



# REGIONAL TRANSIT PLAN



NANTUCKET REGIONAL TRANSIT AUTHORITY

JUNE 24, 2015



## BACKGROUND

- Plans were required by the State Legislature as part of the 2013 Transportation Finance Bill
- RTA's procured a consultant to prepare the plans
- Data was submitted by Paula Leary and Mike Burns
- A Study Advisory Committee was established, per legislation, to review the Chapters of the Plan and provide comments
- Public Outreach was conducted during January and February and June 2015
- The plan was available for public review and comment
  - Chapters 1-4, January and February 2015
  - Chapters 5-8, June 2015

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## BACKGROUND(continued)

- A Public Hearing was required by the legislation
- RTP to be completed by June 30, 2015

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## CHAPTER 1 – PROJECT OVERVIEW

- Comprehensive assessment of transit services
- Examination of the ridership trends and service provided
- Development and evaluation of alternative service scenarios
- Development of a recommendation to better align service with local and regional demand
- Commonwealth’s Environmental policies
- Fare rates and collection methods
- Region’s job creation goals and employment needs
- Determination of whether the regional transit authority’s service is deployed in the most effective way possible to accommodate the transit needs of the region’s workforce

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## CHAPTER 2 – PROJECT PURPOSE

- Provides the background of the NRTA's services
- Created under Massachusetts General Law 161b
- Funding Sources - local, state, federal operating assistance
- Includes Goals and Objectives for the Plan
  - Better align service with needs
  - Improve efficiency and cost-effectiveness of system
  - Improve transit access for the public
  - Increase ridership levels
  - Increase transit frequency and service options
  - Increase revenue
  - Improve transit access for transit dependent populations
  - Support economic development



## CHAPTER 2 – PROJECT PURPOSE

Includes NRTA Goals and Objectives

**Mission** – The NRTA has established a standard of excellence that is only equaled to its commitment to provide safe, efficient, and widely accessible transportation service to meet the needs of the year round community and diverse summer population it serves.

**Goal 1** – Provide Safe and Convenient Service

**Goal 2** – Minimize Auto Use on the Island

**Goal 3** – Better Align Service with Year Round Community Needs

**Goal 4** - Meet Needs of Diverse Summer Population



## CHAPTER 3 – PERFORMANCE ANALYSIS

The NRTA's route configurations meet the needs of the islands diverse seasonal community of year round residents, second home owners, seasonal employees and both long and short term visitors.

- Despite relatively consistent service revenue hours and miles, service performance has slightly increased since 2011
- The Jetties and Surfside Beach Routes are consistently the top two routes across all performance indicators, followed by the Miacomet and Mid Island loops
- Routes with higher frequencies have higher productivities
- Ridership increase is not an isolated event – seven of the nine routes gained riders from 2011 and 2013
- The Miacomet and Mid Island loops have the highest ridership and account for over 40% of the system's ridership
- The peak season has ridership three times that of the shoulder season

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## CHAPTER 4 - DETERMINING NEED

Key Aspects to operating a transit system

- knowing where you're market lies
- how it is evolving
- who your riders are

Chapter 4 discusses the task of the region's job creation goals and employment needs and looked at:

- Regional job creation goals and employment needs
- Commonwealth of Massachusetts Executive Office of Housing and Economic Development
- Nantucket Economic Development
- Transit Marketing Analysis, including transit dependent populations
- Land Use
- Parking Enforcement
- Park and Ride Locations
- Beaches
- Housing Density
- Population Density
- Transit Demand





## CHAPTER 4 – DETERMINING NEED (continued)

### Summer Season

Based on the methodology used three areas, currently not be served, were identified as having a summer season transit demand:

- Eel Point
- Cisco Area
- Tom Nevers

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## Off Season

No service is provided during the off season, Based on the methodology used the following areas were identified as having an off season transit demand:

