

2002 Cape Cod Regional Policy Plan

Section 4 COMMUNITY FACILITIES AND SERVICES

Section 4.1 - Transportation

Minimum Performance Standards (MPS) Compliance Documentation

The following technical memorandum identifies the MPS compliance with Section 4.1 *Transportation* of the 2002 Cape Cod Regional Policy Plan for the Provincetown Municipal Airport (PVC) Capital Improvement Projects (CIP). This memo has been prepared to document project compliance with applicable Standards. A Hardship Exemption Application has been submitted for certain standards for which a literal enforcement of the provisions would involve substantial hardship.

Section 4 COMMUNITY FACILITIES AND SERVICES

Section 4.1 Transportation

4.1.1 Goal: To Maintain An Acceptable Level Of Safety On All Roads On Cape Cod For All Users.

Minimum Performance Standards

MPS 4.1.1.1 *Development and redevelopment shall not degrade safety for pedestrians, bicyclists, or motor vehicle operators or passengers.*

Compliance Documentation: The project will not degrade safety for pedestrians, bicyclist, or motor vehicle operators or passengers. The existing NPS bike path has stop signs, pavement markings, where it intersects with Airport Drive at a 90° angle. These will be maintained. Bike racks are provided at the Terminal entrance.

Regarding pedestrian movement, Race Point Road does not have any sidewalks throughout its entire length and pedestrians are prohibited from using the bike path, which runs parallel to the road, as a walkway. Within the airport area, there is only one public facility open to pedestrians, which is the Terminal. There is a sidewalk at the entrance for pick-up and drop-off of passengers. Pedestrians are escorted to other areas, such as the Sightseeing Shack for sightseeing rides.

There are no changes proposed for the roadways accessing the Airport, nor are there any increases in traffic due to the proposed projects, beyond normal background growth (See Appendix 4.1 of the FEIR, *Traffic Operations Report*).

MPS 4.1.1.2 *Analysis of crashes and the potential safety impacts of development and redevelopment shall be required on all regional road links, at all intersections of regional roads, and at local road intersections with regional roads that are used by a project for access to the regional road network, where the project is expected to increase traffic by 25 or*

more trips during the project's average peak hour. Locations with an average of three or more crashes per year or a higher than average crash rate, as compared to the latest three years of local, regional, or state data, shall require measures to mitigate potential safety impacts of the development and redevelopment to comply with Minimum Performance Standard 4.1.1.1. All measures to mitigate safety impacts must be consistent with Goal 4.1.3 and its supporting Minimum Performance Standards.

Compliance Documentation: The project will not increase traffic by 25 or more trips during the average peak hour. Available crash data has been reviewed. There are fewer than three crashes per year at the intersections within the study area and the crash rate is lower than the Statewide and District average crash rates. Additional information is provided in the *Traffic Operation Report and Parking Analysis* in Appendix 4.1 of the FEIR, revised March 2008. Based on the analysis presented in the report there are no safety impacts associated with the project and measures to mitigate safety impacts would not be required.

MPS 4.1.1.3 *All access and egress locations for development and redevelopment shall meet local, county, and/or state and federal access management bylaws, technical bulletins, standards, and/or policies for driveway spacing and separation from the nearest intersections. Development and redevelopment with frontage on more than one street shall be restricted to access and egress via the lower volume road when deemed appropriate by the Commission.*

Compliance Documentation: **N/A** There are no new access and egress locations proposed, nor is there frontage on more than one street. The existing access to the Airport will not change. Therefore, MPS 4.1.1.3 is not applicable to this project.

MPS 4.1.1.4 *To reduce safety conflicts between local and through traffic, new development shall not be allowed direct access or egress onto Route 6 in Bourne (Scenic Highway), Eastham, Wellfleet, Truro, or Provincetown unless no alternative access or egress is available. Furthermore, redevelopment that utilizes existing access or egress onto any of these sections of Route 6 shall be allowed provided that there is no increase in expected daily or peak-hour traffic volumes utilizing those driveways during the summer. For uses abandoned for five (5) years or less, the amount of traffic allowed shall be based on the estimated trip generation of the use prior to abandonment. No credit for prior traffic generation shall be allowed for uses abandoned for more than five (5) years.*

Compliance Documentation: **N/A** There is no new development proposed with direct access or egress onto Route 6. Therefore, MPS 4.1.1.4 is not applicable to this project.

