

ROAD SAFETY AUDIT

Route 28 Corridor High Crash Locations

Town of Falmouth

December 15, 2017

Prepared For:
Massachusetts Department of Transportation (MassDOT)
Highway Division – District 5



Town of Falmouth, Massachusetts



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Background

TEC, Inc. (TEC), in cooperation with the Town of Falmouth, Massachusetts and the Massachusetts Department of Transportation (MassDOT), is evaluating the existing traffic safety characteristics along segments and intersections of Route 28; also signed as Main Street, Davis Straits, and Teaticket Highway; in Falmouth, Massachusetts. TEC is conducting this safety evaluation as one of the first steps towards the design development of traffic and roadway improvements along the Route 28 corridor through the Town.

Road Safety Audit Justification

An RSA, as defined by the Federal Highway Administration (FHWA), is the *formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team*. The purpose of the RSA is to observe, identify, and report all safety issues and identify future opportunities for safety enhancement improvements for all roadway users. This includes identifying short-term, mid-term, and long-term safety improvements that can be implemented through general maintenance, immediate installation / removal, or could be potentially incorporated into future improvement projects. Enhancements or improvements, can take the form of one or more of the 4 E's; including Engineering, Education, Emergency Response, and Enforcement.

The U.S. Congress enacted the “Safe, Accountable, Flexible, Efficient, Transportation Act - A Legacy for Users” (SAFETEA-LU) in August 2005. This act provides guidance and funding for the implementation of a State Highway Safety Improvement Program (HSIP). As part of this Program, all states are required to develop a Strategic Highway Safety Plan (SHSP). The Massachusetts Department of Transportation (MassDOT) guidelines require an RSA be conducted where HSIP-eligible crash clusters are present within the study area of a transportation improvement project prior to commencing or finalizing a 25% Design. An intersection is defined as HSIP-eligible if the intersection is within the top five (5) percent of clusters in its respective Regional Planning Commission (RPC) boundaries based on Equivalent Property Damage Only (EPDO). EPDO rates crashes based on the crash severity.

Based on the published MassDOT database, several segments and intersections along the Route 28 corridor are designated as 2012-2014 HSIP Crash Clusters. This includes:

- Main Street (Route 28) from Palmer Avenue to Shore Street
- *Intersection:* Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road
- *Intersection:* Worcester Court / Spring Bars Road
- Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road

Additionally, based on the published MassDOT database, the intersection of Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and the roadway to the immediate north; as well as the segment of Teaticket Highway (Route 28) between the Town Fair Tire Driveway and the Driftwood Shops Driveway; are designated as 2005-2014 HSIP Pedestrian Crash Clusters. Finally, the segment of Teaticket Highway (Route 28) between the Stop & Shop Right-In Driveway and Figuerido Way is designated as a 2005-2014 HSIP Bicycle Crash Cluster.

Project Data

TEC of Lawrence, Massachusetts is the primary traffic safety investigation consultant in this RSA for the Main Street (Route 28) corridor in Falmouth, Massachusetts. The RSA meeting was conducted on Tuesday, November 14, 2017 at 9:00 AM, with the pre- and post-audit meetings held in Room 2 at the Gus Canty (Falmouth) Recreation Center, located at 790 Main Street in Falmouth, Massachusetts. A copy of the RSA agenda can be found in Appendix A. TEC also conducted various field visits to the audit locations.

As presented below in Table 1, the audit team consisted of a cross-section of state, regional, and local engineering, enforcement, maintenance, and emergency response professionals and was assembled in conjunction with input from MassDOT's Traffic Safety Management Unit. Contact information for all participating audit team members is provided in Appendix B.

Table 1: Participating Audit Team Members

| Audit Team Member | Agency/Affiliation |
|--------------------------|-------------------------------------|
| Douglas Decosta | Falmouth Police Department |
| James Porter | Falmouth Police Department |
| James McLoughlin | Falmouth Department of Public Works |
| Peter McConarty | Falmouth Department of Public Works |
| Raymond Jack | Falmouth Department of Public Works |
| David Nolan | Cape Cod Commission |
| Steven Tupper | Cape Cod Commission |
| Frank Nogueira | Cape Cod Regional Transit Authority |
| Scott Lindell | Falmouth Bikeway Commission |
| Alison Leschen | Friends of Falmouth Bikeways |
| Ryan Neyland | Tata & Howard, Inc. |
| Patrick O'Neale | Tata & Howard, Inc. |
| Elsa Chan | MassDOT Traffic Safety |
| Michelle Deng | MassDOT Traffic Safety |
| Connor Keating | MassDOT Traffic Safety |
| Barbara Lachance | MassDOT District 5 |
| Pamela Haznar | MassDOT District 5 |
| Samuel Gregorio | TEC, Inc. |
| Adrienne Retelle | TEC, Inc. |

Audit participants were provided with materials to review prior to the audit meeting. The materials included a summary of crash data, collision diagrams, and a summary of the type and severity of crashes (See Appendix). Participants were encouraged to visit the site prior to the audit and were urged to consider elements on MassDOT's Safety Review Prompt List.

On the day of the audit, a pre-audit meeting was held to discuss the project's background, the audit process, review the distributed materials, and discuss some of the issues that Team members had observed individually. The audit site walk consisted of field observations at the audit intersection. Handwritten notes and photographs documented the observations made by audit team members during

the site walk. Following the audit site walk, a post-audit meeting was held where the Team confirmed the observations made in the field and offered solutions to enhance the safety of areas noted in the site walk and pre-audit meeting.

Project Location and Description

The RSA was conducted along the Route 28 corridor; including:

- Main Street (Route 28) from Palmer Avenue to Shore Street
- *Intersection:* Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road
- *Intersection:* Worcester Court / Spring Bars Road
- Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road

A study area location map for the Route 28 corridor is provided in Figures 1 through 3. A detailed description of the study area roadways and intersections is provided below:

Existing Geometry and Infrastructure Summary

Main Street (Route 28)

Main Street, signed as MA State Route 28, is a two-lane, east-west, urban principal arterial roadway under the jurisdiction of the Town of Falmouth. The roadway provides local connection between Davis Straits (Route 28) to the east and Palmer Avenue to the west. In the vicinity of the audit area, Main Street is approximately 30 to 40 feet wide and services the central business district for the Town of Falmouth. Directional flow along the roadway is separated by a marked centerline. A speed limit sign is not posted for the central business segment of the corridor. Sidewalks and on-street parking are provided along both sides of Main Street. Bicycle accommodations, such as bicycle lanes or shared-use markings, are not provided along the roadway. Land uses along Main Street include commercial, educational, and religious uses.

Davis Straits (Route 28)

Davis Straits, signed as MA State Route 28, is a two-lane, north-south, urban principal arterial roadway under the jurisdiction of MassDOT. The roadway provides local connection between Teaticket Highway (Route 28) to the north and Main Street (Route 28) and Falmouth Heights Road to the south. In the vicinity of the audit area, Davis Straits is approximately 40 feet wide. Directional flow along the roadway is separated by a marked centerline. The speed limit along the corridor segment is posted as 35 mph. Sidewalks are provided along the easterly side of Davis Straits through the corridor and on the westerly side of Davis Straits, north of #90 Davis Straits. Bicycle lanes are provided along both sides of the corridor north of Dillingham Avenue. Land uses along Davis Straits include commercial and residential uses.



1" = 50'

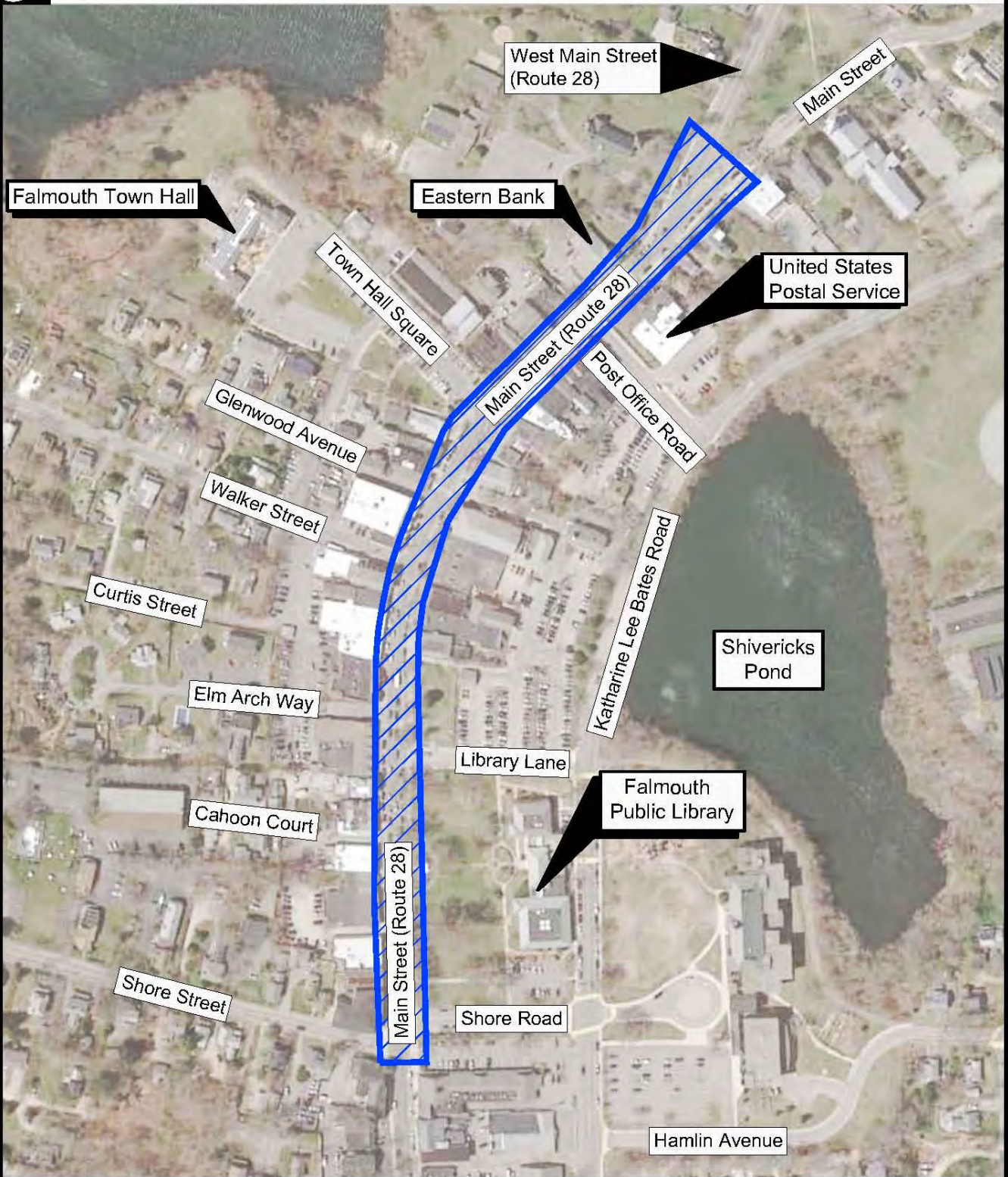


Figure 1
Project Location Map &
Study Area Intersections



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1" = 40'



Study Area Intersections:

1. Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road
2. Spring Bars Road / Worcester Court

Figure 2
Project Location Map &
Study Area Intersections





1" = 60'

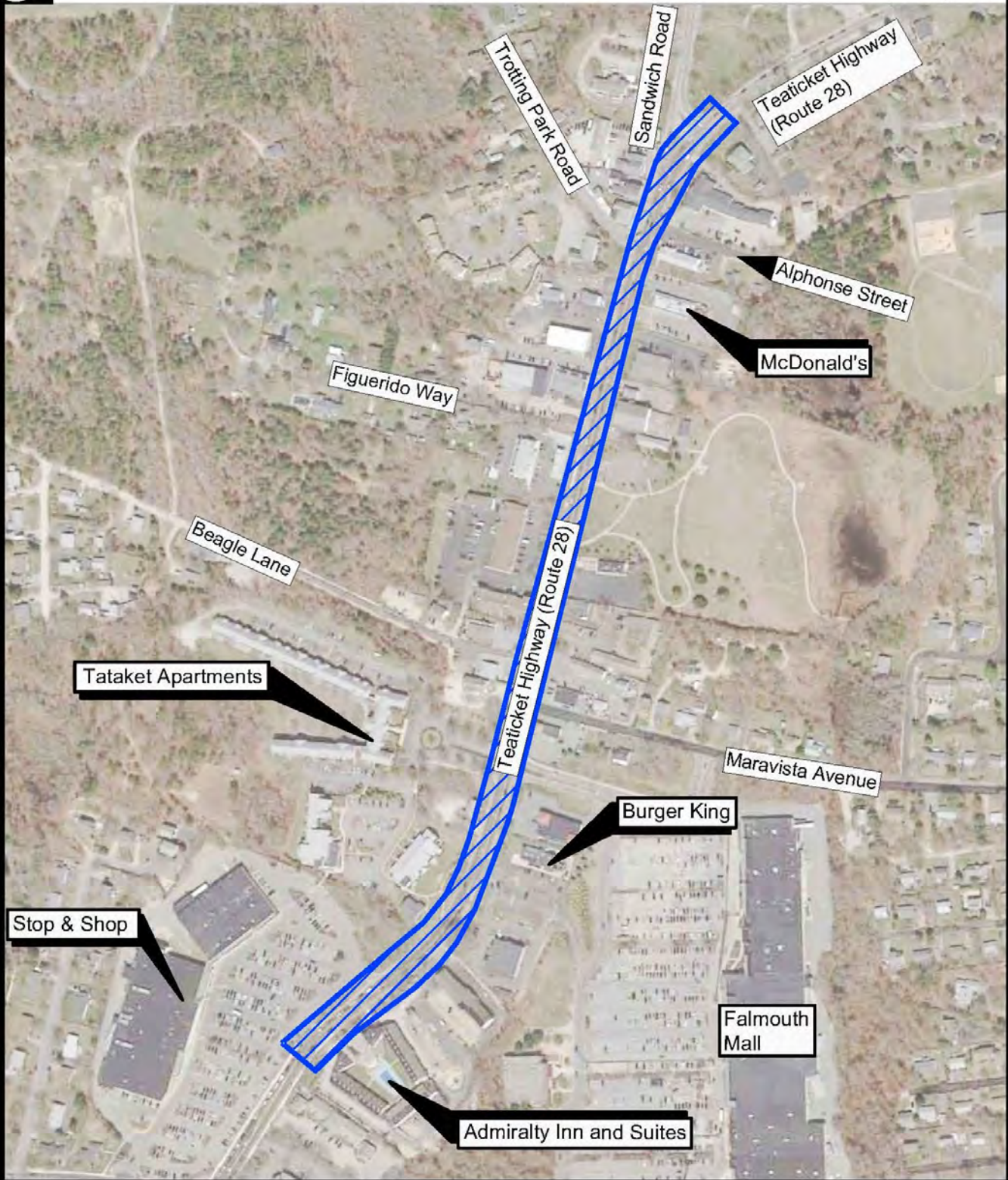


Figure 3
Project Location Map &
Study Area Intersections



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Teaticket Highway (Route 28)

Teaticket Highway, signed as MA State Route 28, is a two-lane, northeast-southwest, urban principal arterial roadway under the jurisdiction of MassDOT. For the purpose of this audit report, the cardinal direction of Teaticket Highway will be noted as east-west. The roadway provides local connection between East Falmouth Highway (Route 28) to the east and Davis Straits to the west. In the vicinity of the audit area, Teaticket Highway is approximately 35 to 40 feet wide. Directional flow along the roadway is separated by a marked centerline. The speed limit along the corridor segment is posted as 35 mph. Sidewalks are generally provided along both sides of Teaticket Highway through the segment. Bicycle accommodations, such as bicycle lanes or shared-use markings, are not provided along the roadway. Land uses along Teaticket Highway include commercial, residential, and industrial uses. The number and proximity of these uses contribute to numerous access/egress locations along both sides of the corridor.

Intersection: Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road

Dillingham Avenue and Spring Bars Road intersect Davis Straits (Route 28) to form a four-legged, unsignalized intersection. The Dillingham Avenue eastbound and the Spring Bars Road westbound approaches operate under stop-control, and each consists of a single general-purpose lane and directional flow separated by a marked centerline. At the intersection, a short raised concrete median also separates directional flow along Dillingham Avenue and contributes to an alignment shift with the opposing Spring Bars Road. The Davis Straits northbound and southbound approaches operate under free-flow conditions, with each approach consisting of a single general-purpose lane and directional flow separated by a marked centerline. Sidewalks are provided along the easterly side of Davis Straits, the southerly side of Dillingham Avenue, and both sides of Spring Bars Road. Crosswalks are present across the westbound and northbound approaches. Bicycle lanes are present along Davis Straits north of the intersection.

Intersection: Spring Bars Road / Worcester Court

Spring Bars Road intersects Worcester Court to form a four-legged, unsignalized intersection. The Spring Bars Road eastbound and westbound approaches operate under stop-control and each consists of a single general-purpose lane with directional flow separated by a marked centerline. The Worcester Court northbound and southbound approaches operate under free-flow conditions, with each approach consisting of a single general-purpose lane and directional flow separated by a marked centerline. Sidewalks are provided along the westerly side of Worcester Court, along both sides of Spring Bars Road west of the intersection, and along the southerly side of Spring Bars Road east of the intersection. Crosswalks are present across the eastbound and northbound approaches. Bicycle accommodations are not provided at the intersection.

Vehicle Count Data

To establish existing traffic-volume conditions at the audit intersection, manual Turning Movement Counts (TMCs) were obtained from the Cape Cod Commission (CCC). The TMCs were conducted during the weekday morning (7:00 AM – 9:00 AM) and weekday evening (4:00 PM – 6:00 PM) peak periods. Additionally, Automatic Traffic Recorder (ATR) counts were conducted by CCC along Route 28. The counts were used to collect traffic volumes. Both the TMCs and ATRs were utilized in determining the crash rate of the audit area roadways and intersections. A detailed summary of the TMCs

and ATRs is provided within Appendix C. A summary of the weekday ATR traffic data along the Route 28 corridor is presented in Table 2.

Table 2: Existing Weekday Traffic Volume Summary

| Location | Weekday Summer Traffic Volume | AADT | 85 th Percentile Speed | |
|---|-------------------------------|------------|-----------------------------------|--------|
| | | | EB | WB |
| Main Street, east of King Street [2015] | 18,070 VPD | 13,735 VPD | 29 MPH | 29 MPH |
| Davis Straits, east of Spring Bars Road [2017] | 17,085 VPD | 12,985 VPD | 32 MPH | 33 MPH |
| Teaticket Highway, east of Maravista Extension [2014] | 18,415 VPD | 13,995 VPD | 35 MPH | 33 MPH |

AADT = Average Annual Daily Traffic
 EB = Eastbound, WB = Westbound

Route 28 carries approximately 17,000 to 18,500 vehicles per day (vpd) during a typical summer day. Outside of the summer months, the corridor typically experiences approximately 13,000 to 14,000 vpd. The ATRs show that the travel speeds are generally consistent with the posted speed limits along the corridor. Generally, these speeds may be a result of the continuous conflict experienced along the corridor; from parked vehicles and the “narrowing effect” within the Main Street segment to the numerous curb cuts along the Teaticket Highway segment.

General Crash History

Crash data for the Audit corridors and intersections were compiled and analyzed for the most-recent consecutive four-year period (2013-2016) on file with the Town of Falmouth Police Department and supplemented with crash reports provided by MassDOT. The motor vehicle crash data was reviewed to determine if any crash trends exist within the study area.

