

Nantucket Regional Transit Authority

3 East Chestnut Street, Nantucket, MA 02554
Phone: 508-325-9571 • Fax: 508-325-0788 • TTY: 508-325-7516
www.nrtawave.com • nrt@nantucket-ma.gov

AGENDA FOR THE MEETING OF THE NRTA ADVISORY BOARD

JANUARY 25, 2012

6:30 P.M.

COMMUNITY ROOM, NANTUCKET POLICE STATION
4 FAIRGROUNDS ROAD
NANTUCKET, MASSACHUSETTS

- I. Public Comment.
- II. Approval of Minutes for the November 30, 2011 Meeting.
- III. Acceptance of Title VI And Nondiscrimination Notice of Rights to Beneficiaries and Title VI Discrimination Complaint Procedure.
- IV. Update Dover Street Concerns.
- V. Discussion to Request Traffic Safety for Removal of Speed Hump on Dover Street.
- VI. Discussion of Bus Service to Jetties in the Evening.
- VII. Discussion of Tom Nevers Service.
- VIII. Discussion of Joint Letter to MassDOT from Rural RTA's relative to 5311 funding.
- IX. Other Business.



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Minutes of the Meeting of November 30, 2011. 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 Mickey Rowland. Patricia Roggeveen 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 June 15 2011 Meeting. The minutes of the June 15, 2011 meeting were approved by unanimous consent of the Board.

Board's Receipt of FY11 Audited Financial Statements. Chairman Atherton stated that the Board had been emailed the NRTA's FY11 Audited Financial Statements and felt it prudent that the receipt of the financials were acknowledged. Board members acknowledged the financials had been received and had no questions.

Dover Street Concerns. Several Residents of Dover and York Streets voiced concerns. Larry Miller hoped he was speaking for residents of York and Dover Streets, the buses traverse the only two streets in town that have no set backs, buses pass within inches of their front stoop and cars park on the sidewalks, he realizes re-routing is difficult but asked for a review of the situation. Doug Hiscano, 70 Orange Street asked if the buses were different because he didn't notice the buses before and now he does, the bakery is the only commercial business on the street and it closes at 5:00, thought the buses could use other streets after that and asked if there are records of people getting on and off at stops. Chairman Atherton commented that the route structure is not easily changed. Ms. Leary stated there are approximately 115 buses per day in peak season that utilize Dover Street. A 2002 Study "NRTA Route Evaluation – Examination of Streets for an Equitable Distribution of Shuttle Traffic In and Out of Town" was provided. Previous NRTA Advisory Boards took no action to change the routes. Mr. Willauer asked as what the alternatives would be and what would be missed. Ms. Leary commented that alternatives would increase frequency and the Dave Street stop and Park and Ride Lot would likely be eliminated. Mary Jane Halliday stated she had a copy of the evaluation and York

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Street was not being considered but another way couldn't be found, pedestrians are impaired and she can't use her living room and there's dirt and pollution from being close to the street, she stated it's not just the buses but the cars as well, in most communities buses go on main streets she has talked to the EPA and transportation people about speed limits, asked the Board to consider-routing to reduce the noise and pollution. Chairman Atherton stated there's no harm in looking at this issue again being sympathetic but also realistic. *in favor of exploring* Mr. Rowland stated he sympathizes with the neighbors and in exploring alternatives. Jeff Synder of West Dover Street said well he understood it's a matter of many people versus a few people not many streets along the route are one-way, his windows are black from exhaust, the street bump does nothing but create acceleration and brake noise, people behind the buses slow and accelerate, the 2002 Study was a long time ago and it's time for discussion, traffic has increased, trash trucks start the day using Dover Street at 7:00 a.m., after 7:00 p.m. he doesn't see anyone on the buses, sure it's the fastest way into town, not changing the routes because a couple of stops and a park and ride will be lost, understands the Board feels for the residents, perhaps a moratorium on buses on one-way streets, he moved into the neighborhood in 1982, drivers drive on his lawn to go around traffic, suggested an adjustment to the timetable, requirement of frequency doesn't need to be as frequent in the evening. Kim Hiscano stated the drivers do a good job with pedestrians but creates traffic behind them, has lived on Orange and Dover Street four years and for three years the buses didn't bother her but now it's intolerable, they hear the buses on York Street, suggested Freedom Square as an alternative, access Pleasant and Orange Streets to get buses off residential streets, under an illusion that it's urban and it's hard to live there with the heavy traffic. Ms. Leary was asked how many new buses were added to the fleet and how wide they are, she stated six new buses came on and are louder because of the engine modifications to meet the 2010 EPA emissions standards, a fan is required to cool the engines, the new buses are the same width as the old buses, 8 feet. Mr. Willauer asked if electric buses were in the future. Ms. Leary stated that would need to be looked into when that became an option. Mr. Kopko commented that when he moved here 35 years ago York and Dover Streets are main ways to get in and out of town and they still are, this issue won't be resolved tonight, it warrants further discussion and suggested a work group be established. Mr. DeCosta commented that if we are going to study this, different things need to be looked at, suggested a traffic counter be placed on York and Dover Streets to see how many vehicles use that street

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between May and October, it is main through way in and out of town, suggested looking at noise suppression on the engines that when sulfur was taken out of diesel engines to improve emissions the engines got louder, he read the reports and didn't see any alternatives. Mr. Kopko suggested looking at all options not just re-routing, didn't feel the traffic counters were necessary there is a lot of traffic on those streets. Mr. DeCosta commented that at an Annual Town Meeting 25 years ago zoning changed so people could live in mid island areas like Bartlett Farm Road, these are the people that are taking the bus. Mr. Kopko mentioned the topic of providing a jitney service from a park and ride lot. Mr. Atherton suggested Ms. Leary develop a process and recommendations to be presented to the Board in a month. Mrs. Halliday thought the purpose of the bus to eliminate cars and she doesn't think it's done that and wonders what the goals of the bus are and if they have been achieved. Mr. Snyder asked how many gallons of diesel fuel are used. Ms. Leary stated approximately 21,000 gallons, he didn't feel that was very environmentally efficient. Mr. Miller asked if the NRTA had a balance sheet. Mr. Atherton stated that the audit will be available on the NRTA's website.

2011 Season Update. Ms. Leary provided the board with an update of the 2011 Season and the new initiatives: There seemed to be an increased awareness, excitement and enthusiasm this season, not only from riders but the public in general. Many positive comments were received by the NRTA about the new name and image, the look of the new buses and particularly the real time bus information. These initiatives resulted in a great season with a 5% increase in passenger boardings over the 2010 season with a total of 262,239 passenger boardings. The Miacomet Loop had the most utilization with 60,010 passenger boardings followed by the Mid Island Loop with 54,365 passenger boardings. The Mid Island and Miacomet Loops comprised 47% of total passenger boardings. The average daily ridership for the season was 1,772. July's average daily ridership was 3,012 and August's was 2,801. The Sconset via Old South Road Route had the highest passenger load factor in July with 79% and a season average of 54%. The average passenger load factor for July and August was 45% and the season passenger load factor for the entire system was 35%. During the marketing consultants July visit approximately 100 riders were informally interviewed and indicated their satisfaction with the new branding, new

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system brochure, the phone application and with the service in general and overall, passengers cited convenience and ease of use as the most attractive aspects of riding the bus. Data from 2007 through 2011 was provided.

Discussion of Bus Service to Jetties in the Evening. Chairman Atherton stated that the extension of the existing Jetties Beach service came up last year when the Board of Selectmen was asked to address downtown parking in the evening and the valet service and that the Town will be issuing an RFP for Valet Service for summer 2012. Ms. Leary provided information to the Board about the NRTA's ability to extend service to Jetties Beach into the evening hours. Currently the service is provided from mid/end of June through Labor Day from 10:00 a.m. to 6:00 p.m. at 30 minute headways leaving town from Broad Street in front of the Whaling Museum, the fare is \$1.00 each way. The NRTA could provide the additional service because no additional equipment would be required. The estimated cost of the service would be approximately \$30,000 based on service being provided daily from June 30 through Labor Day, September 3rd from 6:00 p.m. to 12:00 a.m. Consideration would need to be given to the dates and hours of service, if the service would be daily, the frequency, fare and funding. Approval for use of the upper parking lot at Jetties Beach would need to be obtained from the Park and Recreation Commission. Mr. DeCosta stated that both won't work and to leave the valet service and allow the town to make money. Mr. Kopko stated he wouldn't support this option if it would cost the town money and would need to come out of the NRTA budget or look into possible grants. Ms. Leary stated there is no additional money in the NRTA's budget. Mr. Atherton stated routes would need to be prioritized to determine if cuts could be made. Ms. Leary stated this has been done in the past when state funding was decreased and is looked at on an annual basis and dates and hours of service of had already been reduced to the level of service currently provided. Mr. Willauer suggested seeing if the Airport would pay for that service like they did years ago. Ms. Leary stated she didn't think that would be an option as there were issues. Mr. Atherton agreed to speak to the Airport Commission Chairman. Ms. Leary commented that the current system has four park and ride lots that are serving this purpose and perhaps the restaurants could inform their patrons of that option and would talk to the Restaurant Association. Mr. DeCosta reminded everyone to keep in mind the purpose of the bus system.

