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## **10. TRANSPORTATION SAFETY**

### **10.1. ROADWAY SAFETY**

The new SAFETEA-LU law includes a Highway Safety Improvement Program (HSIP) that provides funding to states for highway safety improvement projects. To receive the funding for projects from this the HSIP each state is required to develop a statewide Strategic Highway Safety Plan (SHSP) that include goals and strategies to improve highway safety. The SHSP developed by the Massachusetts Highway Department was completed in September 2006 with the active participation of the NP&EDC. This statewide SHSP has an emphasis on improving data systems (specifically crash reporting), infrastructure, at-risk driver behavior, high-risk transportation users (i.e., pedestrian and young drivers), public education and media, and safety program management. Strategies were developed primarily to reduce vehicle-related fatalities and injuries caused by alcohol impaired driving, speeding and lack of seat belt use.

In the same spirit of the statewide SHSP's data driven strategies the NP&EDC routinely collects vehicle crash data from both the Registry of Motor Vehicles and the Nantucket Police Department and utilizes this information to rank the safety of the island's roadway. In 2005, the *Mid-Island Traffic Study* thoroughly quantified the degree of safety along roadways and intersection in an area of the island where many of the collector roadways converge, and experiences the highest density of residential population (see sections 4.3 and 6.8). This information was utilized a principle factor to evaluate and prioritize improvement projects for this plan (see section 12).

### **10.2. NRTA SAFETY**

Consistent with the Federal Transit Administration's Safety and Security Program the NRTA's goal is to achieve the highest practical level of safety and security for its public transportation services.

The NRTA has developed a System Safety and Security and Emergency Preparedness Program Plan (SSEPPP).

The NRTA and its operators have developed a core safety program that includes, but is not limited to the following elements: driver selection, driver training, vehicle maintenance, drug and alcohol programs, and safety data acquisition and analysis. Drug and alcohol testing is required under 49 CFR 40 and 49 CFR 655. All NRTA fixed route buses and paratransit vehicles are equipped with fire extinguishers and a bus dispatch system for routine and emergency communications.

Driver training encompasses the following safety-related elements, and is based on the Federal Motor Carrier Safety Regulations 49 CFR 383 Subpart G and OSHA's Hazard Communication Standard 29 CFR 1910.1200. Other training required include ADA sensitivity, Lift and Wheelchair Securement, Terrorism Recognition and Reaction, how to handle Bloodborne Pathogens, Defensive Driving, and fire extinguisher training. A

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CORI Criminal Offender Records Checks record is also requested for paratransit drivers as well as being certified in first aid and CPR.

Training is provided in the following skills: traffic regulations, defensive driving and accident prevention, ADA sensitivity training, customer service training, and basic driving maneuvers. Instruction is also provided relative to safety procedures: leaving vehicle unattended, seat belts, unnecessary conversation, traffic laws, right of way, sudden stops, backing up buses, door operation, exit and entrance steps, disturbances on buses, disabled buses (wheelchair lifts, engine stop override), system security awareness, security incident management for transit supervisors, evacuation of vehicles, fires on vehicles, hit and run, injuries to persons and employees, and securement procedures. It is the role of the General Manager to regularly identify and schedule on-going/recurring training as necessary to reinforce the policies and procedures as well as providing a mechanism to brief operators on new policies, procedures, and/or regulations. It is the role of the General Manager to perform routine ride checks to ascertain operator's competency level and their adherence to driving rules and regulations of the Authority assigned by Federal/State grant agreement. It is the role of the Authority to perform ride checks to verify that operators are collecting the correct fares, and operating safely. The Massachusetts Department of Telecommunications and Energy inspects each vehicle for safety compliance and issues a permit to each vehicle, which is displayed in each vehicle's window. Safety related vehicle equipment includes: Service brakes and parking brake, tires, wheels, and rims, steering mechanism, vehicle suspension, parabolic mirrors and other rear vision devices, lighting and reflectors or reflective markings, wheelchair lifts, radios, lockout – tagout procedure, vehicle pre-trip inspection, daily servicing checks, periodic inspection, interval related maintenance, and failure maintenance.

There is a sprinkler system located in the NRTA Bus Garage. An eyewash is available at the base garage and contains directions in compliance with OSHA are posted on the wall. Material Safety Data Sheets are located at a visible and accessible location at the NRTA bus garage.

Utilizing the Department of Homeland Security funding available in 2005 the Authority obtained kits (called 'go bags') for handling the clean-up and/or containment of hazardous spills on its vehicles. The go-bags are equipped with speedy dri, oil pads, water pads, drain docks, barrel socks, protective boots and gloves, and goggles. The purpose of the kit is to clean up spills not exceeding 10 gallons of anti-freeze, diesel fuel, engine oil, coolant and transmission oil. Bodily fluid kits were purchased and are on all revenue vehicles. Associated training was provided to all drivers and managers.

### **10.3. BIKE AND PEDESTRIAN SAFETY**

Nantucket is a very bicycle- and pedestrian-friendly community, and numerous efforts are made to communicate safety awareness and the rules of the road to visitors and residents. The Visitor Services Bureau, NP&EDC, NRTA, Chamber of Commerce, and area bike shops are among the various agencies and businesses that help with this effort by including helpful information in web pages, advertisements, and travel guides.

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An important goal, and one mentioned in the statewide SHSP, is to improve bike and pedestrian safety primarily in the vicinity of schools (see section 3.3.3). Also see section 6.5 of this plan for additional information.

#### **10.4. AIRPORT SAFETY**

One of the primary reasons for the Airport Commission to sponsor a new terminal building is safety. The Airport needs a significant upgrade of the fire protection system, paging system and alarms. Egress and emergency exit is limited due to the current layout and overcrowding both in the main building and the annex building. In the meantime, the Airport has worked at improving drainage and leveling certain pedestrian areas of paving and walks. These issues will be addressed with the Terminal project if issues with funding can be resolved.

#### **10.5. STEAMSHIP SAFETY**

One of the ongoing goals at the Steamship Authority (SSA) is to reduce the frequency and severity of personal injuries at our terminals and on our vessels. The SSA safety record is good taking into consideration the number of passengers that are carried each year. The SSA has a safety committee, consisting of members from all areas of the SSA's operations, that meets on a regular basis to discuss how it can make operations safer for passengers as well as for employees. Although there have not been any major safety measures recently implemented on Nantucket, the SSA and NP&EDC are looking to reduce vehicle / pedestrian conflicts at and around the ferry terminals. This effort will initiate in 2007 and include both short-term and long-term solutions, to improve traffic circulation at and around the ferry terminals.