

TOWN AREA PLAN WORK GROUP
Meeting of April 2, 2024, at 3:00 pm by Zoom
DRAFT MINUTES FOR REVIEW AND APPROVAL

Attending: Mary Anne Easley (3:45 pm), Regen Horchow, Alison King, Mickey Rowland, Lee Saperstein, and Henry Terry; Nicky Sheriff (PLUS)

Absent: Marsha Fader and Mary Longacre.

Attendance was verified by a roll call; there was a quorum at all times. The meeting was recorded and can be viewed at the following address:

1. Call to Order.

After a short delay to establish Zoom links, Chair Henry Terry called the meeting to order at 3:13 pm. Attendance was verified by a roll call. He then reviewed the rules on remote-attendance meetings and said that this meeting would be recorded.

He also noted that the Zoom log-in would be the same for all Tuesday meetings through the end of 2024: <https://us06web.zoom.us/join/91234567890?pwd=ZEUuUtpj8sHNfvMsiE7N7-6IUzArtE6u4>

2. Agenda Approval.

Henry Terry asked if there were any amendments to the agenda; hearing none, he asked for its approval, which was given unanimously by roll-call vote (Regen Horchow, aye; Alison King, aye; Mickey Rowland, aye; Lee Saperstein, aye; and Henry Terry, aye).

3. Approval of Minutes for February 16, 2024.

Henry Terry reminded the group that the March 15th meeting was canceled for a lack of a quorum; hence approval was needed for the February 16, 2024, minutes. Lee Saperstein so moved, Mickey Rowland seconded, and they were approved unanimously by roll-call vote (Regen Horchow, aye; Alison King, aye; Mickey Rowland, aye; Lee Saperstein, aye; and Henry Terry, aye).

4. Public and Member Comments.

There were no members of the public present, hence no public comments.

5. Discussion on Circulation Issues.

Henry Terry invited Lee Saperstein, Circulation Issues Subcommittee, to review the report that had been previously circulated to the entire work group. Lee Saperstein then projected the report on the shared

screen. He acknowledged Mary Longacre, the other member of the subcommittee, and noted that she could not attend this meeting. He said that he and Mary had agreed on a lot of issues and where they did disagree, the report included varying statements that could, after input from the entire work group, be edited into a coherent document. The March 29th draft is attached, for information and for future consideration, the April 6th edited document is attached to these minutes.

He pointed out elements in the report for which there was consensus between him and Mary Longacre, including support for the roadway improvements in the Long-Range Transportation Plan, LRTP; the need for a study on Gardner Street and how best to improve traffic flow and safety along it; considerations for parking on the sidewalk on narrow streets and attendant safety issues; public transportation improvements; and alleviation of traffic jams.

With respect to parking, Lee Saperstein noted that the LRTP supports a parking structure downtown in the Harbor Place (ex-Wilkes Square) area. Bluntly, he said, he does not. He believes that, if built, it will soon be inadequate and that cars will continue to circulate to find a free parking space. Mary Longacre had said to him earlier that this area is outside of the Town Area, therefore we have no brief to discuss it. Consequently, the draft report included five different recommendations for a parking structure ranging from none to support for one downtown. At this point, Henry Terry said that he was opposed to an in-Town parking structure. Regen Horchow suggested that Silver Street be looked at also. Mickey Rowland added that Silver Street was not appropriate for a parking structure. He noted that he had not really come to a conclusion about the appropriateness of a parking structure in the Downtown Area. If it were well designed and resistant to sea-level rise, he could see it as being appropriate. He later expanded the phrase "well-planned" to include compatibility with the historic nature of Nantucket Town. The edited report does not support a major, capital-intensive parking structure in downtown Nantucket but does suggest that it may be useful at 4 Fairgrounds or by the airport, particularly if it were easily reached by public transportation.

