

# NP&EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION



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

---

## MINUTES

Monday, May 2, 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; Andrew Vorce, Director of Planning

**ATTENDING MEMBERS:** Nat Lowell, Chairman; Andrew Bennett; Kara Buzanoski; Matt Fee; Jack Gardner; Wendy Hudson; Leslie Johnson; Barry Rector *arrives late*; John Trudell;

**ABSENT:** Bert Johnson; Joe Marcklinger; Linda Williams

**BY PHONE:** Gabe Sherman (Mass DOT)

**Public present:** Jim Kelly (BOS Chairman); Lee Saperstein (Roads & Right of Way Committee); Paula Leary (NRTA); Rachel Hobart (ReMain); Josh Balling (non-participant)

---

### I. Call to Order:

The meeting was called to order at 6:04 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 March 28, 2016, as submitted.

The vote was **UNANIMOUS**.

### V. PUBLIC COMMENTS:

Lowell recognizes Jim Kelly, Lee Saperstein, John Trudell, and Matt Fee. Recognizes service of John McLaughlin.

### VI. ACTION/DISCUSSION

#### A. NRTA Year Round Bus Study – review preferred routes and discuss funding strategies

**BURNS** We need to tackle implementation strategies. Need to have a sustainable funding source. We have a projected map of recommended system.

See PACKET Page 15 – Memo which summarizes feasibility. Primary focus is for year-round system. Presentation is in packet but we will not review it as it was presented last month.

**LEARY** In other communities, including Nantucket, it is appropriate for the community to come to a transit authority and request specific service or extensions thereof. The transit authority does not have funding capabilities on its own to expand the existing service. Last year

## NP&EDC Minutes for May 2, 2016; adopted June 6, 2016

we implemented an extended hours of service until midnight which was funded by the Town of Nantucket (TON). Communities can increase their local assessment by more than 2.5 % to expand transit services. Recaps the demonstrated need resulting from census data. Consultants have developed a proposal based on optimal level of service. Mid-island and Miacomet loops are proposed. 4 trips daily instead of 7 on Sconset/Old South Rd. (OSR) route. Madaket route will not be extended. The BOS and NRTA Advisory Board held a joint meeting. Concerns raised include the cost, how it would be paid for, use of certain narrow streets on year-round basis, and whether Sconset truly needs service. Our assessment was based on market data and census. They wanted to examine variations of these routes. Contract with AECOM has expired and funding has been spent. Trying through NRTA' capital channels to get some money set aside to look at alternatives. Have a deadline of June 30<sup>th</sup>. Ridership projections were strong. New developments along OSR and huge playing field justify the OSR route. Hourly service is not ideal for people who have to be at work at specific times.

HUDSON asks where the money will come from

See PACKET Page 16.

BURNS We did a breakdown of existing state aid. Funded through state, federal and local assessment. We need another source. Could be found under Embarkation fee not currently used for seasonal serviced. A lot of it has been dedicated for specific purposes. We could increase that and re-purpose a certain amount for transit service. We have studied this scenario. Another idea is sales tax increase. There may be a sunset clause so they can be re-assessed and evaluated on regular basis. Paid parking is another option. We have projected revenues and feasibility has been studied. Individual meters are not popular. Multi-space meter. Using cell phones or in-car meters. These require Town Meeting and/or BOS approval. We want to gauge this group and solicit direction for Staff before we go too far.

BUZANOSKI What is current cost?

LEARY \$1.3± million

BUZANOSKI What does TON contribute?

LEARY \$350,000± (check with PL)

LOWELL Paid parking is not feasible. Beach sticker type of idea for in-town parking could work. Collect \$50 for every car that parks downtown in order to generate downtown parking in a way acceptable to local population. There are ways to raise money that don't require us to spend it to raise it. I am in favor of fixing commuter books. Sconset – not sure about that. Tom Nevers makes more sense.

LEARY Sconset is only a few trips a day. Communities all across the country use revenues from paid parking to underwrite transit services. The Ferry Connector is a perfect project for that.

JOHNSON I think the idea of paid parking is a can that has been kicked down road for years. Am on board with Nat, have to pay to play. We have to look at who is utilizing this. We have to get revenue from parking. You don't want parking meters. HDC would hate the objects. The idea of stickers is easy. Like Great Point – shell out one time and you are all set. Figure out what usage is and come up with numbers. We have talked about it for so long. We need to do it.

