



NANTUCKET TOWN ASSOCIATION MEETING

November 19, 2024, at 4:00 pm

Meeting held in the Learning Lab of the Atheneum and by Zoom

DRAFT MINUTES FOR REVIEW AND APPROVAL

Attendance in the Atheneum: Peggy Altreuter, Trish Bridier, Anne Dewez, Mary Anne Easley, Lee Saperstein, Anne Terry, and Henry Terry.

Attendance by Zoom: Doris Hanna, Gail Norton, and Paula Williams. The Zoom link was <https://us02web.zoom.us/j/87455121153>.

Guest: Mike Burns, Transportation Program Manager.

Thanks to the Atheneum, Sammy Aguiar, for hosting the meeting. which was recorded and the link to the video is included here: <https://youtu.be/JzMTJmb1fyM>.

I. Call the November 19, 2024, Nantucket Town Association Meeting to Order.

President Henry Terry called the meeting to order at 4:05 pm. He then gave the regular warning that no Town Area Plan subjects would be discussed at this meeting.

II. Approval of Minutes.

Henry Terry asked for approval of the minutes for the meetings of September 24 and October 22, 2024 (he referred to the latter as minutes of the meeting of October 27, which is the date on which they were distributed; the meeting was on the 22nd). Anne Terry moved approval of both of them in one motion, which Trish Bridier seconded; approval was unanimous.

III. Treasurer's Report.

In Mary Longacre's absence, Henry Terry gave the Treasurer's report, which had no changes in values. With no deposits or withdrawals, the beginning and ending balances were \$3608.16. The Treasurer's report was accepted unanimously on a motion by Trish Bridier, seconded by Anne Terry.

IV. and V. Old and New Business. There was none in either category but Anne Dewez had a question. The recent publication of the 26 proposed citizens' articles for the 2025 Annual Town Meeting led to a question about a public forum to discuss the articles. Henry Terry said that, yes, the Nantucket Civic League will continue its practice of holding public forums for Meet the Articles and Meet the Candidates.

VI. Guest Presentation from Mike Burns, Transportation Program Manager.

After an introduction by Henry Terry, Mike Burns said that he would make a

presentation similar to that given to the Nantucket Planning and Economic Development Commission, NP&EDC. He noted that the available paper handouts were copies of the PowerPoint slides that he would be using. The first set of five slides reviews items of accomplishment done in 2024 of the planning priorities contained in the current Long-Range Transportation Plan, LRTP, <https://nantucket-ma.civilspace.io/en/projects/long-range-transportation-plan>. After projecting two introductory slides, he said that the next slide captured key accomplishments: citizen response to a LRTP survey, the e-bike safety campaign with E-Bike Class stickers and a helmet sticker promoting head and brain safety, permanent traffic counters that give real-time information on traffic flows at six key locations, a comprehensive safety action plan – more to come in the next set of handouts --, and Milestone Road improvements.

In two comprehensive tables, the five NP&EDC goals are listed first: Accessibility, Sensitivity to the Island, Affordability, Improvement to Safety, and Improvement to Reliability. The next column lists planning priorities for each goal and the final column is a score-card for 2024 accomplishments, with a black font for achievements and red for those not yet attained. All of these slides are attached to these minutes; his presentation followed their content explicitly.

Before moving to the next set of slides, there were several comments and questions. Anne Dewez said that the intended improvements to the Milestone Rotary brought forth her realization that Nantucketers do not signal for a turn when they enter or leave a rotary. In other lands in which she has driven, it is normal practice to signal, particularly when leaving the rotary, which strikes her as adding to driving safety. Mike Burns replied that he is aware of a cultural resistance to such signaling; as long as there is no legal requirement to do so, he doesn't foresee a change in habits. She also noted that the print in the handouts is small-sized and hard to read. Lee Saperstein said that he would try to expand print size when the slides are attached to the minutes.

Lee Saperstein also had a question about the Parking Management System that is listed in the slides; what manner of system is under consideration? Mike Burns replied that a major change is not envisioned in parking rules nor is there a consideration of street meters or kiosks. What is being considered is a digital method to pay for extra time in any particular parking space. For example, if a car is parked in an one-hour zone and circumstances require that the driver needs more time, it might be possible to enter into a web site, insert the license plate number, and pay for additional time with a credit card. Parking enforcement officers check license plates before writing a ticket; if time has been acquired the officer would know that and refrain from issuing a ticket. At the moment, Planning is working with the Police Chief to determine what regulatory changes would be needed to implement such a system.