In addition to examining the number of crashes at the study corridors, a crash rate was calculated to compare the occurrence of crashes to the volume of traffic passing through the Audit corridor segments. The crash rate per million vehicle miles traveled (MVMT) was calculated by using the average daily traffic volume, the length of the roadway segment in miles, and the total years of analyzed crash data. The crash rates along the Main Street high-crash segment and the Teaticket Highway high-crash segment were compared to the statewide averages published by MassDOT in November 2017 to determine the significance of the crash occurrence. The statewide average for an urban principal arterial roadway is 3.29 crashes per MVMT.

Furthermore, an intersection crash rate was calculated to compare the occurrence of crashes to the volume of traffic passing through the Audit intersections. The crash rate per million entering vehicles (MEV) was calculated using the evening peak-hour volumes from the TMCs, and the K-factor (relation of peak hour traffic to daily traffic) of 0.074 was utilized. The crash rate at the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road was compared to the statewide and district-wide averages published by MassDOT in February 2016 to determine the significance of the crash occurrence. The statewide average for unsignalized intersections is 0.58 crashes per MEV, and the District 5 average for unsignalized intersections is 0.58 crashes per MEV.

The total number of crashes per MEV and the total number of crashes per MVMT for the Main Street corridor segment, the Davis Straits / Dillingham Avenue / Spring Bars Road, and the Teaticket Highway corridor segment are provided in Table 3.

Table 3: Crash Rates by Intersection

| Intersection | Total Crashes | Crash Rate |
|---|----------------------|-------------------|
| Main Street (Route 28) between West Main Street (Route 28) and Shore Street | 71 | 11.26 |
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road | 39 | 1.41 |
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | 150 | 11.16 |

Further information regarding crashes is provided in the General Observations chapter. A detailed breakdown of the reported collisions is provided in Table 4.

Corridor: Main Street (Route 28) between Palmer Avenue and Shore Street

Main Street between Palmer Avenue and Shore Street experienced an average of 17.75 crashes per year over the four-year (2013-2016) study period, yielding a crash rate of 11.26 crashes per MVMT, more than three times the statewide average. Approximately 58 percent (41 of 71) of the crashes were sideswiped crashes, 17 percent (12 of 71) were rear-end crashes, and 14 percent (10 of 71) were angled crashes. Three (3) crashes involved a pedestrian or bicyclist. Twenty (20) percent of the crashes occurred in the month of July, which is generally consistent with the peak travel month for tourists along the corridor and with other crash trends noted within the other Audit segments. Similarly, the peak crash time periods were during the lunchtime (12p-3p) and sunset (6p-9p) periods, which represent more than half of the segment crashes.

The most substantial contribution to crashes within this short segment of roadway was related to crashes involving parked vehicles. Fifty (50) crashes within this short segment involved a parked vehicle. This includes vehicles attempting to park, leaving a parking space, or being sideswiped by a vehicle within the travel lanes.

Intersection: Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road

The Davis Straits / Dillingham Avenue / Spring Bars Road intersection experienced an average of 9.75 crashes per year over the four-year (2013-2016) study period, yielding a crash rate of 1.41 crashes per MEV, more than two times the statewide and District 5 averages for unsignalized intersections. Approximately 51 percent (20 of 39) of the crashes were angled crashes, 36 percent (14 of 39) were rear-end crashes, and eight percent (3 of 39) were single vehicle crashes. Two (2) crashes during the study period involved a pedestrian. Similar to the Main Street segment, more than 20 percent of the crashes occurred in the month of July, and more than 60 percent of crashes occurred during the lunchtime (12p-3p) and sunset (6p-9p) periods.

Table 4: Crash Data Summary

| Parameter | | Main Street from Palmer Avenue to Shore Street | Davis Straits / Dillingham Avenue / Spring Bars Road | Spring Bars Road / Worcester Court |
|--|--------------------|--|--|------------------------------------|
| Crash Year: | 2013 | 13 | 10 | 7 |
| | 2014 | 24 | 16 | 2 |
| | 2015 | 18 | 8 | 4 |
| | 2016 | 16 | 5 | 4 |
| TOTAL | | 71 | 39 | 17 |
| Annual Average | | <i>17.75</i> | <i>9.75</i> | <i>4.25</i> |
| Crash Rate (MEV or MVMT) Occurrence Significance? | | <i>11.26</i> <i>Yes</i> | <i>1.41</i> <i>Yes</i> | - |
| Type: | Angled | 10 | 20 | 15 |
| | Rear-End | 12 | 14 | 2 |
| | Sideswipe | 41 | 0 | 0 |
| | Head-on | 0 | 0 | 0 |
| | Single Vehicle | 2 | 3 | 0 |
| | Ped / Bike | 3 | 2 | 0 |
| | Not Reported | 3 | 0 | 0 |
| TOTAL | | 71 | 39 | 17 |
| Surface Conditions: | Dry | 61 | 34 | 16 |
| | Wet | 9 | 5 | 1 |
| | Snow / Ice / Slush | 1 | 0 | 0 |
| | Other / Unknown | 0 | 0 | 0 |
| TOTAL | | 71 | 39 | 17 |
| Severity: | Property Damage | 60 | 30 | 11 |
| | Non-Fatal Injury | 11 | 9 | 6 |
| | Not Reported | 0 | 0 | 0 |
| TOTAL | | 71 | 39 | 17 |
| Day of Week: | Monday-Friday | 53 | 32 | 12 |
| | Saturday-Sunday | 18 | 7 | 5 |
| TOTAL | | 71 | 39 | 17 |
| Time of Day: | 6:00AM-9:00AM | 3 | 3 | 0 |
| | 9:00AM-12:00PM | 16 | 3 | 3 |
| | 12:00PM-3:00PM | 20 | 12 | 6 |
| | 3:00PM-6:00PM | 12 | 8 | 3 |
| | 6:00PM-9:00PM | 17 | 12 | 5 |
| | 9:00PM-6:00AM | 3 | 1 | 0 |
| TOTAL | | 71 | 39 | 17 |

Table 4 (Continued): Crash Data Summary

| Parameter | Teaticket Highway / Stop & Shop Driveway | Teaticket Highway from Stop & Shop Driveway to Maravista Avenue | Teaticket Highway from Maravista Avenue to Beagle Lane | Teaticket Highway from Beagle Lane to Figuerido Way | Teaticket Highway from Figuerido Way to Trotting Park Road | Teaticket Highway / Trotting Park Road / Alphonse Street | Teaticket Highway from Alphonse Street to Sandwich Road | TOTAL | |
|---|--|--|---|---|---|--|---|--------------|-----|
| Crash Year: | 2013 | 5 | 8 | 2 | 7 | 9 | 2 | 4 | 37 |
| | 2014 | 4 | 12 | 4 | 3 | 5 | 6 | 6 | 40 |
| | 2015 | 3 | 11 | 3 | 4 | 8 | 3 | 3 | 35 |
| | 2016 | 5 | 11 | 3 | 7 | 8 | 1 | 3 | 38 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |
| Annual Average | 4.25 | 10.50 | 3.00 | 5.25 | 7.50 | 3.00 | 4.00 | 37.5 | |
| Crash Rate (MVMT) Occurrence Significance? | | | | | | | | 11.16 Yes | |
| Type: | Angled | 11 | 14 | 6 | 7 | 5 | 5 | 5 | 53 |
| | Rear-End | 3 | 12 | 4 | 7 | 21 | 4 | 8 | 59 |
| | Sideswipe | 1 | 5 | 1 | 1 | 1 | 1 | 1 | 11 |
| | Head-on | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| | Single Vehicle | 1 | 4 | 0 | 1 | 1 | 1 | 1 | 9 |
| | Ped / Bike | 1 | 7 | 0 | 5 | 1 | 1 | 1 | 16 |
| | Not Reported | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |
| Surface Conditions: | Dry | 15 | 32 | 9 | 19 | 27 | 9 | 15 | 126 |
| | Wet | 2 | 6 | 3 | 2 | 2 | 2 | 0 | 17 |
| | Snow / Ice / Slush | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 5 |
| | Other / Unknown | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |
| Severity: | Property Damage | 12 | 32 | 9 | 14 | 24 | 8 | 12 | 111 |
| | Non-Fatal Injury | 5 | 10 | 3 | 7 | 6 | 3 | 4 | 38 |
| | Not Reported | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |
| Day of Week: | Monday-Friday | 13 | 32 | 9 | 14 | 26 | 9 | 11 | 114 |
| | Saturday-Sunday | 4 | 10 | 3 | 7 | 4 | 3 | 5 | 36 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |
| Time of Day: | 6:00AM-9:00AM | 2 | 4 | 1 | 1 | 4 | 2 | 0 | 14 |
| | 9:00AM-12:00PM | 1 | 5 | 1 | 2 | 8 | 4 | 2 | 23 |
| | 12:00PM-3:00PM | 4 | 11 | 5 | 6 | 6 | 1 | 4 | 37 |
| | 3:00PM-6:00PM | 5 | 10 | 3 | 7 | 6 | 2 | 4 | 37 |
| | 6:00PM-9:00PM | 1 | 8 | 2 | 4 | 6 | 1 | 4 | 26 |
| | 9:00PM-6:00AM | 4 | 4 | 0 | 1 | 0 | 2 | 2 | 13 |
| TOTAL | 17 | 42 | 12 | 21 | 30 | 12 | 16 | 150 | |

Intersection: Spring Bars Road / Worcester Court

The Spring Bars Road / Worcester Court intersection experienced an average of approximately four (4.25) crashes per year over the four-year (2013-2016) study period. A crash rate for this intersection was not calculated due to insufficient TMC data. Nearly 80 percent of the crashes at the intersection were angled collisions, with two-thirds of the angled crashes involving a southbound vehicle along Worcester Court. Once again, more than one-third of crashes occurred in the peak month of July and two-thirds of crashes occurring during the lunchtime (12p-3p) and sunset (6p-9p) time periods. Four (4) crashes at this intersection identified “disregarding traffic control” as a contributing cause of the crash.

Corridor: Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road

Teaticket Highway between the Stop & Shop Main Driveway and Sandwich Road experienced an average of 37.5 crashes per year over the four-year (2013-2016) study period, yielding a crash rate of 11.16 crashes per MVMT, more than three times the statewide average. Approximately 39 percent (59 of 150) of the crashes were rear-end crashes and 35 percent (53 of 150) were angled crashes. The corridor experienced 16 crashes involving a pedestrian or bicyclist. Audit participants noted a consistently difficult experience for pedestrians and bicyclists along this segment of Route 28. The heaviest pedestrian / bicycle crash zone was verified between the Stop & Shop Driveway and Maravista Avenue. Overwhelmingly, audit participants noted that the access management characteristics of the corridor posed challenges and safety concerns for the corridor segment.

Audit Observations and Potential Safety Enhancements

Pre- and post-RSA site walk meetings were held in Room 2 at the Gus Cauty (Falmouth) Recreation Center, located at 790 Main Street in Falmouth, Massachusetts. The pre-audit meeting included brief introductions, an overview of the future design project and RSA process, and an overview of the safety characteristics of the Route 28 corridor. Each participant was asked to provide his or her concerns and comments related to the safety issues along the study corridors and intersections. At the end of discussion about the corridor and intersection deficiencies, the group participated in a site walk to observe the audit locations. After the conclusion of the group’s site walk, the meeting was reconvened to discuss potential countermeasures for concerns raised during the morning session and the site walk.

The RSA Team’s field observations and discussions show that the Team has several general concerns about existing conditions along the study corridors and intersections which may negatively impact safety. Several of these concerns require further evaluation and design work to develop appropriate safety enhancements. More specific safety challenges located within the audit area are also included.

Summary of Safety Concerns

The following summary of safety related concerns has been divided into the three distinct Route 28 corridor segments as previously identified.

Corridor: Main Street (Route 28) between Palmer Avenue and Shore Street

The RSA Team identified the following safety issues along the Main Street high-crash corridor segment between Palmer Avenue and Shore Street prior to, during, and after the field visit:

- On-Street Parking;
- Sub-Standard or Lack of Multi-Modal Accommodations;
- Restricted Sightlines;
- Stormwater Drainage;
- Deteriorated or Insufficient Signage;
- Heavy Vehicles, Buses, and Trucks; and
- Intersection Alignments

The following section provides a detailed summary of the identified safety concerns and potential safety enhancements along the corridor.

Safety Issue #1: On-Street Parking

Specific Observations:

On-Street Parking (Both Sides) – On-street parking is provided consistently along both sides of Main Street for much of its length; including the segment identified as a high crash cluster. The proximity of the on-street parking and numerous curb extensions (bump-outs) at intersections provides a significant narrowing effect on the corridor segment. A narrowing effect can typically lower the speed of the roadway; however, the narrowing effect could also contribute to the increase of sideswipe crashes, not only with parked vehicles but with side-by-side vehicles traveling along Main Street as well. Furthermore, the vehicles that park along Main Street tend to park close to the crosswalks. The most substantial contribution to crashes within this short segment of roadway was related to crashes involving parked vehicles. Fifty (50) crashes within this short segment during the four-year study period involved a parked vehicle. This includes vehicles attempting to park, leaving a parking space, or being sideswiped by a vehicle within the travel lanes.



Image 1: On-street parking along Main Street.

On-street parking along the corridor is essential to the tourist commerce within the central business district; however, it has decreased the potential for other amenities such as bus turn-outs and bicycle racks. The above picture depicts a Cape Cod Regional Transit Authority (CCRTA) bus stopped within the travel lane and vehicles attempting to go around the bus, causing congestion and driver frustration.

Lack of Wayfinding Signage – The Town noted during the Audit meeting that ample opportunities exist for other parking situations within the Main Street central business district, including within the designated parking lots and on other paralleling roadways such as Kathy Lee Bates Road. This parking is under-utilized as many tourists visiting the area during the peak season are unaware of the parking availability. Within the district, there is a significantly low number of parking wayfinding signage; partially due to the desire to keep the district absent from excessive signage and maintain the corridor’s “small town” feel. As a result, many tourist drivers will circulate and travel back-and-forth along Main Street waiting for an on-street parking space or disregard regulations and park illegally. This generally increases the amount of traffic along the congested corridor which could otherwise be directed specifically to available parking on parallel streets or within the larger parking lot areas along Main Street.

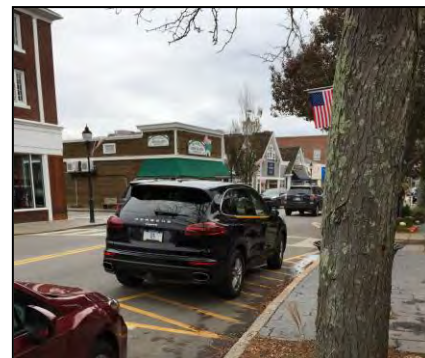


Image 2: Illegally parked vehicle on Main Street.

Post Office / Eastern Bank Parking – During the Audit, the Town identified the on-street parking in front of the Post Office, Eastern Bank, and the adjacent intersection of Main Street / Palmer Avenue as a primary safety issue. The crash reports indicated that ten (10) of the on-street parking related crashes, as well as one (1) pedestrian related crash, occurred in this area. The on-street parking on this small stretch of the corridor operates significantly different compared to the majority of the Main Street corridor as parking is generally high-turnover in this location as opposed to the typical 3-hour limit to the east. The skew of the Main Street / Palmer Avenue intersection, the convergence of the three roadways, and the mid-block crossing immediately in front of the Post Office provide a more congested and narrow feel. One (1) on-street parking crash at this location involved a vehicle exiting its parking space. Two (2) on-street parking crashes at this location involved drivers opening their driver doors into traffic.

Potential Safety Enhancements:

1. Consider modifying the curb lines on both sides of Main Street to provide additional width to the eastbound and westbound travel lanes. This may include the incorporation of striping or a similar enhancement to protect door openings for on-street parked vehicles.
2. Consider modifying the flow pattern of Main Street to consist of one-way flow, utilizing a parallel street, such as Kathy Lee Bates Avenue, to operate as a one-way pair. The increased width would reduce the narrowing effect of the corridor, as well as open additional possibilities for reconfigured parking.
3. Evaluate opportunities to restrict or redefine hours of deliveries for businesses along Main Street to limit the large vehicles along Main Street during peak congestion times.

4. Install signage (such as “No Parking Here to Corner” signs) and further delineate with pavement marking areas close to the intersections where on-street parking should be prohibited to increase visibility to/from pedestrians.
5. Consider highlighting alternate through routes to minimize the traffic volume on Main Street. This may be conducted using signs along adjacent corridors, by messaging through the Town’s social media, and other methods.
6. Consider installing wayfinding signage along Main Street, along North Main Street, and other roadways leading to the Route 28 corridor to redirect drivers from the congested Main Street central business district to alternate routes for parking and other Town attractions.
7. Consider installing variable message signs (VMS) along Main Street to direct drivers to alternate routes for parking and other Town attractions during peak tourist seasons.
8. Distribute flyers or pamphlets at the surrounding neighborhoods and businesses to inform drivers on the locations of available parking during peak tourist seasons.
9. Consider using social media to inform drivers on the locations of available parking during peak tourist seasons.
10. Consider increased enforcement of illegal parking within the audit area.
11. Consider the reconstruction of the Main Street / Palmer Avenue intersection to provide a traditional T-intersection; removing the striped median along Main Street and the skewed nature of the intersection.
12. Update pavement markings and signage near the Main Street / Palmer Avenue intersection to provide visual clarity to traffic movements near the intersection.
13. Evaluate additional parking locations and potential shuttle service loop between satellite parking and Main Street downtown area. This may include providing satellite parking during the peak season at locations such as the several Town schools.
14. Consider reducing the parking duration time along Main Street from the current 3 hour limit to increase turnover and potential availability.
15. Evaluate the need to provide designated bus pick-up / drop-off locations.
16. Consider removing on-street parking immediately in front of the Post Office and Eastern Bank to remove additional conflicts of the 11 parking spaces between Palmer Avenue and Post Office Road. This may require enhancing the off-street parking opportunities for these two high-turnover locations.

Safety Issue #2: Sub-Standard or Lack of Multi-Modal Accommodations

Specific Observations:

Pedestrian Accommodations – Sidewalks are provided along both sides of Main Street. Pedestrian accommodations along Main Street lack Americans with Disabilities Act (ADA) / Architectural Access Board (AAB) compliant accessible ramps, detectable warning strips or advanced pedestrian warning signage. Furthermore, bump-outs along Main Street where pedestrian crosswalks are typically located are utilized as snow dumping areas during snow plowing which inhibits pedestrian travel and also hinders the pedestrians / drivers sightlines. Finally, Audit participants noted that crosswalks along the Main Street corridor are not standardized for both pattern and color. The reported crash data indicate two (2) pedestrian related crashes during the four-year study period. Crosswalks along the corridor are not standardized throughout the corridor.

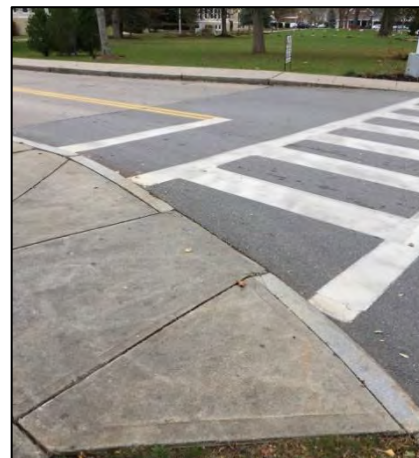


Image 3: Curb ramp along Main Street with non-compliant transition slopes.

Bicycle Accommodations – Bicycle accommodations are not provided along Main Street. Historically, the Town has not explored bicycle lanes or shared-use markings along the corridor as a direct result of the narrowing effect and limited roadway width that is currently experienced along the corridor. Traditionally, with on-street parking present, the corridor would need to provide a wider cross-section to accommodate cyclists comfortably. The reported crash data indicates one (1) cyclist related crash during the four-year study period. Proposed multi-modal countermeasures should be considered for future improvements along the Main Street corridor.