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Contract Award – Operation and Management of Fixed Route Service. Ms. Leary informed the Board that the NRTA received requests from three vendors for the RFP and only one vendor attended the mandatory pre-proposal meetings and submitted a proposal for the operation and management of the NRTA's seasonal fixed route service. The proposal was evaluated by the evaluation committee, Gregg Tivnan, Mike Burns and Cindy Clarkson. VTS of MA, Inc. the current operator received high rankings by the evaluation committee. Ms. Leary recommended the Board vote to award the contract to VTS of MA, Inc for three years with two one year renewal options at an hourly rate per vehicle of \$49.50 for 2012, \$50.73 for 2013, \$51.99 for 2014, \$53.20 for 2015 and \$54.62 for 2016. The current contracted hourly rate per vehicle is \$48.71. Mr. Kopko moved approval of the contract for operation and management of fixed service to VTS of MA, Inc.; seconded by Mr. DeCosta. So voted.

Other Business. There being no other business before the Board Mr. Kopko moved adjournment at 7:54 p.m.; seconded by Mr. DeCosta. So voted.

Approved:

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TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR

RE: ACCEPTANCE OF TITLE VI AND NONDISCRIMINATION NOTICE OF RIGHTS TO
BENEFICIARIES AND TITLE VI DISCRIMINATION COMPLAINT PROCEDURE

DATE: JANUARY 12, 2012

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. As requested by MassDOT, the NRTA will post the Title VI and Nondiscrimination Notice of Rights of Beneficiaries on all NRTA vehicles, the NRTA administrative office, NRTA bus garage, and the Greenhound building as well as on its website www.nrtawave.com.

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 currently working to update its Title VI policy to a plan to meet the new regulations to include Environmental Justice and Limited English Proficiency requirements.

I recommend the Board vote to accept the Title VI and Nondiscrimination Notice of Rights to Beneficiaries and the Title VI Discrimination Complaint Procedure.



Title VI and Nondiscrimination Notice of Rights of Beneficiaries

MassDOT hereby states its policy to uphold and assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related federal and state statutes and regulations. 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 the 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 MassDOT assures compliance with these laws and related federal and state civil rights laws prohibiting discrimination based on sex, age, and/or disability. Individuals who feel they have been discriminated against in violation of Title VI must file a complaint within 180 days with the MassDOT Title VI/Nondiscrimination Specialist.

MassDOT also upholds the Massachusetts Public Accommodation Law, M.G.L. c 272 §§92a, 98, 98a, and the Governor's Executive Order 526, section 4 which provide that access to programs, services and benefits be provided without regard to religious creed, sexual orientation, gender identity or expression, veteran's status and/or ancestry, along with the bases previously referenced. Public accommodation concerns can be brought to MassDOT's Title VI Nondiscrimination Specialist. Complaints must be filed with the Massachusetts Commission Against Discrimination (MCAD) within 300 days of an alleged violation.

For information or to file a complaint under Title VI or the state Public Accommodations law, the contacts are as follows:

Title VI/Nondiscrimination Specialist
MassDOT, Office of Civil Rights
10 Park Plaza
Boston, MA 02116
(617) 973-7171
TTY: (617) 973-7715
massdot.civilrights@state.ma.us

MCAD
One Ashburton Place, 6th Floor
Boston, MA 02109
(617) 994-6000
TTY: 617-994-6196

MassDOT is equally committed to implementing federal Executive Order 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." In this capacity, MassDOT identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations. MassDOT carries out this responsibility by involving minority and low income individuals in the transportation process and considering their transportation needs in the development and review of MassDOT's transportation plans, programs and projects.

This policy statement will be circulated throughout the Commonwealth of Massachusetts and referenced in all contracts, agreements, programs and services where MassDOT receives or administers federal financial assistance in its programs and activities. For more information, visit MassDOT's Title VI Program website at www.mass.gov/massdot. Translations of this and other key documents are provided at no cost when requested.

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION
(NP&EDC) AND NANTUCKET REGIONAL TRANSIT AUTHORITY (NRTA)

TITLE VI DISCRIMINATION COMPLAINT PROCEDURE

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Title VI of the Civil Rights Act of 1964 and its amendments prohibit discrimination on the basis of race, color, or national origin in programs and activities that receive federal financial assistance. Two Presidential Executive Orders and related statutes further define populations that are protected under the umbrella of Title VI: Executive Order 12898, which is concerned with environmental justice (EJ) for minority and low-income persons; and Executive Order 13166, which is concerned with providing equal access to services and benefits for those individuals with limited English proficiency (LEP).

The purposes of Title VI include preventing the denial, reduction or delay of federally supported benefits to minority and low-income persons; ensuring full and fair public participation in the transportation planning processes of metropolitan planning organizations (MPOs); and ensuring that the policies and programs of MPOs do not have disproportionately adverse effects on minority and low-income persons.

Therefore, to comply with 49 CFR Section 21.9(b), the Nantucket Planning and Economic Development Commission (NP&EDC) and Nantucket Regional Transit Authority (NRTA) maintains the following procedure to receive, review, resolve and track complaints related to Title VI.

1. How to Submit a Complaint

Any person may submit a written complaint who believes that he or she or any specific class of persons has been subjected to discrimination that is prohibited by Title VI of the Civil Rights Act of 1964, its amendments and related statutes, by the NP&EDC or NRTA in their role of planning and programming federal funds. Complaints may be submitted for discrimination on the basis of race, color, national origin or language. Any such complaint shall be submitted no later than 180 days after the date the person believes the discrimination to have occurred. Written complaints shall be submitted to one or both of the following addresses:

Nantucket Planning and Economic Development Commission
2 Fairgrounds Road
Nantucket, MA 02554

Nantucket Regional Transit Authority Advisory Board
3 East Chestnut Street
Nantucket, MA 02554

Complaints shall be in writing and shall set forth as completely as possible the relevant facts and circumstances surrounding the alleged discrimination. The following information shall be included:

- Name, address, and phone number of the complainant
- A statement of the complainant, including:
 - The basis of the alleged discrimination (race, color, national origin, or language)
 - A detailed description of the alleged discriminatory act(s)
 - What in the nature of the alleged act(s) led the complainant to feel that discrimination was involved
 - The date(s) on which the alleged discriminatory act(s) occurred
 - The name(s) of individual(s) alleged to have participated in the act(s)
- The names of all other agencies or organizations where the complaint is also being filed (if applicable)
- The signature of the complainant and date submitted.

2. Review of Complaints

Upon receipt of the complaint, the NP&EDC or NRTA staff will review it. Staff shall provide written acknowledgment of receipt to the complainant within ten (10) business days.

The review may include the gathering of additional information from the complainant and/or the alleged discriminating party or parties.

Upon completion of the review, staff shall submit a report of findings to the members of the NP&EDC or NRTA Advisory Board. If the complaint is found to have merit, the report of staff shall also include proposed resolutions and/or recommended actions, such as:

- Forwarding the complaint to a responsible implementing agency
- Identifying remedial actions that are available to offer redress
- Identifying possible improvements to the NP&EDC and NRTA Title VI processes.

If more time is required for the review, the NP&EDC or NRTA staff shall notify the complainant and NP&EDC chair of the anticipated additional time needed.

3. Resolution of Complaints

The NP&EDC or NRTA staff shall submit the report of findings to the members of the NP&EDC or NRTA Advisory Board for discussion and action. A copy of the report shall also be provided to the complainant. The NP&EDC or NRTA shall issue a written response to the complainant describing any action taken. The response shall be issued no

later than sixty (60) calendar days after the date on which the complaint was received. If more time is required for action, the NP&EDC or NRTA shall notify the complainant of the anticipated additional time needed.

4. Concurrent Complaints and Appeal

The procedures described above do not in any way abridge the right of the complainant to file concurrent complaints with other state or federal agencies and/or to seek private counsel. The procedures above are part of an administrative resolution process that does not include punitive damages or compensatory remuneration. The complainant has the right to appeal the NP&EDC's or NRTA's response by submitting the complaint to the Federal Transit Administration, as described in FTA Circular 4702.IA (<http://www.fta.dot.gov/laws/circulars/publications/4123.html>). Notice of this right shall be included in the NP&EDC's or NRTA's written response to the complainant.

