

## MEMORANDUM

**TO:** Ms. Arielle Faria  
Program & Project Development Manager  
Island Housing Trust  
P.O. Box 779  
West Tisbury, MA 02575

**FROM:** Mr. Jeffrey S. Dirk, P.E.\*, PTOE, FITE   
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*\*Professional Engineer in CT, MA, ME, NH, RI and VA*

**DATE:** March 14, 2024

**RE:** 9933

**SUBJECT:** Transportation Impact Assessment  
Proposed Multifamily Residential Development - 50 Bellevue Avenue  
Oak Bluffs, Massachusetts

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Vanasse & Associates, Inc. (VAI) has conducted a Transportation Impact Assessment (TIA) in order to determine the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 50 Bellevue Avenue in Oak Bluffs, Massachusetts (hereafter referred to as the “Project”). This study evaluates the following specific areas as they relate to the Project: i) access requirements; ii) potential impacts to traffic flow and safety along Bellevue Avenue and County Road; and iii) sight lines at the County Road/Bellevue Avenue intersection. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the Institute of Transportation Engineers (ITE),<sup>1</sup> the Project is expected to generate approximately 42 vehicle trips on an average weekday (two-way, 24-hour volume), with 8 vehicle trips expected during the weekday morning peak hour and 9 vehicle trips expected during the weekday evening peak hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over existing conditions, with Project-related impacts defined as an increase in peak-hour traffic along County Road of approximately four (4) to five (5) vehicles to the north or south of Bellevue Avenue, or one additional vehicle every 12 to 15 minutes during the peak hours;
3. Based on a review of motor vehicle crash data provided by the Massachusetts Department of Transportation (MassDOT), no (0) motor vehicle crashes were reported to have occurred at or in the immediate vicinity of the County Road/Bellevue Avenue intersection over the 10-year period from 2014 through 2024, inclusive; and
4. Lines of sight at the Bellevue Avenue/County Road intersection meet, exceed, or can be made to meet or exceed the recommended minimum distance for the intersection to operate in a safe manner.

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<sup>1</sup>*Trip Generation*, 11<sup>th</sup> Edition; Institute of Transportation Engineers; Washington, DC; 2021.



In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations defined herein.

The following details our assessment of the Project.

## **PROJECT DESCRIPTION**

The Project will entail the construction of a multifamily residential development to be located at 50 Bellevue Avenue in Oak Bluffs, Massachusetts, that will consist of three (3) buildings that will contain four (4) residential units each, or a total of 12 units. The Project site encompasses approximately 3.4± acres of land that is bounded by the Town-owned public right-of-way for the extension of Bellevue Avenue to the north; residential properties to the south and east; and a Town-owned public right-of-way to the west. The site is currently undeveloped and contains areas of open and wooded space.



Imagery from Town of Oak Bluffs Assessors GIS.

Access to the Project site will be provided by way of an extension of Bellevue Avenue to the west that will terminate in a hammerhead-type turnaround approximately 950 feet west of County Road. Off-street parking will be provided for 14 vehicles, or a parking ratio of 1.17 parking spaces per unit. The Project site is located within the R3 Zoning District, which does not have specific parking requirements defined in the Town of Oak Bluffs Zoning Bylaw, and, as such, the parking requirements are to be defined by the Planning Board. The proposed parking ratio (1.17 parking spaces per unit) is consistent with the parking ratios observed for other affordable housing communities in a similar setting documented by the ITE.<sup>2</sup>

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<sup>2</sup>*Parking Generation*, 5<sup>th</sup> Edition; Institute of Transportation Engineers; Washington D.C.; January 2019. Observed peak parking demands for affordable housing with income limitations were found to range from 0.32 to 1.66 parking spaces per unit, with an average observed parking demand of 1.00 parking spaces per unit and an 85<sup>th</sup> percentile peak parking demand (typical design value) of 1.40 parking spaces per unit.



**EXISTING CONDITIONS CONTEXT**

A review of existing conditions within the study area was performed that included obtaining traffic-volume data from the Martha’s Vineyard Commission (MVC) and a review of existing pedestrian and bicycle accommodations, public transportation services, and motor vehicle crash data. The following summarizes existing conditions within the study area.

**Roadways**

**County Road**

County Road is a two-lane urban collector roadway that traverses the study area in a general north-south direction between Edgartown-Vineyard Haven Road and Eastville Avenue, and is under Town jurisdiction. In the vicinity of the Project site, County Road provides two 10±-foot-wide travel lanes that are separated by a double-yellow centerline with 1±-foot-wide marked shoulders. The posted speed limit in the vicinity of the Project site is 40 miles per hour (mph). A shared-use path is provided along the west (Project) side of the roadway. Illumination is not provided along the roadway within the study area. Land use along County Road within the study area consists of the Project site; residential and commercial properties; the Farm Neck Golf Club; municipal facilities for the Town of Oak Bluffs (Department of Public Works, Parks Department, Animal Control, Shellfish Department, transfer station, recycling center, and wastewater treatment plant); and areas of open and wooded space.

**Bellevue Avenue**

Bellevue Avenue is an unimproved gravel roadway that traverses a general east-west alignment extending westerly from County Road for a distance of approximately 500 feet. The traveled-way varies in width and accommodates two-way travel facilitating access to five (5) single-family homes. In conjunction with the Project, the gravel roadway will be extended approximately 450 feet to the west before terminating in a hammerhead-type turnaround and the roadway cross-section will be improved to provide a uniform width of 18-feet. Sidewalks and illumination are not provided along the roadway. Land use along Bellevue Avenue consists of the Project site, residential properties, and areas of open and wooded space.

**Intersection**

Table 1 summarizes existing lane use, traffic control, and pedestrian and bicycle accommodations at the intersection of County Road at Bellevue Avenue.

**Table 1  
STUDY AREA INTERSECTION DESCRIPTION**

<b>Intersection</b>	<b>Traffic Control Type<sup>a</sup></b>	<b>No. of Travel Lanes Provided</b>	<b>Shoulder Provided? (Yes/No/Width)</b>	<b>Pedestrian Accommodations? (Yes/No/Description)</b>	<b>Bicycle Accommodations? (Yes/No/Description)</b>
County Rd./ Bellevue Ave.	S	1 general-purpose travel lane provided on all approaches	Yes; 1 foot on County Rd.	Yes; shared-use path along the west side of County Rd.	Yes; a shared-use path along the west side of County Rd.

<sup>a</sup>S = STOP-sign control.



**Existing Traffic Volumes**

In order to determine existing traffic-volume demands and flow patterns within the study area, automatic traffic recorder (ATR) counts were obtained from the MVC for County Road north of Edgartown-Vineyard Haven Road. The ATR’s were performed over a continuous 24-hour period over 6-days from July 1<sup>st</sup> through July 6<sup>th</sup>, 2023 (Saturday through Thursday, inclusive, with partial count data provided on Saturday and on Thursday).

In order to evaluate the potential for seasonal fluctuation of traffic volumes within the study area, historic traffic count data maintained by the Cape Cod Commission (CCC)<sup>3</sup> was reviewed. Based on a review of this data, it was determined that traffic volumes during the month July are approximately 14 percent above average-month conditions and approximate peak-month (July/August) conditions. In order to develop traffic-volume conditions within the study area under average-month conditions, an adjustment factor of 0.76 was applied to the July traffic volumes; no (0) adjustment was required to establish peak-month traffic volumes as July/August traffic volumes are representative of peak-month conditions.

Based on current guidance from MassDOT, pandemic-related adjustment of traffic counts performed after March 2022 are no longer required except in locations where the predominant land use consists of offices or similar uses.<sup>4</sup> Given that the predominant land use within the study area is residential/municipal, a pandemic-related adjustment was not required.

The 2023 Existing traffic volumes are summarized in Table 2.

**Table 2**  
**2023 EXISTING TRAFFIC VOLUMES**  
**AVERAGE-MONTH/PEAK-MONTH CONDITIONS**

Location/Peak-Hour	AWT <sup>a</sup>	VPH <sup>b</sup>	K Factor <sup>c</sup>	Directional Distribution <sup>d</sup>
<i>County Road, north of Edgartown-Vineyard Haven Road:</i>	4,785/6,295	--	--	--
Weekday Morning (9:00 – 10:00 AM)	--	325/428	6.8	52.3% NB
Weekday Evening (3:00 – 4:00 PM)	--	369/486	7.7	51.2% NB

<sup>a</sup>Average weekday traffic in vehicles per day.

<sup>b</sup>Vehicles per hour.

<sup>c</sup>Percent of daily traffic occurring during the peak hour.

<sup>d</sup>Percent traveling in peak direction.

NB = northbound; SB = southbound; EB = eastbound; WB = westbound.

As can be seen in Table 2, County Road north of Edgartown-Vineyard Haven Road was found to accommodate approximately 4,785 vehicles on an average weekday under average-month conditions and 6,295 vehicles under peak-month conditions (both two-way, 24-hour volumes). During the weekday morning peak hour, this section of County Road was found to accommodate approximately 325 vehicles per hour (vph) under average-month conditions and 428 vph under peak-month conditions. During the

<sup>3</sup>Cape Cod 2019 Traffic Counting Report, Cape Cod Commission; 2019.

<sup>4</sup>25% Design Submission Guidelines; MassDOT Highway Division, Traffic and Safety Engineering; Revised May 31, 2022.



weekday evening peak hour, this section of County Road was found to accommodate approximately 369 vph under average-month conditions and 486 vph under peak-month conditions.

