

# Nantucket Regional Transit Authority

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## Advisory Board

Minutes of the Meeting of June 22, 2016. The meeting took place in the Community Room of the Nantucket Police Station, 4 Fairgrounds Road, Nantucket, MA 02554. Members of the Board present were: Jim Kelly, Robert DeCosta, Matt Fee, Rick Atherton, Dawn Hill Holdgate and Karenlynn Williams. Chairman Kelly opened the meeting at 5:45 p.m.

Year Round Bus Service Study Final Presentation. Paula Leary, NRTA Administrator stated that additional funding to continue the Year Round Bus Service Study was secured. The final presentation will be based on comments and questions received from the Board at its April 13, 2016 meeting when the study results and service scenarios were presented and discussed. Ms. Leary introduced Jill Cahoon and Krystal Oldread from AECOM for the presentation. Ms. Cahoon gave a recap of the study results and preferred alternative. Ms. Cahoon then presented answers and follow up to Board questions and comments from the April meeting: Quantitative benefits from National Research state that every \$1 invested in public transportation generates approximately \$4 in economic returns, one commuter switching to transit can reduce a household's carbon emissions by 10% and a two-person household can save more than \$10,000 by downsizing to one car. The Qualitative Local Benefits include: access to jobs opportunities, reduced need for parking downtown, traffic alleviation, quality of life for seniors and the ability to age in place, access to medical appointments for seniors and the community as a whole, participation in early childhood education and social activities and access to after school jobs sports and activities. Transit Mode Share and Statistics include: transit ridership as a percentage to total trips .4% for rural areas and 2.9% in urban areas, transit vehicles as a percentage of vehicular travel is 2.6% on York and Dover Streets, NRTA is operated very efficiently based on local, state, and national comparisons to other transit operators and the average transit survey response rate is 1-3%, Nantucket had 10%. Ms. Cahoon then presented possible cost savings options that included: a savings of \$213,000 for weekday service only and \$106,000 for weekday and Saturday service and no Sunday service. To operate as a commuter service during weekday peak periods only present no real cost savings and is complicated to operate in a small community. Excluding the Madaket Route service extensions (operating through Columbus Day Weekend) has a savings of \$28,000. Operating Mid Island Loop and Miacomet Loop with 60-minute frequency instead of 30 minutes has a savings of \$217,000 and not providing year round bus service but extended the current season from Daffodil Festival to the end of Christmas Stroll has a savings of \$419,000. Krystal Oldread presented downtown routing that showed roads that were not useable, maybe useable and useable. Three options were presented for the Mid Island Loop and Miacomet Loop. The first option was using the existing routing that includes the use of York and Dover



Streets this routing option because it remains the same as in the summer season will decrease confusion, not require stop changes, provides 30 minute service on both routes, no loss of service areas, four buses per hour on Dover Street and two buses per hour on York Street. The second option utilizes Main Street and there would be no vehicles on York and Dover Streets and new service along Pleasant Street, Milk Street and Milk Street Extensions, frequency would increase from 30 minutes to 45 minutes, increased maintenance stops, no service to Stop & Shop, Miacomet Loop would run in the opposite direction from current service, different routing may be confusing, additional riders not likely with the different roads being serviced. The third option utilizes Orange Street and there would be no vehicles on Dover Street, new service along S. Prospect Street and Sparks Avenue and additional service to the hospital, frequency would increase from 30 minutes to 45 minutes due to increased mileage, 1-2 vehicles per hour on the western section of York Street, significant overlap in routing and coiled routing on Mid Island Loop, new stops would be required, and different routing may be confusing. Excluding service to Sconset from the preferred alternative does not result in cost savings. The new Old South Road/Nobadeer Farm Road service would operate at 60 minute frequency to maintain the service along the corridor. A Mid Island and Miacomet Loop combination eliminates service to the Stop & Shop, the schools and the hospital all of which were top destinations noted during the outreach meetings, service on Hooperfarm Road would be opposite of the summer routing and require new bus stops, does not service the park and ride lot and is a long loop that would discourage transit usage, this routing eliminates buses on York Street has a cost savings of \$271,000. Chairman Kelly took questions and comments from the Board. Mr. Atherton asked what was used for market analysis and how many seats were projected to be filled. Ms. Cahoon responded that census blocks were used for the market analysis and that overall ridership was projected by route not by vehicle. Mr. DeCosta comments that he would never support year round service if off season service operated on York and Dover Streets. Mr. Atherton asked how Sconset was excluded. Ms. Cahoon responded that Sconset as a destination was taken out and just Old South Road and Nobadeer Farm Road would be utilized. Ms. Williams stated that the report contained good information and lots of options. There was discussion by the board on preferred options. Mr. DeCosta liked option 3 but wants to find funding first, Ms. Holdgate liked options 3, year round service no weekends, provide a service that can be relied on and extend the service to see how it goes. Mr. Fee commented to have no extension of the Madaket Route and also stated that during the NP&EDC meeting the commission looked at the extended season with no weekend service based on costs and no funding for the service. Chairman Kelly stated it was worth testing year round week day service. Mr. Atherton suggested increasing fares to help pay for year round service would be a source of sustained revenue. Ms. Leary will look into options on fare increases and continue to pursue alternative funding options for the Boards consideration.

There being no other business before the Authority Mr. Kelly moved adjournment at 6:30 p.m.; seconded by Mr. Fee. So voted and adjourned.

Approved: September 21, 2016