Potential Safety Enhancements:

Please refer to the Cape Cod Commission Plan for an Improved Transportation Network for Bicycling dated January 6, 2016 to supplement the below listed improvement considerations.

1. Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. Use these events and pamphlets to discuss safe walking habits associated with both existing and any new pedestrian infrastructure along the corridor.
2. Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor.
3. Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians.
4. Reconstruct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks upon enhancements to sidewalk facilities.

5. Evaluate the need to construct additional bump-outs along Main Street to enhance pedestrian safety, reduce the crossing distance, shield on-street parking, and naturally reduce vehicle speeds.
6. Consider relocating the crosswalks at the locations where alternate snow piling areas are not available.
7. Reapply crosswalk pavement markings with standardize MUTCD crosswalk patterns and color throughout the corridor. Consider ladder style crosswalks to increase the visibility of the crosswalks.
8. Install advance pedestrian signage at, and in advance of, the crosswalks along Main Street to improve pedestrian safety.
9. Provide enhanced advanced pedestrian warning signage (W11-2, W16-7) for the mid-block crossing between the Post Office and the Eastern Bank properties.
10. Consider the installation of flashing pedestrian beacons, such as Rectangular Rapid Flashing Beacons (RRFB), at strategic pedestrian crossing locations along the corridor.
11. Install bicycle racks at strategic locations along the corridor to promote areas of bicycle parking where other improvements are implemented.
12. Evaluate the need and feasibility to install bicycle “sharrow” markings and signage along Main Street to increase driver awareness of the shared-use nature of the roadway.
13. Install “Bicycles May Use Full Lane” (R4-11) signage and pavement markings on the Main Street section where bicycle accommodations cannot be implemented or do not exist.
14. Throughout the Main Street corridor, provide consistent travel lane widths to improve the side-friction comfort for bicycles along the corridor.
15. Consider modifying the flow pattern of Main Street to consist of one-way flow, utilizing a parallel street, such as Kathy Lee Bates Avenue, to operate as a one-way pair. The increased width would reduce the narrowing effect of the corridor, as well as open additional possibilities for reconfigured parking and the incorporation of enhanced bicycle accommodations.
16. Evaluate the potential to construct dedicated bicycle lanes along the Main Street corridor. Note that the construction of bicycle lanes may require the removal or relocation of on-street parking and require reducing the width of the sidewalks. If parking is maintained, consider including door zone between bike lanes and parking.



Safety Issue #3: Restricted Sightlines

Specific Observations:

Generally, sightlines from side-streets entering the Main Street corridor have been maintained by the previous construction of curb extensions (bump-outs) and other pavement markings to shift on-street parking back from each side-street intersection. However, some locations along the corridor experience sight distance challenges. The sight distance looking east and west of Walker Street at the intersection of Main Street / Walker Street are restricted by the building structures at the corners of the intersection. The sight distance at the Post Office Road



Image 4: Intersection of Main Street / Walker Street.

intersection is restricted by heavy parking turnover and typical congestion between the Palmer Avenue intersection and Town Hall Square. Pedestrian safety at this intersection is limited due to the blind building corners. Additionally, bump-outs along Main Street are utilized as snow dumping areas during snow plowing which further inhibits the sight distances; as well as planters at several intersections that restrict sightlines during the spring and summer seasons. One (1) crash during the study period occurred at this intersection as a result of limited sight distance where a vehicle exiting Walker Street struck a Main Street vehicle.

Potential Safety Enhancements:

1. Consider removing the parking space on the southerly side of eastbound approach of Main Street at the intersection of Main Street / Walker Street to improve the sightlines of Walker Street.
2. Consider removing on-street parking immediately in front of the Post Office and Eastern Bank to remove additional conflicts of the 11 parking spaces between Palmer Avenue and Post Office Road.
3. Clear out the snow piles on the bump-outs as soon as possible to increase the sight distances along Main Street and enhance pedestrian safety.
4. Evaluate the opportunity to install mirrors on the opposing side of Main Street from Walker Street and to trim/maintain vegetation and planters to extend sightlines from the intersection.

Safety Issue #4: Stormwater Drainage

Specific Observations:

Roof Drains - Most of the drainage from the rooves of the buildings along Main Street flows directly onto the sidewalk. An audit participant noted that during winter, portions of sidewalk along Main Street are iced and unsafe for pedestrians to walk.

Stormwater Ponding – Main Street does provide a closed stormwater drainage system. Currently, catch basins for a closed stormwater drainage system are present at numerous locations along Main Street to collect stormwater. During the field visit, many catch basins were observed as clogged as a result of debris build-up. In addition, many catch basins are incorrectly located away from the gutter line of the roadway. Finally, as a result of no recent full-depth pavement reconstruction of the corridor, the previous resurfacing of the corridor has not corrected areas of non-low point settling. Field observations show stormwater ponding encroaching onto the public way, especially in the on-street parking areas. This stormwater build-up may be contributing to on-street parked vehicles leaving more space between the vehicle and the curb, resulting in more encroachment into the travel lane.

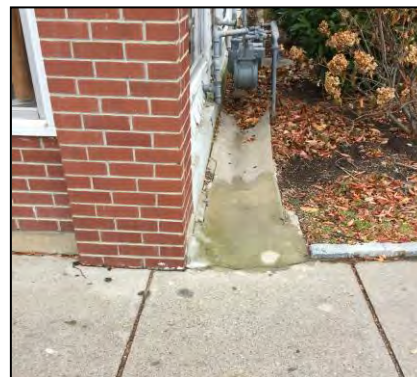


Image 5: The roof drainage flowing onto the sidewalk.

Potential Safety Enhancements:

1. The Town should evaluate the current roof drainage systems and the potential relocation of systems at multiple locations along Main Street.
2. The Town should examine Town ordinances and evaluate potential additions to the Town ordinances to limit roof runoff onto the public sidewalk.
3. Clear out the clogged catch basins to enhance drainage functions along Main Street.
4. Evaluate remodeling or relocation of catch basins along the corridor, as needed, to provide catch basins at the existing gutter line of the corridor and side-street approaches.
5. Consider a full-depth pavement reconstruction of the Main Street corridor to reestablish high-points and low-points of the stormwater collection system.
6. Consider an enhanced resurfacing of the Main Street corridor to reestablish high-points and low-points of the stormwater collection system.

Safety Issue #5: Deteriorated or Insufficient Signage

Specific Observations:

Faded, Damaged, and/or Mislocated Signage - Audit participants noted that some of the existing signs along Main Street are faded, or damaged, detracting from their effectiveness or cluttered. Additionally, an audit participant noted that the street name signs are difficult to see especially during low light conditions due to their color. In addition, some signage, such as the parking turnover signage, is temporarily misplaced for fall decorations.

Lack of Wayfinding Signage – Within the district, there is a significantly low number of parking and attraction wayfinding signage, partially due to the desire to keep the district absent from excessive signage and maintain the corridor’s “colonial” feel. As a result, many tourist drivers will circulate and travel back-and-forth along Main Street waiting for an on-street parking space or disregard regulations and park illegally. This generally increases the amount of traffic along the congested corridor which could otherwise be directed specifically to available parking.



Image 6: Street decorations on the sign/light posts with turned signage.

Pedestrian Signage - Audit participants noted that there is a lack of advance pedestrian crossing signage at some locations along Main Street where there is a substantial number of pedestrian crossing locations. Additionally, it was observed during the RSA that festive street decorations replaced the parking limitation signage along Main Street.

Potential Safety Enhancements:

1. Complete a full sign inventory along Main Street to determine accurate placement, condition, and possible replacement of existing signs.
2. Replace all existing signs along Main Street within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages.
3. Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages.
4. Consider finding an alternate location for the street decorations to avoid any driver confusion in the congested downtown area.
5. Consider installing wayfinding signage along Main Street to redirect drivers from the congested Main Street central business district to alternate routes for parking and other Town attractions.
6. Install advance pedestrian signage at, and in advance of, the crosswalks along Main Street to improve pedestrian safety.

Safety Issue #6: Heavy Vehicles, Buses, and Trucks

Specific Observations:

Lack of Wayfinding Signage – There is currently a lack of wayfinding signs for heavy vehicles, including delivery vehicles, around Main Street and the roadway leading into the business districts of the Town. It was noted that most heavy vehicles, whether directly providing a service to Main Street or not, use Main Street as the major through corridor. Within the district, there is a significantly low number of heavy vehicle wayfinding signage; partially due to the desire to keep the district absent from excessive signage and maintain the corridor’s “small town” feel.

Overall, the Town of Falmouth street network does not provide for prominent alternate routes east-west separate from the Route 28 corridor. This permits heavy commercial vehicles to travel along the corridor in order to access not only the central business district; but access to Woods Hole, the retail centers, the beachfront, and other prominent municipal locations. Due to the narrow roadway nature of Main Street, heavy vehicles, buses, and trucks tend to cross over the centerline and drive in the middle of the road. In addition, CCRTA buses tend to stop within the travel lane in order to allow for riders to enter and exit the vehicle. It is not uncommon for vehicles trailing the bus to by-pass the vehicle by utilizing the opposing travel lane. Five (5) crashes within the Main Street segment involved a heavy vehicle or delivery vehicle. Additionally, due to the small size of the loading areas, the delivery trucks for the business along the corridor have to find parking and loading areas elsewhere, block multiple parking spaces, or block traffic.



Image 7: Vehicle by-passing CCRTA bus along Main Street.

Potential Safety Enhancements:

1. Consider implementing heavy vehicle and truck exclusion time periods along Main Street to enhance the vehicular safety.
2. Designate specific heavy vehicle or truck routes on the Town road system to assist in removing additional heavy vehicles from the corridor.
3. Consider installing wayfinding signage along Main Street, along North Main Street, and other locations in the vicinity of the Route 28 corridor to redirect heavy vehicle drivers from the congested Main Street central business district to alternate routes.
4. Evaluate heavy vehicle traffic circulation routes throughout the Town which may lower the traffic along Main Street.
5. Evaluate opportunities to restrict or redefine hours of deliveries for businesses along Main Street to limit the large vehicles along Main Street during peak congestion times.
6. Consider moving loading zones to other nearby streets or within designated areas within parking lots.

7. Consider providing larger and better defined loading zone areas along Main Street.
8. Evaluate the feasibility to reduce on-street parking along the corridor to provide for bus turn-out areas at strategic locations along the Main Street segment. Parking could be relocated to nearby streets where the cross-section can support additional on-street parking.

Safety Issue #7: Intersection Alignments

Specific Observations:

Several intersections along the Main Street corridor are constructed to provide for an offset intersection. This includes the Main Street intersections with Shore Road / Shore Street, Post Office Road / Eastern Bank Driveway, and other locations to the east outside the RSA scope. With the offset and skewed nature of these intersections, as well as friction factors like on-street parking and heavy summer-time congestion, it is difficult for vehicles to exit out of the side streets with the cross street exiting traffic offset.

Potential Safety Enhancements:

1. Consider the realignment of the Main Street / Shore Road / Shore Street intersection. This may impact the private property including the opposing plaza parking entrance and exit.
2. Consider the realignment of the Post Office Road / Eastern bank Driveway intersection. This may impact the private property.

Intersections: Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court

The RSA Team identified the following safety issues at the intersections of Davis Straits / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court prior to, during, and after the field visit:

- Traffic Control at Worcester Court;
- Angled Crashes in the Vicinity of Davis Straits / Dillingham Avenue / Spring Bars Road;
- Courtesy Gaps;
- Intersection Alignment;
- Sub-Standard Multi-Modal Accommodations;
- Deteriorated or Sub-Standard Pavement Markings and Signage;
- Vehicle Speeds; and
- Access Management.

The following section provides a detailed summary of the identified safety concerns and potential safety enhancements at the intersections.

Safety Issue #1: Traffic Control at Worcester Court

Specific Observations:

Currently, the eastbound and westbound approaches of Spring Bars Road are under stop-control, and the northbound and southbound approaches are free-flowing. It was noted during the Audit meeting that the traffic volumes along the roadways may suggest that both Spring Bars Road and Worcester Court are equally the mainline. Drivers sometimes misinterpret the traffic control as a result, assuming that their approach has the right-of-way at the intersection. This issue is exacerbated as stop-signs at the intersection are faded, and the sightlines along the corridor are extensive. Approximately 88 percent (15 of 17) of the crashes at the intersection of Spring Bars Road / Worcester Court were angled crashes. Ten (10) of the 15 crashes involved a vehicle traveling eastbound or westbound colliding with a vehicle traveling northbound or southbound. Six (6) of the crashes at the intersection were the result of a vehicle along Spring Bars Road disregarding the stop-sign by not stopping. Two (2) additional crashes at the intersection were the result of vehicles along Spring Bars Road assuming that the intersection was a four-way stop-controlled intersection and proceeding into the intersection when oncoming traffic did not stop.



Image 8: Faded stop-sign along the Spring Bars Road eastbound approach.

1. Install new MUTCD-compliant stop-signs along the Spring Bars Road approaches.
2. Consider installing an overhead flasher at the intersection of Spring Bars Road / Worcester Court to supplement the existing traffic control condition.
3. Consider converting the intersection of Spring Bars Road / Worcester Court into a four-way stop-controlled intersection to minimize angled collisions. Note that traffic warrants should be conducted at the intersection prior to the installation of additional stop-controlled approaches.
4. Evaluate the installation of traffic calming measures, such as the narrowing of travel lanes, to reduce travel speed and increase gaps in the traffic flow.
5. Evaluate the installation of a fully-actuated traffic signal at the intersection of Spring Bars Road / Worcester Court to reduce vehicle conflicts at the intersection. Evaluation should be checked against MUTCD signal warrants for traffic volume and safety.

Safety Issue #2: Angled Crashes in the Vicinity of Davis Straits / Dillingham Avenue / Spring Bars Road

Specific Observations:

The heavy traffic volumes, presence of side friction elements, and traffic control nature of the Davis Straits / Dillingham Avenue / Spring Bars Road intersection and adjacent commercial driveways has resulted in 20 angled crashes at the intersection during the four-year study period. Thirteen (13) of these crashes were the result of failure to yield the right-of-way to the mainline traffic.

Potential Safety Enhancements:

1. Consider installing an overhead flasher at the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road to supplement the existing traffic control condition.
2. Evaluate the installation of a fully-actuated traffic signal at the intersection of the Davis Straits / Dillingham Avenue / Spring Bars Road to reduce vehicle conflicts at the intersection. Previous analysis indicates that signal warrants are met at this intersection.
3. Evaluate the feasibility of installing a roundabout at the intersection of the Davis Straits / Dillingham Avenue / Spring Bars Road to reduce vehicle conflicts at the intersection.

Safety Issue #3: Courtesy Gaps

Specific Observations:

Several audit participants acknowledged frequent “courtesy” extended to the drivers exiting the side street or attempting to take the opposing left-turn; where one driver with the right-of-way waves the side street driver to proceed even when the right-of-way may not be with that driver. This may cause the side street driver to pull out without consideration of other mainline vehicles on Davis Straits or on the Worcester Court mainline. It was suggested that extending “courtesy” to the drivers exiting the side street may be

the cause of several close-calls where drivers were unaware of the aforementioned “courtesy.” One (1) crash at the Davis Straits / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court intersections (two total crashes) were noted specifically as courtesy crashes.

Potential Safety Enhancements:

1. Consider modifying the traffic control at the intersection of Spring Bars Road / Worcester Court to a four-way stop-controlled intersection to reduce the occurrence of courtesy gaps in traffic. Note that traffic warrants should be conducted at the intersection prior to the installation of additional stop-controlled approaches.

Safety Issue #4: Intersection Alignment

Specific Observations:

The Dillingham Avenue approach to Davis Straits is slightly offset, and, therefore, vehicles exiting the Dillingham Avenue eastbound approach do not have a direct path to access the opposing Spring Bars Road receiving lane. These movements may be difficult for unfamiliar users attempting to cross Davis Straits. The alignment shift is partially a result of the raised concrete median that separates directional flow along Dillingham Avenue. This may be the cause of two (2) crashes at the intersection that involved vehicles conducting turning movements along each of the side-street approaches.

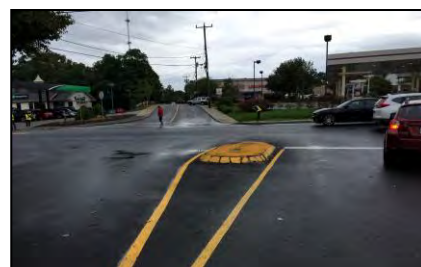


Image 9: Dillingham Avenue approach to Davis Straits.

Potential Safety Enhancements:

1. Consider removing the raised center island on Dillingham Avenue to align Dillingham Avenue with the opposing Spring Bars Road.
2. Consider reducing the roadway width of Dillingham Avenue to reduce travel speed and to align better with the opposing Spring Bars Road.
3. Examine opportunities to reconstruct the Dillingham Avenue and Spring Bars Road approaches to provide consistent cross-sections directly aligned across the intersection.

Safety Issue #5: Sub-Standard Multi-Modal Accommodations

Based on the published MassDOT database, the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road and the roadway to the immediate north are designated as 2005-2014 HSIP Pedestrian Crash Clusters.

Specific Observations:

Pedestrian Accommodations – Pedestrian facilities near the Davis Straits / Dillingham Avenue / Spring Bars Road intersection are in poor condition and placement. The sidewalk along the southerly side of Dillingham Avenue is in poor condition, including areas in which the sidewalk is visibly level to the travel way and areas where the wide-open curb-cut does not provide definition of the pedestrian walking area. This is similar to the sidewalk along the easterly side of Davis Straits, south of the intersection, where there is minimal definition of the sidewalk adjacent to the Stop & Shop gas station. The lack of visibility to the crosswalk across Davis Straits is supplemented by poor lighting of the crosswalk.

There is a lack of advanced pedestrian crossing warning signage and ADA/AAB-compliant access ramps at the intersections of Davis Straits / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court. The location of the existing crosswalk across Davis Straits south of the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road is not ideal. Two (2) pedestrian crashes occurred near the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road during the four-year study period.

Bicycle Accommodations – Formalized bicycle accommodations are not provided along Davis Straits, south of Dillingham Avenue, or along Dillingham Avenue, Spring Bars Road or Worcester Court. The reported crash data indicates one (1) bicycle related crash within the audit area which may have been the result of cyclist inattention.

Potential Safety Enhancements:

1. Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. Use these events and pamphlets to discuss safe walking habits associated with both existing and any new pedestrian infrastructure along the corridor.
2. Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor.
3. Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians.
4. Consider reconstructing the existing sidewalk along Dillingham Avenue and the easterly side of Davis Straits, including providing vertical separation between the sidewalk and the travel way.
5. Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways and defined pedestrian areas.
6. Construct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks at both Audit intersections.
7. Consider relocating the crosswalk across Davis Straits south of the intersection.

8. Install improved street and sidewalk lighting in the vicinity of the intersection crosswalks to provide improved visibility.
9. Install advance pedestrian signage at the crosswalks across Davis Straits and Worcester Court.
10. Consider the installation of bicycle “sharrow” markings and signage along the Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court approaches to increase driver awareness of the shared-use nature of the roadway.
11. Evaluate the potential to install Rectangular Rapid Flashing Beacon (RRFB) or other pedestrian crossing countermeasures for safer crossing at the intersection of Spring Bars Road / Worcester Court.
12. Consider further connectivity for dedicated bicycle lanes along Davis Straits to connect to recently constructed bicycle lanes in the vicinity of Jones Road. Note that the construction of bicycle lanes may require acquiring permanent easements if existing travel lane widths are maintained; however the roadway cross-section under existing conditions provides enough width for standard bicycle lanes.