### **Pedestrian and Bicycle Facilities**

A review of pedestrian and bicycle facilities within the study area was undertaken. A shared-use path that accommodates pedestrians and bicyclists is provided along the west (Project) side of County Road that extends from Edgartown-Vineyard Haven Road to Barnes Road/Wing Road, where the path shifts to the east side of the roadway and continues to Eastville Avenue. At both Edgartown-Vineyard Haven Road and Eastville Avenue, the shared-use path connects to other shared-use paths along those roadways. Sidewalks and bicycle accommodations are not provided along Bellevue Avenue.

### **Public Transportation**

Regularly scheduled public transportation services are provided within the study area by the Martha's Vineyard Transit Authority (VTA). The VTA provides fixed-route bus service along County Road that is accessible at the Project site by way of the following bus routes:

- **Route 7, Oak Bluffs - Airport via County/Barnes Road**
- **Route 9, Oak Bluffs - Hospital Airport via Barnes/County Road**

Bus Routes 7 and 9 provide service between the Vineyard Haven Steam Ship Authority Terminal and Martha's Vineyard Airport, and travel along Barnes Road and County Road, with Route 7 providing a stop at the Martha's Vineyard Hospital and Route 9 providing service to the Oak Bluffs Library. In addition to regular stops, VTA buses operate in a flag-stop mode, where a passenger can request service (pick-up or drop-off) along the regular service route where it is safe to do so by signaling to the driver.

The VTA also provides complementary paratransit service (The Lift) for eligible persons who cannot use fixed-route bus services all or some of the time due to a physical, cognitive, or mental disability in compliance with the Americans with Disabilities Act (ADA). In addition, the VTA also operates a weekly Medivan service to Boston area medical facilities.

The public transportation schedules and fare information are provided in the Appendix.

### **Motor Vehicle Crash Data**

Motor vehicle crash information was obtained from the MassDOT Highway Division Safety Management/Traffic Operations Unit for the County Road/Bellevue Avenue intersection for the 10-year period 2014 through 2024, inclusive, in order to examine motor vehicle crash trends occurring within the study area. Based on a review of the MassDOT crash data, no (0) motor vehicle crashes were reported to have occurred at or in the vicinity of the County Road/ Bellevue Avenue intersection.

A review of the MassDOT statewide High Crash Location List indicated that there are no Highway Safety Improvement Program (HSIP) eligible high crash locations within the study area. In addition, no fatal motor vehicle crashes were reported to have occurred at the study area intersections over the five-year review period.

The MassDOT HSIP Mapping is attached.



## **PROJECT-GENERATED TRAFFIC**

As proposed, the Project will entail the construction of three (3) one-story buildings that will contain a total of 12 multifamily residential units. In order to develop the traffic characteristics of the Project, trip-generation statistics published by the ITE<sup>5</sup> for a similar land use as that proposed were used. ITE Land Use Code (LUC) 215, *Single-Family Attached Housing*, was used to develop the traffic characteristics of the Project, the results of which are summarized in Table 4.

**Table 4**  
**TRIP GENERATION SUMMARY**

<b>Time Period</b>	<b>Vehicle Trips<sup>a</sup></b>		
	<b>Entering</b>	<b>Exiting</b>	<b>Total</b>
Average Weekday	21	21	42
Weekday Morning Peak Hour	2	6	8
Weekday Evening Peak Hour	6	3	9

<sup>a</sup>Based on ITE LUC 215, *Single-Family Attached Housing* (12 dwelling units).

### **Project-Generated Traffic-Volume Summary**

As can be seen in Table 4, the Project is expected to generate approximately 42 vehicle trips on an average weekday (two-way, 24-hour volume, or 21 vehicles entering and 21 exiting), with 8 vehicle trips (2 vehicles entering and 6 exiting) expected during the weekday morning peak hour and 9 vehicle trips (6 vehicles entering and 3 exiting) expected during the weekday evening peak hour.

## **IMPACT ASSESSMENT**

As shown in Table 4, the Project is expected to generate 42 vehicle trips on an average weekday and between 8 and 9 vehicle trips during the weekday peak hours. A review of existing traffic patterns along County Road indicates that approximately 52 percent of the traffic is oriented to/from north on County Road (toward Barnes Road/Wing Road) with the remaining 48 percent oriented to/from the south (toward Edgartown/Vineyard Haven Road). Accordingly, the Project would be expected to add approximately 20 to 22 vehicle trips to County Road north or south of Bellevue Avenue on an average weekday and approximately 4 to 5 vehicle trips north or south during the weekday peak hours, which represents less than a one (1) percent increase in traffic on an average weekday and an approximate one (1) percent increase during the weekday peak hours. Such increases would not be readily apparent over existing conditions and would not result in a material increase in motorist delays or vehicle queuing. For context, traffic typically fluctuate by approximately 10 percent between Monday and Friday.

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<sup>5</sup>Institute of Transportation Engineers, op. cit. 1.



## **SIGHT DISTANCE REVIEW**

A review of lines of sight to and from the Bellevue Avenue/County Road intersection was completed using Google© imagery. The posted speed limit along County Road approaching Bellevue Avenue is 40 mph. Assuming an approach speed of 45 mph (5 mph above the posted speed limit), the recommended minimum sight distance for safe operation of the intersection is 360 feet.<sup>6</sup> County Road approaching the Project site driveway slopes gradually upward to the north and downward to the south, with a slight horizontal curve to the south. As shown in the photographs below, there are no apparent restrictions that would limit the lines of sight approaching the Bellevue Avenue to less than 360 feet. Roadside vegetation is present along the west side of the County Road to both the north and south of the Bellevue Avenue that should be selectively trimmed or removed and maintained to ensure that the available sight line for a motorist exiting the driveway meets or exceeds 360 feet.



**Looking to the North from Bellevue Avenue**



**Looking to the South from Bellevue Avenue**

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<sup>6</sup>A *Policy on Geometric Design of Highways and Streets*, 7<sup>th</sup> Edition; American Association of State Highway and Transportation Officials (AASHTO); 2018.



## **SUMMARY**

VAI has completed a detailed assessment of the potential impacts on the transportation infrastructure associated with the proposed construction of a multifamily residential development to be located at 50 Bellevue Avenue in Oak Bluffs, Massachusetts. The following specific areas have been evaluated as they relate to the Project: i) access requirements; ii) potential impacts to traffic flow and safety along Bellevue Avenue and County Road; and iii) sight lines at the County Road/Bellevue Avenue intersection. Based on this assessment, we have concluded the following with respect to the Project:

1. Using trip-generation statistics published by the ITE,<sup>7</sup> the Project is expected to generate approximately 42 vehicle trips on an average weekday (two-way, 24-hour volume), with 8 vehicle trips expected during the weekday morning peak hour and 9 vehicle trips expected during the weekday evening peak hour;
2. The Project will not result in a significant impact (increase) on motorist delays or vehicle queuing over existing conditions, with Project-related impacts defined as an increase in peak-hour traffic along County Road of approximately four (4) to five (5) vehicles to the north or south of Bellevue Avenue, or one additional vehicle every 12 to 15 minutes during the peak hours;
3. Based on a review of motor vehicle crash data provided by the Massachusetts Department of Transportation (MassDOT), no (0) motor vehicle crashes were reported to have occurred at or in the immediate vicinity of the County Road/Bellevue Avenue intersection over the 10-year period from 2014 through 2024, inclusive; and
4. Lines of sight at the Bellevue Avenue/County Road intersection meet, exceed, or can be made to meet or exceed the recommended minimum distance for the intersection to operate in a safe manner.

In consideration of the above, we have concluded that the Project can be accommodated within the confines of the existing transportation infrastructure in a safe and efficient manner with the implementation of the recommendations that follow.

## **RECOMMENDATIONS**

A detailed transportation improvement program has been developed that is designed to provide safe and efficient access to the Project site and address any deficiencies identified as a part of this assessment. The following improvements have been recommended as a part of this evaluation and, where applicable, will be completed in conjunction with the Project subject to receipt of all necessary rights, permits, and approvals.

### **Project Access**

Access to the Project site will be provided by way of an extension of Bellevue Avenue to the west that will terminate in a hammerhead-type turnaround approximately 950 feet west of County Road. The following recommendations are offered with respect to the design and operation of the Project site access and internal circulation, many of which are reflected on the site plan:

- Bellevue Avenue should be improved to a minimum of 20 feet in width unless the Fire Chief approves a reduced width. The structural section of the roadway should be designed to support travel by the largest anticipated responding emergency vehicle under all weather conditions and

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<sup>7</sup>Institute of Transportation Engineers, op. cit. 1.



the corner radii at the County Road/Bellevue Avenue intersection should be designed to accommodate the turning and maneuvering of the defined emergency vehicle.

- Where perpendicular parking is proposed, the roadway segment behind the parking should be a minimum of 23 feet in order to facilitate parking maneuvers.
- Vehicles exiting Bellevue Avenue to County Road should be placed under STOP-sign control.
- All signs and pavement markings to be installed within the Project site should conform to the applicable standards of the *Manual on Uniform Traffic Control Devices (MUTCD)*.<sup>8</sup>
- Signs and landscaping to be installed as a part of the Project within the intersection sight triangle areas should be designed and maintained so as not to restrict lines of sight.
- Existing trees and vegetation located within the sight triangle areas of the County Road/Bellevue Avenue intersection should be selectively trimmed or removed and maintained in order to provide the required lines of sight for motorists exiting the driveway.
- Snow accumulations (windrows) within sight triangle areas should be promptly removed where such accumulations would impede sightlines.

### **Transportation Demand Management**

In an effort to encourage the use of alternative modes of transportation to single-occupant vehicles (SOVs), the following Transportation Demand Management (TDM) measures should be implemented as part of the Project:

- The property manager should designate a transportation coordinator to coordinate the TDM program;
- Information regarding public transportation services, maps, schedules, and fare information should be posted in a central location and/or otherwise made available;
- A “welcome packet” should be provided to new residents detailing available public transportation services, bicycle and walking alternatives, and other commuting options; and
- Secure bicycle parking should be provided at an appropriate location within the Project site.