5. Complaint Tracking

The NP&EDC and NRTA will maintain logs of Title VI complaints received. This log will be available for public review at the offices of the NP&EDC, 2 Fairgrounds Road, Nantucket, MA 02554, and NRTA, 3 East Chestnut Street, Nantucket, MA 02554, during business hours.

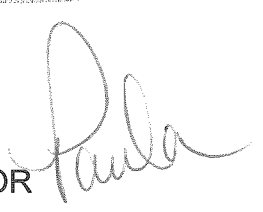
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TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR 

RE: UPDATE ON DOVER STREET CONCERNS

DATE: JANUARY 17, 2012

In an effort to address concerns from York and Dover Street residents expressed at the November 30, 2011 Board meeting, the NRTA has been working with DATTCO and the product development department to determine what modifications could be made to the International buses to address the concern of noise: Installation of a foot switch that would provide manual control over the fan that cools the engine and replacing the clutch fan assembly for a Vicious type that operates quieter than the fan currently on the vehicles. For future bus purchases we have the option to go with 230 HP or 215 HP that would decrease the size and the noise from the engine and fan. I am waiting for more information from DATTCO and will provide an update at the meeting.

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. Agenda item V requests the removal of the speed hump.

A "staff" working group, Mike Burns, Transportation Planner; Chris Boynton General Manager and myself identified potential alternative loops. We also looked at traffic counts from 2000 to 2002 on York and Dover Streets to determine the percentage of buses on those streets. Find that information attached. (Note: a power point presentation will be displayed at the meeting.)

Overview

- Prior to 2003 the Mid Island Loop operated every 15 minutes the entire season. In 2003 frequency off peak season was reduced to every 30 minutes.
- The Miacomet Loop has operated off peak season every 30 minutes.



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- Buses represent a low percentage of traffic on these streets from 2.34% to 5.53%
- Alternative Loop options eliminate buses on York (except Mid Island Loop option 3) and Dover Street.
- Alternative Loop options decrease headways, decrease the number of daily trips and duplicate service
- Alternative Loop options would be detrimental to riders and decrease rider desirability to use the bus
- Alternative Loop options (except Mid Island Loop option 4) eliminate the Dave Street park and ride lot.

Based on the potential bus modifications, removal of the speed hump to address the noise concerns, the low percentage of buses, and the alternate loop options negatively impacting service I recommend the Board make no changes to the Mid Island and Miacomet Loops.

Thank you.



DOVER STREET

Date	Traffic Count	# of buses	% of traffic that's buses	# of Bus Passengers
9/2/2000	2359	117	4.95%	984
9/3/2000	2117	117	5.53%	869
9/4/2000	2138	117	5.47%	688
9/5/2000	3034	117	3.86%	911
9/6/2000	2170	117	5.39%	904
Avg. Day	2364	117	4.95%	871

Date	Traffic Count	# of buses	% of traffic that's buses	# of Bus Passengers
9/6/2001	2364	101	4.27%	935
9/7/2001	2613	101	3.86%	903
9/8/2001	2476	101	4.07%	702
9/9/2001	2109	101	4.78%	779
9/10/2001	2317	101	4.35%	740
9/11/2001	2208	101	4.57%	710
Avg. Daily	2348	101	4.30%	795

Date	Traffic Count	# of buses	% of traffic that's bsues	# of Bus Passengers
6/22/2002	3130	101	4.74%	1058
6/23/2002	2651	101	3.80%	1203
6/24/2002	3132	101	3.22%	1142
6/25/2002	3041	101	3.32%	1313
6/26/2002	3060	101	3.30%	1442
Avg. Daily	3002	101	3.36%	1232

YORK STREET

Date	Traffic Count #	# of buses	% of traffic that's buses	# of Bus Passengers
9/6/2001	2261	67	2.96%	627
9/7/2001	2366	67	2.83%	580
9/8/2001	2192	67	3.05%	367
9/9/2001	1911	67	3.50%	468
9/10/2001	2241	67	2.98%	467
9/11/2001	2123	67	3.15%	466
Avg. Daily	2182	67	3.07%	496

Date	Traffic Count #	# of buses	% of traffic that's buses	# of Bus Passengers
6/22/2002	2713	67	2.46%	941
6/23/2002	2429	67	2.75%	705
6/24/2002	2862	67	2.34%	573
6/25/2002	2573	67	2.60%	805
6/26/2002	2204	67	3.03%	911
Avg. Daily	2556	67	2.62%	787

NRTA ROUTE EVALUATION DOVER STREET ALTERNATIVES

Mid Island Loop

- Most frequent route peak season* with 15 minute headways.
- 2nd highest ridership
- 3 of the 4 park and ride lots (Elementary School, The Muse and The Chicken Box /Dave Street.)
- The Chicken Box/Dave Street Park and Ride lot is the most utilized park and ride lot
- Peak Season – 4 buses/hr utilize York and Dover Streets
- 21% of ridership

Miacomet Loop

- 2nd most frequent route peak season* with 20 minute headways
- Highest ridership
- 2 of 4 park and rides (Faregrounds Restaurant and The Muse)
- Peak Season 3 buses/hr utilize Dover Street
- 23% of ridership

*peak season is typically mid to end of June through early September

OPTIONS FOR ALTERNATE ROUTES

Mid Island Loop

Considerations:

- Turning Radius of Bus
- Use of Public Roads
- Several other routes service Orange Street corridor
- To maintain current headways additional buses would need to be added, at present there is no capital funding for new bus purchases.
- To maintain current headways additional operating costs would need to be added, at present there are no available additional operating costs (approximately 2,310 service hours and \$174,000)

Impacts Option 1 Sparks Ave (inbound)

- Headways would increase from 15 minutes (peak) to 20 minutes
- Headways would increase from 30 minutes (off peak) to 40 minutes
- Loss of 17 trips per day (peak)
- Loss of 9 trips per day (off peak)
- Bus stop relocation or elimination
- Duplicate coverage inbound and outbound between town and Rotary
- Eliminate Dave Street park and ride lot
- Detriment to Riders
- Eliminate buses on York and Dover Street

Impacts Option 2 Sparks Ave (outbound)

- Headways would increase from 15 minutes (peak) to 20
- Headways would increase from 30 minutes (off peak) to 40
- Loss of 17 trips per day (peak)
- Loss of 9 trips per day (off peak)
- Bus stop relocation or elimination
- Eliminate Dave Street park and ride lot
- Duplicate coverage inbound and outbound between town and Rotary
- Traffic back up at Sparks Ave (high school) intersection
- Detriment to Riders
- Eliminate buses on York and Dover Street

Impacts Option 3 Use of York Street (outbound)

- Headways would increase from 15 minutes (peak) to 20
- Headways would increase from 30 minutes (off peak) to 40
- Loss of 17 trips per day (peak)
- Loss of 9 trips per day (off peak)
- Eliminate Dave Street park and ride lot
- Detriment to Riders
- Bus stop relocation or elimination
- Eliminate buses on Dover Street

Impacts Option 4 Use of Sparks Ave (inbound) (Dave Street)

- Headways would not increase
- Headways would not increase
- Retains Dave Street park and ride lot but at beginning of route
- Duplicate coverage inbound and outbound between town and Rotary
- Detriment to Riders
- Bus stop relocation and elimination

Miacomet Loop

Considerations:

- Turning Radius of Bus
- Use of Public Roads
- Several other routes service Orange Street corridor
- To maintain current headways additional buses would need to be added, at present there is no capital funding for new bus purchases.
- To maintain current headways additional operating costs would need to be added, at present there are no available additional operating costs (approx 2,130 service hours and \$174,000).

Impacts Option 1 Pleasant Street (inbound)

- Headways would increase from 20 minutes (peak) to 30
- Headways would increase from 30 minutes (off peak) to 45
- Loss of 17 trips per day (peak)
- Loss of 12 trips per day (off peak)
- Difficult schedule
- Duplicate coverage inbound and outbound between town and Rotary
- Detriment to Riders

Impacts Option 2 Sparks Ave (inbound)

- Headways would increase from 20 minutes (peak) to 30
- Headways would increase from 30 minutes (off peak) to 45
- Loss of trips per day (peak)
- Loss of trips per day (off peak)
- Difficult schedule
- Duplicate coverage inbound and outbound between town and Rotary
- Detriment to Riders



Nantucket Regional Transit Authority

Dover Street Alternatives Analysis

January 25, 2012

Downtown Nantucket



the WAVE
Nantucket Regional Transit Authority

LEGEND	
—	Airport Route
—	Jetties Beach Route
—	Madaket Route
—	Mid Island Loop
—	Sceneset Via Old South Route
—	Sceneset Via Milestone Road Route
—	Sceneset Via Polpis Road Route
—	Surfside Beach Route
	Bus Stop
	Major Overhead Bus Stop (see other side for list of all bus stops)
	Overhead Bus Stop
	Park and Ride Lot
	Point of Interest
	Hospital
	ATM
	Information
	Lighthouse
	Public Restroom
	Taxi Stand
	Walking Area

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Design by Greenways, Inc.