The other issue for which there was not a consensus between Lee Saperstein and Mary Longacre was a suggestion that the Nantucket Parking District be expanded to include all of the Town Area. Lee Saperstein said that he envisioned a requirement for a parking district permit to be allowed to park anywhere in the Town Area, the Commercial Downtown, and the Waterfront. Residents would buy an annual permit and visitors to Nantucket would be able to buy short-term permits. Fees could be dedicated to support for the WAVE buses. Existing parking limitations would remain: no parking, disabled parking, loading zones, and time-limited parking zones. While there was not significant support for the idea, equally there was not significant resistance to it. The edited document suggests that a study of the parking district be performed.

Mary Anne Easley, who apologized for her late connection, said that she hoped that due attention would be paid to the use of taxis and ride-sharing services as an alternative to parking owner-driven vehicles in Town. She also gave her opinion that Gardner Street should be made one-way.

6. New Business.

Henry Terry asked if there was anything else to come before the group. Hearing none, he suggested that a motion to adjourn was in order.

7. Adjournment.

At 3:53 pm, Regen Horchow moved to adjourn, Mickey Rowland seconded it, and roll-call approval was unanimous (Mary Anne Easley, aye; Regen Horchow, aye; Alison King, aye; Mickey Rowland, aye; Lee Saperstein, aye; and Henry Terry, aye).

The next scheduled meeting is Friday, April 19, 2024 at 4:00 pm. This meeting will be by Zoom. Please remember that the Zoom link for Friday meetings is different from Tuesday's link.

DRAFT

For reference: Subcommittee composition.

2. Land Use: Liz Almodobar and Mary Anne Easley
3. Housing: Marsha Fader and Mickey Rowland
4. Economic Development: Alison King and Mary Longacre
5. Natural and Cultural Resources: Liz Almodobar and Marsha Fader
6. Open Space and Recreation Plan: Mary Anne Easley and Henry Terry
7. Services and Facilities: Regen Horchow and Mickey Rowland
8. Circulation; Mary Longacre and Lee Saperstein

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

DRAFT

8. CIRCULATION

Draft for discussion by the Town Area Plan Work Group January 22, 2024, Amended 29 March 2024

The Circulation sub-committee (Mary Longacre and Lee Saperstein) of the Town Area Plan Work Group, TAP, offers suggestions for discussion by the entire Work Group on 1. the road network, 2. sidewalk and pedestrian safety, 3. parking, 4. public transportation, and 5. other congestion issues. These are restricted to the Town Area although it is recognized that traffic and parking issues are deeply affected by the Commercial Downtown, CDT, core and the harbor front, both of which are surrounded by the Town Area.

1. The Road Network. The document from the Transportation Planners, “Nantucket Long-Range Transportation Plan, FFY 2024 to 2044 ” (<https://www.nantucket-ma.gov/DocumentCenter/View/45499/Long-Range-Transportation-Plan--FFY-2024-to-2044-PDF>), LRTP, contains, in several appendices, project descriptions for improvements to road intersections, streets, and Active transportation, which is, in reality, bicycle and pedestrian improvements. The sub-committee endorses every item of this list that is within the Town Area; although in different levels of readiness, each has been through a Town review process.

Commented [MB1]: Active Transportation

The LRTP does not include a plan for alleviating congestion on Gardner Street. The sub-committee recommends that a planning study be made for this historic and over-used way. It provides a relief bypass around the town’s center but is narrow with insufficient room for passage of wide vehicles traveling in opposite directions without recourse to driving partially on the sidewalk. Utility poles restrict this practice and prevent any sort of widening. The work group discussed possibilities that protect its historic nature but provide some relief. These include resetting the poles, burial of utilities in a “utilidor” vault or tunnel under the street, and rerouting the utilities. State College, PA, placed its utility lines along the back property boundaries. This study must include input from abutting property owners.

The LRTP endorses a parking structure to relieve pressure on on-street parking and this will be addressed in the section on parking. It also endorses a paid-parking scheme.

