

Nantucket Regional Transit Authority

3 East Chestnut Street, Nantucket, MA 02554

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Minutes of the Meeting of January 25, 2012. The meeting took place in the Community Room of the Nantucket, 4 Fairgrounds Road, Nantucket, MA 02554. Members of the Board present were: Rick Atherton, Whitey Willauer, Michael Kopko, Robert DeCosta and Patricia Roggeveen. Mickey Rowland was absent. Chairman Atherton opened the meeting at 6:32 p.m.

Public Comment. There were no comments from the public.

Approval of Minutes of the November 30, 2011 Meeting. The minutes of the November 30, 2011 meeting were approved by unanimous consent of the Board.

Acceptance of Title VI and Nondiscrimination Notice of Rights to Beneficiaries and Title VI Discrimination Complaint Procedure. Paula Leary, NRTA Administrator, explained that MassDOT has established a policy, per Title VI regulations to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987 and federal Executive Order 12898. As a subrecipient of federal funding, through MassDOT, NRTA must adopt the Title VI and Nondiscrimination Notice of Rights to Beneficiaries and the Title Discrimination Complaint Procedures. These documents will be made available to "beneficiaries", the public. Title VI prohibits discrimination in federally assisted programs and requires that no person in the United States of America shall, on the grounds of race, color or national origin, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal assistance. Massachusetts law also prohibits discrimination based on race, color and/or national origin and related federal and state civil rights laws prohibiting discrimination based on sex, age and/or disability. The Discrimination Complaint Procedure addresses the concern with environmental justice for minority and low income persons and providing equal access to services and benefits for those individuals with limited English proficiency. The procedure explains how to submit a complaint, the information needed, the process for the review of the complaint and the resolution of the complaint. Complaints will also be logged and is available to the public. The NRTA is in the process of updating its Title VI policy to a plan to meet the new regulations.

Update Dover Street Concerns. Chairman Atherton stated this was an update to concerns heard from York and Dover Street residents regarding noise of the



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buses at the November 30, 2011 meeting. Ms. Leary informed the Board that as this agenda item and others are discussed that the NRTA received notification that its 5311 federal operating funding was cut by nearly \$56,646. Two potential options for the buses are being researched: a momentary foot switch and clutch fan assembly. Ms. Leary commented that based on residents concerns it seemed the speed hump on Dover Street was a contributing factor to the noise. Ms. Leary presented data and alternative routes considered by a staff working group. Traffic counts from 2000, 2001 and 2002 were provided by Mike Burns, Transportation Planner. Percentage of bus on these streets was calculated, with 2.34 to 5.53% of the traffic being buses. Mid Island and Miacomet Loop alternatives were reviewed, all increased the frequency, added mileage, decreased the number of trips per day, eliminated or relocated stops, eliminated the Dave Street Park and Ride Lot and caused the bus to utilize several high traffic back up intersections. Ms. Leary stated that while driving these alternatives it was obvious that when the routes were designed they were the most efficient options and over the years they have proven to be successful and combined represent nearly half the ridership. Prior to the 2011 season a lot of time and effort went into rebranding the system to create awareness and increase ridership. Ms. Leary stated that any of the options presented would be a detriment to riders and ridership would decrease as a result of these changes, stating frequency is one of the most important things to riders, these options increase the peak frequency to what is currently off peak frequency and we see the drop off in ridership when the schedules change. Any changes would have a negative impact on the system and what we have worked for many years to make efficient and increase usage and that traffic on these Streets are low percentage of buses. Ms. Leary commented that she felt the NRTA could work on decreasing the noise impacts on Dover Street through potential bus modification, the removal of the speed hump and driver training. Ms. Leary recommended the Board to make no changes to the Mid Island and Miacomet Loops. Mr. Kopko made a motion for the Board to take no action on changing the routes; seconded by Mr. DeCosta. So voted. Kim Hiscano, 70 Orange Street made the following comments: thought the work group was going to discuss other options, hopes this is not the end of the interest in their neighborhood, disappointed that bus modifications weren't considered, decade old traffic counts, hopes this summer the board will go to Dover Street and view the buses, hopes that public involvement continues, traffic up York Street impacts their property, asked the board for a commitment not routing future planned expansion of second shift workers and ferry park and ride on York and Dover.



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Discussion to Request Traffic Safety for Removal of Speed Hump on Dover Street. Ms. Leary stated that during the November 30, 2011 meeting and discussion of Dover Street residents concerns of the noise of the buses, it was apparent that one contributing factor that created noise was the speed hump, with one resident stating the speed hump does nothing but create acceleration and brake noise causing people behind the buses to slow/brake and accelerate. It seems the removal of the speed hump would eliminate the braking and accelerating noise. Ms. Leary requested the NRTA Advisory Board vote to request that Traffic Safety consider the removal of the speed hump on Dover Street. Mr. DeCosta moved to send a letter to Traffic Safety for the removal of the speed hump; seconded by Ms. Roggeveen. So voted. Mr. Kopko commented that he would assume traffic safety would work with the neighbors.