Access real time information about bus locations, estimated bus arrivals, and announcements that could impact your trip from your computer or internet-enabled cell phone at the.nrtawave.com

0 1 2
Miles

Atlantic Ocean

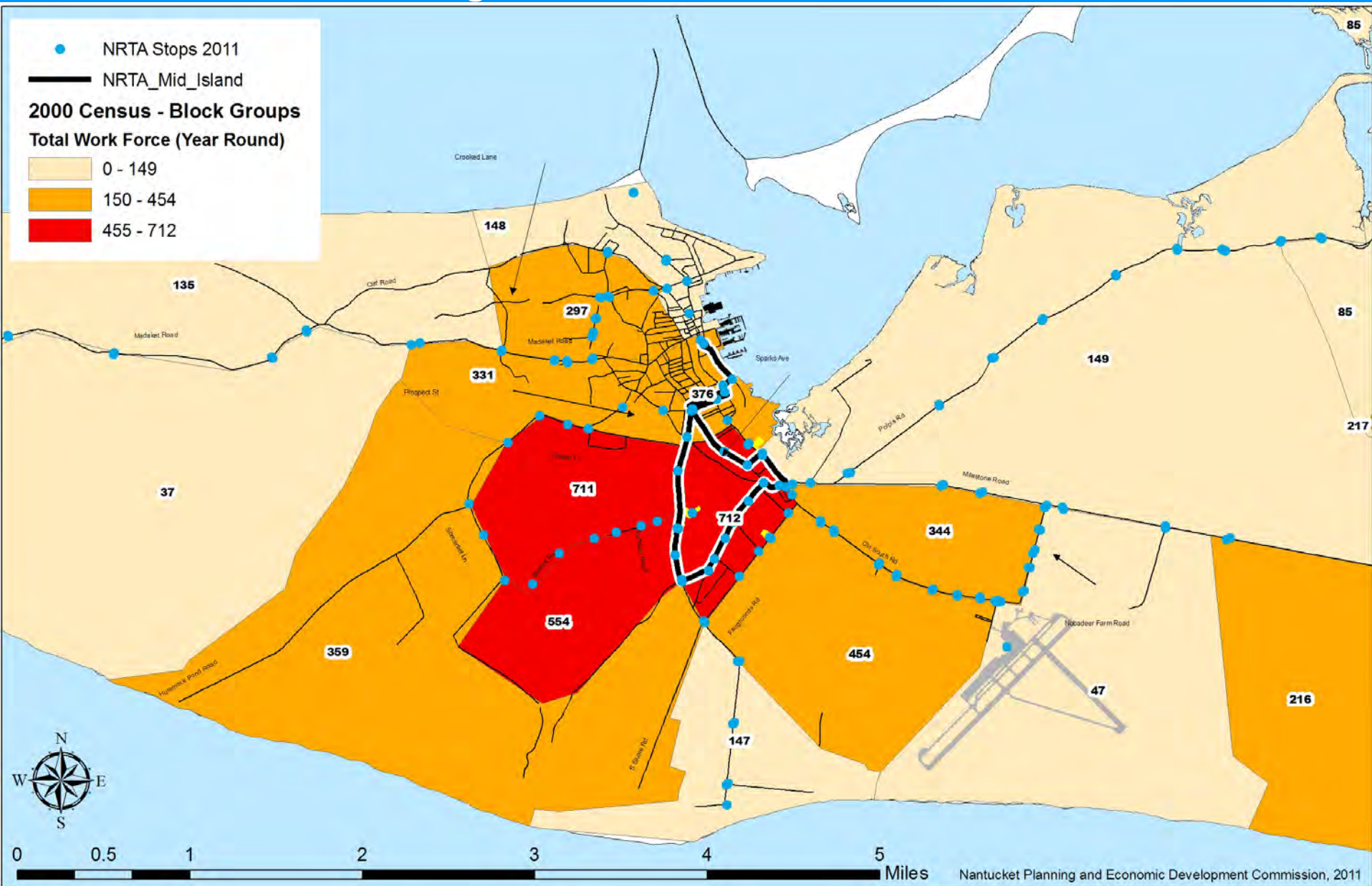
DOVER STREET

Date	Traffic Count	# of buses	% of traffic that's buses	# of Bus Passengers
9/2/2000	2359	117	4.95%	984
9/3/2000	2117	117	5.53%	869
9/4/2000	2138	117	5.47%	688
9/5/2000	3034	117	3.86%	911
9/6/2000	2170	117	5.39%	904
Avg. Day	2364	117	4.95%	871
Date	Traffic Count	# of buses	% of traffic that's buses	# of Bus Passengers
9/6/2001	2364	101	4.27%	935
9/7/2001	2613	101	3.86%	903
9/8/2001	2476	101	4.07%	702
9/9/2001	2109	101	4.78%	779
9/10/2001	2317	101	4.35%	740
9/11/2001	2208	101	4.57%	710
Avg. Daily	2348	101	4.30%	795
Date	Traffic Count	# of buses	% of traffic that's bsues	# of Bus Passengers
6/22/2002	3130	101	4.74%	1058
6/23/2002	2651	101	3.80%	1203
6/24/2002	3132	101	3.22%	1142
6/25/2002	3041	101	3.32%	1313
6/26/2002	3060	101	3.30%	1442
Avg. Daily	3002	101	3.36%	1232

YORK STREET

Date	Traffic Count # of buses	# of buses	% of traffic that's buses	# of Bus Passengers
9/6/2001	2261	67	2.96%	627
9/7/2001	2366	67	2.83%	580
9/8/2001	2192	67	3.05%	367
9/9/2001	1911	67	3.50%	468
9/10/2001	2241	67	2.98%	467
9/11/2001	2123	67	3.15%	466
Avg. Daily	2182	67	3.07%	496
Date	Traffic Count # of buses	# of buses	% of traffic that's buses	# of Bus Passengers
6/22/2002	2713	67	2.46%	941
6/23/2002	2429	67	2.75%	705
6/24/2002	2862	67	2.34%	573
6/25/2002	2573	67	2.60%	805
6/26/2002	2204	67	3.03%	911
Avg. Daily	2556	67	2.62%	787