LOWELL Thinking of the UBER thing ... if you UBER, you can park anywhere and sit in your car and wait for next call. It's a privilege to park in town. How many vehicles don't have 2 beach stickers? Even if you use it once. I am concerned with funding something that we have to someday unwind. If this ever happened and it didn't pan out to be enough ridership to warrant the service, how would it be unwound?

LEARY It would take several years to see how effective it would be, conducting seasonal assessments. If in Year 3 in Jan., Feb., March, we see it is underutilized, then we could scale it back. We keep track of the data.

BUZANOSKI The \$848,000 cost of the year-round study is a big pill to swallow. Start small with Miacomet loop and take stock.

## NP&EDC Minutes for May 2, 2016; adopted June 6, 2016

HUDSON Paid parking is a good idea. Pays for something and is a deterrent to bringing your car every day unless it's a sticker. Definitely no SALES TAX – as a merchant, don't like that idea. Start with Daffodil to Stroll the 1<sup>st</sup> year.

LEARY We want to see what the Commission would support recommending to BOS – not so much the level of service.

HUDSON How much are we talking? 1<sup>st</sup> year of paid parking, how much resistance and how much money will that actually generate? If we do this, it shouldn't be just for shuttles. There could be other needs to be met.

BURNS Sidewalk improvements downtown have 10 phases ... if there is excess.

LEARY There are other services.

GARDNER I support Daffodil to Stroll as a good way to start out. Are you allowed to add on and grow?

LOWELL Back in the beginning, with ReMain and Island Spirits ... people complained that they wanted direct shuttle from ferry to mid-island satellite parking area. We need to look at this comprehensively. Everyone wants the Steamship (SSA) to run fast boat in winter but we would be out of business. Also there is risk with weather.

LEARY With a bigger parking lot, Ferry Connector could be promoted. And as to weather, they take buses everywhere else with bad weather.

HUDSON 20% of that \$848,000 could be generated by tickets?

LEARY Not exactly but close.

LOWELL Bartlett Rd. and OSR and other heavily congested parts of island need year-round service.

BURNS That is primarily where the study is focused. The Sconset route could be re-evaluated. We could keep it within the Town Overlay District. Transit-dependent populations. With Special Town Meeting (STM) coming up, it doesn't sound like NPEDC is willing to pursue an increase in sales tax. As to embarkation fee ...

**The MOTION was made** by Kara Buzanoski and seconded that **that NPEDC does not support increase in Sales Tax to fund this.**

**UNANIMOUS**

BURNS We have run through various scenarios as to paid parking in previous years. What about Embarkation fee? This is a good candidate. Recommended in 2008.

FEE I like the ticket book.

BURNS We did examine commuter book scenario. Would not generate enough (\$20,000).

LOWELL Where did you get that figure?

BURNS SSA

LOWELL We have to re-examine that. Think those numbers are wrong.

BURNS We need to flesh out the ideas, get facts down, codify it. Costs a lot of staff time to put this information together. I think you will have a better revenue number if you used a multiplier number.

BUZANOSKI Want to find out what Miacomet loop costs year-round versus Daffodil to Stroll.

LOWELL There is a deadline.

VORCE We have a deadline of now. Too many things get brought in September.

LOWELL We can have an extra meeting too.

BURNS Transit dependent population cannot afford taxi. Real hardship to people to get to work.

LOWELL Can we support looking at the mid-island core. Local assessment is easiest way.

BUZANOSKI Succeeding at smaller piece will pave way for larger piece.

LOWELL Sticker program doesn't have to be attached to this as a permanent thing. But General Fund might be simplest.

## NP&EDC Minutes for May 2, 2016; adopted June 6, 2016

LEARY It needs to be a reliable long term funding source. We have this problem with the Ferry Connector. We are in a 3<sup>rd</sup> year and have increased ridership by more than 50%, and now we are cutting back service to go from June to September 1<sup>st</sup>. You don't want to provide a service that is being used and then take it away.

VORCE On this list, there are other options. The TON could just budget it. Other towns do through so the local assessment.

JOHNSON When does WAVE start?

LEARY May 23<sup>rd</sup>.

LOWELL Let's look at numbers on fast boat tickets and enter into discussion with the SSA. We should put an embarkation fee on commuter book tickets. There will be an eBook for slow boats eventually. If we had a slow boat eBook, we would lose all money we get from the EAGLE. Mostly one way tickets that are getting the Embarkation fee.

BURNS I can get data and legislation and language for that. We can add the language and we can present a scenario. I have 10 year old data on the paid parking scenario. We could cobble a few of these programs together.