In addition, the VTA should be contacted to discuss establishing a bus stop at the Project site.

With implementation of the aforementioned recommendations, safe and efficient access will be provided to the Project site and the Project can be accommodated within the confines of the existing transportation system.

cc: File

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<sup>8</sup>*Manual on Uniform Traffic Control Devices (MUTCD)*; Federal Highway Administration; Washington, D.C.; 2009.



## ATTACHMENTS

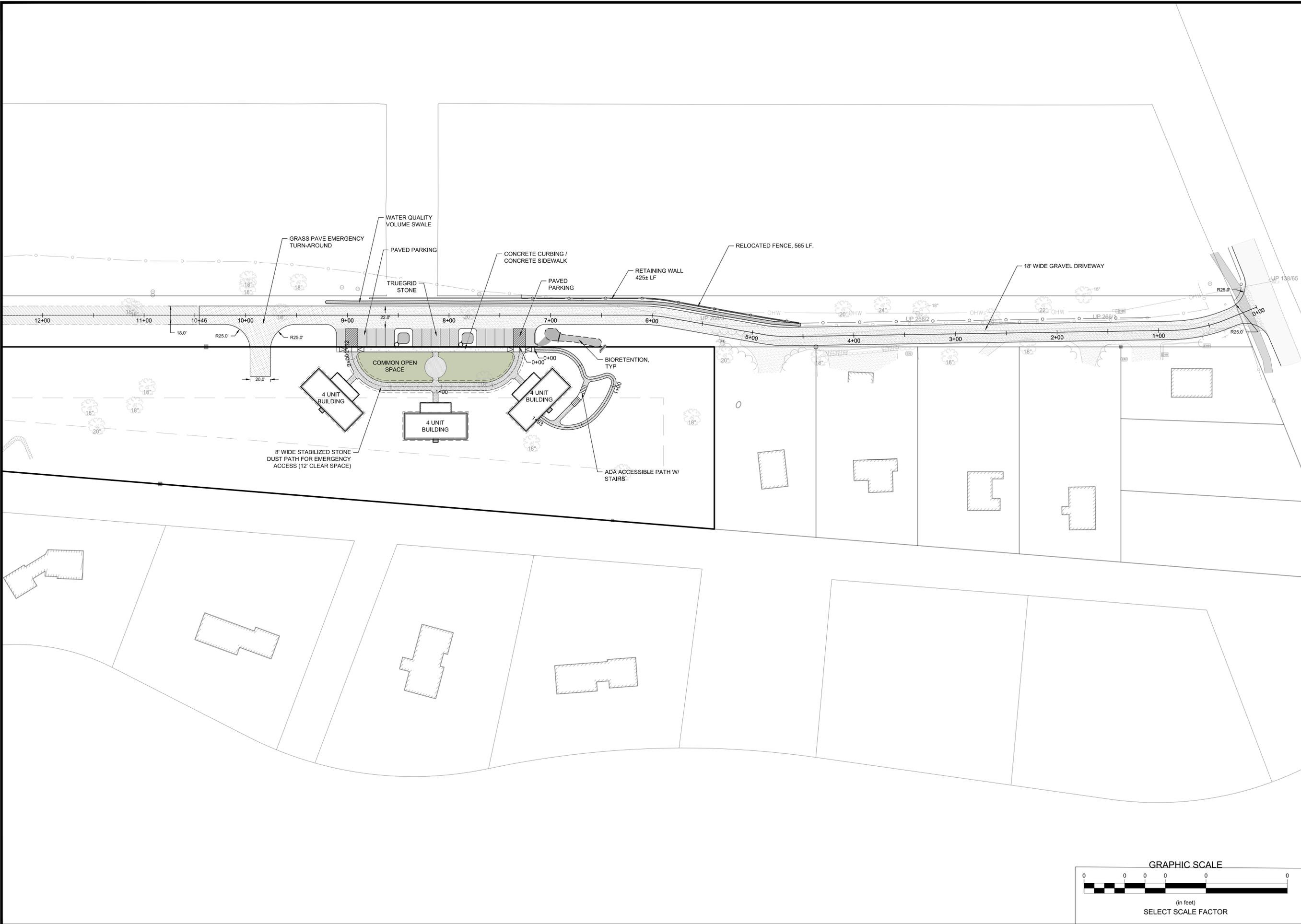
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SITE PLAN  
AUTOMATIC TRAFFIC RECORDER COUNTS  
SEASONAL ADJUSTMENT DATA  
PUBLIC TRANSPORTATION SCHEDULES  
MASSDOT HSIP MAPPING  
TRIP-GENERATION CALCULATIONS

## SITE PLAN

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last modified: 01/10/24 printed: 01/10/24 by jk H:\Projects\2023\23106 Bellevue Ave Oak Bluffs\Drawings\23106 ST.dwg



Rev	Date	By	Appr	Description
1				
2				
3				
4				
5				

**Horsley Witten Group, Inc.**  
 Sustainable Environmental Solutions  
 www.horsleywitten.com  
 90 Route 6A  
 Sandwich, MA 02563  
 508-833-6600 voice  
 508-833-3150 fax

Drawn By: JDP  
 Checked By: DWM  
 Designed By: -  
 Date: October 20, 2023

50 BELLEVUE AVE  
 OAK BLUFFS, MASSACHUSETTS

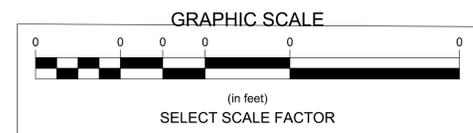
SITE PLAN LAYOUT

Prepared For:  
**Island Housing Trust**  
 P.O. Box 779  
 West Tisbury, MA  
 Phone: (508) 893-1117  
 Fax: ---

Survey Provided By:  
**The Horsley Witten Group**  
 90 MA-6A  
 Sandwich, Massachusetts  
 Phone: (508) 833-6600  
 Fax: ---  
 Date: October 13, 2023

**DRAFT**  
 NOT FOR  
 CONSTRUCTION

Project Number: 23106 Sheet: --- of 3  
 Sheet Number: C - ---



AUTOMATIC TRAFFIC RECORDER COUNTS

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Default Report Title  
 Use Preferences to Define Titles

Site Code:  
 Station ID:  
 Location 1: County Road north of Edgartown-Vineyard Haven Road  
 Location 2: Oak Bluffs, MA  
 Location 3: July 1-6, 2022  
 Location 4:

Comment 1:  
 Comment 2:  
 Comment 3:  
 Comment 4:  
 Latitude: 41.418282  
 Longitude: -70.581926

6/27/2022	6/27/2022		6/28/2022		6/29/2022		6/30/2022		7/1/2022		Weekday Average		7/2/2022		7/3/2022		
Time	North, None	South, None	North, None	South, None	North, None	South, None	North, None	South, None									
	Specified	Specified	Specified	Specified	Specified	Specified											
12:00 AM														28	31	31	32
1:00														19	34	21	32
2:00														16	16	22	31
3:00														5	6	11	14
4:00														7	8	9	9
5:00														12	11	15	14
6:00														49	58	34	35
7:00														84	119	77	75
8:00														126	167	135	130
9:00														181	198	175	173
10:00									99	87	99	87	231	209	208	207	
11:00									244	218	244	218	231	183	227	192	
12:00 PM									257	205	257	205	274	216	194	190	
1:00									241	247	241	247	239	216	188	185	
2:00									228	234	228	234	254	168	213	174	
3:00									280	228	280	228	218	223	190	196	
4:00									260	253	260	253	223	203	204	166	
5:00									247	216	247	216	210	153	176	193	
6:00									225	245	225	245	176	155	206	165	
7:00									171	197	171	197	146	143	151	160	
8:00									168	156	168	156	127	138	148	128	
9:00									137	114	137	114	114	125	135	117	
10:00									107	84	107	84	69	63	117	84	
11:00									46	48	46	48	56	78	53	66	
Total	0	0	0	0	0	0	0	0	2710	2532	2710	2532	3095	2921	2940	2768	
Day	0		0		0		0		5242		5242		6016		5708		
AM Peak									11:00	11:00	11:00	11:00	10:00	10:00	11:00	10:00	
Volume									244	218	244	218	231	209	227	207	
PM Peak									3:00	4:00	3:00	4:00	12:00 PM	3:00	2:00	3:00	
Volume									280	253	280	253	274	223	213	196	

Default Report Title  
 Use Preferences to Define Titles

Site Code:  
 Station ID:  
 Location 1: County Road north of Edgartown-Vineyard Haven Road  
 Location 2: Oak Bluffs, MA  
 Location 3: July 1-6, 2022  
 Location 4:

Comment 1:  
 Comment 2:  
 Comment 3:  
 Comment 4:  
 Latitude: 41.418282  
 Longitude: -70.581926