2. Sidewalk and Pedestrian Safety. Nantucket has a practice of parking partially on sidewalks on those streets that are so narrow as to cause a blockage if cars are parked in the roadway (Academy Lane, Gay, Hussey, Liberty, Lily, Quince, York Streets, among others). Attached to this report is a copy of the 2003 survey of narrow streets, including those for which sidewalk parking might be permitted. The practice is contrary to Massachusetts law, which, given Nantucket’s need for parking and the long-term history of the practice, has not been enforced. The TAP believes that the practice needs to be defined and regulated but not banned. Input from State government should be sought on how best to have local enforcement of sidewalk parking permissions and bans.

Commented [MB2]: See 1990s Traffic Safety report by Chief Watts with guidance for each street

Two other considerations were discussed: pedestrian safety and curb heights. On those streets, such as Gardner, Liberty, and Lily, that have a high use, driving on the sidewalk can frighten and, even, jeopardize pedestrians. Less-used streets on which cars are parked on the sidewalk reduces sidewalk width below the minimum needed for safe passage. The discussion on curb heights included the potential for lowering curbs so as to facilitate driving on the sidewalk and, conversely, not setting curbs

so high as to interfere with pedaling of a bicycle or to cause an accident when stepping off a curb. Any repair or road construction on historic streets should preserve historic curbs. A study on sidewalk construction, which recognizes Nantucket's historic roadways, should be undertaken with the goal of creating a sidewalk-construction policy.

3. Parking. It is understood that any parking and traffic decisions made for the CDT will impact the Town Area. Making parking more difficult or expensive will cause drivers to seek spaces just outside of the Downtown while making it easier or more available will most likely put more traffic pressure, i.e., congestion, on Union and Washington Streets. Any suggestions reached by the TAP for parking will, perforce, need to be considered alongside any made for the Downtown. Attached is the result of a survey administered by the Nantucket Civic League in 2017 on the subject of parking.

In general, the sub-committee does not endorse any parking ban but it does consider schemes to make it more expensive. [Following are several choices for the direction the TAP Work Group would take on the subject of a parking structure.]

- Given the additional pressure that a downtown parking structure could put on Union and Washington Streets, it does not endorse the LRTP recommendation for a parking structure located in Harbor Place (ex-Wilkes Square). Various styles of parking structure were included in the Wilkes Square planning study (<https://www.nantucket-ma.gov/472/Wilkes-Square-Redevelopment>).
- A paid parking structure could go in either of the Washington or Silver Street lots.
- A paid parking structure could be built behind 4 Fairgrounds Road.
- We endorse a paid parking structure in Harbor Place (ex-Wilkes Square).
- Harbor Place is outside of the Town Area, thus no recommendation is made on a parking structure to be located there.

Commented [MB3]: I'd need to ask for a reference for this condition. I'd say a parking structure would reduce traffic and parking demand on all downtown streets, and could also make sidewalks more accessible if on street parking was removed from some streets.

There are many paid parking schemes that do not involve coin-operated parking meters. If the Town creates a paid-parking scheme, the TAP endorses one that uses smart-phone and digital technology.

- It believes also that the current residential parking district be expanded to be an universal plan for the entire Town Area as well as the CDT. This could help control un-restrained parking by contractors for extended periods on roads just outside of the district.
- Because an expansion of the parking district could allow more car owners to park on streets near to the Downtown but that do not have parking limitations, no recommendation should be made.

Commented [MB4]: This has been requested in the past and has not been supported. It would actually reduce parking turnover and increase demand by allowing those on the fringe of the district to then be allowed to park closer to the core for longer periods.