Lee Saperstein asked, also, about expanding the Parking District to the boundary of the Town Area. Mike Burns started by saying that including the Downtown in the Parking District might raise more money but would also allow any permit holder to park anywhere for up to four days (96 hours as per regulation). He, personally, is not in favor of this expansion. Lee Saperstein said that he understood and was concerned more about limiting parking to permit holders in the streets at the edges of the Town Area.

Next, Mike Burns spoke about keeping Nantucket's streets and roads safe; he showed slides with up-to-date information from the high-injury network. In concluding, he offered possible solutions that are in the LRTP. The next slide after the titular one, gave a preview summary of general trends, network screening, and equity considerations. Most points are obvious: a higher incidence of crashes in the summer; the more severe injuries were in single-vehicle crashes; a higher frequency of crashes in Town; the high-injury network has only a limited

number of crashes but one-half of fatal and severe crashes. Equity considerations are mainly for seasonal workers who walk or bicycle frequently. In discussing bicycle/pedestrian crashes, which was a topic of interest to association members, a clarification was made that these numbers include any crash in which a bicycle or a pedestrian was involved; they are not limited to crashes between bicycles and pedestrians. The next seven slides break down the data into manageable categories: crashes by severity and mode, top intersections and roadways, roadways by crash frequency, high-injury locations for the top two quartiles, crashes involving animals, and crashes caused by a distracted driver. Slides eight and nine list streets and roadways with incidences of injury ranked by severity accompanied by suggested actions from the LRTP. The streets defined by a yellow highlight are in the Nantucket Town area. The final slide lists near-future activities to finalize Safety Action Plans.

After the last slide, Mike Burns said that he would welcome questions. Lee Saperstein led with a question about walkers' safety around the Steamship Terminal. The answer was that this area is of concern and the Town will enter into discussions with the Authority next year. Mary Anne Easley asked about Pleasant Street, particularly the section between Five Corners and Williams Street, which does not have sidewalks, to which Mike Burns said that there is a plan for one-way traffic and a sizable sidepath that will be tried in the spring after the force-main sewer work is completed. He added that there will be a public meeting on December 2nd with the NP&EDC and the Select Board on this proposal. Anne Dewez commented that she remains concerned about motorized personnel devices such as e-bikes and e-scooter that are driven without concern for traffic rules, in particular avoidance of sidewalks. Mike Burns agreed that, Class 3 bikes in particular, should be treated similarly to mopeds with licensing of operators and police enforcement. He expects the State and the Town's police departments to take action.

Lee Saperstein asked about future plans for Gardner Street and, in asking, apologized for bringing up a very difficult issue. Mike Burns agreed and said that, at the moment, they have no plans for amending the street although eventually something will need to be done. Anne Dewez added that the recent paving of Gardner Street added high curbs that make it difficult to drive up on the sidewalk to avoid a large on-coming vehicle. Trish Bridier asked about South Shore Road and is there any additional sewer work along there? Yes, replied Mike Burns; there is a second phase of work underway for the force-main project and detours and delays are unavoidable.

VII. Adjournment.

With no further business before it, Henry Terry moved adjournment by acclamation. It was 4:57 pm. The next meeting will be January 28, 2025.

***Next meeting will be on January 28, 2025. It will be hybrid with an in-person meeting in the Atheneum and a virtual one via Zoom; if one uses Zoom, the address is <https://us02web.zoom.us/j/87455121153>.**

Lee W. Saperstein, Secretary, saperste@mst.edu.



Long-Range Transportation Plan FY 2024 Accomplishments



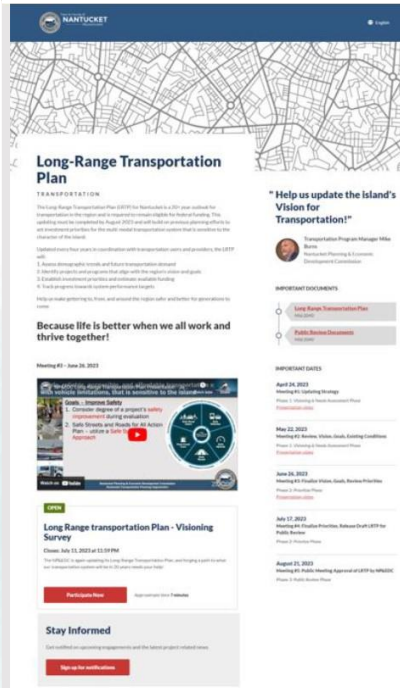
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Massachusetts
US Congressman
Bill Keating