Safety Issue #6: Deteriorated or Sub-Standard Pavement Markings and Signage

Specific Observations:

Faded Pavement Markings - Audit participants noted that many of the existing pavement markings along all approaches to the audit intersections are faded and difficult to see, particularly at night and during periods of solar glare. Poor pavement markings give the appearance of wide travel lanes which frequently leads to higher travel speeds.

Single Yellow Centerline – All four approaches at the intersection of Spring Bars Road / Worcester Court provide a single yellow centerline to separate directional flow. The single line conveys that each approach is a low-volume roadway. This is generally not the case and may be a contributing factor to misinterpretations of the intersection’s traffic control.

Intersection Signage - Audit participants noted that some of the existing signs at the audit intersections are faded, damaged, or not MUTCD-compliant for location, which is detracting from their effectiveness. This was previously noted in terms of the stop-signs along Spring Bars Road at Worcester Court. Additionally, audit participants noted that there is a lack of advance pedestrian crossing and intersection control signage at the audit intersections.

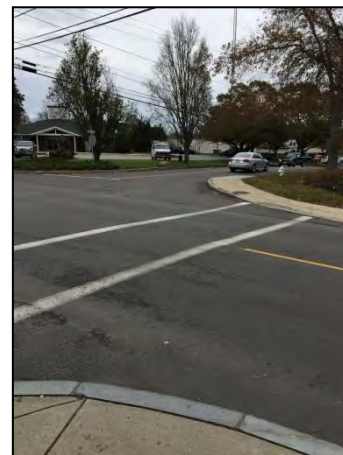


Image 10: Faded pavement markings along Worcester Court.

Potential Safety Enhancements:

1. Reapply all existing pavement markings, including stop-bars and centerlines, to improve motorist and pedestrian safety.

2. Ensure all stop-bars are located at least four feet away from striped crosswalks to reduce the potential for pedestrian collisions.
3. If four-way stop-control is considered at the intersection of Spring Bars Road / Worcester Court, install/replace stop-signs on all approaches with stop-bars.
4. Complete a full sign inventory along all approaches to the Davis Straits / Dillingham Avenue / Spring Bars Road intersection and the Spring Bars Road / Worcester Court intersection to determine accurate placement, condition, and possible replacement of existing signs.
5. Replace all existing signs at the intersections within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages.
6. Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages.
7. Install advance pedestrian signage along Davis Straits and Worcester Court at the crosswalks where necessary to enhance pedestrian safety.
8. Install advance intersection and traffic control signage along all intersection approaches to both intersections.

Safety Issue #7: Vehicle Speeds

Specific Observations:

Audit participants expressed concerns over vehicle speeds within the audit area especially along Worcester Court. While only one (1) crash was attributed to excessive speed within the four-year study period, 18 crashes within the audit area occurred during the nighttime hours when speeds are typically at their peak along the corridor. Additionally, there are minimal posted speed limit signs along the roadways in the vicinity of the audit area.

Potential Safety Enhancements:

1. Consider increasing targeted enforcement of speeding along Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court in an effort to reduce travel speeds.
2. Consider strategic placement of dynamic message speed signs to inform drivers of their current speed as compared to the posted speed limit.
3. Consider installation of traffic calming measures which specifically reduce speeds. This may include road humps or rumble strips at key locations (town roads only). Road humps provide an extended length versus speed humps to lessen the noise pollution impact to neighboring residents or commercial



businesses.

4. Consider conducting a speed zoning study along Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court to establish new MassDOT-approved speed regulations. Note that the starting point for establishing a new speed limit is the measured 85th percentile speed. Be advised that the lower speed limit may not be a direct deterrent to the existing travel speeds. In addition, the change in speed zoning could have a reverse effect in resulting in higher speed limits based on the results of the study.
5. Consider the adoption of a town-wide 25 MPH speed zone for thickly settled or business district roadways under M.G.L. Chapter 90 Section 17C. Be advised that the lower speed limit may not be a direct deterrent to the existing travel speeds.

Safety Issue #8: Access Management

Specific Observations:

Audit participants expressed concerns over the access management along Davis Straits immediately north and south of the Dillingham Avenue intersection. Between Dillingham Avenue and Jones Road, there are several commercial, retail, and restaurant driveways in close proximity. Eight (8) of the 39 crashes that occurred near the Davis Straits / Dillingham Avenue / Spring Bars Road intersection resulted from vehicles entering or exiting one of the many curb-cuts.

Potential Safety Enhancements:

1. Evaluate the reduction of curb-cuts along Davis Straits by coordinating with the property owners to strategically combine some of the driveways, where feasible. This would require cross-access easements.
2. Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways which command respect for speed and turning movements.
3. Consider strategic placement of additional left-turn pockets along Davis Straits to remove vehicles attempting to turn left from the mainline travel stream which potentially will help with rear-end and sideswipe crashes. This may require corridor widening.
4. Consider installing a two-way left-turn lane (TWLTL) along Davis Straits to remove vehicles attempting to turn left from the mainline travel stream. This may require corridor widening. Town officials have noted that this is not a favorable improvement alternative.

Corridor: Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road

The RSA Team identified the following safety issues along Teaticket Highway between Stop & Shop Driveway and Sandwich Road prior to, during, and after the field visit:

- Access Management;
- Sub-Standard or Lack of Multi-Modal Accommodations;
- Sub-Standard Pavement Markings and Signage;
- Stop & Shop Driveway Intersection Deficiencies; and
- Sandwich Road Intersection Deficiencies

The following section provides a detailed summary of the identified safety concerns and potential safety enhancements along the corridor.

Safety Issue #1: Access Management

Specific Observations:

Commercial Driveways - Audit participants expressed significant concerns over the access management along the Teaticket Highway corridor. The Teaticket Highway corridor, between Stop & Shop to the south and Sandwich Road to the north, has an abundance of retail, restaurant, and commercial buildings. Each property has at least one, if not multiple, curb-cuts accessing the corridor. In addition to the number of curb-cuts, many driveways are excessively wide; do not provide visual differentiation to parking areas, with multiple curb-cut driveways; and do not provide visual differentiation to the mainline roadway. Fifty (50) of the 150 crashes along the corridor segment involved a vehicle turning into or out of a driveway. Many other crashes involved a vehicle turning into or out of one of the side-street approaches, which in many cases are indistinguishable from the commercial driveways. Finally, the corridor experienced a large number of rear-end crashes, of which many may have been a result of upstream queuing and turning movements related to the numerous corridor driveways.



Image 11: Numerous curb-cuts along Teaticket Highway.

Falmouth Mall Driveway & Maravista Avenue - The Falmouth Mall Driveway (Walmart) and Maravista Avenue intersect Teaticket Highway in close proximity (approximately 130 feet). In addition, the opposing driveways for the Teaticket Apartments and Sundries Furniture intensify the two four-way intersection locations. The close proximity of these intersections provides for an increased opportunity for vehicle conflicts. In addition, the sightlines from the Falmouth Mall Driveway are poor as vegetation and signage blocks the view from the driveway to the south/west along Route 28. Thirty-one (31) of the corridor crashes (approximately 20 percent) occurred at or between these two locations.

A pedestrian-only traffic signal is situated between the two intersections and operates with green indications along the Teaticket Highway mainline for the overwhelming majority of the time. When the traffic signal at this location turns ‘RED’, many drivers are unprepared for the stop condition as the pedestrian signal is rarely utilized. In addition, the traffic signal and crosswalk location is away from the regular path of travel. Audit participants noted that the main pedestrian movement at the intersection is from the Teaticket Apartments to the Falmouth Mall Driveway. Pedestrians wishing to traverse this movement must first cross the Teaticket Apartment Driveway, then cross Teaticket Highway, and then traverse back to the Falmouth Mall Driveway. The stop-line for the northbound traffic is located just in front of the Walmart access right-turn lane. Furthermore, the southbound traffic stop-line is located approximately 67-feet ahead of the crosswalk.

Head-In Parking Driveways – Multiple establishments along the Teaticket Highway corridor provide for wide-open curb-cuts to provide direct head-in parking stalls, perpendicular and parallel to the mainline traffic. Head-in parking is a typical concern as vehicles are forced to back-out directly into the mainline traffic stream where, when blocked by other parked vehicles, could be blinded to oncoming mainline traffic

Potential Safety Enhancements:

1. Evaluate the reduction of curb-cuts along Teaticket Highway by coordinating with the property owners to strategically combine some of the driveways, where feasible. This would require cross-access easements.
2. Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways which command respect for speed and turning movements.
3. Consider strategic placement of additional left-turn pockets along Teaticket Highway to remove vehicles attempting to turn left from the mainline travel stream. This may require corridor widening.
4. Consider installing a two-way left-turn lane (TWLTL) along Teaticket Highway to remove vehicles attempting to turn left from the mainline travel stream. This may require corridor widening. Town officials have noted that this is not a favorable improvement alternative.
5. Consider replacing the existing pedestrian traffic signal with a High-Intensity Activated Crosswalk (HAWK) pedestrian hybrid beacon where the normal indication for mainline traffic is blank.
6. Evaluate the installation of a fully-actuated traffic signal at the intersections of Teaticket Highway / Falmouth Mall Driveway / Teaticket Apartments and Teaticket Highway / Maravista Avenue / Sundries Furniture to reduce vehicle conflicts at the intersections. Any traffic signal installation should provide cluster operates at both intersections similar to a diamond interchange phasing.
7. Consider installing “Stop Here on Red” (R10-6) signs at the stop-line for both approaches to increase driver compliance rate for stopping at the stop-line.

8. Trim vegetation along the Falmouth Mall Driveway to open sightlines to the south.
9. Coordinate with the property owner of the Falmouth Mall to relocate the property signage to a location outside the intersection sightline from the mall’s driveway.
10. Coordinate with the property owners of those establishments along Teaticket Highway with head-in parking to investigate opportunities for parking reconfigurations to limit the head-in and head-out movements directly into the mainline traffic.

Safety Issue #2: Sub-Standard or Lack of Multi-Modal Accommodations

Based on the published MassDOT database, the segment of Teaticket Highway between the Town Fair Tire Driveway and the Driftwood Shops Driveway are designated as 2005-2014 HSIP Pedestrian Crash Clusters. In addition, the segment of Teaticket Highway between the Stop & Shop Right-In Driveway and Figuerido Way is designated as a 2005-2014 HSIP Bicycle Crash Cluster.

Specific Observations:

Pedestrian Accommodations – This Teaticket Highway corridor segment experiences a high pedestrian volume. Audit participants noted that pedestrians tend to cross Teaticket Highway at non-crosswalk locations to access locations on the opposing side of the roadway. This occurs mostly between Stop & Shop and the Admiralty Inn; as well as between the Falmouth Mall and the Teaticket Apartments. Throughout the corridor segment, there are numerous locations where pedestrian space is not defined between parking lots, driveways, and the general travel way. At crosswalk locations, there is a lack of advance pedestrian crossing warning signage and ADA/AAB-compliant accessible ramps. The reported crash data indicates four (4) pedestrian related crashes along the corridor within the audit area.



Image 12: Open undefined pedestrian space along Teaticket Highway.

Bicycle Accommodations – Formalized bicycle accommodations are not provided along Teaticket Highway. It was observed during the RSA that cyclists travelling along the audit area were riding on the sidewalk. Audit participants noted two specific cross-section ‘choke’ points along the corridor segment where the shoulders narrow; including just north of Maravista Avenue and immediately adjacent to Town Fair Tire. The reported crash data indicates 12 bicycle related crashes along the corridor within the audit area. Nine (9) of these cyclist crashes involved a vehicle entering or exiting a side-street or driveway, both of which are numerous along the corridor. Six (6) of the bicycle related crashes involved a cyclist travelling the incorrect direction along Teaticket Highway where drivers may be unaware or not expecting the cyclist to be travelling illegally.



Image 13: Bicycle and shoulder choke point north of Beagle Lane.

Potential Safety Enhancements:

1. Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. Use these events and pamphlets to discuss safe walking habits associated with both existing and any new pedestrian infrastructure along the corridor.
2. Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor.
3. Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians.
4. Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways and defined pedestrian areas.
5. Construct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks.
6. Consider strategic placement of additional crosswalks across Teaticket Highway and other side street locations; such as across the Falmouth Mall Driveway.
7. Install advance pedestrian signage at the crosswalks along Teaticket Highway to improve pedestrian safety.
8. Consider the installation of bicycle “sharrow” markings and signage along Teaticket Highway to increase driver awareness of the shared-use nature of the roadway.
9. Evaluate the potential to slightly widen the cross-section of Teaticket Highway at various choke points along the corridor to provide a consistent shoulder width, even if narrower than a standard bicycle shoulder.
10. Consider the construction of dedicated bicycle lanes along the Teaticket Highway corridor. Note that the construction of bicycle lanes may require modifications to curb lines and acquiring permanent easements if existing travel lane widths are maintained within the three-lane section of Teaticket Highway;
11. Continue providing educational opportunities to bicyclists in the area to reinforce legal bicycle maneuvers along major bicycle corridor; such as travelling the same direction as motor vehicles.

Safety Issue #3: Sub-Standard Pavement Markings and Signage

Specific Observations:

Inconsistent Left-Turn Lane Markings – The lane line for the left-turn lane along Teaticket Highway southbound near Maravista Avenue is currently non-existent. In addition, left-turn

arrows are not placed appropriately. For instance, there is a left-turn arrow centered on the Falmouth Mall Driveway entrance. This conveys a message that the left-turn lane has started again and that the mall’s exiting lanes may constitute the entrance to the mall.

Mislocated Road Narrow Signage – The ‘Road Narrow’ sign along Teaticket Highway southbound near Town Fair Tire is mislocated as the road narrowing is already in progress at the point of signage.

Missing Pedestrian Warning Signage – Crosswalk locations along the corridor are missing pedestrian and advance pedestrian warning signage.

Potential Safety Enhancements:

1. Reapply left-turn lane lines and left-turn arrows to convey the location of the two-lane approach and potential left-turn locations.
2. Modify the layout of the left-turn lane along Teaticket Highway southbound to provide individual left-turn pockets to lower speeds within the left-turn lane and provide definition to left-turn opportunities.
3. Reevaluate the location of warning signage along the corridor to be placed correctly based on the corridor cross-section.
4. Consider adding a striped median at the terminus of the southbound left-turn lane to establish the change in cross-sectional width and provide improved alignment before and after the terminus of the left-turn lane.
5. Install advance pedestrian signage at the crosswalks along Teaticket Highway to warn the motorists of the pedestrians.

Safety Issue #4: Stop & Shop Driveway Intersection Deficiencies

Specific Observations:

Internal Drive Aisle and Parking Layout – The internal parking and drive aisle of Stop & Shop, north of Jones Road, provides for queue stacking of one vehicle. Therefore, vehicles attempting to exit the Stop & Shop driveway are generally accessing the exit from multiple directions. In addition, as exiting vehicles block the entrance, vehicles entering the site at this driveway location have a potential to stack into the Teaticket Highway southbound travel lane.

Courtesy Crashes – The crash data indicated two (2) crashes for vehicles exiting the Stop & Shop Driveway directly related to a mainline vehicle extending “courtesy” to the drivers exiting the driveway, where one driver with the right-of-way waves the side street driver to proceed even when the right-of-way may not be with that driver.



Image 14: Short exiting area from Stop & Shop Driveway.

Sightlines – The sightline from the Stop & Shop Driveway, looking south, is obstructed by multiple utility poles and signage. Although the sightlines are limited from this approach no crashes are associated with the deficient sightline. To the north, sightlines are not obstructed; however, because of the profile and horizontal curvature of the roadway, drivers may be misinterpreting gaps in traffic from this direction. Nine (9) crashes at this location involved a vehicle exiting the driveway and a vehicle travelling southbound along Teaticket Highway.

Potential Safety Enhancements:

1. Consider opportunities and coordination with the private property to slightly modify the internal drive aisle of Stop & Shop to extend queuing opportunities and reduce potential conflict with entering vehicles.
2. Consider modifying the traffic control along the driveway to provide right-in and right-out only access and egress to reduce the conflicts between the driveway and the mainline.
3. Consider providing a median on Teaticket Highway by installing quick curb to restrict left-turn access into and out of the Stop & Shop driveway.
4. Relocate signage along the westerly side of Teaticket Highway, south of the Stop & Shop driveway, to open the sightline.
5. Consider modifications to the profile of Teaticket Highway, north of the Stop & Shop driveway, to enhance the sightline to the north.
6. Consider traffic calming measures such as roadway narrowings north of the Stop & Shop driveway to slow traffic approaching the driveway.

Safety Issue #5: Sandwich Road Intersection Deficiencies

Specific Observations:

Blocked Flasher – The signal flasher located in the Sandwich Road island is currently blocked by other intersection signage in the island.

Excessive Teaticket Highway Cross-section – Adjacent to the island separating the entrance and exit of Sandwich Road, the Teaticket Highway southbound approach widens unnecessarily which promotes higher travel speeds for vehicles traveling through the intersection. In addition, it provides a longer conflict area for northbound vehicles attempting to turn left onto Sandwich Road and eastbound vehicles attempting to turn left onto Teaticket Highway. Three (3) crashes at the intersection resulted from vehicles exiting Sandwich Road and vehicles travelling southbound along Teaticket Highway.



Image 15: Open Teaticket Highway cross-section adjacent to Sandwich Road,

Faded, Excessive, or Missing Signage – There are multiple signs at the intersection of Teaticket Highway / Sandwich Road that are faded, especially within the raised islands. In addition, there is excessive signage within the islands in particular; including signage that blocks the traffic flasher. Finally, some typical signage is not present at the intersection; specifically, object marker signage at the island corners.

Intersection Alignment – Sandwich Road currently intersects Teaticket Highway at a skewed angle. Immediately at the intersection, Sandwich Road movements are separated by a raised island in which right-turning traffic directly aligns with Teaticket Highway southbound. This forces right-turning vehicles to look far over their shoulder to see conflicting southbound traffic. There were four (4) reported rear-end crashes that occurred within the right-turn channelized lane which may be the result of a vehicle misjudging gaps on the mainline and “inching” forward where vehicles from behind are unaware of the stopped vehicle. In addition, the configuration of the intersection has introduced multiple raised islands separating traffic flows along Sandwich Road. One (1) wrong-way crash occurred at the intersection where a driver confused the multiple roadway sections between the multiple islands.

Adjacent Parking on Private Property – Immediately south of the Sandwich Road intersection, multiple establishments have parking adjacent to the travel way which blocks the sidewalk and provides direct side friction to the roadway. In addition, head-in parking is present at the #290 Teaticket Highway property where vehicles exit directly into the Teaticket Highway southbound path of travel, and the Sandwich Road right-turn channelized lane is increasingly blind to the parking condition by the property sign.

Potential Safety Enhancements:

1. Relocate the traffic flasher at the intersection to a location more visible to the roadways.
2. Extend the Sandwich Road separation islands to provide increased definition and narrowing of the Teaticket Highway southbound travel lane.
3. Apply striped island pavement markings to provide increased definition and narrowing of the Teaticket Highway southbound travel lane.
4. Reapply all existing pavement markings, including stop-lines and centerlines, to improve motorist and pedestrian safety.
5. Replace all existing signs at the intersections within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages.
6. Complete a full sign inventory at the Teaticket Highway / Sandwich Road intersection to determine accurate placement, condition, and possible replacement of existing signs.
7. Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages.
8. Install object marker series signage and similar warning signage on the apex corners of the raised islands.

