

## **Transportation – Southern Tier Property 60 Affordable Units**

The Southern Tier affordable housing development, housing 60 families or individuals, is projected to have a negligible impact on the nearby traffic. This 7.9-acre site is located on the Edgartown-Vineyard Haven Corridor between Barnes Road and County Road and is next to Martha's Vineyard YMCA and across the street from Martha's Vineyard Regional High School (MVRHS). To determine the impact of potential new development on local traffic, Howard Stein Hudson (HSH) collected data and generated a report for the Oak Bluffs Planning Board. The *Technical Memorandum*, dated December 15, 2021, provides estimates of the total number of unadjusted vehicular trips that will be associated with development in the area.

The development will include a new entry on the southern edge of the property from Edgartown-Vineyard Haven Road, extending along the eastern edge of the property. The road will wrap around the perimeter of the property. The road will be built during the early stage of the project and will allow for construction traffic to remain on the property, thus mitigating traffic on Edgartown Vineyard Haven Road. This new road will be walkable to ensure the safety of pedestrians and bicyclers. Furthermore, the development includes walking trails that provide residents access to the existing walk and bike paths, the adjacent properties, the existing trail network, and the existing bus stop. These pedestrian and biker connections, paired with the bicycle racks that will be provided near all housing units, will be incentive to use the active transportation in lieu of passive (driving).

According to the *Technical Memorandum*, HSH anticipates that there will be an additional 26 cars (7 in/19 out) during the peak AM hours (8:00 to 9:00 AM) and an additional 31 cars (19 in/12 out) during the peak PM hours (4:15 to 5:15 PM). In total, HSH predicts that there will be a daily increase in vehicular trips of 384 cars, which is correlated to a cumulative estimated increase of 4.3% in annual average daily traffic (AADT). In comparison, the 4.3% estimated increase is substantially lower than all but one of the estimated AADT increase from the other potential developments that ranged from 3.4% to 23.74% increase in AADT. It is important to note, however, that in the *Technical Memorandum*, HSH reports that the trip generation is generally expected to be conservative in nature, meaning that all these estimates are likely higher than the actual increase. Even with these conservative estimates, we believe the impact our the proposed development will be insignificant.

The Edgartown-Vineyard Haven Corridor is relatively safe according to the Crash Data obtained by HSH from the MassDOT IMPACT Portal for 2016-2018. In this three-year span, there was a total of 26 crashes reported, of which 6 were collisions with deer, and one was a collision with a bicyclist. The remaining 19 crashes were with other vehicles, but no trends were identified based on time, lighting condition, weather, etc. HSH reports that this corridor is relatively straight and provides sufficient lighting.