MPS 4.1.1.5 *Human-made objects such as signage, utility poles and boxes, and lighting to service development and redevelopment shall be located to minimize visual obstruction and possible safety conflicts, including glare or other distractions for drivers. New utility service and relocation of existing utility service shall be placed underground, where deemed feasible and appropriate by the Commission.*

Compliance Documentation: Other than taxiway signage on the airfield, there is no new signage, utility poles or boxes proposed for the projects. The taxiway signs will not be visible to drivers. Visual landscape barriers will be constructed to minimize distraction to drivers in the area of the parking lot expansion.

MPS 4.1.1.6 *Site planning and access/egress for development and redevelopment shall minimize impacts on the adjacent road system and shall adequately and safely accommodate all users including pedestrians, bicyclists, and motorists. Development and redevelopment shall provide for pedestrian and bicyclist connections on the Regional Policy Plan – Revised 7/03; Effective 9/03 87 property of the applicant to allow for possible future connections with adjoining properties, where deemed appropriate by the Commission.*

Compliance Documentation: There will be no impacts to Race Point Road, nor the bike path. There are no sidewalks along Race Point Road and pedestrians are prohibited from using the bicycle path for walking. There will be no change to existing conditions along Race Point Road. Airport Drive and the proposed parking lot improvements will not impact the adjacent roadways.

MPS 4.1.1.7 *Acceptable sight distances shall be met and maintained at all access and/or egress locations for development and redevelopment regardless of project traffic volumes. At a minimum, these shall meet the stricter of the Massachusetts Highway Department and American Association of State Highway Transportation Officials' standards for safe-stopping sight distances.*

Compliance Documentation: **N/A** There is no change in access and/or egress locations, and therefore, MPS 4.1.1.7 does not apply.

MPS 4.1.1.8 *Safety mitigation shall occur prior to occupancy of the development or redevelopment.*

Compliance Documentation: **N/A** There is no safety mitigation in connection to the projects. Therefore, MPS 4.1.1.8 does not apply.

MPS 4.1.1.9 *The width of driveway and/or curb-cut openings to serve development and redevelopment shall not exceed Massachusetts Highway Department design standards.*

Compliance Documentation: **N/A** There is no change to driveways and/or curb-cuts in connection to the projects. Therefore, MPS 4.1.1.9 does not apply.

MPS 4.1.1.10 *For the purposes of DRI review and analysis, trip-generation data sources other than those from national surveys shall be considered, and the most appropriate source(s) shall be utilized as determined by the Commission.*

Compliance Documentation: As suggested by CCC staff, trip generation was developed using the same methodology as the Barnstable Municipal Airport DRI application. Additional information is provided in the *Trip Generation Methodology Memo* dated March 26, 2008, provided in Appendix 4 of the FEIR.

Other Development Review Policies

4.1.1.11 *Development and redevelopment should avoid increasing through-vehicular traffic within residential neighborhoods.*

Compliance Documentation: **N/A** There is no through-vehicular traffic within residential neighborhoods associated with the proposed projects. Therefore, MPS 4.1.1.11 does not apply.

4.1.1.12 *Development and redevelopment should promote and assist in improving transportation safety on Cape Cod.*

Compliance Documentation: The proposed parking lot improvement has been separated into three development phases and will address unauthorized parking along Airport Drive. Associated with these development phases are TDM measures to improve awareness of alternative transportation sources, such as RTA service and ride sharing.

4.1.1.13 *Elimination of existing curb cuts is encouraged.*

Compliance Documentation: There are only two access points into the Airport. It is deemed as an unsafe condition to remove a curb cut and remove an access point for emergency vehicles into the airport operating area.