9. Consider realigning the Sandwich Street approach to provide a more traditional T-intersection and reduce the presence of multiple raised islands.
10. Consider enhanced signage to better define the entrance and exit locations of Sandwich Road.
11. Evaluate the installation of a roundabout at the intersection of the Teaticket Highway / Sandwich Road to reduce vehicle conflicts at the intersection.
12. Install a yield-sign as opposed to a stop-sign on the Sandwich Road southbound approach at the intersection of Teaticket Highway / Sandwich Road. This would also require updating the striping at the intersection.
13. Coordinate with the property owners of those establishments along Teaticket Highway with head-in or parallel parking to investigate opportunities for parking reconfigurations to limit the head-in and head-out movements directly into the mainline traffic.

Summary of Road Safety Audit

Each improvement considered has been categorized as short-term, mid-term, or long-term. Additionally, a cost category has been assigned to each improvement based on the definitions shown in Table 5. Table 6 includes a summary of the potential safety enhancements. Safety benefit estimates are subjective, based on engineering experience and the relative percentage of crashes that may be reduced by the enhancement based on known and documented crash reduction factors (such as FHWA documented crash reduction factors).

Note that some costs are noted with two cost thresholds. This is included as some enhancements may require additional measures to ensure regulatory compliance. In addition, some enhancements are defined to mitigate multiple safety issues. For those enhancements identified for multiple issues, the enhancement has only been listed once in Table 6.

Table 5: Estimated Time Frame and Costs Breakdown

| Time Frame | | Costs | |
|------------|-----------|--------|-------------------|
| Short-Term | <1 Year | Low | <\$10,000 |
| Mid-Term | 1-3 Years | Medium | \$10,001-\$50,000 |
| Long-Term | >3 Years | High | >\$50,000 |

Table 6: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|---|---------------|------------|--------|----------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| On-Street Parking | Consider modifying the curb lines on both sides of Main Street to provide additional width to the eastbound and westbound travel lanes. This may include the incorporation of striping or a similar enhancement to protect door openings for on-street parked vehicles. | High | Long-Term | High | Town |
| | Consider modifying the flow pattern of Main Street to consist of one-way flow, utilizing a parallel street, such as Kathy Lee Bates Avenue, to operate as a one-way pair. | High | Mid-Term | Medium | Town |
| | Evaluate opportunities to restrict or redefine hours of deliveries for businesses along Main Street to limit the large vehicles along Main Street during peak congestion times. | Medium | Short-Term | Low | Town |
| | Install signage (such as “No Parking Here to Corner” signs) and further delineate with pavement markings areas close to the intersections where on-street parking should be prohibited to increase visibility to/from pedestrians. | Medium | Short-Term | Low | Town |
| | Consider highlighting alternate through routes to minimize the traffic volume on Main Street which may include using signs along adjacent corridors, messaging through the Town’s social media and other methods. | Medium | Short-Term | Low | Town |
| | Consider installing wayfinding signage along Main Street, along North Main Street, and other roadways leading to the Route 28 corridor to redirect drivers from the congested Main Street central business district to alternate routes for parking and other Town attractions. | High | Short-Term | Medium | Town / MassDOT |
| | Consider installing variable message signs (VMS) along Main Street to direct drivers to alternate routes for parking and other Town attractions during peak tourist seasons. | Medium | Short-Term | Low | Town / MassDOT |
| | Distribute flyers or pamphlets at the surrounding neighborhoods and businesses to inform drivers on the locations of available parking during peak tourist seasons. | Medium | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|---------------|--------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| On-Street Parking | Consider using social media to inform drivers on the locations of available parking during peak tourist seasons. | Medium | Short-Term | Low | Town |
| | Consider increased enforcement of illegal parking within the audit area. | Low | Short-Term | Low | Town Police |
| | Consider the reconstruction of the Main Street / Palmer Avenue intersection to provide a traditional T-intersection; removing the striped median along Main Street and the skewed nature of the intersection. | High | Long-Term | High | Town |
| | Update pavement markings and signage near the Main Street / Palmer Avenue intersection to provide visual clarity to traffic movements near the intersection. | Medium | Short-Term | Medium | Town |
| | Evaluate additional parking locations and potential shuttle service loop between satellite parking and Main Street downtown area. This may include providing satellite parking during the peak season at locations such as the several Town schools. | Low | Mid-Term | Low to Medium | Town |
| | Consider reducing the parking duration time along Main Street from the current 3 hour limit to increase turnover and potential availability. | Low | Short-Term | Low | Town |
| | Evaluate the need to provide designated bus pick-up / drop-off locations. | Medium | Short-Term | Low | Town |
| | Consider removing on-street parking immediately in front of the Post Office and Eastern Bank to remove additional conflicts of the 11 parking spaces between Palmer Avenue and Post Office Road. | Medium | Short-Term | Low to Medium | Town |
| Lack of ADA-Compliant Pedestrian and Bicycle Accommodations | Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. | Medium | Short-Term | Low | Town |
| | Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor. | Medium | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|--------|--------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| Lack of ADA-Compliant Pedestrian and Bicycle Accommodations | Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians. | Medium | Short-Term | Low | Town Police |
| | Reconstruct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks upon enhancements to sidewalk facilities. | Medium | Short-Term | Medium | Town |
| | Evaluate the need to construct additional bump-outs along Main Street to enhance pedestrian safety, reduce the crossing distance, shield on-street parking, and naturally reduce vehicle speeds. | Medium | Mid-Term | Medium | Town |
| | Consider relocating the crosswalks at the locations where alternate snow piling areas are not available. | Low | Short-Term | Medium | Town |
| | Reapply crosswalk pavement markings throughout the corridor to provide a consistent pattern and color. Consider ladder style crosswalks to increase the visibility of the crosswalks. | Medium | Short-Term | Low | Town |
| | Install advance pedestrian signage at, and in advance of, the crosswalks along Main Street to improve pedestrian safety. | Medium | Short-Term | Low | Town |
| | Provide enhanced advanced pedestrian warning signage (W11-2, W16-7) for the mid-block crossing between the Post Office and the Eastern Bank properties. | Medium | Short-Term | Low | Town |
| | Consider the installation of flashing pedestrian beacons, such as Rectangular Rapid Flashing Beacons (RRFB), at strategic pedestrian crossing locations along the corridor. | High | Mid-Term | Medium | Town |
| | Install bicycle racks at strategic locations along the corridor to promote areas of bicycle parking where other improvements are implemented. | Low | Short-Term | Low | Town |
| | Evaluate the need and feasibility to install bicycle “sharrow” markings and signage along Main Street to increase driver awareness of the shared-use nature of the roadway. | Low | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|---------------|----------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| Lack of ADA-Compliant Pedestrian and Bicycle Accommodations | Install “Bicycles May Use Full Lane” (R4-11) signage and pavement markings on the Main Street section where bicycle accommodations cannot be implemented or do not exist. | Medium | Short-Term | Low | Town |
| | Throughout the Main Street corridor, provide consistent travel lane widths to improve the side-friction comfort for bicycles along the corridor. | Medium | Short-Term | Low to Medium | Town / MassDOT |
| | Consider modifying the flow pattern of Main Street to consist of one-way flow, utilizing a parallel street, such as Kathy Lee Bates Avenue, to operate as a one-way pair. The increased width would reduce the narrowing effect of the corridor, as well as open additional possibilities for reconfigured parking and the incorporation of enhanced bicycle accommodations. | High | Mid-Term | Medium | Town |
| | Evaluate the potential to construct dedicated bicycle lanes along the Main Street corridor. Note that the construction of bicycle lanes may require the removal or relocation of on-street parking and require reducing the width of the sidewalks. If parking is maintained, consider including door zone between bike lanes and parking. | High | Long-Term | High | Town |
| Restricted Sightlines | Consider removing the parking space on the southerly side of eastbound approach of Main Street at the intersection of Main Street / Walker Street to improve the sightlines of Walker Street. | Medium | Short-Term | Low | Town |
| | Consider removing on-street parking immediately in front of the Post Office and Eastern Bank to remove additional conflicts of the 11 parking spaces between Palmer Avenue and Post Office Road. | Medium | Short-Term | Low | Town |
| | Clear out the snow piles on the bump-outs as soon as possible to increase the sight distances along Main Street and enhance pedestrian safety. | Medium | Ongoing | Low | Town |
| | Evaluate the opportunity to install mirrors on the opposing side of Main Street from Walker Street and to trim/maintain vegetation and planters to extend sightlines from the intersection. | Low | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|---|---------------|------------|----------------|--------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| Stormwater Drainage | The Town should evaluate the current roof drainage systems and the potential relocation of systems at multiple locations along Main Street. | Medium | Mid-Term | Low to Medium | Town |
| | The Town should examine Town ordinances and evaluate potential additions to the Town ordinances to limit roof runoff onto the public sidewalk. | Medium | Short-Term | Low | Town |
| | Clear out the clogged catch basins to enhance drainage functions along Main Street. | Medium | Ongoing | Low to Medium | Town |
| | Evaluate remodeling or relocation of catch basins along the corridor, as needed, to provide catch basins at the existing gutter line of the corridor and side-street approaches. | Medium | Long-Term | High | Town |
| | Consider a full depth pavement reconstruction of the Main Street corridor to reestablish high-points and low-points of the stormwater collection system. | Medium | Long-Term | High | Town |
| | Consider an enhanced resurfacing of the Main Street corridor to reestablish high-points and low-points of the stormwater collection system. | Medium | Mid-Term | Medium to High | Town |
| Deteriorated or Insufficient Signage | Complete a full sign inventory along Main Street to determine accurate placement, condition, and possible replacement of existing signs. | Medium | Short-Term | Low | Town |
| | Replace all existing signs along Main Street within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages. | High | Short-Term | Low to Medium | Town |
| | Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages. | Medium | Short-Term | Low | Town |
| | Consider finding an alternate location for the street decorations to avoid any driver confusion in the congested downtown area. | Medium | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|--------|----------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| Deteriorated or Insufficient Signage | Consider installing wayfinding signage along Main Street to redirect drivers from the congested Main Street central business district to alternate routes for parking and other Town attractions. | High | Short-Term | Medium | Town / MassDOT |
| | Install advance pedestrian signage at, and in advance of, the crosswalks along Main Street to improve pedestrian safety. | Medium | Short-Term | Low | Town |
| Heavy Vehicles, Buses, and Trucks | Consider implementing heavy vehicle and truck exclusion time periods along Main Street to enhance the vehicular safety. | High | Mid-Term | Low | Town / MassDOT |
| | Designate specific heavy vehicle or truck routes on the Town road system to assist in removing additional heavy vehicles from the corridor. | Medium | Short-Term | Low | Town |
| | Consider installing wayfinding signage along Main Street, along North Main Street, and other locations in the vicinity of the Route 28 corridor to redirect heavy vehicle drivers from the congested Main Street central business district to alternate routes. | High | Short-Term | Medium | Town / MassDOT |
| | Evaluate heavy vehicle traffic circulation routes throughout the Town which may lower the traffic along Main Street. | Low | Short-Term | Low | Town |
| | Evaluate opportunities to restrict or redefine hours of deliveries for businesses along Main Street to limit the large vehicles along Main Street during peak congestion times. | Medium | Short-Term | Low | Town |
| | Consider moving loading zones to other nearby streets or within designated areas within parking lots. | Medium | Short-Term | Low | Town |
| | Consider providing larger and better defined loading zone areas along Main Street. | Medium | Short-Term | Low | Town |
| | Evaluate the feasibility to reduce on-street parking along the corridor to provide for bus turn-out areas at strategic locations along the Main Street segment. Parking could be relocated to nearby streets where the cross-section can support additional on-street parking. | High | Short-Term | Low | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|----------------------|-------------------|-------------|---------------------|
| Main Street (Route 28) between Palmer Avenue and Shore Street | | | | | |
| Intersection Alignment | Consider the realignment of the Main Street / Shore Road / Shore Street intersection. This may impact the private property including the opposing plaza parking entrance and exit. | High | Long-Term | High | Town |
| | Consider the realignment of the Post Office Road / Eastern Bank Driveway intersection. This may impact the private property. | High | Long-Term | High | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|---|---------------|------------|---------------|----------------|
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court | | | | | |
| Traffic Control at Worcester Court | Install new MUTCD-compliant stop-signs along the Spring Bars Road approaches. | Medium | Short-Term | Low | Town |
| | Consider installing an overhead flasher at the intersection of Spring Bars Road / Worcester Court to supplement the existing traffic control condition. | Medium | Mid-Term | Medium | Town |
| | Consider converting the intersection of Spring Bars Road / Worcester Court into a four-way stop-controlled intersection to minimize angled collisions. Note that traffic warrants should be conducted at the intersection prior to the installation of additional stop-controlled approaches. | High | Short-Term | Low | Town |
| | Evaluate installation of traffic calming measures, such as the narrowing of travel lanes, to reduce travel speed and increase gaps in the traffic flow. | Medium | Short-Term | Low to Medium | Town |
| | Evaluate the installation of a fully-actuated traffic signal at the intersection of Spring Bars Road / Worcester Court to reduce vehicle conflicts at the intersection. | High | Long-Term | High | Town |
| Angled Crashes in the Vicinity of Davis Straits / Dillingham Avenue / Spring Bars Road | Consider installing an overhead flasher at the intersection of Davis Straits / Dillingham Avenue / Spring Bars Road to supplement the existing traffic control condition. | Medium | Mid-Term | Medium | MassDOT |
| | Evaluate the installation of a fully-actuated traffic signal at the intersection of the Davis Straits / Dillingham Avenue / Spring Bars Road to reduce vehicle conflicts at the intersection. | High | Long-Term | High | MassDOT |
| | Evaluate the feasibility of installing a roundabout at the intersection of the Davis Straits / Dillingham Avenue / Spring Bars Road to reduce vehicle conflicts at the intersection. | High | Long-Term | High | MassDOT |
| Courtesy Gaps | Consider modifying the traffic control at the Spring Bars Road / Worcester Court intersection to a four-way stop-controlled intersection to reduce the occurrence of courtesy gaps in traffic. | High | Short-Term | Low | Town / MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|--|---------------|------------|----------------|----------------|
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court | | | | | |
| Intersection Alignment | Consider removing the raised center island on Dillingham Avenue to align Dillingham Avenue with the opposing Spring Bars Road. | Medium | Short-Term | Low to Medium | Town / MassDOT |
| | Consider reducing the roadway width of Dillingham Avenue to reduce travel speed and to align better with the opposing Spring Bars Road. | Medium | Mid-Term | Medium to High | Town / MassDOT |
| | Examine opportunities to reconstruct the Dillingham Avenue and Spring Bars Road approaches to provide consistent cross-sections directly aligned across the intersection. | Medium | Mid-Term | Medium to High | Town / MassDOT |
| Sub-Standard Multi-Modal Accommodations | Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. Use these events and pamphlets to discuss safe walking habits associated with both existing and any new pedestrian infrastructure along the corridor. | Medium | Short-Term | Low | Town |
| | Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor. | Medium | Short-Term | Low | Town |
| | Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians. | Medium | Short-Term | Low | Town Police |
| | Consider reconstructing the existing sidewalk along Dillingham Avenue and the easterly side of Davis Straits, including providing vertical separation between the sidewalk and the travel way. | High | Mid-Term | Medium | Town / MassDOT |
| | Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways and defined pedestrian areas. | High | Mid-Term | Medium | Town / MassDOT |
| | Construct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks at both Audit intersections. | Medium | Short-Term | Medium | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|--|---------------|------------|---------------|----------------|
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court | | | | | |
| Sub-Standard Multi-Modal Accommodations | Install improved street and sidewalk lighting in the vicinity of the intersection crosswalks to provide improved visibility. | Medium | Mid-Term | Low to medium | MassDOT |
| | Consider relocating the crosswalk across Davis Straits south of the intersection. | High | Short-Term | Low to Medium | MassDOT |
| | Install advance pedestrian signage at the crosswalks across Davis Straits and Worcester Court. | Medium | Short-Term | Low | Town |
| | Consider the installation of bicycle “sharrow” markings and signage along the Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court approaches to increase driver awareness of the shared-use nature of the roadway. | Low | Short-Term | Low | Town / MassDOT |
| | Evaluate the potential to install Rectangular Rapid Flashing Beacon (RRFB) or other pedestrian crossing countermeasures for safer crossing at the intersection of Spring Bars Road / Worcester Court. | High | Mid-Term | Medium | Town / MassDOT |
| | Evaluate the potential to provide further connectivity for dedicated bicycle lanes along the Davis Straits. | High | Long-Term | High | MassDOT |
| Deteriorated or Sub-Standard Pavement Markings and Signage | Reapply all existing pavement markings, including stop-lines, and centerlines, to improve motorist and pedestrian safety. | Medium | Short-Term | Low to Medium | Town / MassDOT |
| | Ensure all stop-bars are located at least four feet away from striped crosswalks to reduce the potential for pedestrian collisions. | Low | Short-Term | Low | Town / MassDOT |
| | If four-way stop-control is considered at the intersection of Spring Bars Road / Worcester Court, install/replace stop-signs on all approaches with stop-lines. | Medium | Short-Term | Low | Town |
| | Complete a full sign inventory along all approaches to the Davis Straits / Dillingham Avenue / Spring Bars Road intersection and Spring Bars Road / Worcester Court intersection to determine accurate placement, condition, and possible replacement of existing signs. | Medium | Short-Term | Low | Town / MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|--|---------------|------------------------|---------------|----------------|
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court | | | | | |
| Deteriorated or Sub-Standard Pavement Markings and Signage | Replace all existing signs at the intersections within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages. | High | Short-Term | Low to Medium | Town / MassDOT |
| | Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages. | Medium | Short-Term | Low | Town / MassDOT |
| | Install advance pedestrian signage along Davis Straits and Worcester Court at the crosswalks where necessary to enhance pedestrian safety. | Medium | Short-Term | Low | Town |
| | Install advance intersection and traffic control signage along all intersection approaches to both intersections. | Medium | Short-Term | Low | Town / MassDOT |
| Vehicle Speeds | Consider increasing targeted enforcement of speeding along Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court in an effort to reduce travel speeds. | Low | Short-Term | Low | Town Police |
| | Consider strategic placement of dynamic message speed signs to inform drivers of their current speed as compared to the posted speed limit. | Medium | Mid-Term | Low to Medium | Town / MassDOT |
| | Consider installation of traffic calming measures which specifically reduce speeds. This may include road humps or rumble strips at key locations (town roads only). | Medium | Short-Term to Mid-Term | Low to Medium | Town |
| | Consider conducting a speed zoning study along Davis Straits, Dillingham Avenue, Spring Bars Road, and Worcester Court to establish new MassDOT-approved speed regulations. Note that the starting point for establishing a new speed limit is the measured 85 th percentile speed. Be advised that the lower speed limit may not be a direct deterrent to the existing travel speeds. In addition, the change in speed zoning could have a reverse effect in resulting in higher speed limits based on the results of the study. | Medium | Short Term to Mid-Term | Low to Medium | Town / MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|---|---|----------------------|------------------------|----------------|---------------------|
| Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court | | | | | |
| Vehicle Speeds | Consider the adoption of a town-wide 25 MPH speed zone for thickly settled or business district roadways under M.G.L. Chapter 90 Section 17C. | Medium | Short Term to Mid-Term | Low | Town |
| Access Management | Evaluate the reduction of curb-cuts along Davis Straits by coordinating with the property owners to strategically combine some of the driveways, where feasible. | High | Mid-Term to Long-Term | Medium | MassDOT |
| | Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways which command respect for speed and turning movements | High | Mid-Term to Long-Term | Medium to High | Town / MassDOT |
| | Consider strategic placement of additional left-turn pockets along Davis Straits to remove vehicles attempting to turn left from the mainline travel stream. | Medium | Long-Term | High | MassDOT |
| | Consider installing a two-way left-turn lane (TWLTL) along Davis Straits to remove vehicles attempting to turn left from the mainline travel stream. | Medium | Long-Term | High | MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|-----------------------|----------------|----------------|
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | | | | | |
| Access Management | Evaluate the reduction of curb-cuts along Teaticket Highway by coordinating with the property owners to strategically combine some of the driveways, where feasible. | High | Mid-Term to Long-Term | Medium | MassDOT |
| | Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways which command respect for speed and turning movements. | High | Mid-Term to Long-Term | Medium to High | MassDOT |
| | Consider strategic placement of additional left-turn pockets along Teaticket Highway to remove vehicles attempting to turn left from the mainline travel stream. | Medium | Long-Term | High | MassDOT |
| | Consider installing a two-way left-turn lane (TWLTL) along Teaticket Highway to remove vehicles attempting to turn left from the mainline travel stream. | Medium | Long-Term | High | MassDOT |
| | Consider replacing the existing pedestrian traffic signal with a High-Intensity Activated Crosswalk (HAWK) pedestrian hybrid beacon where the normal indication for mainline traffic is blank. | Medium | Long-Term | High | MassDOT |
| | Evaluate the installation of a fully-actuated traffic signal at the intersections of the Teaticket Highway / Falmouth Mall Driveway / Teaticket Apartments and Teaticket Highway / Maravista Avenue / Sundries Furniture to reduce vehicle conflicts at the intersections. | High | Long-Term | High | MassDOT |
| | Consider installing “Stop Here on Red” (R10-6) signs at the stop-line for both approaches to increase driver compliance rate for stopping at the stop-line. | Low | Short-Term | Low | Town / MassDOT |
| | Trim vegetation along the Falmouth Mall Driveway to open sight lines to the south. | Medium | Short-Term | Low | Private |
| | Coordinate with the property owner of the Falmouth Mall to relocate the property signage to a location outside the intersection sightline from the mall’s driveway. | Low | Mid-Term | Medium | Town |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|-----------------------|----------------|----------------------------------|
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | | | | | |
| Access Management | Coordinate with the property owners of those establishments along Teaticket Highway with head-in parking to investigate opportunities for parking reconfigurations to limit the head-in and head-out movements directly into the mainline traffic. | High | Mid-Term | Low to Medium | Property Owners / Town / MassDOT |
| Sub-Standard or Lack of Multi-Modal Accommodations | Conduct educational events or distribute pamphlets at the surrounding schools or notable pedestrian-heavy destinations to help promote walking safety. Use these events and pamphlets to discuss safe walking habits associated with both existing and any new pedestrian infrastructure along the corridor. | Medium | Short-Term | Low | Town |
| | Coordinate public education presentations and discussions about sharing the road and multi-modal use of the Route 28 corridor. | Medium | Short-Term | Low | Town |
| | Coordinate with the Falmouth Police Department to improve enforcement of speed limits, road sharing rules, crosswalk usage for vehicles, bicycles, and pedestrians. | Medium | Short-Term | Low | Town Police |
| | Coordinate with the property owners to redefine the existing driveways with vertical granite curbing and consistent cross-sections to establish visible driveways and defined pedestrian areas. | High | Mid-Term to Long-Term | Medium to High | Property Owners / MassDOT |
| | Construct ADA/AAB compliant accessible curb ramps where necessary at corresponding crosswalks. | Medium | Short-Term | Medium | Town / MassDOT |
| | Consider strategic placement of additional crosswalks along Teaticket Highway. | Medium | Short-Term | Low to Medium | MassDOT |
| | Install advance pedestrian signage at the crosswalks along Teaticket Highway to improve pedestrian safety. | Medium | Short-Term | Low | MassDOT |
| | Consider the installation of bicycle “sharrow” markings and signage along Teaticket Highway to increase driver awareness of the shared-use nature of the roadway. | Low | Short-Term | Low | MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|---------------|-----------------|
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | | | | | |
| Sub-Standard or Lack of Multi-Modal Accommodations | Evaluate the potential to slightly widen the cross-section of Teaticket Highway at various choke points along the corridor to provide a consistent shoulder width, even if narrower than a standard bicycle shoulder. | High | Long-Term | High | MassDOT |
| | Consider the construction of dedicated bicycle lanes along the Teaticket Highway corridor. | High | Long-Term | High | MassDOT |
| | Provide educational opportunities to bicyclists in the area to reinforce legal bicycle maneuvers along major bicycle corridors, such as travelling the same direction as motor vehicles. | High | Short-Term | Low | Town / MassDOT |
| Sub-Standard Pavement Markings and Signage | Reapply left-turn lane lines and left-turn arrows to convey the location of the two-lane approach and potential left-turn locations. | High | Short-Term | Low | MassDOT |
| | Modify the layout of the left-turn lane along Teaticket Highway southbound to provide individual left-turn pockets to lower speeds within the left-turn lane and provide definition to left-turn opportunities. | High | Short-Term | Low to Medium | MassDOT |
| | Reevaluate the location of warning signage along the corridor to be placed correctly based on the corridor cross-section. | Medium | Short-Term | Low | MassDOT |
| | Consider adding a striped median at the terminus of the southbound left-turn lane to establish the change in cross-sectional width and provide improved alignment before and after the terminus of the left-turn lane. | Medium | Short-Term | Low | MassDOT |
| | Install advance pedestrian signage at the crosswalks along Teaticket Highway to improve pedestrian safety. | Medium | Short-Term | Low | MassDOT |
| Stop & Shop Driveway Intersection Deficiencies | Consider opportunities and coordination with the private property to slightly modify the internal drive aisle of Stop & Shop to extend queuing opportunities and reduce potential conflict with entering vehicles. | High | Mid-Term | Medium | Property Owners |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------------------|---------------|----------------|
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | | | | | |
| Stop & Shop Driveway Intersection Deficiencies | Consider modifying the traffic control along the driveway to provide right-in and right-out only access / egress to reduce the conflicts between the driveway and the mainline. | High | Mid-Term | Low | MassDOT |
| | Consider providing a median on Teaticket Highway by installing quick curb to restrict left-turn access into and out of the Stop & Shop driveway. | High | Mid-Term | Low | MassDOT |
| | Relocate signage along the westerly side of Teaticket Highway, south of the Stop & Shop driveway to open the sight line. | High | Short-Term | Low | MassDOT |
| | Consider modifications to the profile of Teaticket Highway, north of the Stop & Shop driveway to enhance the sightline to the north. | High | Long-Term | High | MassDOT |
| | Consider traffic calming measures north of the north of the Stop & Shop driveway to slow traffic approaching the driveway. | Medium | Short-Term to Mid-Term | Low to Medium | MassDOT |
| Sandwich Road Intersection Deficiencies | Relocate the traffic flasher at the intersection to a location more visible to the roadways. | Low | Short-Term | Low | MassDOT |
| | Extend the Sandwich Road separation islands to provide increased definition and narrowing of the Teaticket Highway southbound travel lane. | High | Mid-Term | Medium | MassDOT |
| | Apply striped island pavement markings to provide increased definition and narrowing of the Teaticket Highway southbound travel lane. | Medium | Short-Term | Low | MassDOT |
| | Reapply all existing pavement markings, including stop-lines and centerlines, to improve motorist and pedestrian safety. | Medium | Short-Term | Low | Town / MassDOT |
| | Replace all existing signs at the intersections within the audit area that are currently faded, damaged, or non-compliant with MUTCD-compliant signs to provide clear and concise regulatory and warning messages. | Medium | Short-Term | Low to Medium | Town / MassDOT |