Existing Mid-Island Route – Service Area

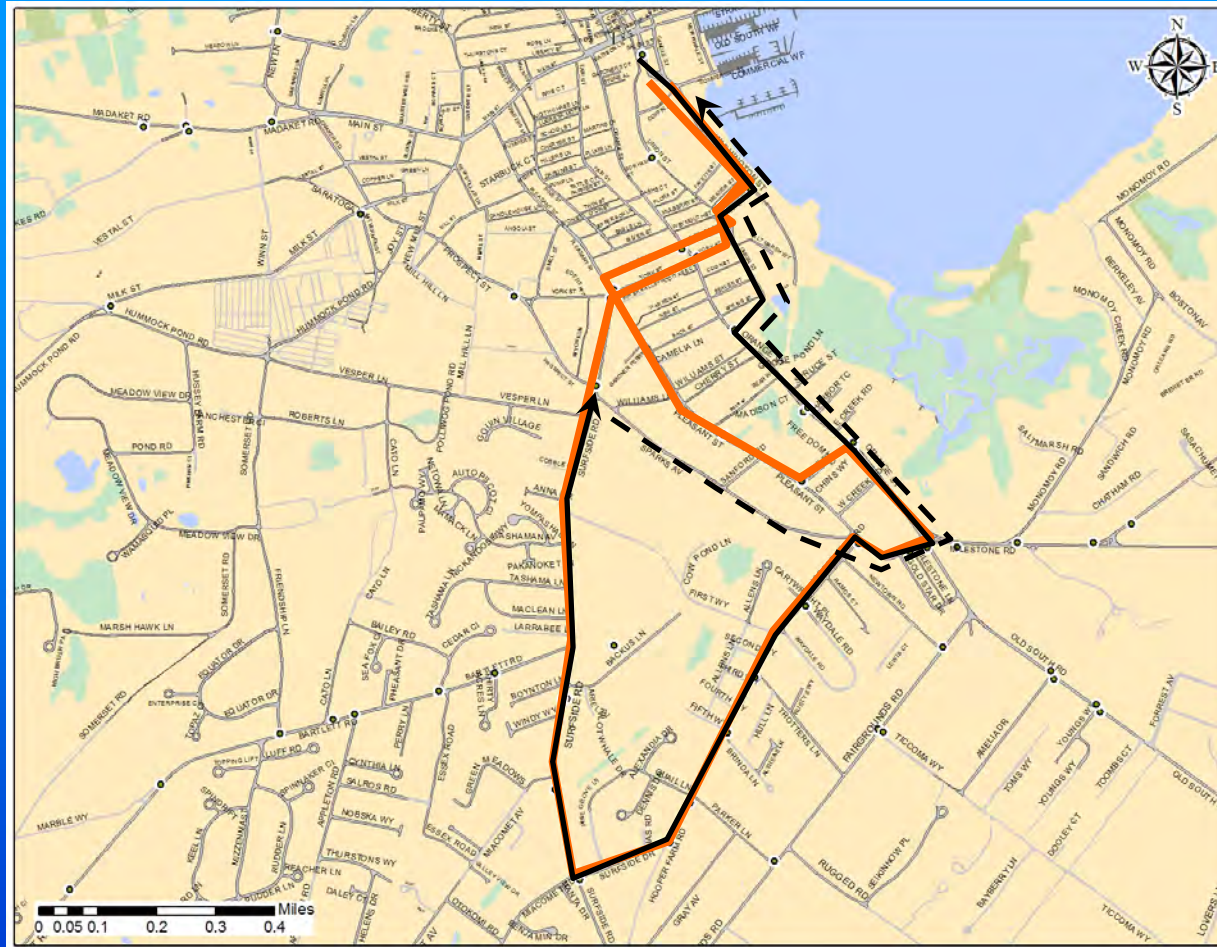


Mileage – 3.3 miles

Headway – 15 minutes (peak)

2012 NRTA Route Evaluation: Dover Alternatives

Mid-Island Loop – Option 1 (Reverse Loop and use Sparks Ave)



Length – 4.5 miles

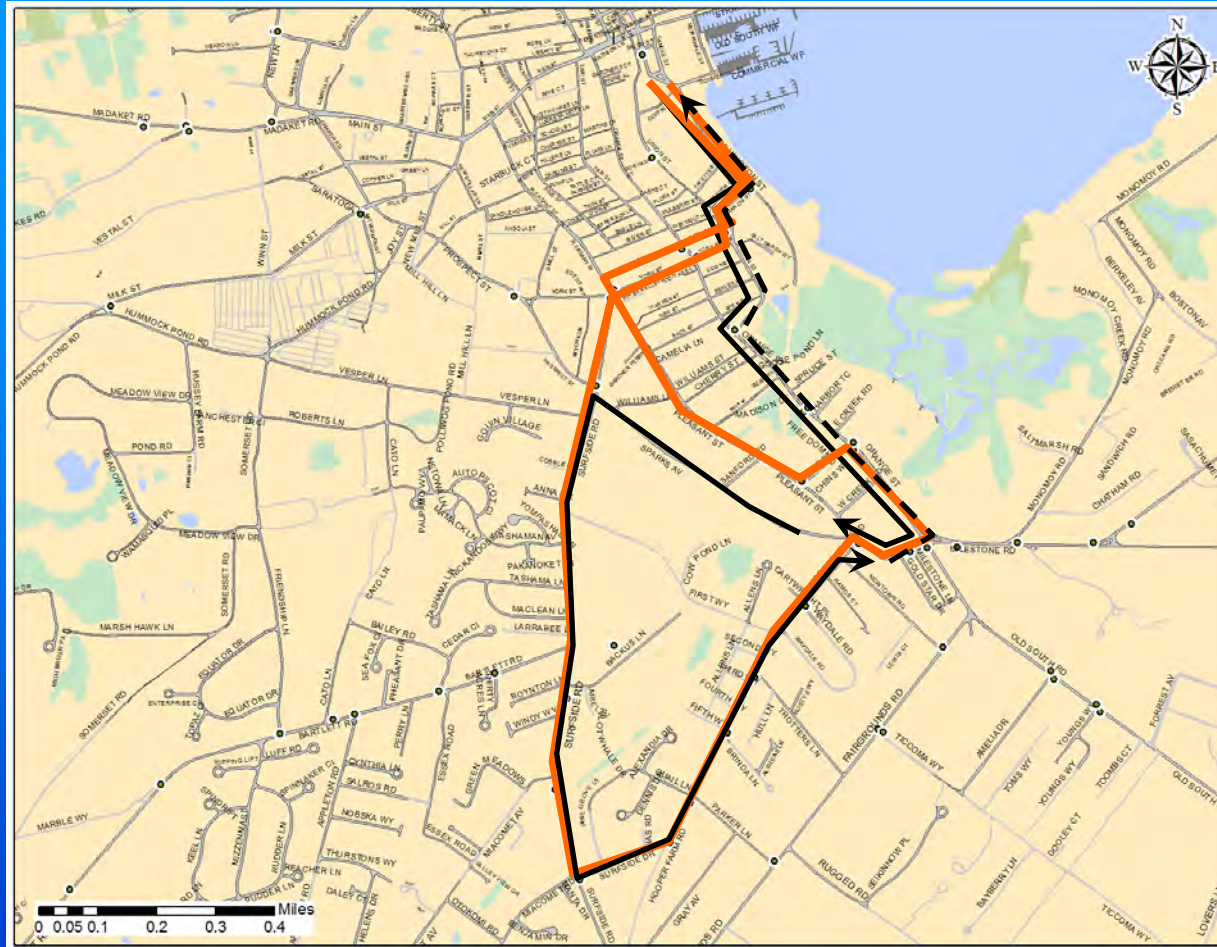
Headway – 20 minutes (peak)

Issues

- Additional traffic at 4-Corners (Surfside Rd approach), Rotary, and Roundabout
- Difficult right turn at 4-Corners onto Sparks Ave.
- Moves established stops to other side of road / Eliminates Dave St Park and Ride

2012 NRTA Route Evaluation: Dover Alternatives

Mid-Island Loop – Option 2 (use Orange St / Sparks Ave)



Mileage – 4.4 miles

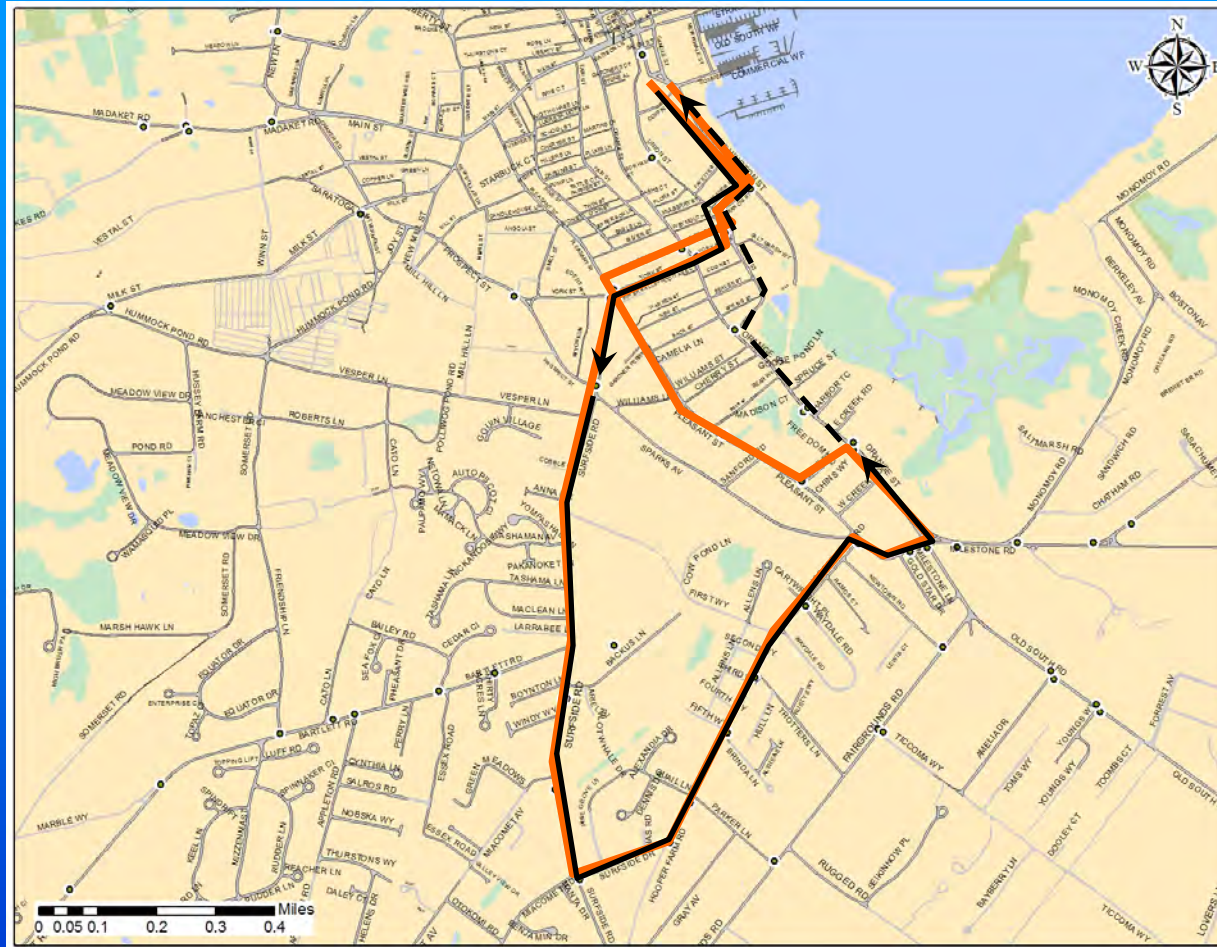
Headway – 20 minutes (peak)