4.1.2 Goal: To reduce and/or offset the expected increase in motor vehicle trips on public roadways and to reduce dependency on automobiles.

Minimum Performance Standards

MPS 4.1.2.1 *All development and redevelopment not located within Growth Incentive Zones shall implement adequate and acceptable measures to reduce and/or offset 25% of the expected increase in summer site traffic resulting from the development on a daily and project peak-hour basis. Employee carpooling, flexible work hours, and incentives for alternatives to automobile travel are strategies consistent with this standard. Trips generated from public transit buses and school buses shall not be included in trip generation for purposes of determining the trip-reduction requirement. Truck, tractor/trailer combination, and other non-automobile trips shall be considered as passenger car equivalents based on the ratio of two axles per vehicle. For example, a three-axle truck shall be considered 1.5 vehicles; a five-axle combination unit shall be considered 2.5 vehicles.*

Compliance Documentation: The proposed projects are not located within Growth Incentive Zones. Summer site traffic is expected to increase by 1 trip during the planning period due to background growth. The Airport supports several measures to encourage alternatives to single occupant automobile travel. A free phone is available to the public to call the taxi cab companies or the Breeze shuttle. The cab companies encourage ride sharing. Bike racks are also available.

MPS 4.1.2.2 *For development and redevelopment located within Growth Incentive Zones, the traffic reduction and/or offset requirements of MPS 4.1.2.1 shall be 12.5% of the expected increase in summer site traffic resulting from the development on a daily and project peak hour basis.*

Compliance Documentation: **N/A** The Airport improvement projects are not located within Growth Incentive Zones, and therefore, MPS 4.1.2.2 does not apply.

MPS 4.1.2.3 *Development and redevelopment that allows for site traffic to travel conveniently and safely to adjacent properties without traveling on or crossing a public way or that allows for mixed-use development that minimizes dependence on automobile travel shall be allowed an appropriate reduction in estimated traffic increases on adjacent streets. The reduction in traffic increases on adjacent streets shall be supported by an analysis based upon Institute of Transportation Engineers' or another acceptable methodology.*

Compliance Documentation: **N/A** The Airport does not have internal site traffic. Therefore, MPS 4.1.2.3 does not apply.

MPS 4.1.2.4 *Development and redevelopment located directly adjacent to a road served by regularly scheduled fixed-route bus service shall be granted an appropriate trip reduction credit provided that adequate amenities (such as a designated bus stop and/or shelter and employee/customer use incentives) are located on site. The trip reduction credit shall be supported by an analysis based upon Institute of Transportation Engineers' or another acceptable methodology, but shall be at least 5% of the total expected increase in traffic for development and redevelopment located directly adjacent to existing year-round fixed-route bus service and at least 2.5% for development and redevelopment located directly adjacent to existing seasonal fixed route bus service.*

Compliance Documentation: **N/A** Although the RTA provides the Breeze Shuttle bus to the Airport during peak summer months on a call-in service status, this is not a regularly scheduled fixed route bus service, and therefore, a trip reduction credit was not required. Therefore MPS 4.1.2.4 does not apply.

MPS 4.1.2.5 *Development and redevelopment shall consider and accommodate the needs of bicyclists, pedestrians, and other non-automobile users in site planning and roadway and/or intersection changes. Where appropriate, historic footpaths shall be maintained and safe bicycle and walking links shall be created to establish an interconnected regional*

bicycle and walking path system. Where appropriate, bikeways and footpath connections between commercial and residential neighborhoods and other compatible uses shall be provided to create a safe alternative to travel on or along major roads.

Compliance Documentation: The NPS bike path goes along the east end of the Airport and crosses Airport Drive and the employee parking lot. Stop signs and pavement markings provide a safe intersection for the bikers and autos crossing at these intersections. The existing NPS bike path will be maintained.

