

AGENDA FOR THE MEETING OF THE
NRTA ADVISORY BOARD
April 13, 2016
5:45 P.M.
COMMUNITY ROOM, NANTUCKET POLICE STATION
4 FAIRGROUNDS ROAD
NANTUCKET, MASSACHUSETTS

- I. Presentation and Discussion of Year Round Bus Service Study.

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.