It proposes that the Parking District (Town Regulations 375-6 C, "Establishment of parking districts; map"). be expanded to include the CDT, Harbor Front, and the Town Area. Under current rules, residents may buy annual permits and short-term visitors may buy daily permits. These rules could be amended to accommodate residential discounts, differential fees for commercial vehicles, and digital purchases of short-term permits. Expansion of the district as suggested would create paid parking for residents and visitors alike. Existing parking zone limitations (30-minute, 1- and 2- hour, loading, disabled, and no-parking) would remain

Inappropriate overnight parking of vehicles at the downtown Stop and Shop and the airport suggests that additional long-term, i.e., overnight-parking permitted, parking lots be developed on Town property on Fairgrounds Road and further afield in the industrial area around the airport. Shuttle bus service would be necessary; perhaps paid for by parking fees. Parking at the Silver Street and Washington Street lots

Commented [MB5]: This should be ANY vehicle. There is not just one type of user with long-term/overnight parking demands

Commented [MB6]: The high demand suggests that ADDITIONAL long-term AND overnight parking opportunities be developed.

would be paid for by the residential parking permit fee. Shuttle bus-stop shelters should be installed at remote lots. The Work Group has learned that the shuttle-bus service, Wave, is exploring a reinstatement of the ferry shuttle from Town parking lots to the wharves. The Jetties lot already has shuttle bus service in the summer time.

Commented [MB7]: Is this suggested a parking structure for Silver St and Washington St? Interesting to suggest Silver St.

Commented [MB8]: 2FG for example

4. Public Transportation. NRTA has just announced a six-month trial of free passage on all WAVE buses. The TAP believes that this is an excellent idea and suggests that, if any paid parking scheme is created, proceeds from it be dedicated to the public's use of the shuttle buses. The TAP is also in favor of any scheme that encourages bicycle use

To encourage visitors to Nantucket to leave their cars on the mainland, a frequent shuttle service could be initiated between the ferry terminals and the public transportation center (Greenhound Stop), which would allow ferry passengers to obtain their desired route without a lot of walking. Such a shuttle once existed between the Fairgrounds Road parking lots and the ferries. Consideration should be given to starting it up again. Additionally, shuttle routes could be adjusted to provide rides to major inns and hotels on the Island, also to the Mid-Island Stop and Shop.

Commented [MB9]: A SSA to Greenhound shuttle has been suggested but is not practical. A 2FG/Airport lot to Greenhound shuttle would incentives use of those satellite lots.

5. Other Congestion Issues. The summer-time traffic jams on the Union/Washington Street corridor and North Beach Street, coming from the Jetties Beach, are well known. These, in general, are the result of Nantucket drivers' deference to pedestrians at key intersections: Main Street/Straight Wharf and Candle/Easy Streets; also, South Beach and Broad Streets. While there may be more severe solutions such as crossing-guard control of traffic and pedestrians, the TAP is in favor of moves that reduce the use of private cars. NRTA should be encouraged to have bus service from Greenhound to the Jetties.

Commented [MB10]: Is this suggesting relocating the Broad St stop to Greenhound? The crossing of downtown would be an issue. More stops/stalls would be needed at Greenhound.

It is noted that jams exist year-round at the main Island rotary that links Milestone Road, Old South Road, Orange Street, and Sparks Avenue and frequently at the Sparks Avenue rotary. Jams exist also at "Four Corners," which is where Atlantic Avenue, Prospect Street, Sparks Avenue, and Surfside Road meet and is at the edge of the TAP. As written above, the Work Group supports the LRTP recommendations for improvements to these intersections.

In general, the TAP does not endorse congestion charges nor limitations on private-car ownership. It is hoped that that suggestions in the above sections, primarily Parking, will reduce demand on the road network.

8. CIRCULATION
Draft for discussion by the Town Area Plan Work Group
January 22, 2024, Amended April 6, 2024

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In general, the sub-committee does not endorse any parking ban but it does consider schemes to make it more expensive. In general, the TAP believes that any parking structure in the Town Area or in the CDT should respect both the historic nature of architecture in those areas and the potential for flooding due to sea-level rise. This philosophy militates against a structure in Harbor Place, formerly Wilkes Square, as well as in the Washington Street and Silver Street Town lots. Expansion of the 4 Fairgrounds parking lot or the airport lot with a multi-story structure may be more appropriate. The study done for Wilkes Square, which included suggestions for a parking structure, should be renewed: (<https://www.nantucket-ma.gov/472/Wilkes-Square-Redevelopment>).