Table 6 Continued: Potential Safety Enhancement Summary

| Safety Issue | Potential Safety Enhancement | Safety Payoff | Time Frame | Cost | Jurisdiction |
|--|--|---------------|------------|---------------|----------------------------------|
| Teaticket Highway (Route 28) between Stop & Shop Driveway and Sandwich Road | | | | | |
| Sandwich Road Intersection Deficiencies | Complete a full sign inventory at the Teaticket Highway / Sandwich Road intersection to determine accurate placement, condition, and possible replacement of existing signs. | Medium | Short-Term | Low | Town / MassDOT |
| | Provide retro-reflective signs where necessary to provide clear and concise regulatory and warning messages. | Medium | Short-Term | Low | Town / MassDOT |
| | Install object marker series signage and similar warning signage on the apex corners of the raised islands. | Medium | Short-Term | Low | Town / MassDOT |
| | Consider realigning the Sandwich Street approach to provide a more traditional T-intersection and reduce the presence of multiple raised islands. | Medium | Long-Term | High | Town / MassDOT |
| | Consider enhanced signage to better define the entrance and exit locations of Sandwich Road. | Medium | Short-Term | Low | Town / MassDOT |
| | Evaluate the installation of a roundabout at the intersection of the Teaticket Highway / Sandwich Road to reduce vehicle conflicts at the intersection. | High | Long-Term | High | Town / MassDOT |
| | Install a yield-sign as opposed to a stop-sign on the Sandwich Road southbound approach at the intersection of Teaticket Highway / Sandwich Road. This would also require updating the striping at the intersection. | Low | Short-Term | Low | Town / MassDOT |
| | Coordinate with the property owners of those establishments along Teaticket Highway with head-in or parallel parking to investigate opportunities for parking reconfigurations to limit the head-in and head-out movements directly into the mainline traffic. | High | Mid-Term | Low to Medium | Property Owners / Town / MassDOT |

Appendix A. RSA Meeting Agenda

Agenda

Road Safety Audit

LOCATION

Meeting Location:

Gus Canty (Falmouth) Recreation Center, Room 2
790 Main Street
Falmouth, Massachusetts
Tuesday, November 14, 2017
9:00 AM – 3:00 PM

Type of meeting: High Crash Locations – Road Safety Audit
Attendees: Invited Participants to Comprise a Multidisciplinary Team
Please bring: Thoughts and Enthusiasm!

9:00 AM **Welcome and Introductions**
• Introductions

9:10 AM **Review of Site Specific Material**
• Crash Summaries – provided in advance
• Davis Straits (Route 28) / Dillingham Avenue / Spring Bars Road and Spring Bars Road / Worcester Court
• Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road
• Main Street (Route 28) from West Main Street (Route 28) to Shore Street
• Existing Geometries and Conditions

10:30 AM **Visit the Site**
• Conduct Field Visit
• As a group, identify areas for improvement

1:00 PM **Lunch Break (Lunch is not provided)**

1:45 PM **Post Visit Discussion / Completion of RSA**
• Discuss observations and finalize findings
• Discuss potential improvements and finalize recommendations

3:00 PM **Adjourn for the Day – but the RSA has not ended**

Instructions for Participants:

- Before attending the RSA on November 14, participants are encouraged to drive through the RSA locations and complete / consider elements on the RSA Prompt List, with a focus on safety.
- All participants will be actively involved throughout the RSA process. Participants are encouraged to come with thoughts and ideas; however, remember that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

Appendix B. RSA Audit Team Contact List

Participating Audit Team Members

Date: November 14, 2017

Location: Falmouth, Massachusetts

| Audit Team Members | Agency/Affiliation | Email Address |
|--------------------|-------------------------------------|--|
| Douglas Decosta | Falmouth Police Department | ddecosta@falmouthpolice.us |
| James Porter | Falmouth Police Department | jporter@falmouthpolice.us |
| James McLoughlin | Falmouth Department of Public Works | jim.mcloughlin@falmouthmass.us |
| Peter McConarty | Falmouth Department of Public Works | pmcconarty@falmouthmass.us |
| Raymond Jack | Falmouth Department of Public Works | rjack@falmouthmass.us |
| David Nolan | Cape Cod Commission | david.nolan@capecodcommission.org |
| Steven Tupper | Cape Cod Commission | stupper@capecodcommission.org |
| Frank Nogueira | Cape Cod Regional Transit Authority | fnogueira@capecodrta.org |
| Scott Lindell | Falmouth Bikeway Commission | bikeways@falmouthmass.us |
| Alison Leschen | Friends of Falmouth Bikeways | aleschen@fastmail.fm |
| Ryan Neyland | Tata & Howard, Inc. | rneyland@tataandhoward.com |
| Patrick O'Neale | Tata & Howard, Inc. | poneale@tataandhoward.com |
| Elsa Chan | MassDOT Traffic Safety | elsa.chan@state.ma.us |
| Michelle Deng | MassDOT Traffic Safety | michelle.deng@state.ma.us |
| Connor Keating | MassDOT Traffic Safety | connor.keating@state.ma.us |
| Barbara Lachance | MassDOT District 5 | barbara.lachance@dot.state.ma.us |
| Pamela Haznar | MassDOT District 5 | pamela.haznar@state.ma.us |
| Samuel Gregorio | TEC, Inc. | sgregorio@theengineeringcorp.com |
| Adrienne Retelle | TEC, Inc. | aretelle@theengineeringcorp.com |

Appendix C. Vehicle Count Data

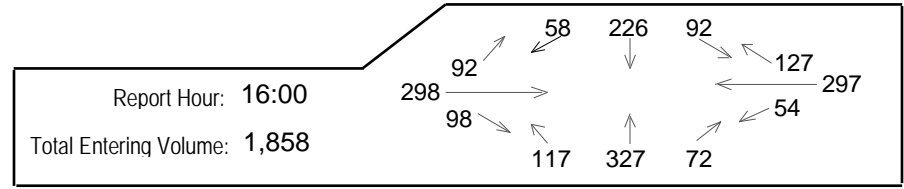
Cape Cod Commission Turning Movement Counts



Falmouth

Jones Rd **E-W** @ Gifford St

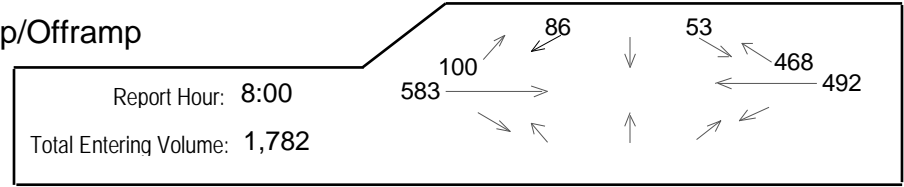
Site Code: **3061**
 Date/Time of Study: Wed 7/29/15 16:00 - 17:30
 Observed Peak Hour: 16:15



Falmouth

Rt 151 **E-W** @ Rt 28 NB Onramp/Offramp

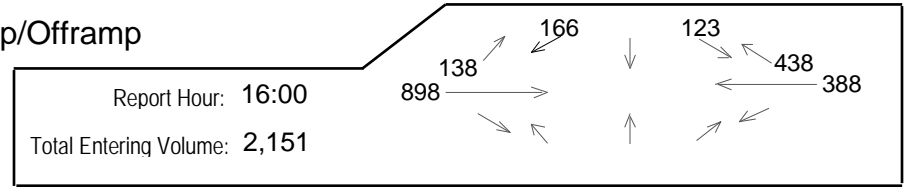
Site Code: **3875**
 Date/Time of Study: Mon 6/22/15 7:00 - 9:00
 Observed Peak Hour: 8:00



Falmouth

Rt 151 **E-W** @ Rt 28 NB Onramp/Offramp

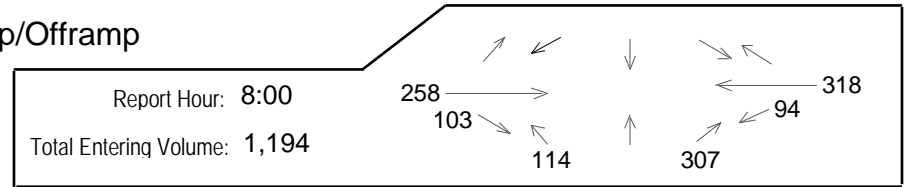
Site Code: **3875**
 Date/Time of Study: Thu 6/18/15 16:00 - 18:00
 Observed Peak Hour: 16:30



Falmouth

Rt 151 **E-W** @ Rt 28 SB Onramp/Offramp

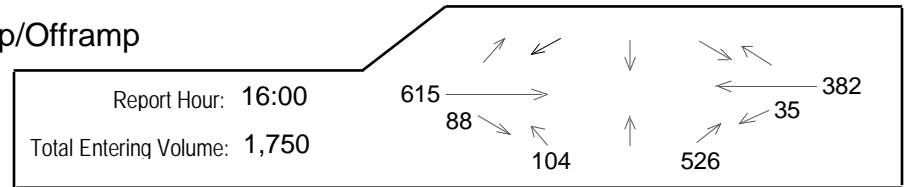
Site Code: **3876**
 Date/Time of Study: Mon 6/22/15 7:00 - 9:00
 Observed Peak Hour: 7:15



Falmouth

Rt 151 **E-W** @ Rt 28 SB Onramp/Offramp

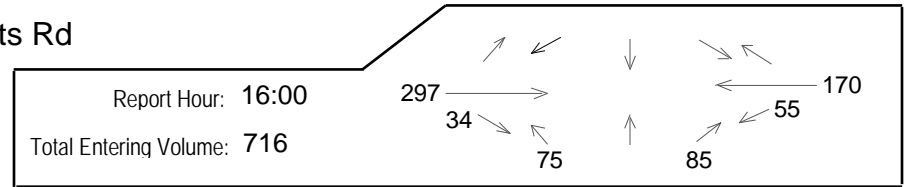
Site Code: **3876**
 Date/Time of Study: Thu 6/18/15 16:00 - 18:00
 Observed Peak Hour: 16:30



Falmouth

Rt 28 **E-W** @ Falmouth Heights Rd

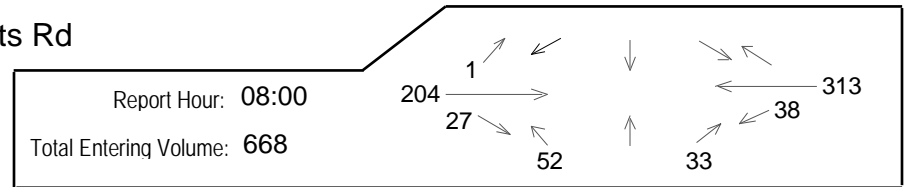
Site Code: **3065**
 Date/Time of Study: Thu 6/12/14 15:00 - 18:00
 Observed Peak Hour: 15:00



Falmouth

Rt 28 **E-W** @ Falmouth Heights Rd

Site Code: **3065**
 Date/Time of Study: Thu 6/12/14 07:00 - 09:00
 Observed Peak Hour: 07:00