Discussion of Bus Service to Jetties in the Evening. Mr. Atherton explained the consideration to extending the service to Jetties Beach in the evening was to address traffic and parking in town. Ms. Leary stated she had met with Park and Recreation Commission about the use of the upper parking lot at Jetties Beach for as a park and ride lot. The commission's motion was that they had a favorable outlook for use of the upper parking lot and extended service to Jetties Beach and asked to be kept abreast of the NRTA discussion and plans and come back to the commission to close the motion. There was also discussion that this extended service could provide options for other uses that would be a benefit. Ms. Leary provided the Board with a possible service scenario based on current operations, operating the extended service daily, June 30th through September 3rd (Labor Day), from 6:00 p.m. to 11:00 p.m. with 30 minute headways at a cost of \$27,225. Ms. Leary commented that there were still some considerations to be given to the fare, identifying funding for the service, and if half hour frequency is sufficient for people to use the park and ride lot and bring the bus into town where there is currently no disincentive in place for people to use the bus. Ms. Leary also provided the board with thoughts on what the intent is and what was attempting to be accomplished which is to create parking opportunities downtown in the evening hours and attempting to define the target audience (employees or customers, or both) other options were considered. Ms. Leary commented that as this was being thought through there were some concern. Will customers drive through town and continue to Jetties Beach to park and wait to bring a bus back into town? Would employees use the lot if the



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service were extended until 1:30 a.m.? Would a different lot (i.e.: Elementary School) in the mid island area be more feasible? Would employees use the existing service and park and ride lot at the Elementary School to come into town if they were ensured a bus ride back? Would extended hours on existing routes be more beneficial? In an effort to answer these questions and better determine the needs of restaurants' customers and employees, there was a meeting with two restaurant owners; Mike Burns, Transportation Planner; Rachel Hobart, ReMain and myself. Ms. Leary summarized the outcome of the meeting: Most employees bike and carpool, one restaurant provided in town housing, employees at the other restaurant lived out of town between the rotary and airport (Sconset via Old South Road Route) and Bartlett Road/Equator Drive area (Miacomet Loop), employees work until 12:30-1:00 a.m. and couldn't catch the last buses (around 11:00 p.m.), both felt that parking was not really a problem for customers, employees would use the bus if it ran later, employees do not take taxi's, bike parking is an issue, bike racks not provided throughout town, safety concerns on Old South Road bike path for bikers late at night. The restaurant owners were very receptive to helping market the bus service developing a joint partnership for marketing during restaurant week, and information about the bus service on their websites. Based on this information Ms. Leary stated that there would managerial and operational concerns with extending the hours of service on existing routes with an estimated cost between \$63,000 and \$75,000 and in addition to the added cost that this be problematic and perhaps prohibitive. To operate the Jetties park and ride service later to accommodate workers the cost is estimated between \$43,000 and \$55,000. Ms. Leary felt that based on this information and no available funding for additional service partnership with restaurants and an increased marketing awareness campaign would prove beneficial. ReMain has committed to continuing the Park and Ride campaign initiated last year and would begin in early May and include restaurants. The marketing consultant is currently developing an awareness campaign targeted toward restaurants and businesses in the evening hours, and exploring ways information about the bus service could be placed on restaurants websites. Outreach to other organizations will be done to continue and create further awareness of the bus service and promote the use of the bus as an alternative to driving and parking in town. Ms. Leary recommended not provide this additional service as no funding is available and continue to enhance and improve marketing efforts to create awareness and promote us of the existing bus service. Mr. DeCosta moved to follow Ms. Leary's recommendation and not to pursue the additional service; seconded by Ms. Roggeveen. So voted.



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Discussion of Tom Nevers Service. Ms. Leary informed the board that she had met with Ms. Dunton regarding her Town Meeting Warrant Article and would provide Ms. Dunton with necessary information.

Discussion of Joint Letter to MassDOT from Rural RTA's relative to 5311 funding. Ms. Leary explained that in an effort to express concerns, depict the impacts and explain the issues that arise as a result of the late notification of 5311 funding for FY11 in which the NRTA received a decrease of \$56,646, the four rural RTA's have determined the best course of action would be to send a joint letter from the four authority's advisory boards. Ms. Roggeveen moved approval to send the letter and authorize the chair to sign seconded by Mr. Willauer. So voted.

Other Business. None.

There being no other business before the meeting was unanimously adjourned at 6:41 p.m.

Approved: February 22, 2012