Issues

- Additional traffic at 4-Corners (Sparks Ave approach), Rotary, and Roundabout
- Eliminates Dave St Park and Ride

2012 NRTA Route Evaluation: Dover Alternatives

Mid-Island Loop – Option 3 (use York St / Orange St)



Mileage – 3.7 miles

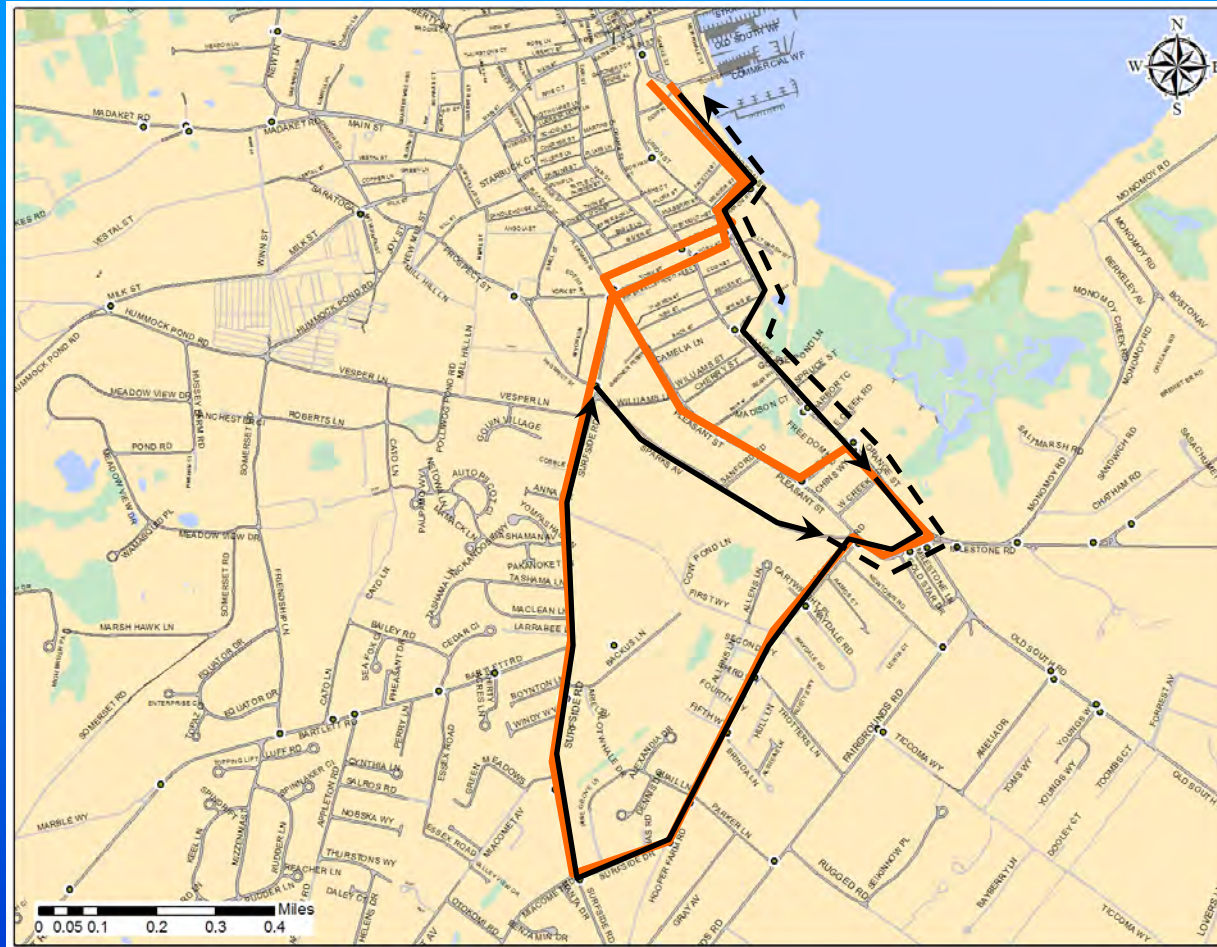
Headway – 20 minutes (peak)

Issues

- Uses York Street
- Eliminates Dave St Park and Ride

2012 NRTA Route Evaluation: Dover Alternatives

Mid-Island Loop – Option 4 (use York St / Orange St)



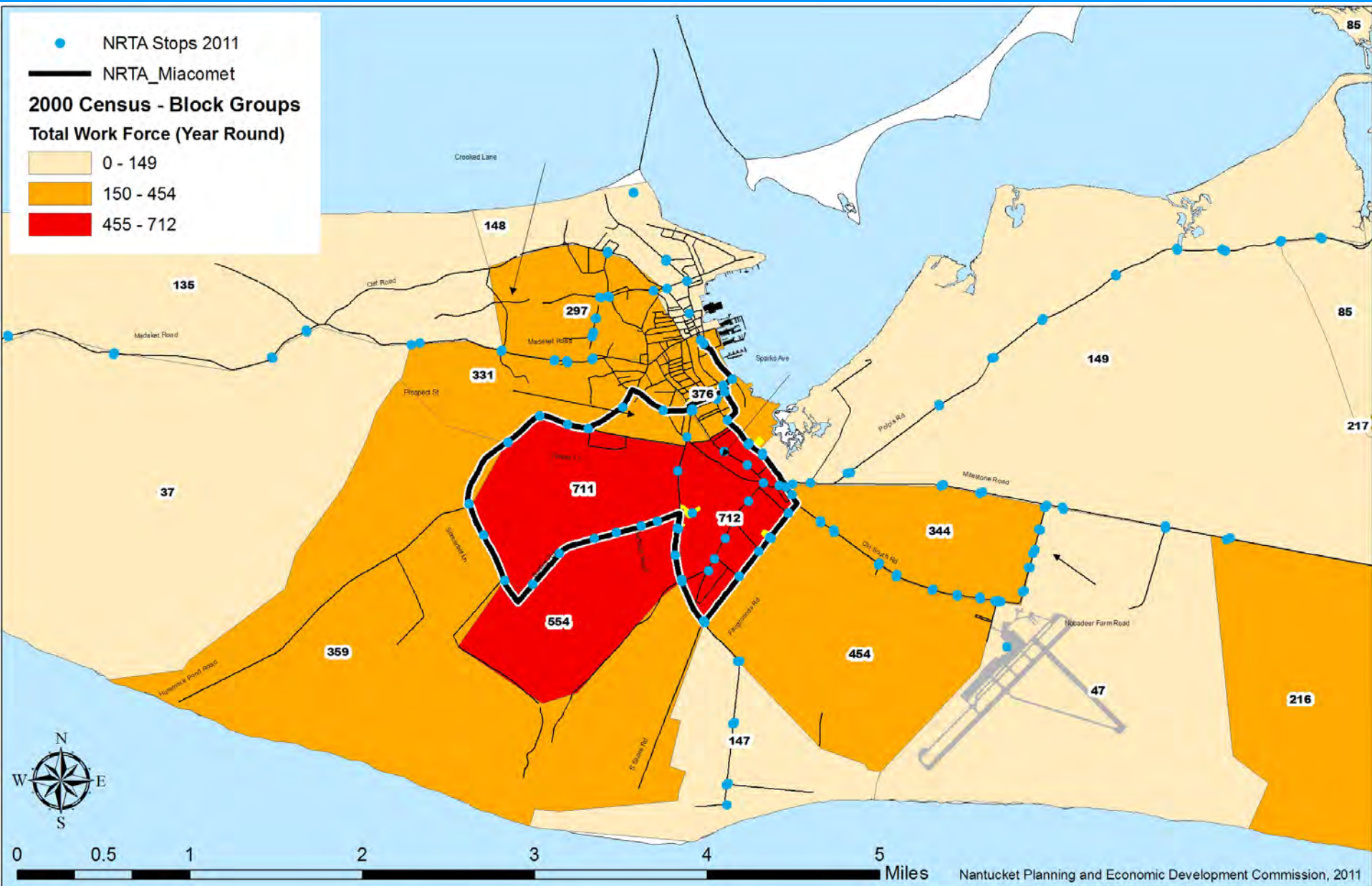
Mileage – 4.3 miles

Headway – 20 minutes (peak)