Cape Cod Commission Turning Movement Counts



Falmouth

Site Code

3873

Date/Time of Study

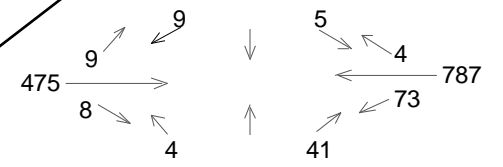
Tue 8/18/15 7:30 - 9:00

Observed Peak Hour

8:00

Rt 28 E-W @ Falmouth Mall Entrance

Report Hour: 8:00
Total Entering Volume: 1,415



Falmouth

Site Code

3873

Date/Time of Study

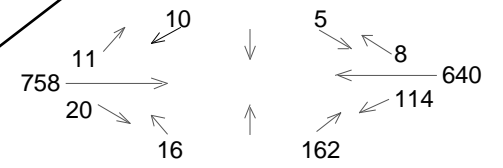
Wed 8/12/15 16:00 - 17:30

Observed Peak Hour

16:30

Rt 28 E-W @ Falmouth Mall Entrance

Report Hour: 16:00
Total Entering Volume: 1,744



Falmouth

Site Code

3878

Date/Time of Study

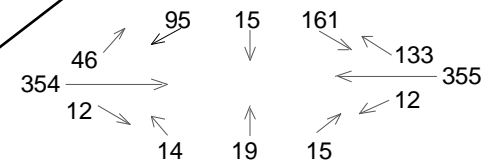
Tue 8/4/15 7:00 - 9:00

Observed Peak Hour

8:00

Rt 28 E-W @ Gifford St/King St

Report Hour: 8:00
Total Entering Volume: 1,231



Falmouth

Site Code

3878

Date/Time of Study

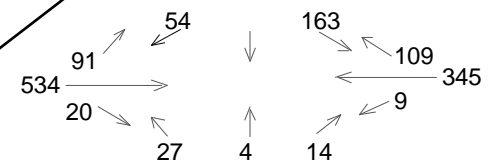
Thu 8/21/14 15:00 - 18:00

Observed Peak Hour

15:00

Rt 28 E-W @ Gifford St/King St

Report Hour: 16:00
Total Entering Volume: 1,370



Falmouth

Site Code

3720

Date/Time of Study

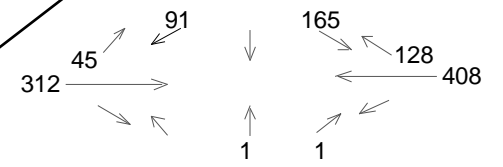
Tue 8/26/14 7:00 - 9:00

Observed Peak Hour

8:00

Rt 28 E-W @ Gifford St/Site Dr

Report Hour: 8:00
Total Entering Volume: 1,151



Falmouth

Site Code

3057

Date/Time of Study

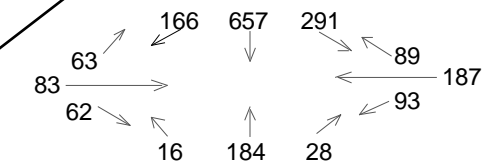
Tue 8/5/14 7:00 - 9:00

Observed Peak Hour

8:00

Rt 28 N-S @ Jones Rd (west end) / Ter Heun

Report Hour: 8:00
Total Entering Volume: 1,919



Falmouth

Site Code

3057

Date/Time of Study

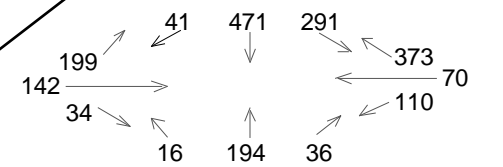
Tue 7/22/14 15:00 - 18:00

Observed Peak Hour

15:30

Rt 28 N-S @ Jones Rd (west end) / Ter Heun

Report Hour: 16:00
Total Entering Volume: 1,977



Cape Cod Commission Turning Movement Counts



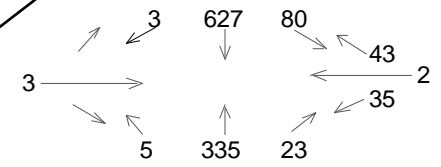
Falmouth

Site Code: **3064**
 Date/Time of Study: Wed 8/13/14 7:00 - 9:00

Rt 28 N-S @ Katherine Lee Bates Rd

Observed Peak Hour: 8:00

Report Hour: 8:00
 Total Entering Volume: 1,156



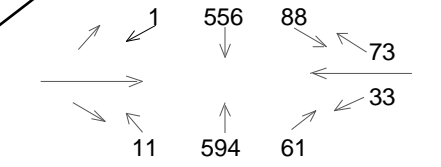
Falmouth

Site Code: **3064**
 Date/Time of Study: Tue 7/22/14 15:00 - 18:00

Rt 28 N-S @ Katherine Lee Bates Rd

Observed Peak Hour: 16:00

Report Hour: 16:00
 Total Entering Volume: 1,417



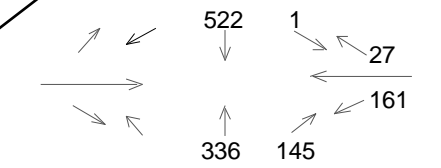
Falmouth

Site Code: **3066**
 Date/Time of Study: Thu 8/21/14 07:00 - 09:00

Rt 28 N-S @ Locust St

Observed Peak Hour: 08:00

Report Hour: 08:00
 Total Entering Volume: 1,192



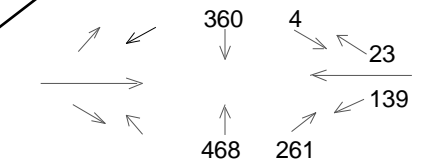
Falmouth

Site Code: **3066**
 Date/Time of Study: Tue 8/12/14 15:00 - 18:00

Rt 28 N-S @ Locust St

Observed Peak Hour: 16:30

Report Hour: 16:00
 Total Entering Volume: 1,255



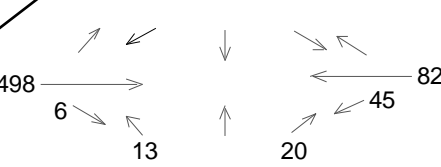
Falmouth

Site Code: **3056**
 Date/Time of Study: Mon 8/17/15 7:30 - 9:00

Rt 28 E-W @ Maravista Av

Observed Peak Hour: 8:00

Report Hour: 8:00
 Total Entering Volume: 1,407



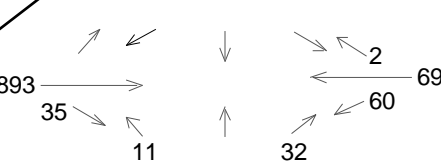
Falmouth

Site Code: **3056**
 Date/Time of Study: Tue 7/7/15 16:00 - 17:30

Rt 28 E-W @ Maravista Av

Observed Peak Hour: 16:30

Report Hour: 16:00
 Total Entering Volume: 1,731



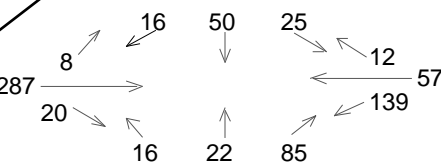
Falmouth

Site Code: **3054**
 Date/Time of Study: Thu 9/4/14 7:00 - 9:00

Rt 28 E-W @ Maravista Av Ext

Observed Peak Hour: 8:00

Report Hour: 8:00
 Total Entering Volume: 1,253



Cape Cod Commission Turning Movement Counts



Falmouth

Site Code

3054

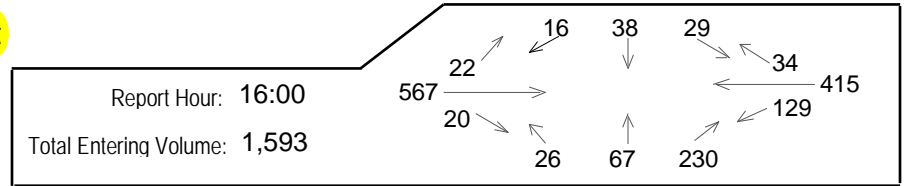
Date/Time of Study

Wed 7/23/14 15:00 - 18:00

Observed Peak Hour

16:30

Rt 28 E-W @ Maravista Av Ext



Falmouth

Site Code

3055

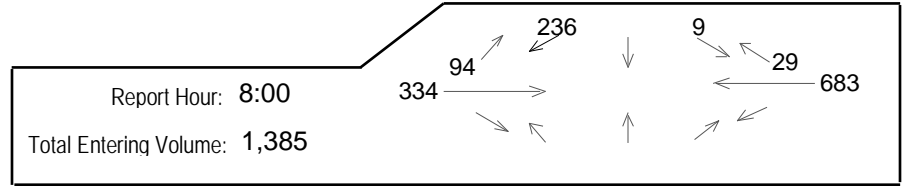
Date/Time of Study

Tue 8/19/14 7:00 - 9:00

Observed Peak Hour

8:00

Rt 28 E-W @ Sandwich Rd



Falmouth

Site Code

3055

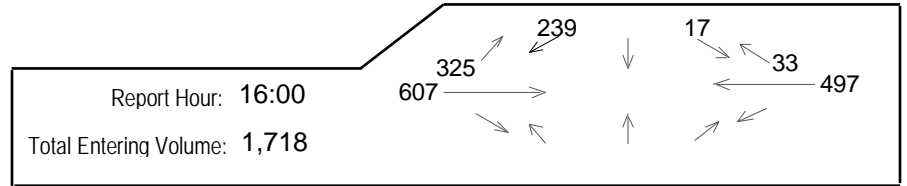
Date/Time of Study

Tue 7/15/14 15:00 - 18:00

Observed Peak Hour

15:00

Rt 28 E-W @ Sandwich Rd



Falmouth

Site Code

3042

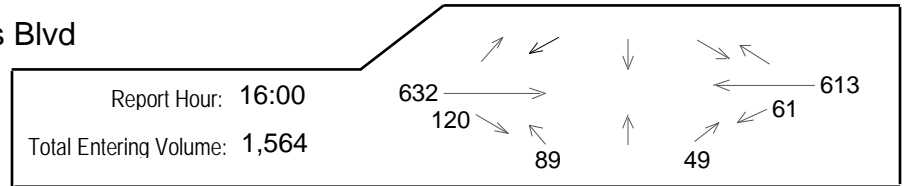
Date/Time of Study

Thu 6/29/17 7:00 - 19:00

Observed Peak Hour

16:30

Rt 28 E-W @ Seacoast Shores Blvd



Falmouth

Site Code

3759

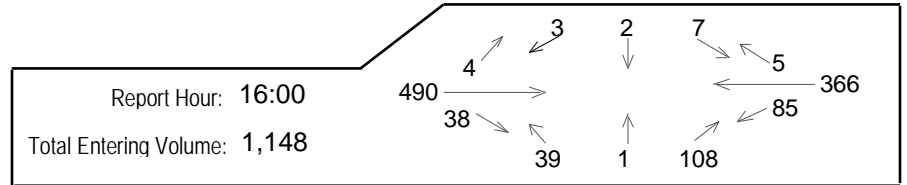
Date/Time of Study

Tue 7/21/15 16:00 - 17:30

Observed Peak Hour

16:00

Rt 28 E-W @ Shore St



Falmouth

Site Code

3759

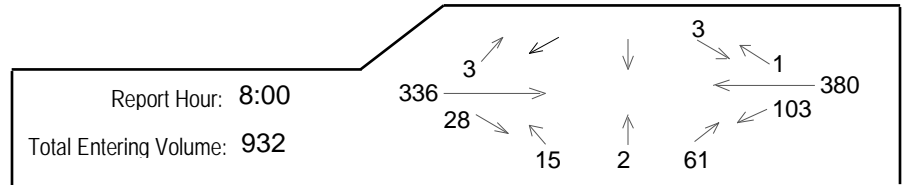
Date/Time of Study

Tue 7/14/15 7:30 - 9:00

Observed Peak Hour

8:00

Rt 28 E-W @ Shore St



Falmouth

Site Code

3853

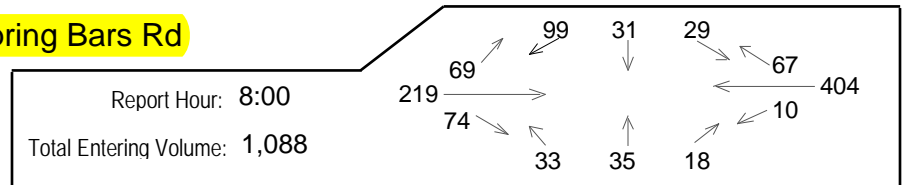
Date/Time of Study

Tue 9/16/14 7:00 - 9:00

Observed Peak Hour

8:00

Rt 28 (Davis Straits) E-W @ Dillingham Av/Spring Bars Rd



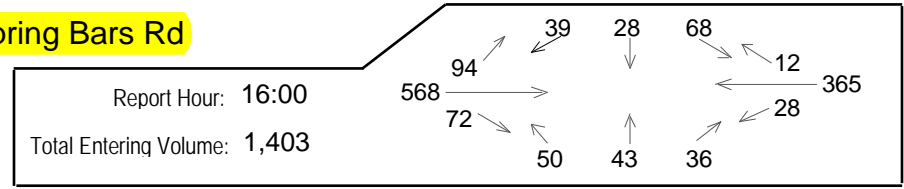
Cape Cod Commission Turning Movement Counts



Falmouth

Rt 28 (Davis Straits) E-W @ Dillingham Av/Spring Bars Rd

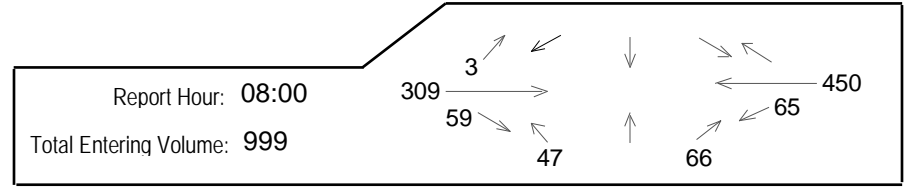
Site Code: **3853**
 Date/Time of Study: Tue 8/26/14 15:00 - 18:00
 Observed Peak Hour: 15:00



Falmouth

Rt 28 (main st) E-W @ Scranton Av

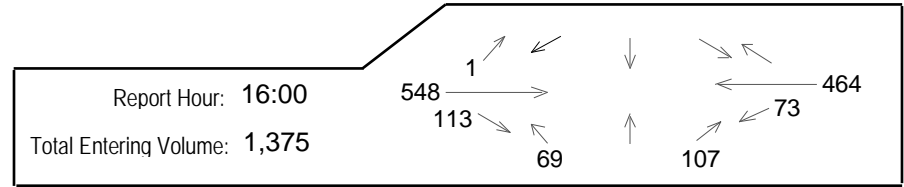
Site Code: **3067**
 Date/Time of Study: Thu 6/12/14 07:00 - 09:00
 Observed Peak Hour: 08:00



Falmouth

Rt 28 (main st) E-W @ Scranton Av

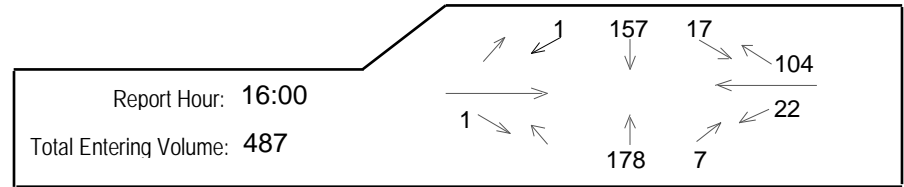
Site Code: **3067**
 Date/Time of Study: Thu 6/12/14 15:00 - 18:00
 Observed Peak Hour: 15:00



Falmouth

Rt 28A N-S @ Edgarton Dr

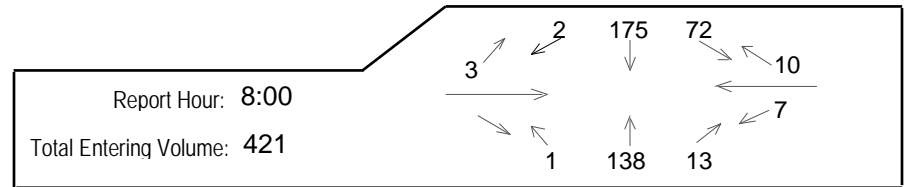
Site Code: **3860**
 Date/Time of Study: Mon 3/24/14 16:00 - 17:00
 Observed Peak Hour: 16:00



Falmouth

Rt 28A N-S @ Edgarton Dr

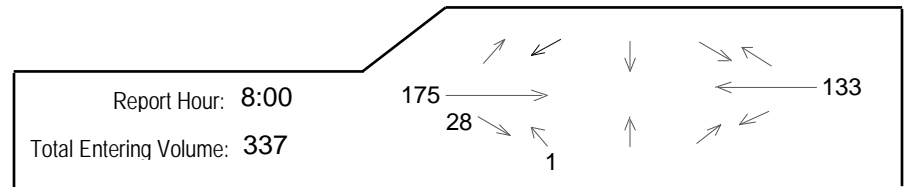
Site Code: **3860**
 Date/Time of Study: Fri 3/21/14 8:00 - 9:00
 Observed Peak Hour: 8:00



Falmouth

Thomas B. Landers Rd E-W @ Research Rd

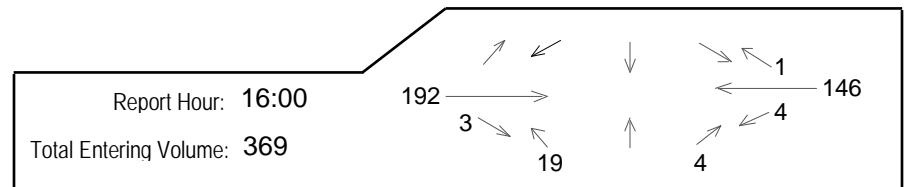
Site Code: **3861**
 Date/Time of Study: Tue 3/25/14 8:00 - 9:00
 Observed Peak Hour: 8:00



Falmouth

Thomas B. Landers Rd E-W @ Research Rd

Site Code: **3861**
 Date/Time of Study: Tue 3/25/14 16:00 - 17:00
 Observed Peak Hour: 16:00