L RTP – FY 2024 Accomplishments



L RTP Update –
1,500 Participates

CLASS 1	CLASS 2	CLASS 3
Pedal Assist 750 w 20 mph	Pedal Assist + throttle 750 w 20 mph	Pedal Assist + throttle (optional) 750 w 28 mph

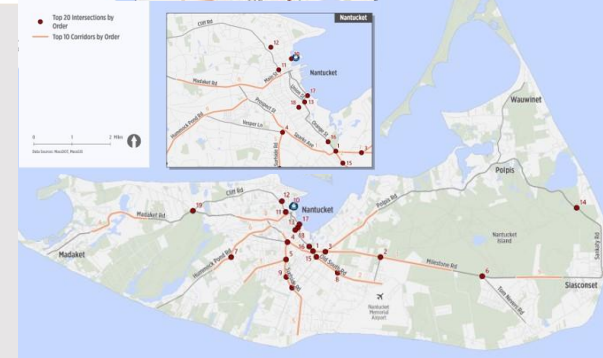
Bike Safety Campaign–
E-Bike Class Stickers



Bike Safety Campaign–
Bike Helmet Stickers



Permanent Traffic Counters



Comprehensive Safety Action Plan



Milestone Road Improvements



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L RTP – FY 2024 Accomplishments

NP&EDC Goals	Planning Priorities	FY 2024 Accomplishments
Accessibility	Utilize <u>Complete Streets Policy</u> to accommodate all users with investments	✓ Evaluation of Pleasant / Williams / Sparks alternatives ✓ Local FY 26 CIP projects – Pleasant St and Tom Nevers Path
	Improve and <u>expand multi-modal network</u> of public transportation, sidewalks, and paths	✓ Projects BID: Milestone Rd path (Polpis Rd to Monomoy Rd) ✓ Projects funded: Newtown Road path with traffic calming
	Institute a <u>Parking Management system</u> with revenues to fund public transportation, etc.	✓ Provided summary of 2023 citations and Parking Management decision points to Select Board ❖ No Parking Management system for 2024 summer season
Sensitivity to the Island	Evaluate impact to <u>natural and cultural resources</u> in project selection	❖ Project scoring system needs to be updated
	Transportation improvements that <u>reduce Greenhouse Gas emissions</u>	✓ NRTA fleet electrification initiated
	Projects that contribute to <u>Resiliency and Reliability</u>	✓ Coordination with statewide and local work groups
Affordability	<u>Affordable travel for Nantucket Residents</u> between the mainland	✓ Steamship passenger fares, along with excursion vehicle trips for year-round residents, remain unchanged, along with daily parking rates.
	Reduce reliance on <u>automobile</u> through land use policy, infrastructure, and disincentives	✓ Master Plan to evaluate Town & Country pattern of growth ❖ Parking Management not yet implemented ❖ RMV data: daily miles traveled is trending in wrong direction
	<u>Free fares</u> to use public transportation	✓ Fare free transit offered for 2024 summer season
	Options for <u>affordable / free remote parking</u> to access downtown and airport	❖ Harbor Place Intermodal Center (valet parking only) ❖ Improvements to 2FG parking is being considered

LRTP – FY 2024 Accomplishments

NP&EDC Goals	Planning Priorities	FY 2024 Accomplishments
Improvement to Safety	Consider degree of a <u>project's safety improvement</u>	✓ On-going development of Safety Action Plan, to be completed in summer 2025
	Utilize a <u>Safe System Approach</u>	<ul style="list-style-type: none"> ✓ Milestone Rd Speed Feedback Sign ✓ Bike Safety Campaign ✓ Traffic Safety Work Group reorganization
Improvement to Reliability	Regulate the <u>number of vehicles</u> on island	❖ Opinion from Town Counsel that a hard cap is not possible
	Update Optimal <u>Vehicle Capacity Study</u>	<ul style="list-style-type: none"> ✓ Staff is tracking trends in on-island vehicle population and average vehicle miles traveled. ❖ 2001 "Carrying Capacity" reached in summer 2023
	Develop a <u>Travel Demand Forecasting Model</u>	<ul style="list-style-type: none"> ✓ Six (6) new permanent traffic counters deployed ✓ On-going coordination with other regions on approaches ✓ On-going refinement of scope of work
	<u>Guaranteed year-round access</u> to the Steamship Authority	❖ Standby system provides some access for vehicle ferry access
	Improve <u>reliability/operations at priority intersections</u>	<ul style="list-style-type: none"> ✓ MassDOT is reconstructing Milestone Rd at Polpis Rd intersection ✓ MassDOT is initiating redesign of Milestone Rotary and Milestone Rd at Nobadeer Farm Rd



