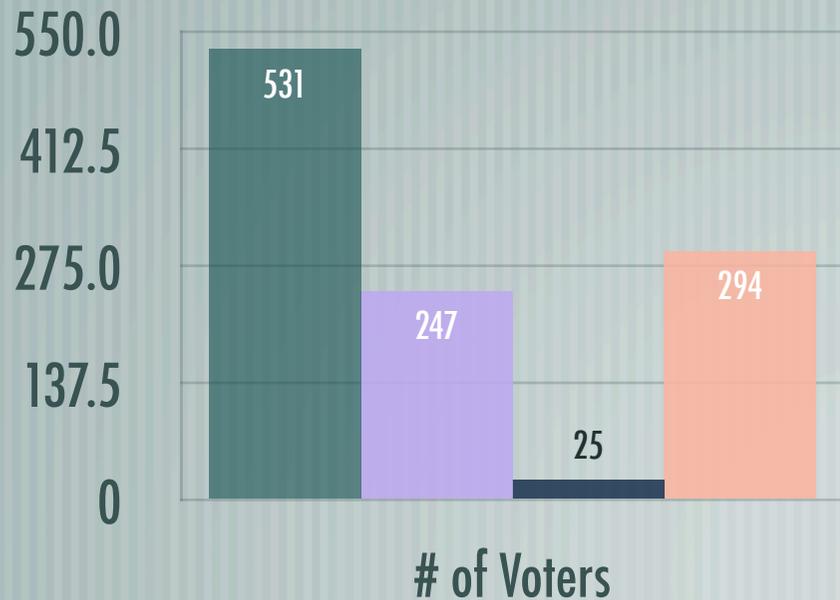


Answer Choices	Responses
Both the year-round and seasonal economies.	50.14% 730
The year-round economy only.	25.41% 370
The seasonal economy only.	2.88% 42
The Town should not encourage any expansion of the economy.	21.91% 319
Total Respondents: 1,456	

4. Economy

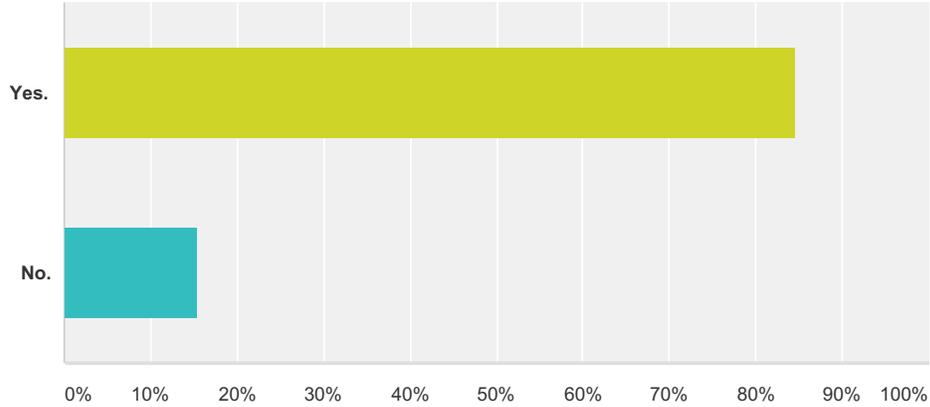
Should the Town of Nantucket encourage expansions of the economy based on:

- ▶ 1). Both the year-round and seasonal economies.
- 2). The year-round economy only.
- 3). The seasonal economy only.
- 4). The Town should not encourage an expansion of the economy.



Q6 OPEN SPACE & RECREATION: Should the community of Nantucket continue to purchase open space?