7/4/2022	7/4/2022		7/5/2022		7/6/2022		7/7/2022		7/8/2022		Weekday Average		7/9/2022		7/10/2022	
Time	North, None Specified	South, None Specified														
12:00 AM	38	53	43	38	19	27					33	39				
1:00	29	39	23	34	9	9					20	27				
2:00	13	20	9	15	4	1					9	12				
3:00	5	11	5	6	4	4					5	7				
4:00	14	8	8	7	8	3					10	6				
5:00	21	18	16	23	30	37					22	26				
6:00	46	46	71	94	68	83					62	74				
7:00	90	98	175	174	184	179					150	150				
8:00	117	124	225	219	235	257					192	200				
9:00	205	178	243	230	217	224					222	211				
10:00	207	189	233	226	215	251					218	222				
11:00	194	190	233	246	243	228					223	221				
12:00 PM	221	189	270	236	271	237					254	221				
1:00	185	173	283	241	67	72					178	162				
2:00	184	168	287	242							236	205				
3:00	204	205	294	268							249	236				
4:00	139	190	275	212							207	201				
5:00	150	133	264	207							207	170				
6:00	166	124	243	185							204	154				
7:00	140	134	153	178							146	156				
8:00	125	154	131	140							128	147				
9:00	99	99	98	101							98	100				
10:00	172	74	40	63							106	68				
11:00	48	71	42	37							45	54				
Total Day	2812	2688	3664	3422	1574	1612	0	0	0	0	3224	3069	0	0	0	0
AM Peak	10:00	11:00	9:00	11:00	11:00	8:00					11:00	10:00				
Volume	207	190	243	246	243	257					223	222				
PM Peak	12:00 PM	3:00	3:00	3:00	12:00 PM	12:00 PM					12:00 PM	3:00				
Volume	221	205	294	268	271	237					254	236				
Comb Total ADT	5500	ADT: 5,456	7086	AADT: 5,456	3186		0		5242		11535		6016		5708	

SEASONAL ADJUSTMENT DATA

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CAPE COD  
COMMISSION

# 2019 Traffic Counting Report for Cape Cod Massachusetts

Prepared in cooperation with:

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION  
UNITED STATES DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION



SEPTEMBER 2022





Table 5: Monthly Adjustment Factors for Cape Cod

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>2011*</b>	1.26	1.25	1.20	1.06	0.96	0.89	0.76	0.76	0.92	0.99	1.08	1.14
<b>2010</b>	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
<b>2009</b>	1.26	1.25	1.19	1.08	0.95	0.88	0.77	0.76	0.93	1.00	1.08	1.15
<b>2008</b>	1.21	1.25	1.19	1.08	0.96	0.89	0.78	0.76	0.93	1.00	1.07	1.14
<b>2007</b>	1.25	1.21	1.17	1.06	0.96	0.86	0.78	0.79	0.93	1.00	1.08	1.14
<b>2006</b>	1.26	1.20	1.18	1.04	0.96	0.86	0.78	0.79	0.93	0.99	1.07	1.12
<b>2005</b>	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
<b>2004</b>	1.27	1.23	1.18	1.06	0.96	0.85	0.77	0.78	0.93	0.99	1.08	1.15
<b>2003</b>	1.29	1.23	1.16	1.06	0.99	0.87	0.79	0.77	0.95	0.99	1.07	1.14
<b>2002</b>	1.30	1.24	1.16	1.06	0.98	0.86	0.79	0.78	0.93	0.97	1.08	1.14
<b>2001</b>	1.34	1.27	1.18	1.06	0.97	0.86	0.78	0.78	0.94	0.97	1.08	1.13
<b>2000</b>	1.37	1.28	1.20	1.07	0.96	0.87	0.77	0.78	0.93	0.97	1.09	1.14
<b>1999</b>	1.37	1.29	1.23	1.09	0.96	0.87	0.76	0.77	0.94	0.99	1.10	1.15
<b>1998</b>	1.39	1.27	1.23	1.11	0.95	0.87	0.76	0.76	0.93	0.99	1.10	1.16
<b>1997</b>	1.38	1.29	1.22	1.10	0.96	0.86	0.76	0.75	0.92	0.99	1.10	1.19
<b>1996</b>	1.41	1.30	1.22	1.07	0.96	0.86	0.75	0.75	0.91	0.99	1.10	1.19
<b>1995</b>	1.36	1.33	1.24	1.07	0.97	0.86	0.75	0.75	0.90	0.99	1.10	1.19
<b>1994</b>	1.35	1.31	1.25	1.06	0.93	0.86	0.73	0.74	0.89	0.97	1.09	1.15
<b>1993</b>	1.35	1.30	1.24	1.07	0.92	0.85	0.75	0.75	0.90	0.99	1.10	1.17
<b>1992</b>	1.37	1.32	1.29	1.08	0.94	0.87	0.75	0.76	0.90	1.01	1.14	1.21
<b>1991</b>	1.39	1.30	1.22	1.08	0.94	0.87	0.76	0.77	0.95	1.02	1.12	1.20
<b>1990</b>	1.31	1.26	1.16	1.06	0.96	0.85	0.73	0.74	0.94	0.99	1.10	1.22
<b>1989</b>	1.37	1.38	1.25	1.13	0.99	0.89	0.72	0.73	0.94	1.03	1.15	1.17
<b>1988</b>	1.38	1.30	1.21	1.10	0.99	0.83	0.72	0.73	0.91	1.02	1.11	1.15
<b>1987</b>	1.40	1.39	1.23	1.10	0.94	0.85	0.71	0.73	0.96	1.02	1.18	1.25
<b>1986</b>	1.35	1.31	1.21	1.09	1.05	0.84	0.73	0.75	0.96	1.04	1.17	1.22
<b>1985</b>	1.31	1.26	1.17	1.07	0.96	0.92	0.84	0.83	0.97	0.97	1.14	1.16
<b>1984</b>	1.55	1.36	1.46	1.12	1.03	0.85	0.73	0.73	0.94	1.07	1.14	1.24
<b>1983</b>	1.53	1.51	1.30	1.15	0.98	0.82	0.65	0.66	0.87	1.07	1.23	1.30

Source: Massachusetts Highway Department / Mass DOT

\*2011 is the last year that MassDOT has supplied monthly adjustment factors

**PUBLIC TRANSPORTATION SCHEDULES**

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### #1 EDGARTOWN - VINEYARD HAVEN ROAD

OCTOBER 1, 2023 - MAY 16, 2024

\* Indicates next Route #13 trips that run FRIDAYS AND SATURDAYS and SUNDAY OCTOBER 8, 2023.

EDGARTOWN → VINEYARD HAVEN	A.M.	P.M.
DEPART CHURCH ST. EDG.	6:10	6:30
ACROSS FROM HOP & SHOP	6:12	6:32
EDGARTOWN STOLY BEAR LANE	6:14	6:34
SKATE PARK SHEETER	6:20	6:40
MVC'S / WOODSIDE	6:22	6:42
THE ROUNDABOUT (BARNES RD.)	6:24	6:44
HILLSIDE VILLAGE (PULL IN)	6:26	6:46
ARRIVE VHS SA TERMINAL	6:30	6:50

### #13 EDGARTOWN - OAK BLUFFS - VINEYARD HAVEN via BEACH ROADS

OCTOBER 1, 2023 - MAY 16, 2024

EDGARTOWN → OAK BLUFFS → VINEYARD HAVEN	A.M.	P.M.
Depart CHURCH ST. EDG.	6:25	7:25
Depart OB SSA TERMINAL	6:39	7:39
Arrive VHS SA TERMINAL	6:51	7:51

### #2 WEST TISBURY - VINEYARD HAVEN via OLD COUNTY ROAD and LAMBERT'S COVE RD.

OCTOBER 1, 2023 - MAY 16, 2024

WEST TISBURY → VINEYARD HAVEN via OLD COUNTY & LAMBERT'S COVE ROAD	A.M.	P.M.
DEPART WEST TISBURY TOWN HALL	6:37	8:17
ACROSS FROM WEST TISBURY SCHOOL	6:41	8:21
OAK LANE	6:43	8:23
WEST TISBURY BUSINESS DISTRICT	6:49	8:29
ACROSS FROM LAMBERT'S COVE BEACH	6:55	8:35
JOHN HOFFT ROAD	6:59	8:39
TISBURY STATE RD. BUSINESS DISTRICT	7:05	8:45
ARRIVE VINEYARD HAVEN SSA TERMINAL	7:10	8:50

### VTA OFF-SEASON 2023 - 2024

All trips DAILY unless otherwise noted.  
OCTOBER 1, 2023 - MAY 16, 2024

White shading indicates trips that DO NOT RUN on Sundays and holidays from January 1 - March 31, 2024.

Please note: There is no VTA service on Thanksgiving and Christmas days, except Route #10 Tisbury Park and Ride, which will be operated by the Steamship Authority on Thanksgiving and Christmas days only.

VTA Holidays (with Sunday service)	Date
New Year's Day	January 1, 2024
Martin Luther King Day	January 15, 2024
President's Day	February 19, 2024

### #3 VINEYARD HAVEN - WEST TISBURY via STATE ROAD and OLD COUNTY ROAD

OCTOBER 1, 2023 - MAY 16, 2024

VINEYARD HAVEN → WEST TISBURY via STATE ROAD and OLD COUNTY ROAD	A.M.	P.M.
DEPART VHS SA TERMINAL	6:51	7:51
TISBURY STATE RD. BUS. DIST.	6:56	7:56
ACROSS FROM STONEY HILL ROAD	7:00	8:00
DEPART WT BUSINESS DISTRICT	7:08	8:08
ACROSS FROM OAK LANE	7:11	8:11
WEST TISBURY SCHOOL	7:13	8:13
ARRIVE WEST TISBURY TOWN HALL	7:16	8:16

### #7 OAK BLUFFS - AIRPORT via COUNTY / BARNES ROAD

OCTOBER 1, 2023 - MAY 16, 2024

INBOUND → OAK BLUFFS	A.M.	P.M.
DEPART MV AIRPORT	6:10	8:10
ACROSS FROM AIRPORT BUS. PARK	6:13	8:13
THE ROUNDABOUT	6:15	8:15
POND VIEW DRIVE	6:17	8:17
OB FIRE STATION INTERSECTION	6:19	8:19
VINEYARD AVENUE	6:20	8:20
MARTHA'S VINEYARD HOSPITAL	6:22	8:22
ARRIVE OCEAN PARK	6:28	8:28