MPS 4.1.2.6 *The maximum parking allowed for development and redevelopment shall be no more than the minimum number of spaces required under zoning unless a greater number of spaces is justified by a parking analysis accepted by the Commission.*

Compliance Documentation: The proposed parking lot has been analyzed for the number of required parking spaces (see Appendix 4.1 of the FEIR, *Traffic Operations Report*), and the minimum number of spaces have been identified under zoning regulations for normal background growth.

A parking analysis was completed as part of the *Traffic Operation Report*. A supplemental parking study was completed in July 2008. Please refer to these reports for additional information.

MPS 4.1.2.7 *To meet the requirements of Goal 4.1.2 and the applicable minimum performance standards, Developments of Regional Impact may, at the applicant's option, utilize the following strategies to meet the portion of the trip-reduction requirements not otherwise met: (a) the preservation of vacant developable land, in excess of other RPP open space requirements, as permanent open space. The land shall be located within the town(s) containing the DRI and held by the town's Conservation Commission or placed under a permanent conservation restriction and held by an appropriate conservation land trust. The trip-reduction credit shall be calculated by the Commission based on the amount of traffic that could reasonably be expected to be generated by development of the parcel based on size, location, zoning, accessibility, and land use. Regional Policy Plan – Revised 7/03; Effective 9/03 89 (b) a payment of funds per expected summer-season daily trip to be reduced or offset. The funds shall be used to support alternatives to automobile travel in the town within which the project is located, including but not limited to traffic monitoring, planning, design, engineering, acquisition, implementation, marketing, and operation or the purchase of vacant land for protection of open space in excess of other RPP or municipal requirements. The amount of payment per daily trip to be reduced shall be calculated by the Commission based upon the estimated cost of funding for alternatives to automobile transportation or the estimated cost of vacant developable land within the town in which the project is located. The amount of payment shall also be commensurate with the number of vehicle trips to be reduced or offset. (c) in-kind strategies consistent with MPS 4.1.2.1. (d) any combination of (a), (b) and (c).*

Compliance Documentation: **N/A** Trip reduction is not required for the proposed Airport improvement projects, and therefore, MPS 4.1.2.7 does not apply.

MPS 4.1.2.8 *The Commission may allow a DRI to exceed the requirements of this section and receive a corresponding reduction in trip generation for the purpose of meeting Minimum Performance Standard 4.1.3.4.*

Compliance Documentation: **N/A** Trip reduction is not required for the proposed Airport improvement projects, and therefore, MPS 4.1.2.8 does not apply.

Other Development Review Policies

4.1.2.9 *Bus, ferry, water taxi, air, and rail modes of public transportation should be encouraged not only as alternatives to automobile trips but also to improve mobility for non-drivers, those preferring not to drive, and those without access to a car. To serve both residents and visitors better, transit-service frequency should be increased and the routes expanded.*

Compliance Documentation: The proposed Airport improvements will maintain the air mode of transportation to the outer Cape. This will improve mobility for non-drivers, those preferring not to drive, and those without access to a car.

4.1.2.10 *Cape Cod's current civilian airport capacity should be maintained as a vital economic and transportation resource. A buffer area should be maintained around regional and local airports to ensure future development is protected from noise, exhaust fumes and loss of life or property.*

Compliance Documentation: The Airport is located within the Cape Cod National Seashore. The parkland creates a natural buffer area around the Airport to ensure future development is protected from noise, exhaust fumes, and loss of life or property. The proposed projects will maintain the current airport capacity and will meet all current safety and security requirements.

4.1.2.11 *Development and redevelopment should make provisions for or contribute to information-based technologies in the region that assist travelers in making efficient travel decisions regarding travel mode and time of travel.*

Compliance Documentation: The Airport website encourages the use of regional transportation through information-based technologies and will continue to assist travelers in making efficient travel decisions regarding travel mode and time of travel through computer scheduling technologies.

4.1.2.12 *Development and redevelopment should adopt and implement strategies to encourage trip reduction through telecommuting and resources such as the Internet.*

Compliance Documentation: Ride sharing is encouraged for users of taxis at the Airport. A connection to the RTA bus schedule is posted on the Airport's website.