Issues

- Additional traffic at 4-Corners (Surfside Rd approach), Rotary, and Roundabout
- Eliminates Dave St Park and Ride

Existing Miacomet Route – Service Area

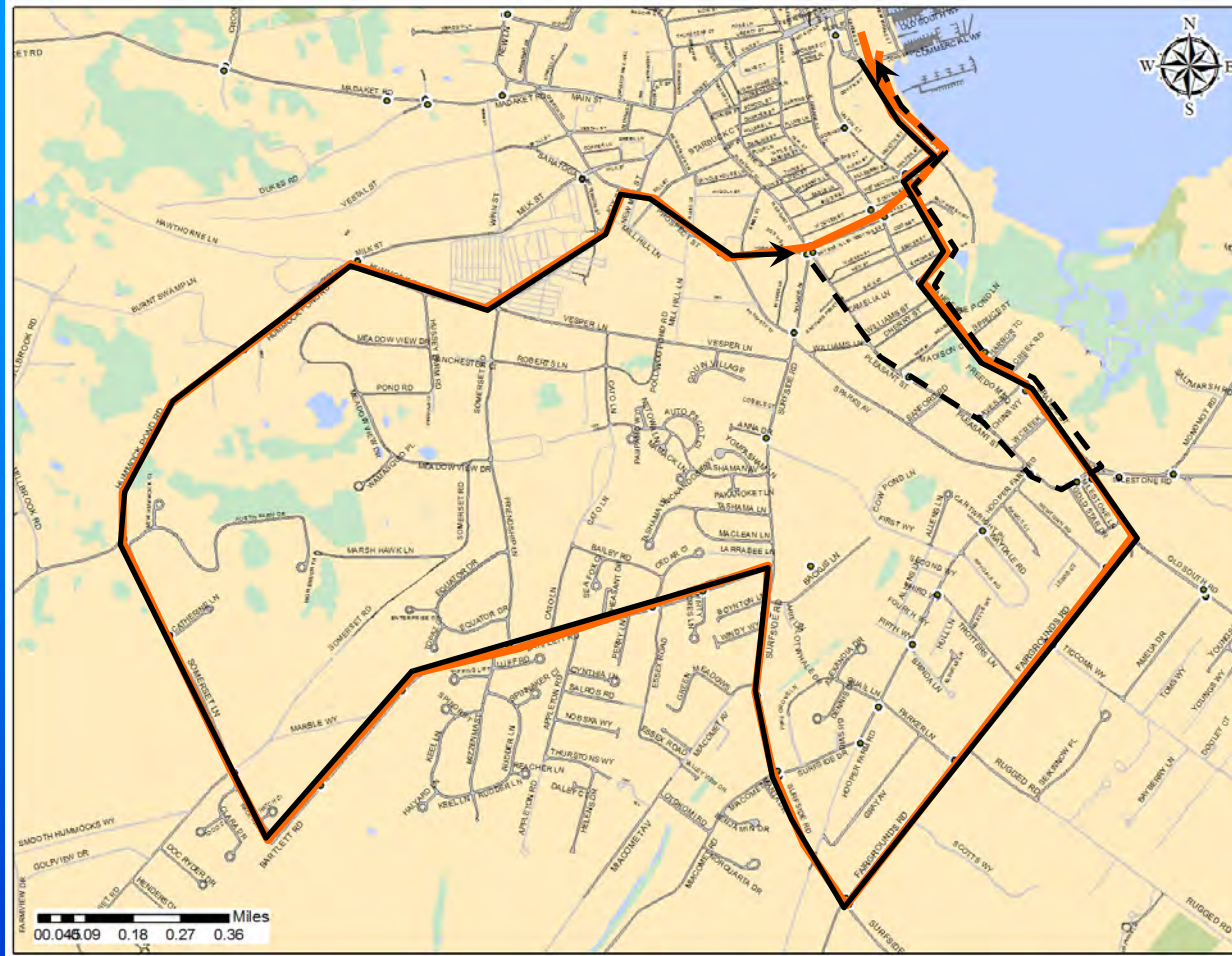


Mileage – 6.9 miles

Headway – 20 minutes (peak)

2012 NRTA Route Evaluation: Dover Alternatives

Miacomet Loop – Option 1 (use Pleasant St and Orange St)



Mileage – 7.9 miles

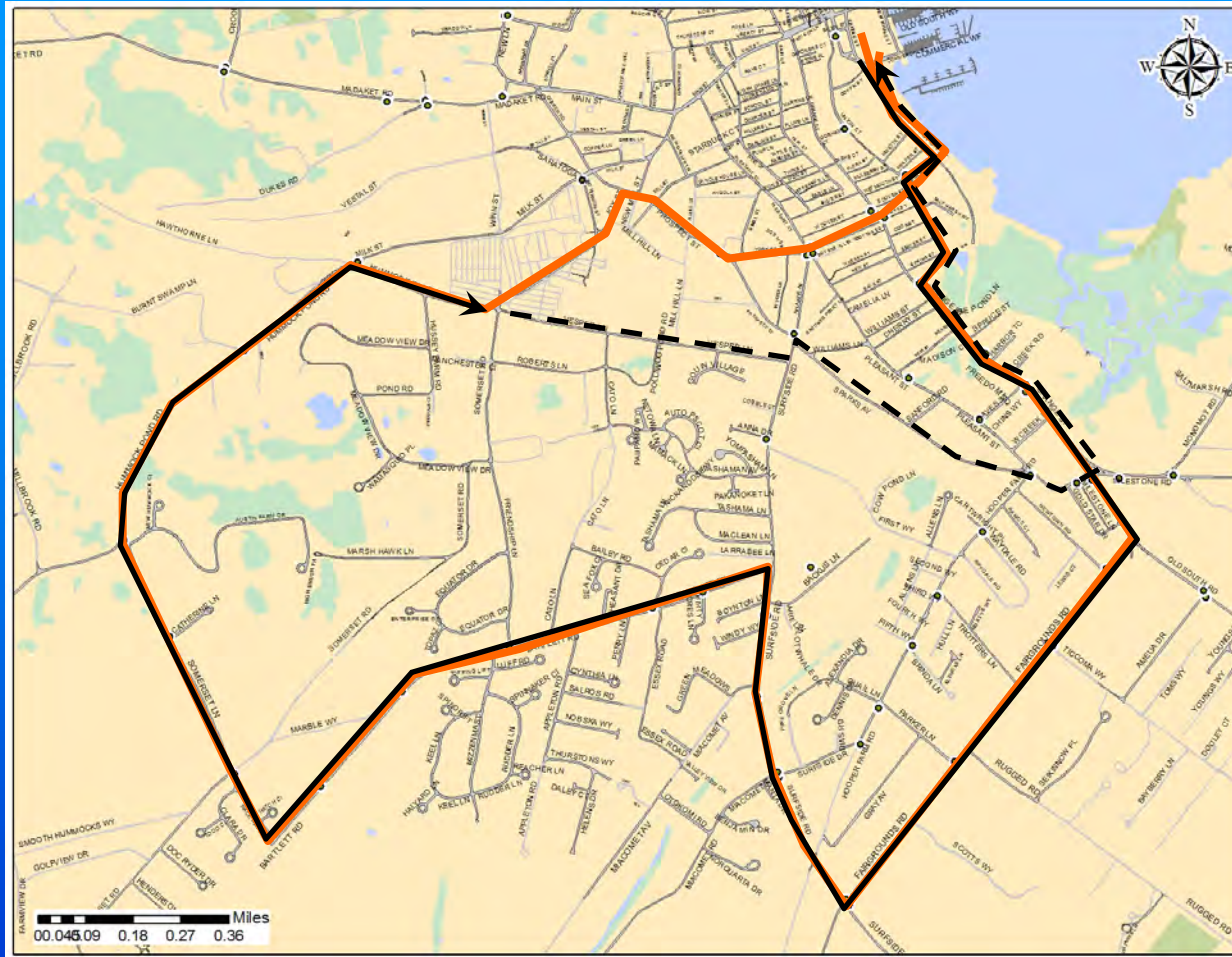
Headway – 30 minutes (peak)

Issues

- Additional traffic at Rotary and Roundabout
- Difficult schedule off-peak (45 minute headway)