There are many paid parking schemes that do not involve coin-operated parking meters. If the Town creates a paid-parking scheme the TAP endorses one that uses smart-phone and digital technology. It believes also that a study should be done for expanding the current residential parking district to encompass the entire Town Area as well as the CDT. This could help control un-restrained parking by contractors for extended periods on roads just outside of the district.

Inappropriate overnight parking of vehicles at the downtown Stop and Shop and the airport suggests that additional long-term, i.e., overnight-parking permitted, parking lots be developed on Town property on Fairgrounds Road and further afield in the industrial area around the airport. Shuttle bus service would be necessary; perhaps paid for by parking fees. Parking at the Silver Street and Washington Street lots would be paid for by the residential parking permit fee. Shuttle bus-stop shelters should be installed at remote lots. Wave, is exploring a reinstatement of the ferry shuttle from Town parking lots to the wharves. The Jetties lot already has shuttle bus service in the summer time.

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It is noted that jams exist year-round at the main Island rotary that links Milestone Road, Old South Road, Orange Street, and Sparks Avenue and frequently at the Sparks Avenue rotary. Jams exist also at "Four Corners," which is where Atlantic Avenue, Prospect Street, Sparks Avenue, and Surfside Road meet and is at the edge of the TAP. As written above, the Work Group supports the LRTP recommendations for improvements to these intersections.

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Traffic Safety Advisory Committee

MEMORANDUM

TO: Board of Selectmen

FROM: Sidewalk Parking Study Group

(selected members of the Traffic Safety Advisory Committee (TSAC))

DATE: June 11, 2003

SUBJECT: Recommendations for Restricting Vehicle Parking on Sidewalks

Members of the TSAC's Sidewalk Parking Study Group (James Ellis, Jack Gardner, and Mike Burns) viewed and measured the following streets on June 10, 2003 for the purpose of developing recommendations regarding the parking of vehicles on sidewalks: Cliff Road, North Liberty Street, Milk Street, Pleasant Street, Fair Street, Orange Street, Union Street, York Street, Liberty Street, India Street.

The study group utilized a benchmark street width of 19-feet in developing the recommendations below. This benchmark would allow a minimum 12-feet of travel width for emergency vehicles (minimum width under state law) and a minimum seven (7)-feet for parallel parking, meaning the study group does not recommend vehicles to park on the sidewalks of streets that have a pavement width of 19-feet or greater.

Recommendations:

Cliff Road:

1. Sign the existing parking areas of Cliff Road from Chester Street to North Liberty Street "No parking on sidewalk".
2. Add a "No parking" yellow line on the southwest side of Cliff Road between Folger Lane and Kite Hill Lane.

North Liberty Street:

1. Sign the existing parking areas of North Liberty from 86 North Liberty to the intersection of Cliff Road "No parking on sidewalk".

Milk Street:

1. Sign the existing parking areas of Milk Street from 28 Milk Street to Prospect Street intersection "No parking on sidewalk".

Pleasant Street:

1. Sign the existing parking areas of Pleasant Street from Silver Street to Mill Street "No parking on sidewalk".

Fair Street:

1. Sign the exiting parking areas of Fair Street from Darling Street to Rays Court "No parking on sidewalk".

Orange Street:

1. Sign the existing parking areas of Orange Street from Main Street to Union Street “No parking on sidewalk”.
2. Add a “No parking” yellow line in front of 39 Orange Street (from Plumb Lane to the end of the front steps of 39 Orange Street).

