

Bicycles and Pedestrians

- A large number of trips on the Vineyard are pedestrian. The majority of visitors come on foot.
- Bicycling is popular on the Vineyard. The towns, often with state and federal aid, have constructed an extensive system of bike paths. Wide shoulders and bike routes complement this system. There are about 1,000 to 2,000 bicycles available to rent on the Vineyard.

Public Transit

- Ridership on the Vineyard Transit Authority rose from less than 100,000 in 1994 to more than 775,000 in 2004.

Water and Air Transportation

- On a typical sunny day in August, 1999, seven carriers ran about 50 trips to the Vineyard, with a total vessel capacity to bring 28,000 people each way. Nearly 12,000 people, 43% of capacity, were actually ferried. About 9,400 passengers traveled without a motor vehicle, roughly split between Vineyard Haven and Oak Bluffs. Edgartown received less than 2% of the Vineyard's ferry passengers.
- Respondents to the 2003 summer ferry survey indicated that about 10% were permanent Vineyard residents, slightly less than 20% were seasonal residents who spend at least one month on the Vineyard, and over 75% were shorter-term visitors. Almost one third (31%) of all visitors arriving on the ferries in the summer do not stay overnight. One quarter of all visitors spend only one or two nights, and another quarter spend 3-6 nights. Those spending a week or more accounted for less than 20%.
- Air travel has accounted for a proportion that has fluctuated between 3% (in 1992) and 11% (in 1985) of passenger travel to the Vineyard. In the past 15 years, it has varied between 4 1/4% and 5 1/2%. The number of commercial enplanements was about 60,000 in the mid 1980's, dropped to less than 40,000 in the early 1990's, rose to 74,077 in 1999, and dropped back to 61,769 in 2002. The Master Plan for the airport foresaw enplanements increasing at an average annual rate of 5.5% through 2005, and then predicted slowing to an average annual rate of 2.1% through 2020. General aviation (air travel apart from the commercial airlines) accounts for about 50% of passenger trips. Growth in the G.A. sector is expected to be moderate through 2020, its growth exceeding that of the airline traffic.

Freight

- General freight is brought in large trailers (50-70' long, 18-wheel, 5 axles, 80,000-pound loaded weight) and is transferred to smaller trucks for delivery to Vineyard

destinations (30-35' straight trucks, 2 axles, 20-25,000-pound loaded weight; or 25' cube trucks, 2 axles, 10,000-pound loaded weight).

Road Network and Traffic

- Between 1991 and 2000, the number of registered vehicles went from 12,807 to 22,345, an increase of nearly 75%, while the number of full-time residents rose by only 25%. The growth in the number of vehicles is far outpacing the growth in the number of people on the Vineyard.
- During 2004, the MVC collected traffic volumes at 39 different locations.
 - Beach Road near Five Corners had the highest traffic volumes, with an average of 22,265 vehicles per day during July. Other locations with volumes greater than 20,000 vehicles per day are Upper Main Street @ Donaroma's, and State Road west of Causeway Road.
 - Although the peak hours varied for different locations, most had a morning weekday peak from 11am – noon (representing 7.6% of the total daily volume) and an afternoon peak between 4 pm –5 pm (8.1% of the total). On Saturday, the peak was from 11am – noon, (8.6% of the total). Most roads in Oak Bluffs had their morning peak hour from 10 – 11am. Vineyard traffic stays at a pretty constant level between 11 am and 5 pm; this is different from most off-Island locations where traffic during the morning and evening rush hours is much greater than the rest of the day.
 - The total summer traffic volume has increased 37% since 1990, for an average of 2.5% per year although the change varied considerably from one road to the next. For example, on Beach Road near Lagoon Pond the increase was only 0.27% per year, presumably because there was limited capacity to handle any more traffic. On Edgartown / West Tisbury Road East of Mashacket Road, the increase was over 4% per year with a total of 23% since 1993. On Katama, traffic actually went down an average of 2% per year since 1991, perhaps because South Beach isn't quite as hectic as it was a decade ago. New York Avenue near MVC office had an average increase of 0.56% per year and a total increase of 7% since 1990. The traffic on State Road North of Lamberts Cove Road in Tisbury increased at an average of 3% per year and a total of 30% since 91.
 - In Down-Island towns, the Saturday daily traffic was generally higher than weekday traffic whereas Up-Island, it was the reverse. The traffic on Sunday was lowest in the week.
 - Traffic in July and August is about three times greater than the quietest month, February. The second week of August had the highest traffic of the year at the two permanent counting locations.
- Origin Destination Survey-Last August, the MVC assisted the Tisbury Planning Board in its study of the feasibility of creating a system of connector roads between upper State Road and the Edgartown-Vineyard Haven Road, including an origin-destination survey at the intersection of these two roads. The information was later used to analyze the traffic impacts various nearby intersections. The following is a summary of some of the key results:
 - Most of the traffic consisted of year-round residents, 68% on Tuesday and 58% on Saturday.
 - Only 5% and 8% of the trips were related to the SSA ferry on Tuesday and Saturday respectively.
 - Most motorists going through the intersection went through it more than twice a week (72% on Tuesday and 59% on Saturday, and 77% and 68% of the year-round residents).

- Most people were driving alone (61% on Tuesday and 49% on Saturday, and 71% and 60% year-round residents).
- About half of the vehicles arriving from the Edgartown / Vineyard Haven Road turned left, a third of which were heading Up-Island (beyond Holmes Hole Road) and therefore likely to use a connector road.
- About 11% of vehicles arriving along State Road heading Down Island came from beyond Holmes Hole Road and had destinations in Edgartown and Oak Bluffs.