Answered: 1,457 Skipped: 73



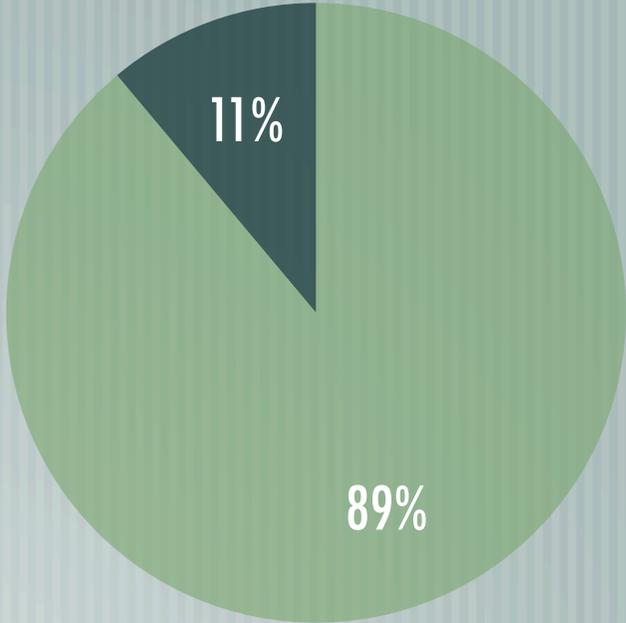
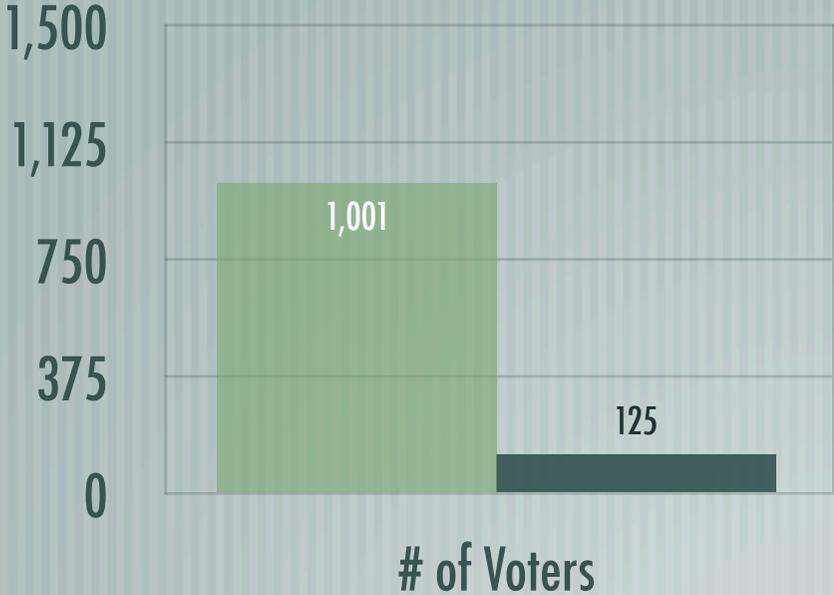
Answer Choices	Responses
Yes.	84.49% 1,231
No.	15.51% 226
Total	1,457

#	What percentage of the island should be open space? _____%	Date
1	75%	3/28/2016 10:41 AM
2	60%	3/28/2016 10:30 AM
3	50% or greater	3/28/2016 10:29 AM
4	50% or greater	3/28/2016 10:28 AM
5	60%	3/28/2016 10:26 AM
6	40%	3/28/2016 10:25 AM
7	60%	3/28/2016 10:25 AM
8	75% +	3/28/2016 10:22 AM
9	75%	3/28/2016 10:20 AM
10	80%	3/28/2016 10:16 AM
11	But only larger parcels. Buying multimillion dollar houses for pocket parks seems, most often, not optimal use of resources.	3/28/2016 10:14 AM
12	Max. What is it now?	3/28/2016 10:09 AM
13	AS MUCH AS POSSIBLE WITHIN THE 2% NO INCREASE	3/25/2016 5:43 PM
14	60%	3/20/2016 12:12 AM
15	50%	3/20/2016 12:10 AM
16	at least 50%	3/20/2016 12:09 AM
17	75%	3/20/2016 12:08 AM
18	As much as possible!	3/20/2016 12:06 AM

6. Open Space & Recreation

Should the community of Nantucket continue to purchase open space?

▶ 1). Yes 2). No

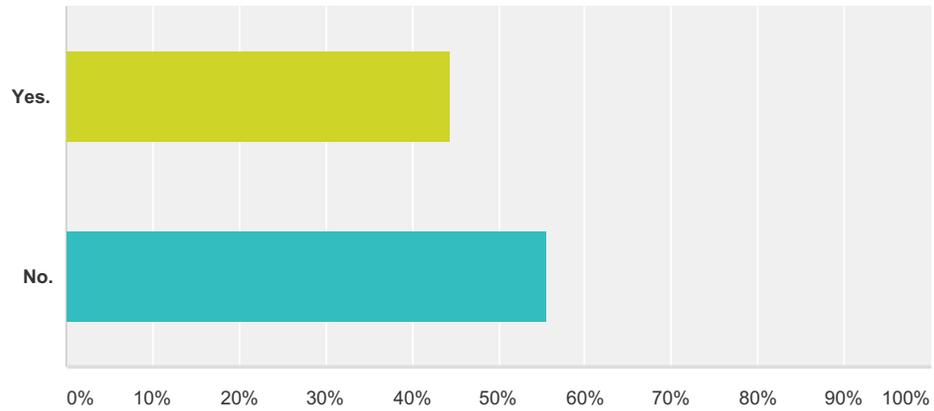


What percentage of the Island should be open space?