### #4 WEST TISBURY - CHILMARK - MENEMSHA via NORTH ROAD

OCTOBER 1, 2023 - MAY 16, 2024

WEST TISBURY → MENEMSHA & CHILMARK	A.M.	P.M.
DEPART WEST TISBURY TOWN HALL	7:43	9:43
STATE & NORTH ROAD INTERSECTION	7:47	9:47
ACROSS FROM WASKOSIM'S ROCK	7:49	9:49
ACROSS FROM TABOR HOUSE ROAD	7:51	9:51
CHILMARK COMMUNITY CENTER	7:58	9:58
ARRIVE MENEMSHA BEACH	8:03	10:03

### #9 OAK BLUFFS - HOSPITAL AIRPORT via BARNES / COUNTY ROAD

OCTOBER 1, 2023 - MAY 16, 2024

INBOUND → OAK BLUFFS	A.M.	P.M.
DEPART MV AIRPORT	7:10	9:10
ACROSS FROM AIRPORT BUS. PARK	7:13	9:13
THE ROUNDABOUT	7:15	9:15
M.V. HIGH SCHOOL BENCH STOP	7:17	9:17
THE Y / MVC'S / WOODSIDE	7:18	9:18
ACROSS FROM TOWER RIDGE ROAD	7:23	9:23
OB FIRE STATION INTERSECTION	7:25	9:25
VINEYARD AVENUE	7:26	9:26
OAK BLUFFS LIBRARY	7:27	9:27
ARRIVE OCEAN PARK	7:31	9:31

### #5 WEST TISBURY - CHILMARK - AQUINNAH via SOUTH ROAD

OCTOBER 1, 2023 - MAY 16, 2024

WEST TISBURY → AQUINNAH	A.M.	P.M.
DEPART WEST TISBURY TOWN HALL	7:20	9:20
MEETINGHOUSE ROAD	7:24	9:24
ACROSS CHILMARK COMM. CENTER	7:28	9:28
CHILMARK OVERLOOK	7:32	9:32
WAMPANOAG TRIBE STOP	7:36	9:36
AQUINNAH TOWN HALL	7:39	9:39
ARRIVE GAY HEAD LIGHTHOUSE	7:41	9:41

### #8 SOUTH BEACH ROUTE

OCTOBER 1, 2023 - MAY 16, 2024

DEPART CHURCH ST. EDG.	A.M.	P.M.
EDGARTOWN POLICE STATION	6:38	10:38
KATAMA AIRFIELD	6:42	10:42
SOUTH BEACH - RIGHT FORK	6:45	10:45
SOUTH BEACH - LEFT FORK	6:47	10:47
ACROSS FROM WINNETU RESORT	6:49	10:49
ACROSS FROM CROCKER DRIVE	6:51	10:51
SOUTH WATER STREET	6:53	10:53
ARRIVE CHURCH ST. EDG.	6:57	10:57

### #6 EDGARTOWN - AIRPORT - WEST TISBURY

OCTOBER 1, 2023 - MAY 16, 2024

EDGARTOWN → WEST TISBURY	A.M.	P.M.
DEPART CHURCH ST. EDG.	6:57	8:57
ACROSS FROM MESHACKET ROAD	7:02	9:02
BOLD MEADOW ROAD	7:04	9:04
MARTHA'S VINEYARD AIRPORT	7:10	9:10
ACROSS FROM DEEP BOTTOM ROAD	7:15	9:15
ARRIVE WEST TISBURY TOWN HALL	7:20	9:20

### #10 WEST TISBURY - VINEYARD HAVEN via STATE ROAD and OLD COUNTY ROAD

OCTOBER 1, 2023 - MAY 16, 2024

WEST TISBURY → VINEYARD HAVEN via STATE ROAD and OLD COUNTY ROAD	A.M.	P.M.
DEPART WEST TISBURY TOWN HALL	7:43	9:43
STATE & NORTH ROAD INTERSECTION	7:47	9:47
ACROSS FROM WASKOSIM'S ROCK	7:49	9:49
ACROSS FROM TABOR HOUSE ROAD	7:51	9:51
CHILMARK COMMUNITY CENTER	7:58	9:58
ARRIVE MENEMSHA BEACH	8:03	10:03



**VineyardTransit.com**

Stay informed! Check our website regularly for the latest updates, schedules, fares, and news. Get the real-time location and arrival times of your VTA bus at vtamv.transloc.com. On mobile devices, install the free app: TRANSLOC

Find us on Facebook | Follow us on Twitter

See Route # 10 and Route # 10A timetables on the other side of this system route map.

\* "SB" indicates a "Same Bus" transfer between routes.



### #10 TISBURY PARK AND RIDE

OCTOBER 1, 2023 - MAY 16, 2024

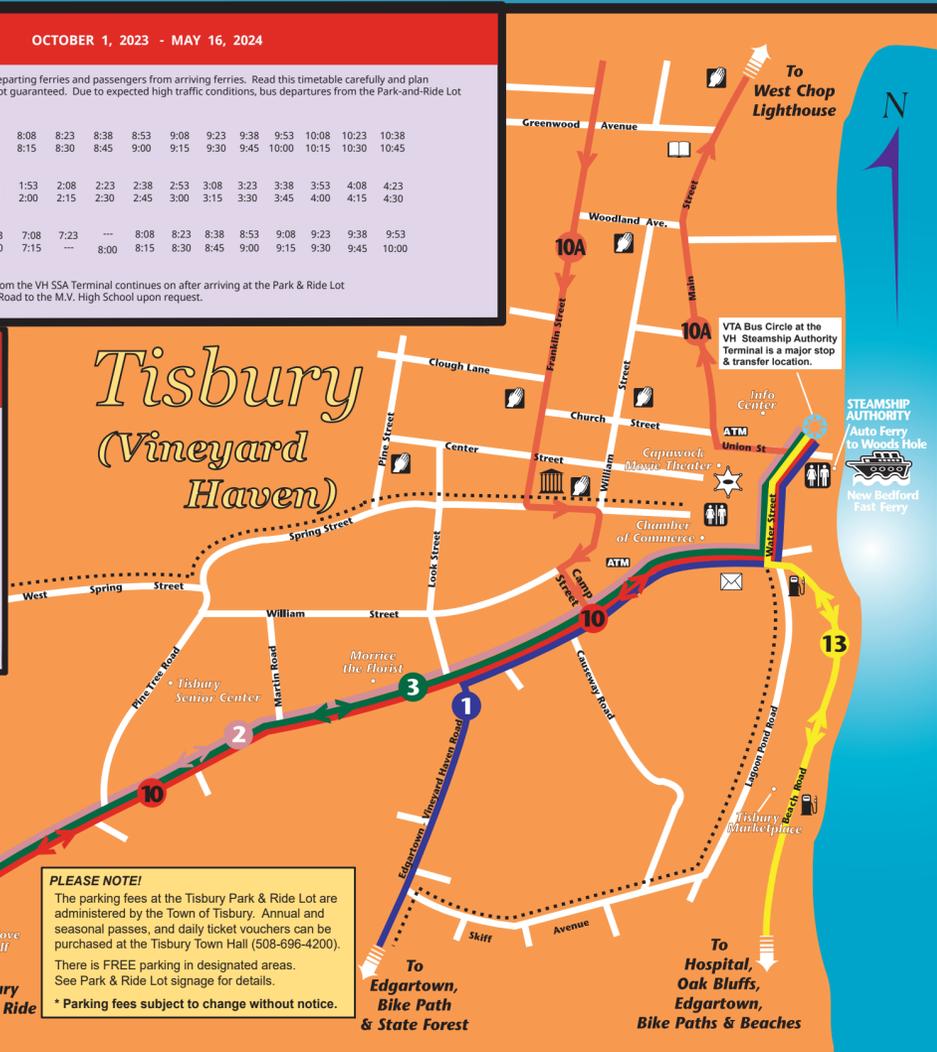
Please note: The Tisbury Park-and-Ride is a single vehicle that serves both passengers going to departing ferries and passengers from arriving ferries. Read this timetable carefully and plan adequate time for transfers. We strive to provide service on time 15 minutes before ferry sailings, but it is not guaranteed. Due to expected high traffic conditions, bus departures from the Park-and-Ride Lot are 30 minutes in advance of the 12:00 PM and 5:00 PM ferry departures.

Depart	SSA TERMINAL	PARK & RIDE LOT	5:15	5:23	5:38	6:23	6:38	6:53	7:08	7:23	7:38	7:53	8:08	8:23	8:38	8:53	9:08	9:23	9:38	9:53	10:08	10:23	10:38	
Depart	SSA TERMINAL	PARK & RIDE LOT	11:00	11:05	11:15	11:30	11:35	11:45	12:00	12:05	12:15	12:30	12:35	12:45	1:00	1:05	1:15	1:30	1:35	1:45	2:00	2:05	2:15	2:30

### #10A WEST CHOP LOOP

OCTOBER 1, 2023 - MAY 16, 2024

Depart	VH SSA TERMINAL	8:55	10:55	P.M.	12:55	2:55	4:55
Depart	TISBURY PUBLIC LIBRARY	8:58	10:58	12:58	2:58	4:58	
Depart	THORNCROFT INN	8:59	10:59	12:59	2:59	4:59	
Depart	WEST CHOP LIGHTHOUSE	9:01	11:01	1:01	3:01	5:01	
Depart	WEST CHOP TENNIS CLUB	9:02	11:02	1:02	3:02	5:02	
Depart	TASHMOO WOODS	9:03	11:03	1:03	3:03	5:03	
Depart	TISBURY TOWN HALL	9:05	11:05	1:05	3:05	5:05	
Depart	ARRIVE VH SSA TERMINAL	9:09	11:09	1:09	3:09	5:09	



## WELCOME ABOARD THE VTA!

Fully accessible vehicles servicing all six Island towns:

VTA Telephone: 508-693-9440  
TTY Line: 508-693-4633

Aquinnah  
Chilmark  
Edgartown  
Oak Bluffs  
Tisbury  
West Tisbury

ENJOY RIDING WITH US? COME WORK WITH US!