Union Street

1. Sign the existing parking areas of Union Street from 32 Union Street to Salem Street “No parking on sidewalk”.

York Street

1. This street was less than 19-feet in width.

Liberty Street

1. This street was less than 19-feet in width.

India Street

1. This street was less than 19-feet in width.

SUMMARY, ALL RESPONDENTS (N=245)						
Proposal	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree	Total
Vigorous Enforcement of Parking Regulations	37%	29%	13%	17%	5%	101%
Shuttle Bus to Satellite Parking Lots	55%	33%	6%	5%	1%	100%
Paid Parking with Bumper Sticker in Core District	20%	21%	16%	24%	19%	100%
Paid Parking with Kiosks Issuing Window Stickers	20%	24%	15%	26%	26%	111%
Increase the Ferry Embarkation Fee for NRTA	26%	31%	12%	19%	12%	100%
Year-Round Bus Service	34%	36%	20%	9%	2%	101%
MADAKET RESIDENTS ASSOCIATION (N=101)						
Vigorous Enforcement of Parking Regulations	26%	27%	20%	21%	7%	101%
Shuttle Bus to Satellite Parking Lots	40%	42%	6%	8%	3%	99%
Paid Parking with Bumper Sticker in Core District	17%	19%	18%	22%	25%	101%
Paid Parking with Kiosks Issuing Window Stickers	15%	26%	14%	22%	22%	99%
Increase the Ferry Embarkation Fee for NRTA	22%	34%	12%	18%	13%	99%
Year-Round Bus Service	28%	34%	23%	11%	3%	99%
NANTUCKET TOWN ASSOCIATION (N=76)						
Vigorous Enforcement of Parking Regulations	55%	19%	8%	15%	3%	100%
Shuttle Bus to Satellite Parking Lots	63%	33%	3%	1%	0%	100%
Paid Parking with Bumper Sticker in Core District	31%	23%	13%	20%	14%	101%
Paid Parking with Kiosks Issuing Window Stickers	29%	15%	8%	14%	14%	80%
Increase the Ferry Embarkation Fee for NRTA	38%	26%	8%	14%	14%	100%
Year-Round Bus Service	54%	28%	11%	4%	3%	100%
SURFSIDE ASSOCIATION (N=46)						
Vigorous Enforcement of Parking Regulations	32%	43%	9%	16%	0%	100%
Shuttle Bus to Satellite Parking Lots	54%	39%	6%	0%	0%	99%
Paid Parking with Bumper Sticker in Core District	14%	21%	19%	35%	12%	101%
Paid Parking with Kiosks Issuing Window Stickers	9%	16%	19%	40%	16%	100%
Increase the Ferry Embarkation Fee for NRTA	16%	29%	13%	31%	11%	100%
Year-Round Bus Service	23%	48%	18%	11%	0%	100%
HUMMOCK POND HOA (N=13)						
Vigorous Enforcement of Parking Regulations	15%	54%	8%	15%	8%	100%
Shuttle Bus to Satellite Parking Lots	50%	33%	8%	8%	0%	99%
Paid Parking with Bumper Sticker in Core District	9%	36%	18%	27%	9%	99%
Paid Parking with Kiosks Issuing Window Stickers	0%	27%	18%	18%	36%	99%
Increase the Ferry Embarkation Fee for NRTA	18%	55%	18%	9%	0%	100%
Year-Round Bus Service	25%	42%	33%	0%	0%	100%
OTHER (N=9)						
Vigorous Enforcement of Parking Regulations	56%	22%	0%	11%	11%	100%
Shuttle Bus to Satellite Parking Lots	22%	56%	11%	11%	0%	100%
Paid Parking with Bumper Sticker in Core District	11%	11%	11%	22%	44%	99%
Paid Parking with Kiosks Issuing Window Stickers	0%	22%	11%	22%	44%	99%
Increase the Ferry Embarkation Fee for NRTA	22%	22%	22%	22%	11%	99%
Year-Round Bus Service	22%	44%	33%	0%	0%	99%
Source: Survey Monkey (??) responses elicited January 2017. Green shade denotes broad community-wide consensus.						