Safe Streets and Roads for All Update High Injury Network and Possible Solutions



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Safe Streets and Roads for All Update



- General Trends
 - Crashes are substantially higher in summer, mid-day
 - Single vehicle crashes accounted for the most fatal and severe crashes
 - Bicycle/Pedestrian crashes are 5% of total, and 21% of reported injuries
- Network Screening
 - Crashes are more frequent in Town rather than Country areas
 - Rural area crashes are concentrated at density transitions and curves
 - The High Injury Network has 9.5% of total and 50% of fatal/severe crashes
- Equity Considerations
 - Seasonal works may have greater risk as they rely on walking or biking

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Safe Streets and Roads for All Update

- Bicycle/Pedestrian crashes more likely to occur at intersections
- 85% of all crashes occur in densely settled areas

Table 1: Crashes by Severity and Mode, 2018 – 2022

	Fatal Injury	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	Unknown / Other	Total
Pedestrian	0	0	6	2	5	1	14
Bicycle	1	3	14	1	15	5	39
Vehicle	3	12	56	27	657	212	967
Unknown / Other	0	0	1	0	2	0	3
Total	4	15	77	30	679	218	1,023

Source: MassDOT Crash Report, Nantucket, compiled by Kittelson



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Safe Streets and Roads for All Update



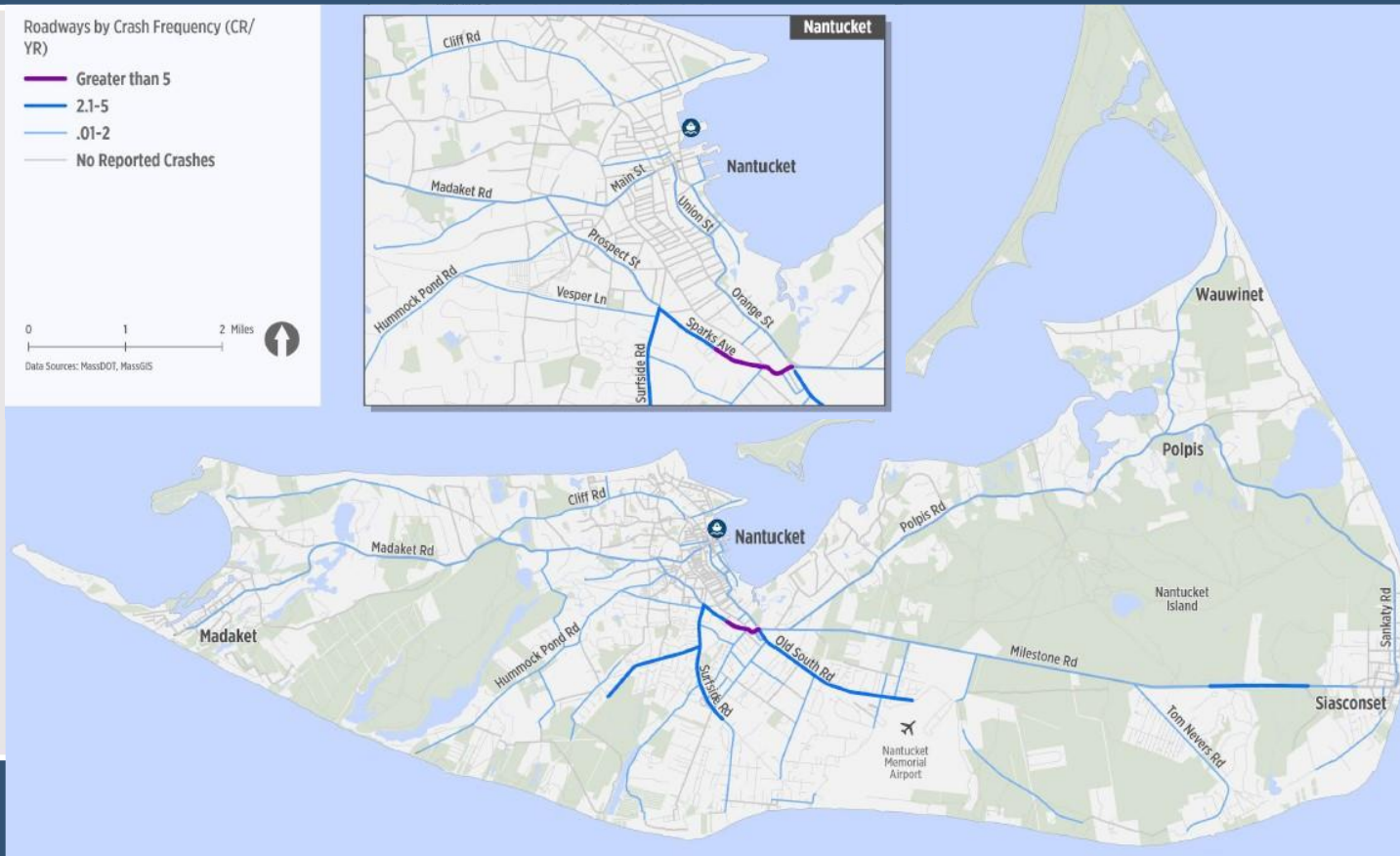
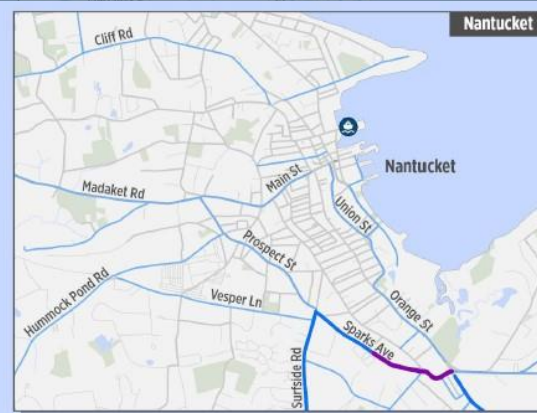
Safe Streets and Roads for All Update