- Madaket
- Downtown
- Mid Island
- Tom Nevers
- Sconset

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## CHAPTER 5 – FARE ANALYSIS

Chapter 5 summarizes the NRTA's collection methods, fare and pass structure and National best practices and technology

- RTA's jointly research and develop innovative fare policies and media for the next generation
- A system wide approach for all RTA's to foster a cohesive transit system and provide riders an easier opportunity to travel between RTA's

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## CHAPTER 6 – ENVIRONMENTAL

MassDOT Green DOT 2010 sustainability and environmental responsibility initiative

All branches of the Commonwealth's transportation system (transit, air, highway and planning) are subject to the policies of GreenDOT

GreenDOT Objectives:

- reduce greenhouse gas emissions
- promote healthy transportation options
- support smart growth and development.

GreenDOT Themes:

- Air
- Energy
- Land
- Materials
- Planning Policy
- Design
- Waste
- Water

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Nantucket Regional Transit Authority

## CHAPTER 6 – ENVIRONMENTAL

- Coordination and input from RTA's has not yet occurred
- There are 331 indicators applicable to the rail and transit division
  - Not all are relevant to the RTA's
    - Responsibility may be MBTA, Bay State Roads, MPO's and/or MassDOT but not the RTA
  - Currently, for all indicators the NRTA is meeting 27%, working towards 9% and not meeting 64%

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## CHAPTER 7 – RECOMMENDATIONS

Recommendations were developed using a cumulative process:

- Incorporation of public outreach
- Diverse Study Advisory Committee
- Operational input from NRTA
- Analysis of existing transit service
- Local/regional market
- Strategies to improve the system were based on
  - goals and objectives outline in Chapter 2
  - Simplification
  - Service to match demand
  - Standardized frequency (clock face)
  - Priority to existing ridership
  - Connections
  - Efficiency
  - Consistency

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## CHAPTER 7 – RECOMMENDATIONS

Three Phase Process was used to prioritize recommendations.

Priority was based on demand, route performance, public feedback and resource availability

Phase 1 – Extended service hours during peak season

Additional operating funding needed \$384,000

Additional capital costs

Phase 2 – Implement the new Cisco and Tom Nevers routes

Additional operating funding needed \$235,000

Additional capital needs – 1 bus needed for each route (+additional spare )and bus stop/turn around area in Cisco and Tom Nevers

Phase 3 – Year Round Service

Additional operating funding needed \$870,000

Additional capital needs – updates (heat) to bus garage facility, winter bus stop maintenance

Market Ferry Connector as on all day route, extending Airport Hours and additional AM and PM along Old South Road where high demand exists. Additional operating funding needed \$269,000

Extended Jetties Beach service hours – additional operating funding needed \$35,000



## CHAPTER 7 – RECOMMENDATIONS (continued)

### Performance Measures Recommendations

#### Data Collection and Monitoring Program

- Ridership
- On-Time Performance
- Financial
- Service levels



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Performance Measures and Benchmarks to monitor existing and future routes could include:

- Passenger/Hour Summer 20, Shoulder 15, Year Round 10
- Subsidy/Passenger Less than \$5 on all routes
- Farebox Recovery 20% on all routes
- Cost/Revenue Hour related to the average of the system
- Late Trips 95% on time performance
- Service/Road Calls 20,000 miles between road calls
- Accidents/100,000 miles 3



## Public Comments Received

- Year Round Service, mid island area and ferry connector
- Cisco Area Service
- Fixed Route Service to the Steamship Authority
- Nothing of an overall traffic plan (Note: not the scope of the RTP)

Comments received from the public and made at the public hearing will be incorporated into the plan.

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The comprehensive and detailed Regional Transit Plan will assist state and local officials and the state legislature in making informed decisions about transit services and future funding

The Regional Transit Plan can be used as a tool to open discussions at the local level to address the needs of the local community, maintain the success and improve the transit system

Recommend the Board accept the Regional Transit Plan

Thank you