Average 57% should remain open space. 370 Voters answered.

Q5 NATURAL & CULTURAL RESOURCES: Should the Town of Nantucket support the creation of off-shores, ocean-based wind resources?

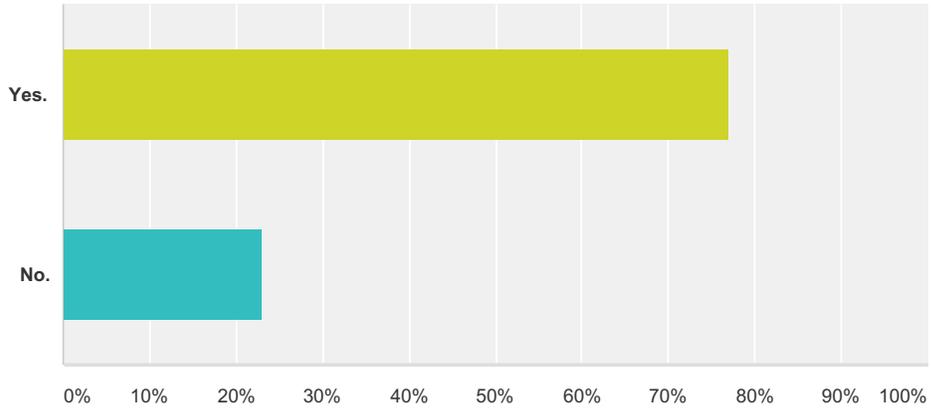
Answered: 1,432 Skipped: 98



Answer Choices	Responses
Yes.	44.48% 637
No.	55.52% 795
Total	1,432

Q7 TRANSPORTATION: Should the Town of Nantucket/Nantucket Regional Transportation Authority develop a year-round public transportation bus route?

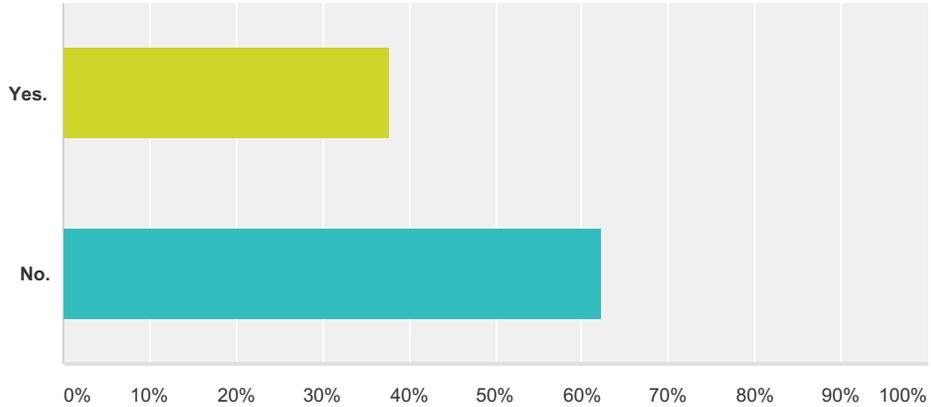
Answered: 1,464 Skipped: 66



Answer Choices	Responses
Yes.	77.12% 1,129
No.	22.88% 335
Total	1,464

Q8 Should the Town of Nantucket implement an on-street paid parking system (type to be determined) as a means to discourage vehicles in the downtown area and to create a revenue source for additional public transit and pedestrian improvements?

Answered: 1,428 Skipped: 102



Answer Choices	Responses
Yes.	37.75% 539
No.	62.25% 889
Total	1,428

Q9 SERVICES AND FACILITIES: What level of monetary investment should the Town make in the community's physical infrastructure? Please select the box that best describes your opinion.

Answered: 1,487 Skipped: 43