Roadways by Crash Frequency (CR/YR)

- Greater than 5
- 2.1-5
- .01-2
- No Reported Crashes

0 1 2 Miles

Data Sources: MassDOT, MassGIS



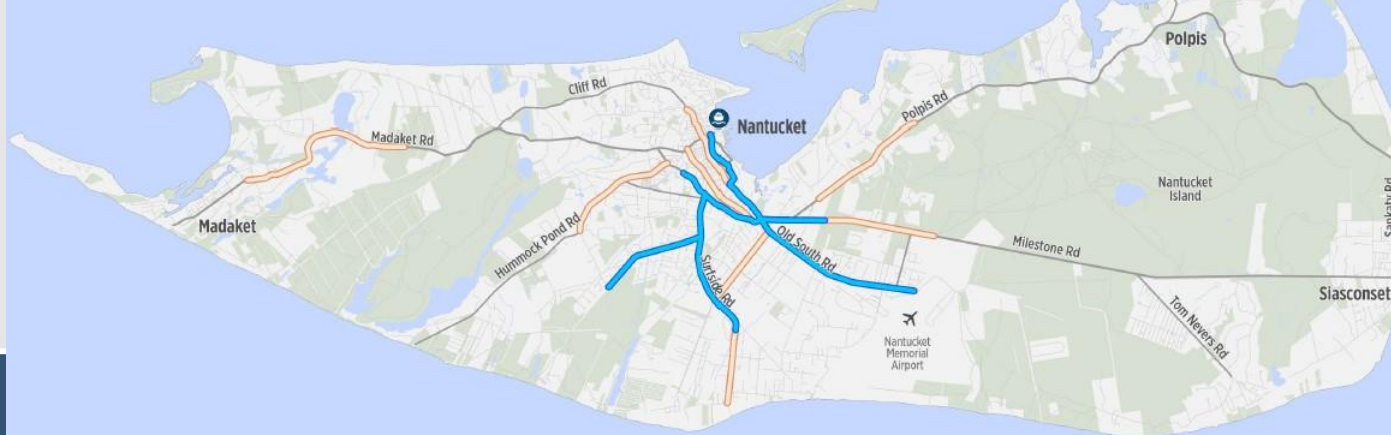
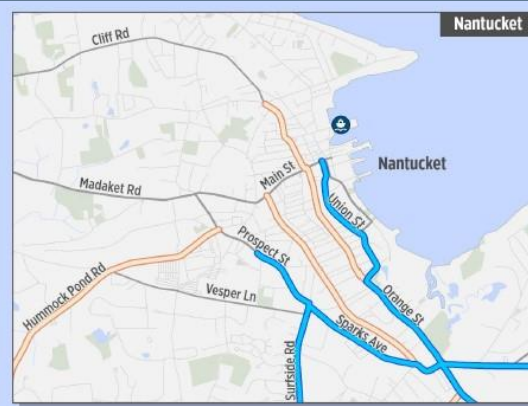
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High Injury Network
Each Tier Represents 25% of Fatal and Severe Crashes