The VTA is always rolling and serving the transportation needs of Islanders and visitors alike.

We are actively adding new people to work with the VTA and the VTA's operating company, Transit Connection, Inc. as supervisors, dispatchers, CDL bus operators, non-CDL van drivers, technicians and ticket sellers.

Applicants may apply for seasonal / year-round / part-time / full-time positions.

The VTA runs seven days a week. Flexible shifts with day, night and weekend hours are available.

Our recruiting process is on-going and all year long.

Learn a valuable new skill - Commercial Drivers License (CDL) training and testing provided on-site!

Local employee housing available.

Employment application forms available in person at the VTA Operations and Maintenance Center, 11 A Street, Airport Business Park in Edgartown or online.

VTA and Transit Connection Inc. are Equal Opportunity Employers.

[vineyardtransit.com](http://vineyardtransit.com)



### VTA RIDERS GUIDE: TIPS FOR RIDING THE BUS

VTA bus service on Martha's Vineyard offers an economical and safe way to get around the Island year-round. Please read the route timetables carefully. Check for information on connecting buses and transfers. Remember that your transfer between routes may often mean simply staying on the same bus.

If you need assistance planning your trip in advance or have questions, please contact us at the VTA and we will be happy to assist you.

The VTA encourages our passengers to communicate with our bus operators about their trip destinations. The operators will coordinate as much as possible to help you catch a connecting bus. If you have a question or need assistance during your trip, please ask the operator.

VTA departure times, arrival times and connections are not guaranteed. The VTA is not responsible for missed appointments or ferries.

Schedules and fares are subject to change without notice. Be sure to check [vineyardtransit.com](http://vineyardtransit.com) and posted roadside schedules regularly for updated information.

### A QUICK GUIDE: CATCHING THE BUS AT DIFFERENT LOCATIONS

Plan to be at the stop 5 minutes prior to departure time.

In addition to posted stops, the VTA tries to pick-up and drop-off passengers anywhere along the route - "flag stops" - provided it is safe to do so.

Following are some exceptions due to traffic congestion and safety concerns in certain areas:

**All Areas**  
Pick-ups and drop-offs are not permitted on curves or at intersections at any time.

The bus cannot stop if you are flagging it from the wrong side of the road for the direction of travel!

**In Edgartown**  
On Edgartown-Vineyard Haven Road (Route #1) and Main Street, pick-ups and drop offs are at posted stops ONLY.

Route 8: At South Beach, pick-up and drop-offs are at Right Fork, the changing station in-between the Forks, and at Left Fork. Stop locations may change due to conditions.

Route 13: At State Beach, pick-ups & drop-offs are at the crosswalk at Bend in the Road and at posted stops by each bridge.

**In Vineyard Haven**  
All Routes: No pick-ups or drop-offs anywhere on Water St.

Routes 1, 2, 3 & 10: No pick-ups or drop-offs before MV Savings Bank when leaving Vineyard Haven. No pick-ups or drop-offs between Causeway Road and the Town parking lot next to Cumberland Farms inbound to Vineyard Haven.

Route 1: No pick-ups or drop-offs from bottom of Edgartown-Vineyard Haven Road to first crosswalk when outbound to Edgartown.

Route 13: No pick-ups or drop-offs from the Citgo Gas Station to the Steamship Authority circle going in either direction.

**In Oak Bluffs**  
Routes 7, 9 & 13:  
In Season: No pick-ups or drop-offs between the designated bus stop at Sunset Lake and Ocean Park. No pick-ups or drop offs between the ocean side bus stop and Our Market.

Off Season: No pick-ups or drop-offs from the ocean side bus stop to Nancy's Snack Bar.

### VTA Passes and Fares

VTA buses are now equipped with both electronic fareboxes for cash fares and validators for digital passes that can be purchased online with a credit card. Visit [app.vineyardtransit.com](http://app.vineyardtransit.com) on any mobile device to pre-purchase your digital pass.

Before paying a one-way fare, please take a moment and consider buying an unlimited travel pass. Passes are the most cost-effective and easy way to ride the VTA. The 1-day, 3-day, and 7-day passes can be purchased right on the bus, at the Edgartown Visitors Center or the Steamship Authority terminals. Longer period passes of 31, 100 and 365 days are available for sale at the Edgartown Visitors Center or the VTA Operations Center in the Airport Business Park.

If you wish to pay for a one-way fare with cash, first inform the bus operator of your destination and insert money into the farebox. Please make sure bills (up to \$20) are flat and dry. Insert coins one at a time. Exact fare is strongly suggested! Please do not ask the bus operator for change, as they are not permitted to handle fares.

No cash is returned from the farebox. Change is given in the form of stored value cards for future ride usage ONLY. Stored value cards are not redeemable for cash.

Fares and passes are non-refundable and non-transferable.

### OFF-SEASON 2023 - 2024 ONE-WAY FARES

\$1.25 per town (including town of origin)

Pass Type	1 Day	3 Day	7 Day	31 Day
Unlimited Travel Passes	\$ 8.00	\$18.00	\$30.00	\$60.00
100 Day	\$100.00			
Annual - Adult	\$150.00			
Annual - Youth (age 7-18)	\$ 75.00			

Senior citizens (age 65 & older), active military, and persons with disabilities are eligible for a discount on all fares and passes when requested.

Children (age 6 & under) ride for free, when accompanied by an adult.

Pass prices subject to change without notice.

Schedules available in large print upon request.

Thanks for riding with the VTA!

## Martha's Vineyard Transit Authority

OCTOBER 1, 2023 - MAY 16, 2024

### Bus Route Maps & Schedules

[vineyardtransit.com](http://vineyardtransit.com)

Electric Drives the Future



# #7

## OAK BLUFFS - AIRPORT via COUNTY ROAD / BARNES ROAD

OCTOBER 1, 2023 - MAY 16, 2024

MV Transit Authority  
508-693-9440  
www.vineyardtransit.com

### INBOUND TO OAK BLUFFS

	A.M.		P.M.				
	Note A	Note A	Daily	Daily	Daily	Daily	Daily
DEPART MV AIRPORT	6:10	8:10	10:10	12:10	2:10	4:10	6:10
ACROSS FROM AIRPORT BUS. PARK	6:13	8:13	10:13	12:13	2:13	4:13	6:13
THE ROUNDABOUT	6:15	8:15	10:15	12:15	2:15	4:15	6:15
POND VIEW DRIVE	6:17	8:17	10:17	12:17	2:17	4:17	6:17
OB FIRE STATION INTERSECTION	6:19	8:19	10:19	12:19	2:19	4:19	6:19
VINEYARD AVENUE	6:20	8:20	10:20	12:20	2:20	4:20	6:20
MARTHA'S VINEYARD HOSPITAL	6:22	8:22	10:22	12:22	2:22	4:22	6:22
ARRIVE OCEAN PARK	6:28	8:28	10:28	12:28	2:28	4:28	6:28
<b>NEXT ROUTE # 13 TO VINEYARD HAVEN</b>	<b>6:39</b>	<b>8:39</b>	<b>10:39</b>	<b>12:39</b>	<b>2:39</b>	<b>4:39</b>	<b>6:39</b>
<b>NEXT ROUTE # 13 TO EDGARTOWN</b>	<b>7:07</b>	<b>8:37</b>	<b>10:37</b>	<b>12:37</b>	<b>2:37</b>	<b>4:37</b>	<b>6:37</b>

### OUTBOUND TO MV AIRPORT

	A.M.		P.M.				
	Note A	Note A	Daily	Daily	Daily	Daily	Daily
DEPART OCEAN PARK	6:40	8:40	10:40	12:40	2:40	4:40	6:40
OCEAN AVE. & HEALEY WAY	6:42	8:42	10:42	12:42	2:42	4:42	6:42
NIANTIC PARK	6:44	8:44	10:44	12:44	2:44	4:44	6:44
OB FIRE STATION INTERSECTION	6:48	8:48	10:48	12:48	2:48	4:48	6:48
TOWER RIDGE ROAD	6:49	8:49	10:49	12:49	2:49	4:49	6:49
THE Y	6:53	8:53	10:53	12:53	2:53	4:53	6:53
MVCS / WOODSIDE VILLAGE	6:54	8:54	10:54	12:54	2:54	4:54	6:54
THE ROUNDABOUT	6:57	8:57	10:57	12:57	2:57	4:57	6:57
AIRPORT BUSINESS PARK	6:59	8:59	10:59	12:59	2:59	4:59	6:59
ARRIVE MV AIRPORT	7:02	9:02	11:02	1:02	3:02	5:02	7:02
<b>NEXT ROUTE # 6 TO WEST TISBURY</b>	<b>7:10</b>	<b>9:10</b>	<b>11:10</b>	<b>1:10</b>	<b>3:10</b>	<b>5:10</b>	<b>7:10 ^</b>
<b>NEXT ROUTE # 6 TO EDGARTOWN</b>	<b>8:28</b>	<b>10:28</b>	<b>12:28</b>	<b>2:28</b>	<b>4:28</b>	<b>6:28</b>	<b>7:28 ^</b>

^ Note: Route #6 continues from MV Airport to West Tisbury at 7:10 pm and to Edgartown at 7:28 pm upon request only - request with the Route #7 driver at the beginning of your trip.

Note A: Trips that do not run on Sundays and holidays (1/1/24, 1/15/24, 2/19/24) from January 1 - March 31, 2024.

