
3. NP&EDC GOALS AND OBJECTIVES

The goals and objectives in this section encompass broad transportation topics, with specific goals and objectives for the individual transportation system components (i.e., roadways and public transportation) included at the end of each of the subsequent sections. A listing of the documents used to derive these can be found in section 2.10 of this plan.

3.1. OVERVIEW

As is experienced in other developing communities, the number of motor vehicles, traffic counts on major roadways, and the number of vehicle-trips made each day on Nantucket continues to grow as the number of dwelling units grows. And although the automobile may be the mode of choice for many visitors and residents, conventional solutions to traffic and parking problems characterized by automobile-oriented function and aesthetic should not be applied to Nantucket. In order to retain its rural and historic character, community practice has rejected building more streets, widening country roads, adding turning lanes, constructing by-passes, and installing traffic signals.

One of Nantucket's principal roles is to provide a quiet, rural, scenic, and historic setting for residents and visitors. This role, and the future health of the tourism industry, would greatly be impaired if the Island pursues a transportation policy that would alter the Island's rural and historic character.

Nantucket's transportation challenge for the next thirty years is to try to **minimize the number of cars coming to the Island and their use once they are here**. The principal mechanisms suggested for accomplishing this goal are to:

- Shorten distances between trip origins and destinations by promoting a Town and Country settlement pattern;
- Offer an array and interconnection of alternative transportation modes to the traveling public;
- Provide the public with information for using the island's alternative transportation modes;
- Reduce the amount of development that could be built on the Island;
- Create options and alternatives for parking in the downtown area;
- Utilize the telecommunication infrastructure as a means to reduce the number of trips.
- Ultimately, find an equitable and legal way to limit cars coming on-Island;

These mechanisms are incorporated into the goals listed below, and in the goals section of subsequent transportation facility chapters. A comprehensive system of interactive solutions is suggested based on the notion that no single measure alone is capable of solving the Island's transportation safety and congestion problems. What is suggested is the implementation of a multi-modal, 30-year transportation plan tied to a capital improvements program.

3.2. VISION STATEMENT

3.2.1. To provide a transportation system that will move people and goods to, from, and around the Island in a way that is safe, convenient, economical, and sensitive to the character of the various areas of the Island.

3.3. REDUCING AUTO-DEPENDENCY

3.3.1. Reduce the number of motor vehicles on Island particularly during peak periods.

3.3.1.1. Shorten distances between trip origins and destinations in two ways, by promoting the village development concept and by allowing mixed use development in appropriate areas.

3.3.1.2. Provide infrastructure that accommodates alternative modes of transportation.

3.3.1.3. Continue the marketing efforts to educate residents and visitors of transportation choices to reduce traffic congestion on Nantucket.

3.3.1.4. Promote parking programs, particularly in the downtown area, that encourage carpooling or use of public transportation.

3.3.1.5. Consider policies and strategies that utilize telecommunication infrastructure as a means of reducing the number of trips.

3.3.1.6. Develop a long-range strategy for limiting the number of cars coming to the Island.

3.3.2. Create infrastructure consistent with the Town and Country concept (see section 2.9.1 of this plan).

3.3.2.1. Amend the Rules and Regulations Governing the Subdivision of Land to encourage the interconnection of existing and proposed streets in keeping a pattern of blocks and interconnected streets within the Town Overlay District and village centers in the Country Overlay District.

3.3.2.2. Adopt and implement a policy concerning the improvement and maintenance of roads consistent with the Town and Country concept and, in general, with this Community Plan.

3.3.2.3. Amend the Rules and Regulations Governing the Subdivision of Land to provide that new streets are appropriately designed for lower motor vehicle speeds and block-size reductions.

3.3.2.4. Amend the Zoning Bylaw to allow the further residential and mixed-use development of lots in existing town neighborhoods and in neighborhood centers, creating efficient land-use patterns that result in overall reductions in future traffic generation.