- Tier 1 Locations - Highest Severity Locations
- Tier 2 Locations - Higher Severity Locations

0 1 2 Miles

Data Sources: MassDOT, MassGIS



Safe Streets and Roads for All Update

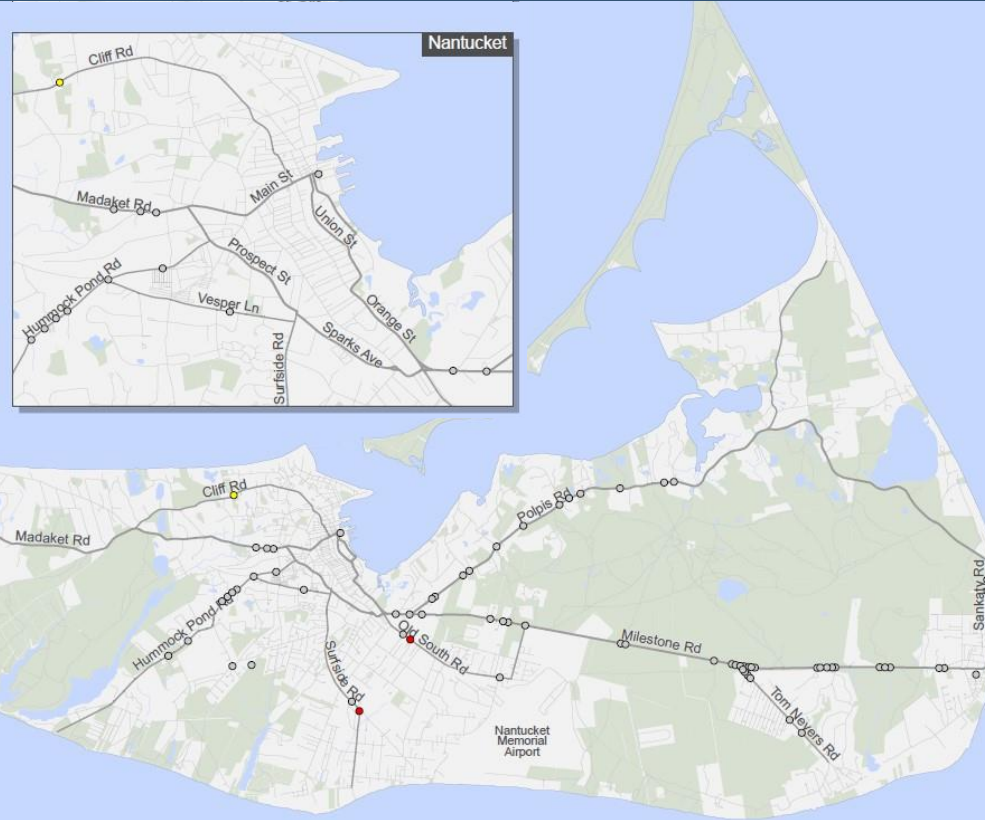
Animal-Involved Crashes

78 out of 1023 Crashes

- Fatal Injury Crash (0)
- Serious Injury Crash (2)
- Minor Injury Crash (0)
- Possible Injury Crash (1)
- No Injury Reported (75)