2012 NRTA Route Evaluation: Dover Alternatives

Miacomet Loop – Option 2 (use Sparks Ave and Orange St)



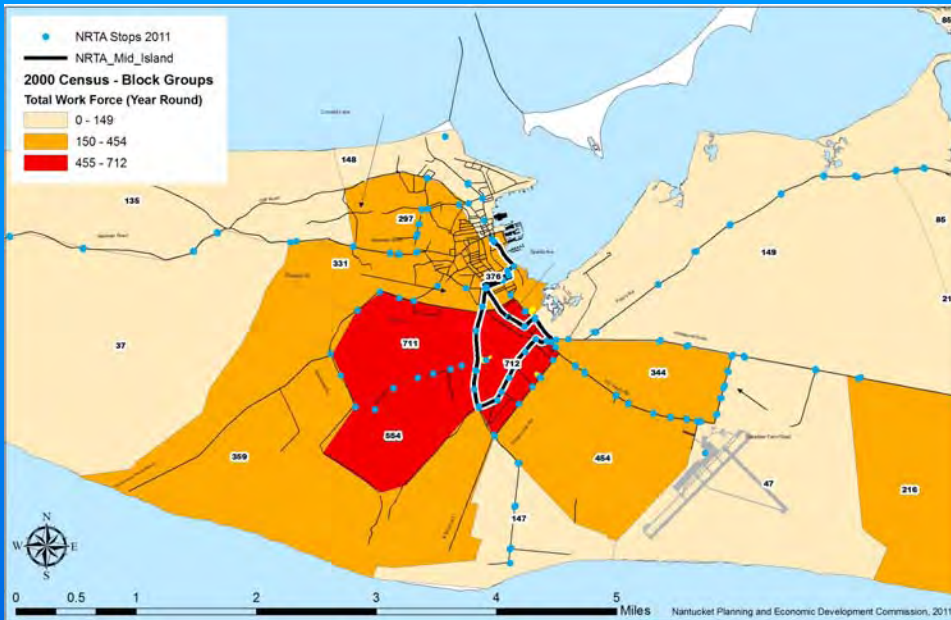
Mileage – 7.7 miles

Headway – 30 minutes (peak)

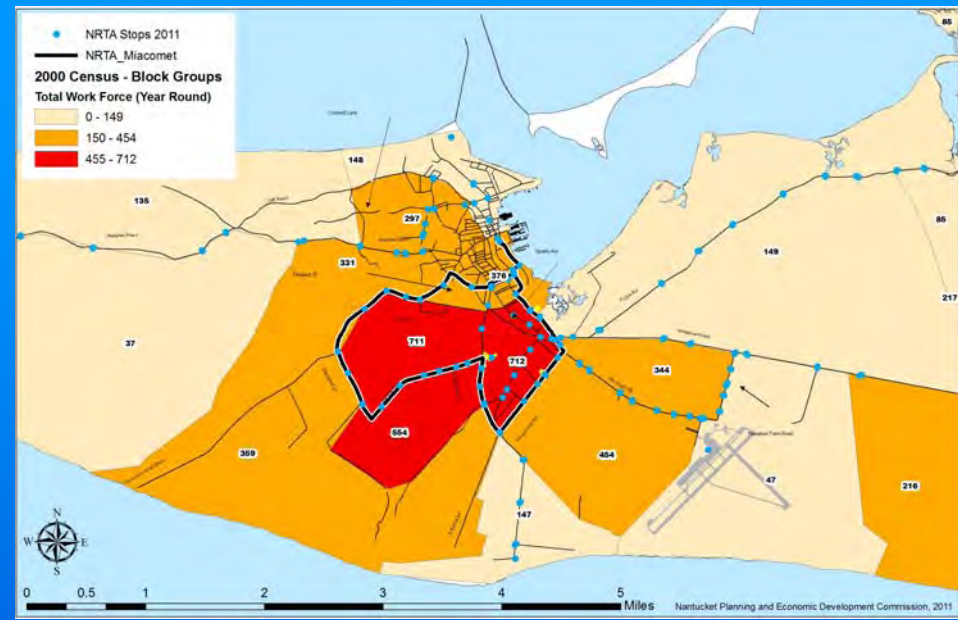
Issues

- Additional traffic at 4-Corners (Surfside / Vesper approach), Rotary and Roundabout
- Difficult right turn at 4-Corners onto Surfside Rd. and Sparks Ave.
- Difficult schedule off-peak (45 minute headway)

2012 NRTA Route Evaluation: Dover Street Alternatives



Existing Mid-Island Loop



Existing Miacomet Loop

**Recommendation:
No Action**

Nantucket Regional Transit Authority

3 East Chestnut Street, Nantucket, MA 02554

Phone: 508-325-9571 • Fax: 508-325-0788 • TTY: 508-325-7516

www.nrtawave.com • nrt@nantucket-ma.gov

TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR



RE: DISCUSSION TO REQUEST TRAFFIC SAFETY FOR THE REMOVAL OF THE SPED
HUMP ON DOVER STREET

DATE: JANUARY 12, 2012

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.

I request the NRTA Advisory Board vote to request that Traffic Safety consider the removal of the speed hump on Dover Street.

Thank you.




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TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR 

RE: DISCUSSION OF BUS SERVICE TO JETTIES IN THE EVENING

DATE: JANUARY 17, 2012

As a follow up to our discussion at the November 30, 2011 Board meeting: I met with the Park and Recreation Commission to discuss the use of the upper parking lot at Jetties Beach as a park and ride lot. It was discussed that during certain times the lot is used for other events (i.e.: Boston Pops, Triathlon, big events at Jetties concession) that it may not be able to be used although it has the potential to help get people to these events. There was also discussion that this extended service could provide options for other uses that would be a benefit. A motion was made that the commission 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.

Based on current operations I have based costs on operating daily, June 30th through September 3rd (Labor Day), 6:00 p.m. to 11:00 p.m. with 30 minute headways (buses would operate on the same schedule as current beach service, leaving Broad Street on the hour and half hour and Jetties at quarter after and quarter of every hour). The cost for this service would be \$27,225.

Consideration still needs 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. Currently, there is no disincentive in place for people to use the bus.

In looking at what is trying to be accomplished, creating parking opportunities downtown in the evening hours and attempting to define the target audience (employees or customers, or both) other options were considered. As this was being thought through some concerns were raised: 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 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?



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I met with Rachel Hobart, Mike Burns and two restaurant owners in an effort to answer these questions and to determine the needs of their customers and employees. The following was discussed:

- 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
- Very receptive to helping market the bus service, a joint partnership for marketing during restaurant week, and information about the bus on their websites.

There would managerial and operational concerns with extending the hours of service on existing routes is estimated between \$63,000 and \$75,000, 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.

Based on the above information and no available funding for additional service an increased marketing awareness campaign, I believe, 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 (i.e. NAREB) will be done to continue to and create further awareness of the bus service and promote the use of the bus as an alternative to driving and parking in town.

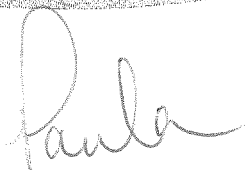
I recommend the board vote to not provide this additional service as no funding is available and continue to enhance and improve marketing efforts to create awareness and promote us of the existing bus service.



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TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR 

RE: DISCUSSION OF TOM NEVERS SERVICE

DATE: JANUARY 19, 2012

Carol Dutton requested this item be placed on the NRTA Advisory Board's agenda to discuss the article submitted for Town Meeting for a Tom Nevers Bus Route.

ARTICLE G

(Appropriation: Tom Nevers Bus Route)

To see if the Town will vote to transfer from available funds the sum of \$45,000 to be spent by Town Administration for the purpose of establishing a Tom Nevers Road NRTA bus route to run seasonally 8 times daily from mid-June through Labor Day annually.

(Carol G. Dunton, et al)




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TO: NRTA ADVISORY BOARD

FROM: PAULA LEARY, NRTA ADMINISTRATOR 

RE: JOINT LETTER TO MASSDOT FROM RURAL RTA'S RELATIVE TO 5311 FUNDING

DATE: JANUARY 20, 2012

On December 27, 2011 the NRTA received notification from MassDOT that it's FY11 (ending June 30, 2011) allocation was \$464,475. This is a decrease of \$56,646. The FY10 allocation was \$521,391. 5311 funding is funded in arrears, but the process, notification, contract execution, and reimbursement have been very late the past couple of years.

In an effort to express our concerns, depict the impacts, and explain the issues that arise as a result of this, the four rural RTA's have determined the best course of action is to send a joint letter from the four authority's advisory boards.

A letter is currently being drafted. I will provide a copy as soon as it's available.

Thank you.