4.1.2.13 *Rail and marine freight shipment to and from Barnstable County should be encouraged as an alternative to truck freight shipments.*

Compliance Documentation: N/A The Airport project does not involve shipping freight. Therefore, MPS 4.1.2.13 does not apply.

4.1.2.14 *Freight shipments to Nantucket and Martha's Vineyard should utilize off-Cape ports except for freight originating on Cape Cod.*

Compliance Documentation: N/A The Airport project does not involve shipping freight to Nantucket or Martha's Vineyard, Therefore, MPS 4.1.2.14 does not apply.

4.1.2.15 *Strategically located parking garages that serve several developments should be considered within some Growth/Activity Centers and Growth Incentive Zones.*

Compliance Documentation: N/A The Airport is not located within a Growth/Activity Center or Growth Incentive Zone. Therefore, MPS 4.1.2.15 does not apply.

4.1.2.16 *Development and redevelopment should share parking with adjacent uses.*

Compliance Documentation: Coordination with National Park Service has been requested to explore the possible joint use of their Visitor's Center parking lot. However, initial cost estimates for a shuttle service between the Airport and the Visitor's Center indicate that off-site parking would not be economically feasible.

4.1.2.17 *Drive-through services as part of development and redevelopment should be avoided in order to decrease emissions from engine idling and possible conflicts with traffic.*

Compliance Documentation: N/A There are no drive-through services located at the Airport, nor are any anticipated in the future. Therefore, MPS 4.1.2.17 does not apply.

4.1.3 Goal: *To maintain travel times and Level of Service on regional roads and intersections and to ensure that all road and intersection construction or modification is consistent with community character, historic, or scenic resources.*

Minimum Performance Standards

MPS 4.1.3.1 *The regional road system for Cape Cod shall include all roads with a functional classification higher than local roads, as adopted by the Cape Cod Metropolitan Planning Organization (CCMPO) and amended from time to time. The functional classification of highways, as adopted by the CCMPO, is adopted as an official part of this Regional Policy Plan.*

Compliance Documentation: **N/A** MPS 4.1.3.1 does not apply.

MPS 4.1.3.2 *Regardless of traffic volumes, Level of Service analysis shall be required at all access and/or egress points onto the regional road system for development and redevelopment. All new driveways providing access and/or egress onto the regional road system development and redevelopment shall operate at Level of Service C or better during the project's summer peak hour for a minimum of five (5) years after project occupancy, except that Level of Service D shall be allowed for projects located within Growth Incentive Zones. For unsignalized driveways, the Level of Service standards shall be met for each turning or non-turning maneuver; for signalized driveways, the Level of Service standards shall apply to the overall intersection Level of Service.*

Compliance Documentation: A Level of Service (LOS) analysis was conducted of the signalized intersection of Route 6 at Conwell Street and Race Point Road, and the unsignalized intersection of Race Point Road and Airport Drive. The LOS for the signalized intersection during all time periods for Existing, No Build 2024, and Build 2024, range from LOS A-C. The overall LOS is B or better for all time periods. Turning movements relevant to the Airport route, such as Race Point Road southbound, have acceptable delays. All unsignalized intersections have LOS A for Existing, No Build 2024, and Build 2024. Additional information is provided in the *Traffic Operation Report and Parking Analysis*, revised March 2008 in Appendix 4.1 of the FEIR.

MPS 4.1.3.3 *For the purpose of meeting the requirements of Goal 4.1.3 and the supporting Minimum Performance Standards, DRIs located within Growth/Activity Centers shall be allowed to reduce their estimated trip generation by 10%, and DRIs located within Growth Incentive Zones shall be allowed to reduce their estimated trip generation by 25%.*

Compliance Documentation: **N/A** The Airport improvement projects are not located within Growth/Activity Centers or Growth Incentive Zones, so analyses included no reduction in estimated trip generation (see Appendix 4.1 of the FEIR, *Traffic Operational Report*). Therefore, MPS 4.1.3.3 does not apply.