Data Sources: MassDOT, MassGIS
Note: Some Crashes Missing Geocoding



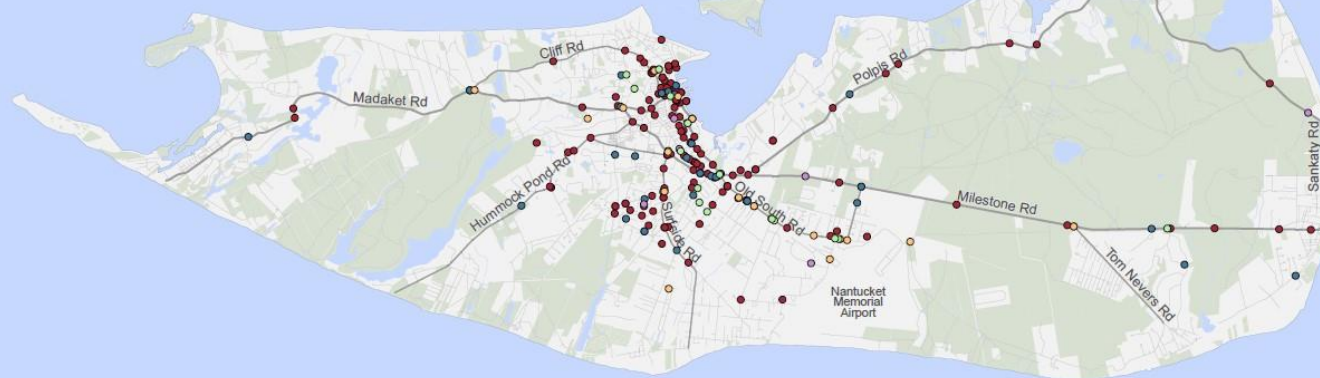
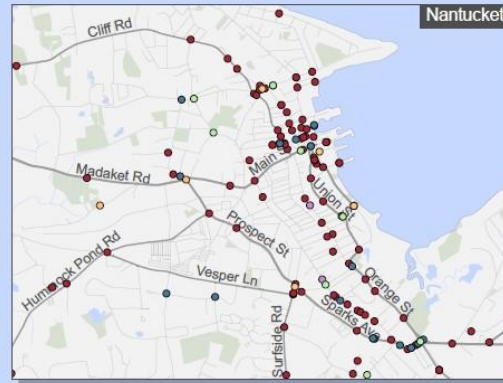
Safe Streets and Roads for All Update

Crashes Involving Distracted Driving

262 out of 1023 Crashes

- Cell Phone or Other Electronic Device (184)
- External Distraction (35)
- Other activity (22)
- Passenger (6)
- Multiple Distraction Types (15)

0 1 2 Miles
Data Sources: MassDOT, MassGIS
Note: Some Crashes Missing Geocoding



Safe Streets and Roads for All Update

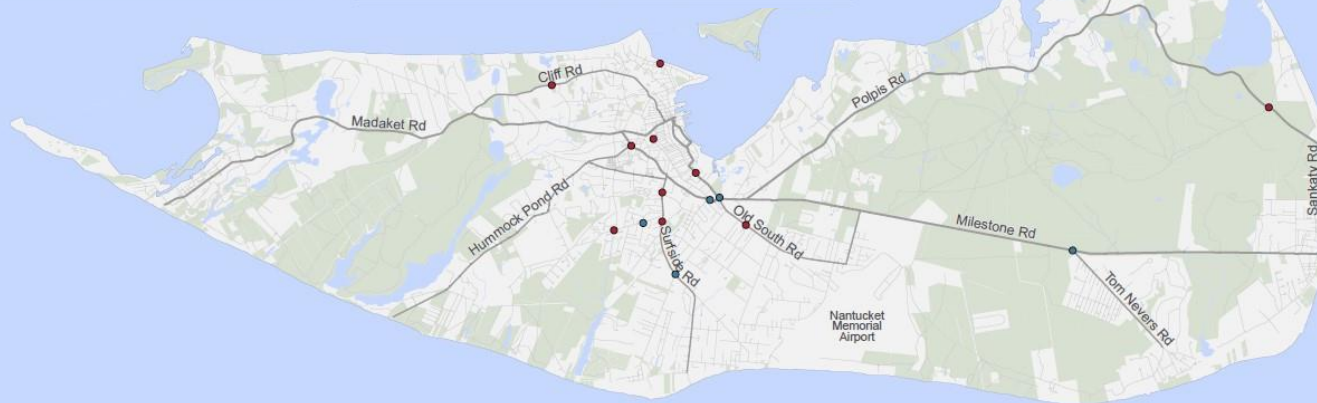
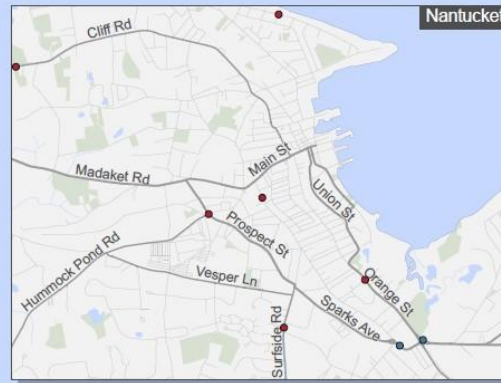
Crashes Involving Driver
Distraction and a VRU