VORCE We should look at this parking lot. We have had several discussions about expanding it. Additional land adjacent that is not being used. Paid parking is an option. Doesn't have to be meters. A lot of potential for 2 FG.

FEE The public has to get the whole picture if this is going to be accepted. How will it work, what will enforcement be? Cannot present it piecemeal or it will be shot down.

BURNS Program has to be well thought out to sell it.

LOWELL Residential parking stickers ... A&P parking lot is an untapped asset.

BURNS We met with the airport and they said a lot of money goes into maintaining the parking system.

**The MOTION was made** by Kara Buzanoski and seconded that the **NP&EDC does hereby vote to support local assessment, embarkation, and paid parking** as presented by Paula Leary & Mike Burns.

The vote was **UNANIMOUS**.

### **B. In-Town Bike Path Utilities Engineering Study – review proposal for utilities consulting services**

BURNS We have a proposed Contract agreement with Dave Fredericks (DF) for consultations services, specifically to look at feasibility to understand cost and design. Feasibility study of underground utilities along Washington Street is being funded by ReMain.

See PACKET Page 30

VORCE The \$55,000 combines Nat'l Grid and Verizon. That is being paid for by ReMain. Our contract with DF will be paid for by DLTA account.

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to authorize and approve** the contract with Dave Fredericks as presented by Mike Burns.

The vote was **UNANIMOUS**.

### **C. Complete Streets Policy – review draft policy**

LOWELL did not attend.

BUZANOSKI I attended and Mike did a good job with the policy.

SAPERSTEIN Mike carefully looked at the guidelines regarding what language needs to be included and will get us points. I reviewed it.

BURNS The state helps a lot. Very easy and streamlined. We don't want a workgroup.

BUZANOSKI Planning Commissioner, Roads & ROW, Traffic & Safety ... covers it. Have been talking about hiring a consultant to map and prioritize.

VORCE Just to clarify, "Option A" is not included.

## NP&EDC Minutes for May 2, 2016; adopted June 6, 2016

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to request that the BOS adopt the Complete Streets Policy.**  
The vote was **UNANIMOUS.**

### **D. FY 2017 UPWP – review draft program and public review schedule**

BURNS No different really than what was presented last month. Need approval of public outreach schedule. Would ask that you hold Special Meetings on June 6<sup>th</sup>, 20<sup>th</sup> and July 18<sup>th</sup>. July 18<sup>th</sup> is the approval.

**The MOTION was made** by Kara Buzanoski and seconded that the **NP&EDC does hereby vote to approve the special meeting schedule with final approval at July 18<sup>th</sup> meeting** as presented by Mike Burns.  
The vote was **UNANIMOUS.**

### **E. FY 2017-2020 TIP – review draft program and public review schedule**

BURNS Very similar to UPWP. Not a lot of new information other than draft project schedule. MASS DOT and District 5 were okay with it. Replacement of 2 buses for FY 2018. No project but Bartlett Road roundabout will need 2 years of funding (2018 & 2019). Looking to find a project to use those funds. Also asking for Special Meetings as above.

LOWELL Is there no way to make the Bartlett Road thing happen faster?

BURNS We need guidance from MassDOT to keep to schedule. Right now the Bartlett and Surfside Rd. project has not been initiated. Projects need to meet a certain threshold. We need to comply with the guidelines.

VORCE Final design money was just approved.

BURNS Staff still has to advertise for engineering and design work.

BUZANOSKI Would the lane markers/centerline reflectors that are embedded be fundable by the TIP because BOS have asked to put those on Madaket and OSR and rest of Polpis? If the paving stays in there, we could have a problem. Can we say road lane marking instead of paving?

BURNS I am going to lean on Gabe for this?

SHERMAN <sup>(phone)</sup> It would have to go through the typical process before being placed on TIP – get a MassDOT ID and description. Send me an email with specifics and I will check to see if that would be appropriate as a TIP project.

BURNS A lot of categories are data –driven (crash statistics). Will do some homework and bring it to you for next mtg.

### **F. Public Participation Plan Update – review draft plan and release for public review**

BURNS The last public participation plan was approved in June 2007. This is a document for engaging the public in transportation decision making. It also includes stakeholder lists – who we reach out to and how we reach out to them. This does need to go out for public review. This needs a 45-day public review before it's approved. We ask to release this for public review now. Staff would advertise this from May 26<sup>th</sup> through July 18<sup>th</sup>. Staff has outlined several changes, most to use social media and notification procedures that are built into TON website. Have also included an edit ([See PACKET Page 59](#)). Table lists requirements. Right now we require a public hearing before it's approved. The issue is that it requires advertisement in newspaper. We could avoid that if we changed it to Public Meeting – avoid advertising costs. Another change is addition to stakeholder lists which include Interfaith Council and Commission on Disability. Lots of small edits. We would like to have this approved at a meeting in July

SHERMAN Just a recommendation. We have asked all regions to update these plans. The documents need to be reviewed by us. Before a vote to release, send this to MassDOT for our comments first before you advertise to have us review it for Civil Rights issues.