Note: No service on Thanksgiving and Christmas day.



# #9

## OAK BLUFFS - HOSPITAL - AIRPORT via BARNES ROAD / COUNTY ROAD

OCTOBER 1, 2023 - MAY 16, 2024

MV Transit Authority  
508-693-9440  
www.vineyardtransit.com

### INBOUND TO OAK BLUFFS

	A.M.			P.M.			
	Note A	Daily	Daily	Daily	Daily	Daily	Daily
DEPART MV AIRPORT	7:10	9:10	11:10	1:10	3:10	5:10	7:10
ACROSS FROM AIRPORT BUSINESS PARK	7:13	9:13	11:13	1:13	3:13	5:13	7:13
THE ROUNDABOUT	7:15	9:15	11:15	1:15	3:15	5:15	7:15
M.V. HIGH SCHOOL BENCH STOP	7:17	9:17	11:17	1:17	3:17	5:17	7:17
THE Y	7:18	9:18	11:18	1:18	3:18	5:18	7:18
MVCS / WOODSIDE VILLAGE	7:19	9:19	11:19	1:19	3:19	5:19	7:19
ACROSS FROM TOWER RIDGE ROAD	7:23	9:23	11:23	1:23	3:23	5:23	7:23
OB FIRE STATION INTERSECTION	7:25	9:25	11:25	1:25	3:25	5:25	7:25
VINEYARD AVENUE	7:26	9:26	11:26	1:26	3:26	5:26	7:26
OAK BLUFFS LIBRARY	7:27	9:27	11:27	1:27	3:27	5:27	7:27
ARRIVE OCEAN PARK	7:31	9:31	11:31	1:31	3:31	5:31	7:31
<b>NEXT ROUTE # 13 TO VINEYARD HAVEN</b>	<b>7:39</b>	<b>9:39</b>	<b>11:39</b>	<b>1:39</b>	<b>3:39</b>	<b>5:39</b>	<b>7:39</b>
<b>NEXT ROUTE # 13 TO EDGARTOWN</b>	<b>7:37</b>	<b>9:37</b>	<b>11:37</b>	<b>1:37</b>	<b>3:37</b>	<b>5:37</b>	<b>7:37</b>

### OUTBOUND TO MV AIRPORT

	A.M.			P.M.			
	Note A	Daily	Daily	Daily	Daily	Daily	Daily
DEPART OCEAN PARK	7:40	9:40	11:40	1:40	3:40	5:40	7:40
MARTHA'S VINEYARD HOSPITAL	7:47	9:47	11:47	1:47	3:47	5:47	7:47
OB FIRE STATION INTERSECTION	7:52	9:52	11:52	1:52	3:52	5:52	7:52
ACROSS FROM POND VIEW DRIVE	7:54	9:54	11:54	1:54	3:54	5:54	7:54
THE ROUNDABOUT	7:57	9:57	11:57	1:57	3:57	5:57	7:57
AIRPORT BUSINESS PARK	7:59	9:59	11:59	1:59	3:59	5:59	7:59
ARRIVE MARTHA'S VINEYARD AIRPORT	8:02	10:02	12:02	2:02	4:02	6:02	8:02
<b>NEXT ROUTE # 6 TO WEST TISBURY</b>	<b>9:10</b>	<b>11:10</b>	<b>1:10</b>	<b>3:10</b>	<b>5:10</b>	<b>7:10 ^</b>	<b>-</b>
<b>NEXT ROUTE # 6 TO EDGARTOWN</b>	<b>8:28</b>	<b>10:28</b>	<b>12:28</b>	<b>2:28</b>	<b>4:28</b>	<b>6:28</b>	<b>-</b>

^ Note: Route #6 continues from MV Airport to West Tisbury at 7:10 pm upon request only - request with the Route #9 driver at the beginning of your trip.

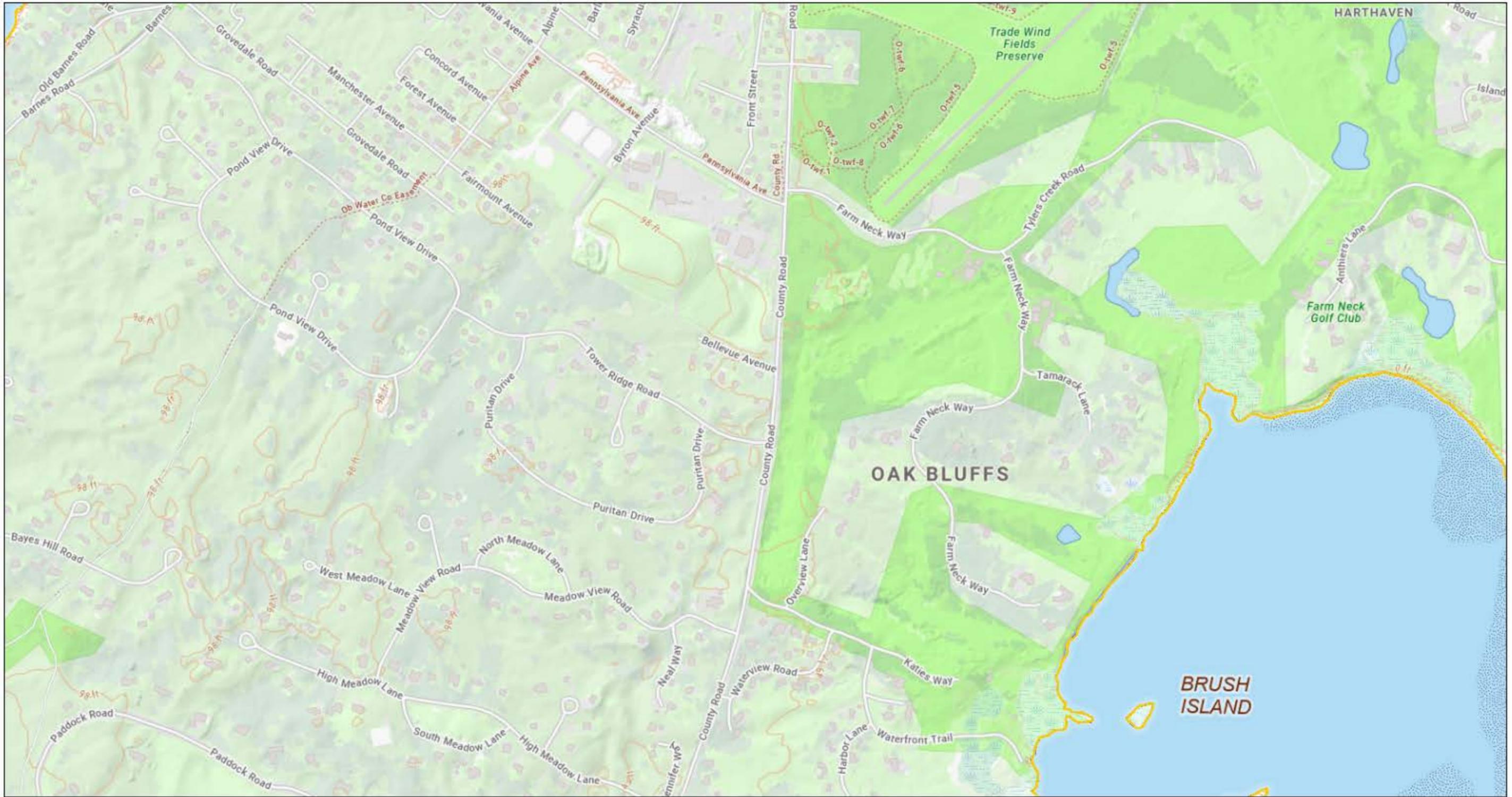
Note A: Trips that do not run on Sundays and holidays (1/1/24, 1/15/24, 2/19/24) from January 1 - March 31, 2024.

Note: No service on Thanksgiving and Christmas day.

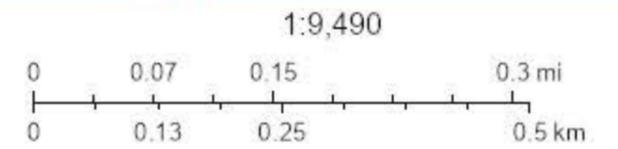
MASSDOT HSIP MAPPING

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# ArcGIS Web Map



March 14, 2024



MassGIS

## TRIP GENERATION CALCULATIONS

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# Graph Look Up



ITETripGen Web-based App

- Graph Look Up
- How to Use ITETripGen
- TGM Desk Reference
- TGM Appendices
- Support Documents
- Add Users
- Comments

Query Filter

**DATA SOURCE:**  
Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**  
215

**LAND USE GROUP:**  
(200-299) Residential

**LAND USE :**  
215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:**  
All Sites

**SETTING/LOCATION:**  
General Urban/Suburban

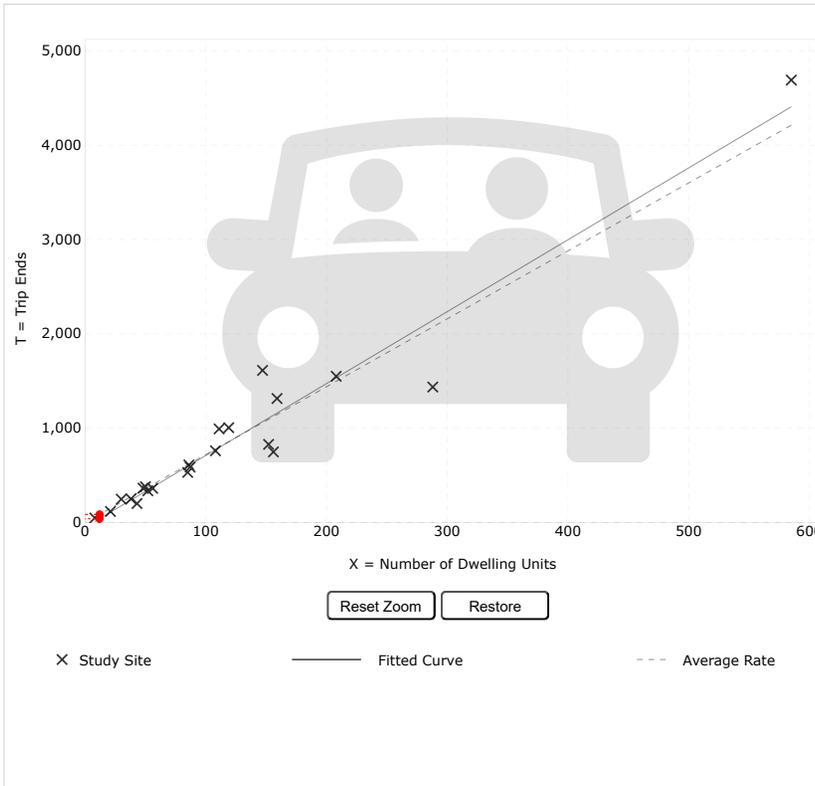
**INDEPENDENT VARIABLE (IV):**  
Dwelling Units

**TIME PERIOD:**  
Weekday

**TRIP TYPE:**  
Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**  
12

## Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.