15 out of 1023 Crashes

- Cell Phone or Other Electronic Device (10)
- External Distraction (5)
- Other activity (0)
- Passenger (0)
- Multiple Distraction Types (0)

0 1 2 Miles

Data Sources: MassDOT, MassGIS
Note: Some Crashes Missing Geocoding



Safe Streets and Roads for All Update

Order	Location	Annual Crash Freq.	Annual Weighted Crash Freq.	LongRange Transportation Plan Recommendation
1	Old South Rd / Milestone Rd / Orange St	5.8	9.8	Rotary Reconstruction (preliminary engineering)
2	Nobadeer Farm Rd / Milestone Rd	2.4	5.8	Roundabout (preliminary engineering)
3	Milestone Rd / Polpis Rd	2.4	4.8	Intersection Realignment (to be bid)
4	Surfside Rd / Vesper Ln	3	4.6	Pool parking lot driveway has been relocated
5	Surfside Rd / Bartlett Rd	2.8	4.4	Surfside at Bartlett Roundabout (25%)
6	Milestone Rd / Tom Nevers Rd	3.6	4.4	Sidepath (25%), recent intersection realignment
7	Hummock Pond Rd / Somerset Ln	1.6	4	TBD – vehicle crashes only
8	Old South Rd / Lovers Ln	2.4	4	Lovers Ln path (to be bid); recent improvements
9	Surfside Rd / Miacomet Rd / Surfside Dr	2.4	4	Mini-roundabout and 4-way stop proposed
10	Broad St / Easy St	1.2	3.8	Resiliency, terminal improvements proposed
11	Centre St / India St	3.8	3.8	TBD – high sideswipe crash total along India St
12	Chester St / Easton St / North Water St / Cliff Rd	2.8	3.6	TBD – sideswipe injury
13	Union St / East Dover St	2	3.6	TBD – two vehicle crashes with injuries
14	Polpis Rd / Barnard Valley Rd	1	3.6	Vegetation cleared for better sightlines
15	Old South Rd / Fairgrounds Rd	2.6	3.4	Roundabout (pre -25%)
16	Orange St / West Creek Rd	1.6	3.4	TBD – angle/sideswipe crashes
17	Washington St / Francis St	1.4	3	TBD – distracted driver crashes with injuries
18	Orange St / York St	1	2.8	TBD – rear end crash with severe injury
19	Madaket Rd / Eel Point Rd	0.8	2.6	TBD – single vehicle crash with severe injury
20	Fairgrounds Rd / Surfside Rd / South Shore Rd	1	2.6	Roundabout proposed

Safe Streets and Roads for All Update

Order	Location	Extents	Annual Crash Freq.	Annual Max Weighted Severit Freq.	LongRange Transportation Plan Recommendation
1	Sparks Avenue	Atlantic Avenue - Orange Street	4.0	10.2	Widen existing path (preliminary engineering) Additional driveway conflicts anticipated
2	Old South Road	Milestone Road - Arrowhead Drive	3.4	9.8	Old South Road Improvements (unfunded)
3	Bartlett Road	Raceway Drive - Surfside Road	3.1	6.8	Bartlett at Raceway to be realigned to a curve Bus stops need accessibility improvements
4	Madaket Road	Cambridge Street - Worth Road	1.2	6.0	TBD – road curvature is an issue Resiliency improvements recommended
5	Surfside Road	Western Avenue - Sparks Avenue	1.4	4.6	TBD
6	Hummock Pond Road	Bartlett Farm Road - Quaker Road	1.2	3.4	TBD
7	Milestone Street	Orange Street - Russell's Way	0.8	2.6	Recent improvements Shoulders to be added
8	Polpis Road	Milestone Road - North Pasture Lane	1.1	3.2	TBD
9	Madaket Road / Main Street	Crooked Lane - Center Street	1.2	2.2	TBD
10	Milestone Street	Chuck Hallow Road - Driveway Nantucket Golf Club	2.2	2.2	Recent improvements

Safe Streets and Roads for All Update

■ Next Steps:

- On-going public survey – www.nantucket-ma.gov/LRTP
- Joint NP&EDC and Select Board Meeting to conditions and recommendations
- Develop local policies, prioritized projects, and strategies (winter / spring)
- Finalize Safety Action Plans (summer 2025)



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