MPS 4.1.3.4 *Developments of Regional Impact shall perform Level of Service analysis and provide for full mitigation of project impacts on all regional road links, at all intersections of regional roads, and at local road intersections with regional roads that are used by the project for access to the regional road network, including but not limited to bridges, intersections, rotaries, roundabouts, interchanges, and U-turns where traffic increases are expected from the project, after traffic adjustments in compliance with the*

Minimum Performance Standards supporting Goal 4.1.2. At all locations requiring analysis, mitigation shall be proposed and funded to maintain year round and summer Level of Service at "no-build" conditions as measured by vehicle density, reserve capacity, volume-to-capacity ratio, seconds of delay, and travel times. In lieu of mitigation of traffic impacts concurrent with project development, the Commission, at its discretion, may allow a fair-share payment of funds to Barnstable County to meet the requirements of this Minimum Performance Standard.

Transportation mitigation funds received from DRIs by Barnstable County shall be used to support regional transportation improvements consistent with the Regional Policy Plan. Furthermore, to maintain safe and adequate access across the Cape Cod Canal, a portion of any transportation mitigation funds received by Barnstable County from each DRI shall be allocated to supporting transportation improvements in the Canal region commensurate with expected new automobile crossings of the Cape Cod Canal resulting from the project.

Compliance Documentation: **N/A** Level of Service has been maintained at No build conditions because Airport projects are not intended to attract additional passengers (see Appendix 4.1 of the FEIR, *Traffic Operational Report*). Therefore, MPS 4.1.3.4 does not apply.

MPS 4.1.3.5 *With the exception of turn or flow restrictions created by the construction of roundabouts, turn restrictions at intersections or directional flow restrictions on regional road links shall not be allowed as project mitigation for development and redevelopment if such changes increase travel times and/or distances for vehicles not traveling to or from the project site.*

Compliance Documentation: **N/A** There will be no increases to travel times and/or distances for vehicles no traveling to or from the project site due to the proposed Airport projects (see Appendix 4.1 of the FEIR, *Traffic Operational Report*). Therefore, MPS 4.1.3.5 does not apply.

MPS 4.1.3.6 *All new traffic signals expected to be required by development and redevelopment shall be located only at the intersections of public roads unless there is no other feasible access or egress alternative.*

Compliance Documentation: **N/A** There are no new traffic signals proposed for the Airport improvement projects. Therefore, MPS 4.1.3.6 does not apply.

MPS 4.1.3.7 *Development and redevelopment shall not be allowed if the project is estimated to add new traffic such that within five (5) years after project completion generally accepted warrants (such as the American Association of State Highway Transportation Officials or Massachusetts Highway Department) for road and intersection widening or new traffic signals are expected to be met or exceeded at any location(s) within historic districts, on scenic roads, or if the road or intersection widening or new traffic signals are expected to impact natural resources or are inconsistent with community character.*

Compliance Documentation: **N/A** The proposed project will not add new traffic that will warrant intersection widening or new traffic signals within historic districts or scenic roads. No new traffic signals are proposed for the Airport improvement projects. Therefore, MPS 4.1.3.7 does not apply.

MPS 4.1.3.8 *All road and intersection widening and new traffic signals or modification of existing traffic signals required as part of development and redevelopment shall include appropriate bicycle and pedestrian accommodation.*

Compliance Documentation: **N/A** The proposed project will not include intersection widening, new traffic signals, or modification to existing traffic signals. Therefore, MPS 4.1.3.8 does not apply.

MPS 4.1.3.9 *Existing transportation rights-of-way shall be preserved for transportation uses. All development and redevelopment shall provide sufficient rights-of-way along the frontage of their properties to accommodate expected needs for bicycle and pedestrian accommodation and/or relocation of utilities.*

Compliance Documentation: **N/A** The proposed Airport improvement projects do not affect or change existing transportation rights-of-ways. Therefore, MPS 4.1.3.9 does not apply.