### DATA STATISTICS

**Land Use:**  
Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

**Independent Variable:**  
Dwelling Units

**Time Period:**  
Weekday

**Setting/Location:**  
General Urban/Suburban

**Trip Type:**  
Vehicle

**Number of Studies:**  
22

**Avg. Num. of Dwelling Units:**  
120

**Average Rate:**  
7.20

**Range of Rates:**  
4.70 - 10.97

**Standard Deviation:**  
1.61

**Fitted Curve Equation:**  
 $T = 7.62(X) - 50.48$

**R<sup>2</sup>:**  
0.94

**Directional Distribution:**  
50% entering, 50% exiting

**Calculated Trip Ends:**  
Average Rate: 86 (Total), 43 (Entry), 43 (Exit)  
Fitted Curve: 41 (Total), 20 (Entry), 21 (Exit)

Add-ons to do more

Try OTISS Pro



# Graph Look Up



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- Comments

Query Filter

**DATA SOURCE:**  
Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**  
215

**LAND USE GROUP:**  
(200-299) Residential

**LAND USE :**  
215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:**  
All Sites

**SETTING/LOCATION:**  
General Urban/Suburban

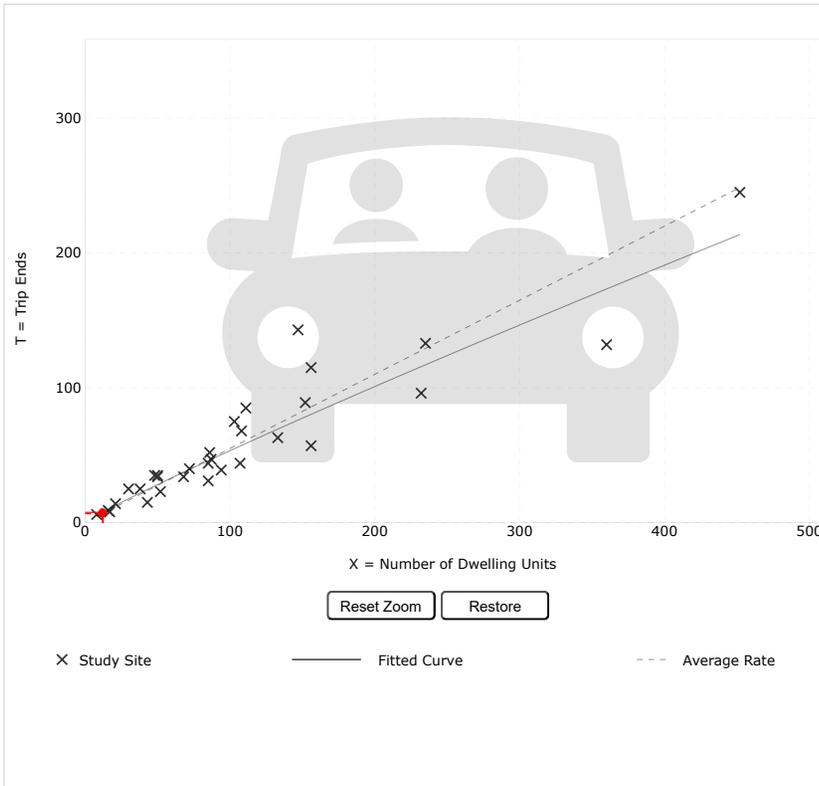
**INDEPENDENT VARIABLE (IV):**  
Dwelling Units

**TIME PERIOD:**  
Weekday, AM Peak Hour of Generator

**TRIP TYPE:**  
Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**  
12 Calculate

## Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
 Hover the mouse pointer on data points to view X and T values.

### DATA STATISTICS

**Land Use:**  
Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

**Independent Variable:**  
Dwelling Units

**Time Period:**  
Weekday  
AM Peak Hour of Generator

**Setting/Location:**  
General Urban/Suburban

**Trip Type:**  
Vehicle

**Number of Studies:**  
31

**Avg. Num. of Dwelling Units:**  
110

**Average Rate:**  
0.55

**Range of Rates:**  
0.35 - 0.97

**Standard Deviation:**  
0.16

**Fitted Curve Equation:**  
 $\ln(T) = 0.92 \ln(X) - 0.26$

**R<sup>2</sup>:**  
0.91

**Directional Distribution:**  
25% entering, 75% exiting

**Calculated Trip Ends:**  
 Average Rate: 7 (Total), 2 (Entry), 5 (Exit)  
 Fitted Curve: 8 (Total), 2 (Entry), 6 (Exit)

Add-ons to do more

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- Comments

Query Filter

**DATA SOURCE:**  
Trip Generation Manual, 11th Ed

**SEARCH BY LAND USE CODE:**  
215

**LAND USE GROUP:**  
(200-299) Residential

**LAND USE :**  
215 - Single-Family Attached Housing

**LAND USE SUBCATEGORY:**  
All Sites

**SETTING/LOCATION:**  
General Urban/Suburban

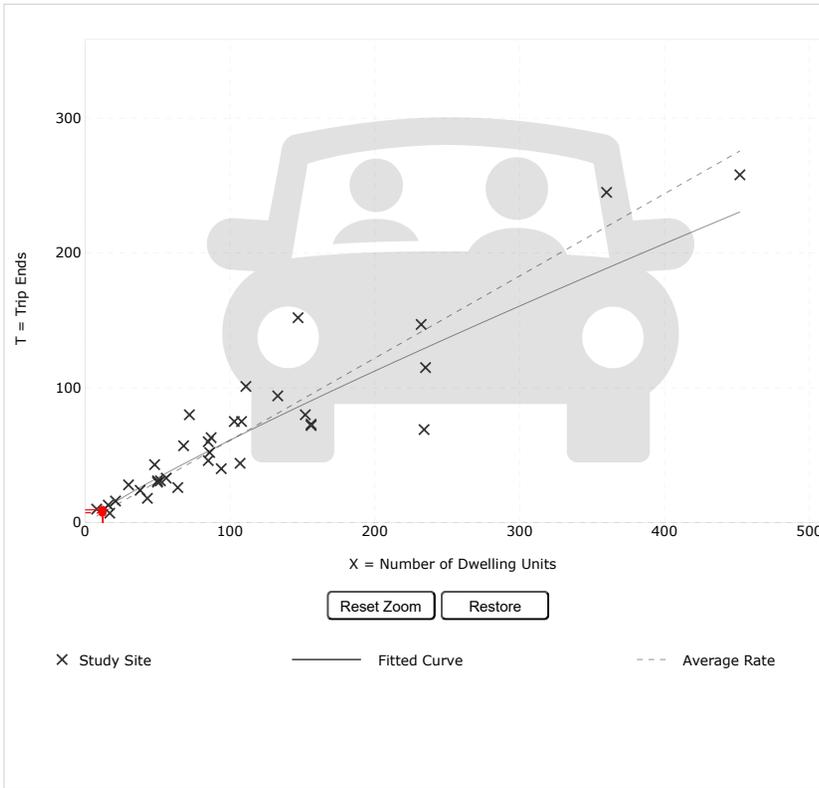
**INDEPENDENT VARIABLE (IV):**  
Dwelling Units

**TIME PERIOD:**  
Weekday, PM Peak Hour of Generator

**TRIP TYPE:**  
Vehicle

**ENTER IV VALUE TO CALCULATE TRIPS:**  
12 Calculate

## Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.  
Hover the mouse pointer on data points to view X and T values.

### DATA STATISTICS

**Land Use:**  
Single-Family Attached Housing (215) [Click for Description and Data Plots](#)

**Independent Variable:**  
Dwelling Units

**Time Period:**  
Weekday  
PM Peak Hour of Generator

**Setting/Location:**  
General Urban/Suburban

**Trip Type:**  
Vehicle

**Number of Studies:**  
34

**Avg. Num. of Dwelling Units:**  
110

**Average Rate:**  
0.61

**Range of Rates:**  
0.29 - 1.25

**Standard Deviation:**  
0.18

**Fitted Curve Equation:**  
 $\ln(T) = 0.88 \ln(X) + 0.06$

**R<sup>2</sup>:**  
0.87

**Directional Distribution:**  
62% entering, 38% exiting

**Calculated Trip Ends:**  
Average Rate: 7 (Total), 5 (Entry), 2 (Exit)  
Fitted Curve: 9 (Total), 6 (Entry), 3 (Exit)

Add-ons to do more

Try OTISS Pro