3.3.2.5. Require narrow country roads, rather than wide suburban-type roads, in low density, out-of-town subdivisions where streets serve a small number of homes (removed from safety goal).

3.3.2.6. Begin to accept streets in new subdivisions as public ways when they are shown to be constructed to Town specifications.

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- 3.3.2.7. Develop regulations to preserve the scenic integrity of the Island's four designated scenic roads: Madaket Road, Polpis Road, Milestone Road, and Wauwinet Road (see section 4.1.1 of this plan).

3.3.3. Reduce traffic congestion and improve safety in the vicinity of Nantucket's schools.

- 3.3.3.1. Create a complete system of sidewalk and bike path connections around the schools (1/2 to 1 mile radius) to facilitate safe travel by foot, and reduce the number of student drop-offs by automobile.
- 3.3.3.2. Study the feasibility of implementing additional traffic-calming measures along the schools' frontages on Surfside Road and Sparks Avenue in order to reduce the speed of traffic and increase safety for pedestrians.
- 3.3.3.3. Encourage the School Committee to reduce auto-dependency and congestion at the schools by means of the following measures:
- Review school-bus policies for ways to increase ridership.
 - Engage in a process to develop and implement a "Safe Routes to Schools" program on Nantucket to heighten the safety of walking and bicycling to school, and thus reduce auto-dependency and congestion.
 - Promote use of carpooling by parents driving students to school and by students driving themselves to school, and establish a ride-matching service for parents and students.
 - Promote use of the school-bus system as an alternative to use of the automobile.

3.4. INTER-MODAL TRANSPORTATION

3.4.1. Integrate the planning of all modes of transport to, from, and on the island.

- 3.4.1.1. Routinely collect and analyze travel statistics of the waterborne and airborne ports of Nantucket for the purpose of encouraging a coordinated, affordable, and efficient public and private transportation network.
- 3.4.1.2. Coordinate with airborne, waterborne, public transportation, and other relevant agencies to investigate and review opportunities to improve the mobility of users between transportation service providers.
- 3.4.1.3. Urge development of additional information systems to inform travelers on ferries, airplanes, taxis, the shuttle, and at the Visitor Center and Chamber of Commerce of details concerning bike routes, shuttle routes, and any changes to those systems.

3.4.2. Seek mitigation of the off-island impacts of Nantucket's seasonal visitors.

- 3.4.2.1. Study the effects and possible mitigation of island-bound traffic and parking on Barnstable and Hyannis in cooperation with the Cape Cod Regional Transit Authority, the Cape Cod Commission, the Steamship Authority, and the Town of Barnstable.
- 3.4.2.2. Study growth trends of airborne and waterborne transportation facilities in cooperation with the Cape Cod Commission, Martha's Vineyard

Commission, the Steamship Authority, and the Massachusetts Aeronautical Commission.

3.5. HISTORIC / ENVIRONMENTAL RESOURCES

3.5.1. Consider environmental and historical impacts of any transportation system improvement.

- 3.5.1.1. Evaluate the measured and quantified environmental and historical impacts of proposed projects in association with the economic benefit during the criteria scoring and prioritizing of the proposed project schedule for the annual Transportation Improvement Program, if applicable.
- 3.5.1.2. Develop project scopes that protect and enhance environmental and historical resources, and preserve critical habitats and biodiversity.
- 3.5.1.3. Require a street configuration for subdivisions in or near villages which is consistent with historic village patterns; continue to encourage a pattern of connected streets.
- 3.5.1.4. Include protocols for removal or control of invasive species identified within a project area as part of a project's design process.
- 3.5.1.5. Prevent the introduction of invasive species identified by the Natural Heritage & Endangered Species Program or the Nantucket Conservation Commission as part of any transportation improvement project.
- 3.5.1.6. Coordinate, as required, with the appropriate agencies concerning projects within wetland resource areas and priority habitats for endangered species.