MPS 4.1.3.10 *All road and intersection widening proposed as part of development and redevelopment shall be limited to that which is necessary based on average year-round traffic conditions. Road and intersection widening necessary to accommodate summer travel demand shall not be allowed as part of development and redevelopment.*

Compliance Documentation: **N/A** The proposed project will not include intersection widening as part of development or redevelopment. Therefore, MPS 4.1.3.10 does not apply.

MPS 4.1.3.11 *The capacity of limited-access highways on Cape Cod, including portions of Route 6, Route 3, and the Route 25 extension within Barnstable County shall be maintained but not increased. No additional travel lanes shall be allowed. Appropriate improvements to safety and traffic flow at the existing interchanges along limited access highways shall be a permissible mitigation strategy.*

Compliance Documentation: **N/A** There will be no increase in traffic from the Airport improvement projects in capacity of limited-access highways on Cape Cod. Therefore, MPS 4.1.3.11 does not apply.

MPS 4.1.3.12 *All road and intersection widening proposed as part of development and redevelopment shall be consistent with local and regional plans, including but not limited to Local Comprehensive Plans, the Metropolitan Planning Organization's latest Regional Transportation Plan, and the Regional Infrastructure and Facilities Plan.*

Compliance Documentation: **N/A** The proposed project will not include intersection widening as part of development or redevelopment. Therefore, MPS 4.1.3.12 does not apply.

MPS 4.1.3.13 *All road and intersection widening or new traffic signals proposed as part of development and redevelopment or used to support development of theoretical mitigation plans must be consistent with community character and not degrade scenic or natural resources. Road and intersection widening and new traffic signals shall not be used as actual mitigation or to support theoretical mitigation in local or regional historic districts.*

Compliance Documentation: **N/A** The proposed project will not include intersection widening or new traffic signals. Therefore, MPS 4.1.3.13 does not apply.

MPS 4.1.3.14 *Where recommended by the Commission, all roadway widening, intersection signals, and other roadway capacity alterations proposed as mitigation by development and redevelopment to accommodate automobile travel shall include traffic recording devices to monitor traffic volumes, vehicle classification, and travel speeds continuously, and shall include devices to access the data remotely. Where necessary, a commitment of funds to support maintenance and operation of the devices may be required by the Commission.*

Compliance Documentation: **N/A** The proposed project does not include roadway widening, intersection signals, or other roadway capacity alteration. Therefore, MPS 4.1.3.14 does not apply.

MPS 4.1.3.15 *New parking primarily to serve travel to Martha's Vineyard and Nantucket shall be consistent with the Regional Transportation Plan for Cape Cod as approved by the Cape Cod Metropolitan Planning Organization.*

Compliance Documentation: **N/A** There is no new parking proposed to specifically service travel to Martha's Vineyard and Nantucket. Therefore, MPS 4.1.3.15 does not apply.

Other Development Review Policies

4.1.3.16 *Transportation mitigation should be consistent with federal and state acts and plans, including the Transportation Equity Act for the 21st Century and successor transportation acts and amendments, the Clean Air Act Amendments of 1990, the Americans with Disabilities Act, and the Massachusetts State Implementation Plan.*

Compliance Documentation: **N/A** No transportation mitigation is necessary for the proposed Airport improvement projects. Therefore, MPS 4.1.3.16 does not apply.

4.1.3.17 *Development and redevelopment, including transportation improvements, should replace existing overhead utility lines with underground service.*

Compliance Documentation: **N/A** There are no overhead utility lines to replace with underground service for the proposed Airport improvement projects. Therefore, MPS 4.1.3.17 does not apply.

4.1.3.18 *Visitors to Cape Cod should be encouraged to travel by bus, rail, plane, or ferry.*

Compliance Documentation: The airport provides air travel service for visitors to Cape Cod, as well as for residents of Cape Cod.

4.1.3.19 *Visitors to Martha's Vineyard and Nantucket should be encouraged to use ports and parking outside of Barnstable County, excluding those visitors who are otherwise staying on Cape Cod.*

Compliance Documentation: **N/A** There are no flights from the Provincetown Airport to either Martha's Vineyard or Nantucket. Therefore, MPS 4.1.3.19 does not apply.