**The MOTION was made** by Matt Fee and seconded that the **NP&EDC does hereby vote to authorize Staff to send the Public Participation Plan to MassDOT first and then to authorize review period from May 26<sup>th</sup> to July 18<sup>th</sup>** as presented by Mike Burns.

## NP&EDC Minutes for May 2, 2016; adopted June 6, 2016

The vote was **UNANIMOUS**.

### **G. Bicycle and Pedestrian Advisory Committee – appointment of members by June 30, 2016**

BURNS Need to make appointments for 6 at-large seats. We have been advertising this each year. If you are okay with notice on PACKET Page 61, we would like to advertised for June 20<sup>th</sup>

Discussion of rotation and terms.

VORCE Don't see a need to have a rotation.

Consensus is 3 year terms

**The MOTION was made** by Leslie Johnson and seconded that the **NP&EDC does hereby vote to authorize advertisement from May 26<sup>th</sup> to June 16<sup>th</sup> to make appointments at June 20<sup>th</sup> meeting and to change terms to 3 years** as presented by Mike Burns.

The vote was **UNANIMOUS**.

### **H. FY 2016 UPWP Budget Reallocation – review budget reallocations**

BURNS Staff is presenting as an FYI. Basically repurposing about 1/2 week's time from data collection to public participation plan. Flex some more time over to that.

VORCE Just to be clear, this does not effect bottom line. Just shifting around.

### **I. Review of Census Questionnaire**

VORCE Seeking public information in anticipation of updating Master Plan which will expire in 2019. Looking for movement and changes since 2006 census. 1<sup>st</sup> QUESTION – GOALS & POLICIES – shows a shift from more restrictive to maintaining. After 10 years of working on zoning, this is positive. Clearly the minority opinion of eliminating all rules and regulations is about 30 or so votes.

Next QUESTION – HOUSING. If you compare the 2 – there is now more support for TON managing and developing housing.

ECONOMY question stayed similar to 2006 answer. Majority says TON should support year-round and seasonal economy.

OPEN SPACE question – 89% in 2006 and 84% in 2016 support retaining and acquiring Open Space.

PAID PARKING is a little bit of a challenge.

FEE I think the way we asked it prompted the answer. If you are a downtown business owner, you are not going to want to discourage parking in town. The wording is bound to bias responses. Give them a reason to support it – show them what they might get from it.

VORCE Still strong support for more investment in bike paths. Certain level of satisfaction with current level of investment.

### **J. Transportation Report**

BURNS There are some minor updates and ongoing projects but we have really gone through the bulk of what I wanted to discuss.

LOWELL Milk St. extension and Mill Hill path are on there. Important. In-town bikepath ...

BURNS Bid opening for 1<sup>st</sup> phase of in-town bikepath is scheduled for May 9<sup>th</sup>. MassDOT has to award a contract 120 days after advertising which means contract would be awarded at end of June. There is a prohibition of significant work that would disrupt traffic.

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

ANTONIELLI gives overview

VORCE asks to table this to regular annual meeting on June 20<sup>th</sup>.

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to approve continue discussion to June 20<sup>th</sup>**.

The vote was **UNANIMOUS**.

### **L. Acceptance of Matt Fee as County Commissioner Representative.**

**NP&EDC Minutes for May 2, 2016; adopted June 6, 2016**

FEE BOS is going to be working on long range planning.

**The MOTION was made** by Leslie Johnson and seconded that the **NP&EDC does hereby vote to approve Matt Fee as County Commissioner Representative to NP&EDC.**

The vote was **UNANIMOUS.**

**M. Discussion regarding rescheduling June 6<sup>th</sup> meeting.**

**The MOTION was made** by Jack Gardner and seconded that the **NP&EDC does hereby vote to change the date of the Annual meeting to June 20<sup>th</sup>.**

The vote was **UNANIMOUS.**

**VII. Other Business:**

NONE

---

**ADJOURNMENT M/S/A to ADJOURN MEETING at 7:49 p.m.**

Submitted by:  
Eleanor Antonietti