Cape Cod Commission Turning Movement Counts



Falmouth

Thomas B. Landers Rd **N-S** @ Technology Park Dr

Site Code

3862

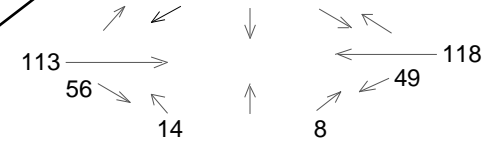
Date/Time of Study

Tue 3/25/14 8:00 - 9:00

Observed Peak Hour

8:00

Report Hour: 8:00
Total Entering Volume: 358



Falmouth

Thomas B. Landers Rd **N-S** @ Technology Park Dr

Site Code

3862

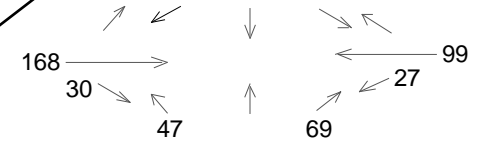
Date/Time of Study

Tue 3/25/14 16:00 - 17:00

Observed Peak Hour

16:00

Report Hour: 16:00
Total Entering Volume: 440



Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~Five | AADT | | | | | | |
|--------------------------------|------------|----------|----------|----------|-------|--------|-----------|------------------------------------|-----------|------------------------|----|--------|----|-------|-----|-------|
| Falmouth | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Site Code 20206 | | | | | | |
| Rt 151 E of Rt 28 | | | | | | | | | | | | | | | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | 12.1% | Total | 19,786 | | 6/10/15 Wed 16 1,637 | 1,590 | 17,610 | | | | | | |
| | | | | | | | | | | | EB | 9,621 | 54 | 912 | 898 | 8,563 |
| | | | | | | | | | | | WB | 10,166 | 52 | 725 | 692 | 9,048 |
| 2014 | 6/9/14 | 6/12/14 | Overcast | | Total | 19,249 | | 6/11/14 Wed 16 1,681 | 1,601 | 17,132 | | | | | | |
| | | | | | | | | | | | EB | 9,358 | | 946 | 901 | 8,329 |
| | | | | | | | | | | | WB | 9,895 | | 735 | 701 | 8,807 |
| Falmouth | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Site Code 20207 | | | | | | |
| Rt 151 E of Rt 28A | | | | | | | | | | | | | | | | |
| 2016 | 6/21/16 | 6/24/16 | Clear | | Total | 13,745 | | 6/23/16 Thu 15 1,129 | 1,108 | 12,233 | | | | | | |
| | | | | | | | | | | | EB | 6,657 | | 552 | 585 | 5,925 |
| | | | | | | | | | | | WB | 7,087 | | 577 | 524 | 6,307 |
| 2015 | 6/9/15 | 6/11/15 | Overcast | 9.5% | Total | 12,376 | | 6/10/15 Wed 16 1,028 | 1,014 | 11,015 | | | | | | |
| | | | | | | | | | | | EB | 6,107 | 39 | 537 | 538 | 5,435 |
| | | | | | | | | | | | WB | 6,265 | 39 | 491 | 477 | 5,576 |
| Falmouth | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Site Code 21381 | | | | | | |
| Rt 151 W of Rt 28A | | | | | | | | | | | | | | | | |
| 2016 | 7/12/16 | 7/14/16 | Clear | 7.4% | Total | 6,544 | | 7/13/16 Wed 12 518 | 498 | 4,973 | | | | | | |
| | | | | | | | | | | | EB | 3,396 | 24 | 259 | 274 | 2,581 |
| | | | | | | | | | | | WB | 3,151 | 25 | 259 | 224 | 2,395 |
| Falmouth Mashpee | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Site Code 20205 | | | | | | |
| Rt 151 @ Falm/Mash TL | | | | | | | | | | | | | | | | |
| 2017 | 6/12/17 | 6/14/17 | Clear | 10.5% | Total | 20,635 | | 6/13/17 Tue 16 1,688 | 1,674 | 18,365 | | | | | | |
| | | | | | | | | | | | EB | 10,018 | 43 | 827 | 826 | 8,916 |
| | | | | | | | | | | | WB | 10,614 | 42 | 861 | 847 | 9,446 |
| 2016 | 8/1/16 | 8/4/16 | Clear | | Total | 22,266 | | 8/3/16 Wed 16 1,843 | 1,783 | 16,922 | | | | | | |
| | | | | | | | | | | | EB | 11,045 | | 977 | 941 | 8,394 |
| | | | | | | | | | | | WB | 11,220 | | 866 | 842 | 8,527 |
| 2015 | 7/6/15 | 7/8/15 | Clear | | Total | 23,807 | | 7/7/15 Tue 17 1,882 | 1,929 | 18,093 | | | | | | |
| | | | | | | | | | | | EB | 11,816 | | 1,080 | 988 | 8,980 |
| | | | | | | | | | | | WB | 11,996 | | 802 | 941 | 9,117 |
| 2014 | 8/5/14 | 8/7/14 | Clear | | Total | 22,102 | | 8/6/14 Wed 16 1,823 | 1,787 | 16,798 | | | | | | |
| | | | | | | | | | | | EB | 10,771 | | 913 | 927 | 8,186 |
| | | | | | | | | | | | WB | 11,333 | | 909 | 859 | 8,613 |
| Falmouth | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Site Code 20208 | | | | | | |
| Rt 151 E of Sandwich Rd | | | | | | | | | | | | | | | | |
| 2017 | 6/12/17 | 6/14/17 | Clear | | Total | 21,307 | | 6/13/17 Tue 16 1,710 | 1,736 | 18,963 | | | | | | |
| | | | | | | | | | | | EB | 10,667 | | 952 | 962 | 9,494 |
| | | | | | | | | | | | WB | 10,638 | | 759 | 772 | 9,468 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~Five | AADT |
|------------------|------------|----------|----------|----------|------|--------------|---------------|------------------------------------|-----------|-----------------|
| Falmouth | | | | | | | | | | |
| | | | | | | | | | | Site Code 20210 |
| 2015 | 7/15/15 | 7/20/15 | | | | Total | 22,000 | 7/17/15 Fri 11 1,701 | 1,537 | 16,720 * |
| | | | | | | NB | 9,159 | | 774 | 6,961 * |
| | | | | | | SB | 12,833 | | 763 | 9,753 * |
| Falmouth | | | | | | | | | | |
| | | | | | | | | | | Site Code 20823 |
| 2014 | 8/4/14 | 8/7/14 | Clear | | | Total | 19,078 | 8/5/14 Tue 16 1,372 | 1,359 | 14,499 |
| Falmouth Mashpee | | | | | | | | | | |
| | | | | | | | | | | Site Code 20214 |
| 2017 | 7/11/17 | 7/13/17 | Overcast | 7.4% | | Total | 16,605 | 7/12/17 Wed 16 1,337 | 1,336 | 12,620 |
| | | | | | | EB | 8,411 | 4447 702 | 672 | 6,392 |
| | | | | | | WB | 8,197 | 635 | 663 | 6,230 |
| 2016 | 8/1/16 | 8/3/16 | Clear | | | Total | 16,405 | 8/2/16 Tue 16 1,384 | 1,326 | 12,468 |
| | | | | | | EB | 8,505 | 695 | 670 | 6,464 |
| | | | | | | WB | 7,904 | 689 | 657 | 6,007 |
| Falmouth | | | | | | | | | | |
| | | | | | | | | | | Site Code 7128 |
| 2015 | 7/6/15 | 7/8/15 | Clear | | | Total | 18,071 | 7/7/15 Tue 16 1,322 | 1,333 | 13,734 |
| | | | | | | EB | 9,256 | 738 | 757 | 7,035 |
| | | | | | | WB | 8,818 | 584 | 576 | 6,702 |
| 2014 | 6/17/14 | 6/19/14 | Overcast | 10.4% | | Total | 15,440 | 6/18/14 Wed 12 1,156 | 1,108 | 13,742 |
| | | | | | | EB | 8,089 | 29 583 | 646 | 7,199 |
| | | | | | | WB | 7,351 | 29 573 | 463 | 6,542 |
| Falmouth | | | | | | | | | | |
| | | | | | | | | | | Site Code 20217 |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 7.8% | | Total | 16,295 | 8/8/17 Tue 10 1,208 | 1,108 | 12,384 |
| | | | | | | NB | 7,518 | 33 497 | 601 | 5,714 |
| | | | | | | SB | 8,782 | 35 711 | 508 | 6,674 |
| 2016 | 6/6/16 | 6/9/16 | Overcast | | | Total | 14,806 | 6/8/16 Wed 16 1,112 | 1,080 | 13,177 |
| | | | | | | NB | 6,819 | 599 | 591 | 6,069 |
| | | | | | | SB | 7,988 | 514 | 489 | 7,109 |
| 2014 | 6/11/14 | 6/13/14 | Clear | | | Total | 14,864 | 6/12/14 Thu 15 1,150 | 1,104 | 13,229 |
| | | | | | | NB | 6,763 | 577 | 607 | 6,019 |
| | | | | | | SB | 8,104 | 572 | 498 | 7,213 |
| Falmouth | | | | | | | | | | |
| | | | | | | | | | | Site Code 20845 |
| 2014 | 8/26/14 | 8/28/14 | Clear | 5.0% | | Total | 5,280 | 8/27/14 Wed 15 400 | 396 | 4,013 |
| | | | | | | EB | 2,444 | 30 235 | 232 | 1,857 |
| | | | | | | WB | 2,837 | 29 165 | 164 | 2,156 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~Five | AADT |
|--|------------|----------|----------|----------|-------|--------|-----------|------------------------------------|-----------|----------|
| Falmouth | | | | | | | | | | |
| Rt 28 E of Maravista Ext Site Code 20218 | | | | | | | | | | |
| 2014 | 8/4/14 | 8/7/14 | Clear | 5.0% | Total | 18,415 | | 8/5/14 Tue 15 1,272 | 1,285 | 13,995 |
| | | | | | EB | 9,036 | 35 | | 694 | 6,867 |
| | | | | | WB | 9,380 | 33 | | 591 | 7,129 |
| Falmouth | | | | | | | | | | |
| Rt 28 W of Post Office Rd Site Code 21331 | | | | | | | | | | |
| 2014 | 6/11/14 | 6/13/14 | Clear | | Total | 15,995 | | 6/12/14 Thu 12 1,492 | 1,192 | 14,236 |
| | | | | | EB | 8,067 | | | 625 | 7,180 |
| | | | | | WB | 7,930 | | | 566 | 7,058 |
| Falmouth | | | | | | | | | | |
| Rt 28 W of Shore Rd Site Code 20824 | | | | | | | | | | |
| 2014 | 6/17/14 | 6/19/14 | Overcast | 3.4% | Total | 11,365 | | 6/18/14 Wed 15 835 | 786 | 10,115 |
| | | | | | EB | 5,982 | 20 | | 489 | 5,324 |
| | | | | | WB | 5,385 | 21 | | 297 | 4,793 |
| Falmouth | | | | | | | | | | |
| Rt 28 E of Spring Bars Rd Site Code 20844 | | | | | | | | | | |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 8.7% | Total | 17,084 | | 8/8/17 Tue 11 1,276 | 1,130 | 12,984 |
| | | | | | EB | 8,570 | 32 | | 514 | 6,513 |
| | | | | | WB | 8,516 | 33 | | 616 | 6,472 |
| 2016 | 8/1/16 | 8/3/16 | Clear | | Total | 17,147 | | 8/2/16 Tue 11 1,288 | 1,076 | 13,032 |
| | | | | | EB | 8,199 | | | 461 | 6,231 |
| | | | | | WB | 8,949 | | | 615 | 6,801 |
| 2014 | 6/17/14 | 6/19/14 | Clear | | Total | 17,361 | | 6/18/14 Wed 12 1,284 | 1,201 | 15,451 |
| | | | | | EB | 8,502 | | | 668 | 7,567 |
| | | | | | WB | 8,857 | | | 532 | 7,883 |
| Falmouth | | | | | | | | | | |
| Rt 28 N of Thomas Landers Rd Site Code 20893 | | | | | | | | | | |
| 2014 | 8/4/14 | 8/8/14 | | | Total | 28,153 | | 8/8/14 Fri 15 2,164 | 2,051 | 21,396 * |
| | | | | | NB | 13,510 | | | 1,141 | 10,268 * |
| | | | | | SB | 14,635 | | | 910 | 11,123 * |
| Falmouth | | | | | | | | | | |
| Rt 28 S of Thomas Landers Rd Site Code 20892 | | | | | | | | | | |
| 2016 | 8/23/16 | 8/26/16 | | | Total | 27,058 | | 8/25/16 Thu 15 2,016 | 1,976 | 20,564 * |
| | | | | | NB | 13,623 | | | 1,198 | 10,353 * |
| | | | | | SB | 13,427 | | | 778 | 10,205 * |
| Falmouth | | | | | | | | | | |
| Barrows Rd N of Rt 28 Site Code 7213 | | | | | | | | | | |
| 2016 | 6/6/16 | 6/8/16 | Clear | 5.2% | Total | 1,137 | | 6/7/16 Tue 16 107 | 96 | 1,012 |
| | | | | | NB | 574 | 36 | | 51 | 511 |
| | | | | | SB | 563 | 37 | | 46 | 501 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA | | | Four~Five | AADT |
|---|------------|----------|----------|----------|-------|-------|-----------|----------------|------|------|-----------|-------|
| | | | | | | | | [Date&Day | Hour | Vol] | | |
| Falmouth | | | | | | | | | | | | |
| Brick Kiln Rd W of Rt 28 Site Code 20171 | | | | | | | | | | | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | | Total | 1,029 | | 6/10/15 Wed | 16 | 100 | 99 | 916 |
| | | | | | NB | 629 | | | | 60 | 56 | 560 |
| | | | | | SB | 400 | | | | 40 | 43 | 356 |
| Falmouth | | | | | | | | | | | | |
| Brick Kiln Rd W of Gifford St Site Code 20948 | | | | | | | | | | | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | | Total | 4,375 | | 6/10/15 Wed | 16 | 445 | 402 | 3,894 |
| Falmouth | | | | | | | | | | | | |
| Brick Kiln Rd E of Sandwich Rd Site Code 20172 | | | | | | | | | | | | |
| 2016 | 6/21/16 | 6/24/16 | Clear | | Total | 6,700 | | 6/22/16 Wed | 16 | 561 | 519 | 5,963 |
| | | | | | EB | 3,330 | | | | 285 | 270 | 2,964 |
| | | | | | WB | 3,373 | | | | 275 | 250 | 3,002 |
| Falmouth | | | | | | | | | | | | |
| Carriage Shop Rd W of Old Barnstable Rd Site Code 20176 | | | | | | | | | | | | |
| 2016 | 6/6/16 | 6/9/16 | Clear | | Total | 3,615 | | 6/7/16 Tue | 16 | 364 | 355 | 3,217 |
| | | | | | EB | 1,922 | | | | 231 | 215 | 1,711 |
| | | | | | WB | 1,693 | | | | 132 | 140 | 1,507 |
| Falmouth | | | | | | | | | | | | |
| County Rd W of Old Main Rd (Main St) Site Code 7126 | | | | | | | | | | | | |
| 2015 | 7/6/15 | 7/8/15 | Clear | | Total | 3,268 | | 7/7/15 Tue | 15 | 290 | 271 | 2,484 |
| | | | | | EB | 1,605 | | | | 151 | 137 | 1,220 |
| | | | | | WB | 1,666 | | | | 139 | 135 | 1,266 |
| Falmouth | | | | | | | | | | | | |
| Cross Rd S of Carriage Shop Rd Site Code 7214 | | | | | | | | | | | | |
| 2017 | 6/12/17 | 6/14/17 | Clear | 6.5% | Total | 709 | | 6/13/17 Tue | 17 | 74 | 58 | 631 |
| | | | | | NB | 365 | 35 | | | 36 | 31 | 325 |
| | | | | | SB | 340 | 33 | | | 38 | 26 | 303 |
| 2015 | 6/9/15 | 6/11/15 | Overcast | | Total | 854 | | 6/10/15 Wed | 17 | 82 | 81 | 760 |
| | | | | | NB | 426 | | | | 38 | 38 | 379 |
| | | | | | SB | 429 | | | | 45 | 43 | 382 |
| 2014 | 6/23/14 | 6/26/14 | Clear | 8.2% | Total | 786 | | 6/24/14 Tue | 15 | 75 | 58 | 700 |
| | | | | | NB | 397 | | | | 38 | 30 | 353 |
| | | | | | SB | 387 | | | | 37 | 29 | 344 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~Five | AADT |
|---------------------------------|------------|----------|----------|----------|--------------|---------------|-----------|---|------------|-----------------|
| Falmouth | | | | | | | | | | |
| Gifford St S of Brick Kiln Rd | | | | | | | | | | Site Code 7125 |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 12.9% | Total | 10,901 | | 8/8/17 Tue 15 925 | 915 | 8,285 |
| | | | | | NB | 5,378 | 42 | 555 | 602 | 4,087 |
| | | | | | SB | 5,522 | 43 | 370 | 312 | 4,197 |
| 2015 | 7/6/15 | 7/8/15 | Clear | | Total | 12,187 | | 7/7/15 Tue 16 972 | 998 | 9,262 |
| | | | | | NB | 6,122 | | 641 | 649 | 4,653 |
| | | | | | SB | 6,069 | | 331 | 349 | 4,612 |
| 2014 | 6/11/14 | 6/13/14 | Clear | 7.3% | Total | 10,089 | | 6/12/14 Thu 15 923 | 892 | 8,979 |
| | | | | | NB | 5,091 | 35 | 564 | 563 | 4,531 |
| | | | | | SB | 5,001 | 36 | 359 | 328 | 4,451 |
| Falmouth | | | | | | | | | | |
| Gifford St N of Jones Rd | | | | | | | | | | Site Code 20183 |
| 2016 | 6/21/16 | 6/24/16 | Clear | | Total | 11,022 | | 6/22/16 Wed 12 948 | 892 | 9,810 |
| | | | | | NB | 5,358 | | 481 | 502 | 4,769 |
| | | | | | SB | 5,666 | | 466 | 390 | 5,043 |
| Falmouth | | | | | | | | | | |
| Hatchville Rd N of Sandwich Rd | | | | | | | | | | Site Code 20186 |
| 2016 | 6/6/16 | 6/9/16 | Clear | | Total | 932 | | 6/7/16 Tue 17 99 | 82 | 829 |
| | | | | | NB | 486 | | 50 | 40 | 433 |
| | | | | | SB | 450 | | 50 | 44 | 401 |
| Falmouth | | | | | | | | | | |
| Jones Rd Btwn Rt 28 & Beacon St | | | | | | | | | | Site Code 7216 |
| 2017 | 6/12/17 | 6/14/17 | Clear | 4.3% | Total | 13,160 | | 6/13/17 Tue 11 972 | 966 | 11,712 |
| | | | | | EB | 6,325 | 39 | 488 | 472 | 5,629 |
| | | | | | WB | 6,839 | 37 | 484 | 495 | 6,087 |
| 2016 | 6/6/16 | 6/9/16 | Clear | | Total | 12,524 | | 6/8/16 Wed 15 1,021 | 957 | 11,146 |
| | | | | | EB | 6,036 | | 475 | 482 | 5,372 |
| | | | | | WB | 6,491 | | 546 | 475 | 5,777 |
| 2015 | 9/2/15 | 9/4/15 | Clear | 3.6% | Total | 12,912 | | 9/3/15 Thu 15 1,030 | 980 | 11,879 |
| | | | | | EB | 6,613 | 40 | 541 | 504 | 6,084 |
| | | | | | WB | 6,299 | 37 | 489 | 476 | 5,795 |
| 2014 | 6/11/14 | 6/13/14 | Clear | | Total | 13,048 | | 6/12/14 Thu 15 1,024 | 984 | 11,613 |
| | | | | | EB | 6,388 | | 502 | 512 | 5,685 |
| | | | | | WB | 6,658 | | 522 | 472 | 5,926 |
| Falmouth | | | | | | | | | | |
| Jones Rd W of Dove Cottage Rd | | | | | | | | | | Site Code 20188 |
| 2017 | 6/27/17 | 6/30/17 | Overcast | | Total | 13,224 | | 6/29/17 Thu 14 1,056 | 971 | 11,769 |
| | | | | | EB | 6,559 | | 514 | 474 | 5,838 |
| | | | | | WB | 6,664 | | 543 | 497 | 5,931 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~Five | AADT |
|--|------------|----------|----------|----------|--------------|---------------|-----------|------------------------------------|--------------|---------------|
| Falmouth | | | | | | | | | | |
| Jones Rd (E end) N of Rt 28 Site Code 21150 | | | | | | | | | | |
| 2014 | 7/21/14 | 7/23/14 | Overcast | | Total | 12,790 | | 7/22/14 Tue 15 1,005 | 961 | 9,720 |
| | | | | | NB | 5,998 | | 439 | 443 | 4,558 |
| | | | | | SB | 6,794 | | 565 | 518 | 5,163 |
| Falmouth | | | | | | | | | | |
| Katherine Lee Bates Rd E of Rt 28 Site Code 7218 | | | | | | | | | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | | Total | 2,537 | | 6/10/15 Wed 15 231 | 220 | 2,258 |
| | | | | | EB | 1,351 | | 143 | 130 | 1,202 |
| | | | | | WB | 1,185 | | 88 | 90 | 1,055 |
| Falmouth | | | | | | | | | | |
| Locust St S of Rt 28 Site Code 20191 | | | | | | | | | | |
| 2016 | 8/1/16 | 8/3/16 | Clear | | Total | 16,856 | | 8/2/16 Tue 13 1,306 | 1,222 | 12,811 |
| | | | | | NB | 8,355 | | 698 | 661 | 6,350 |
| | | | | | SB | 8,503 | | 609 | 562 | 6,462 |
| Falmouth | | | | | | | | | | |
| Menauhant Rd E of Maravista Av Site Code 20891 | | | | | | | | | | |
| 2014 | 8/4/14 | 8/7/14 | Clear | | Total | 8,367 | | 8/5/14 Tue 16 798 | 782 | 6,359 |
| | | | | | EB | 4,364 | | 496 | 484 | 3,317 |
| | | | | | WB | 4,005 | | 302 | 298 | 3,044 |
| Falmouth Mashpee | | | | | | | | | | |
| Old Barnstable Rd @ Falm/Mash TL Site Code 7215 | | | | | | | | | | |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 9.3% | Total | 3,641 | | 8/8/17 Tue 17 400 | 384 | 2,767 |
| | | | | | NB | 1,957 | 39 | 229 | 224 | 1,487 |
| | | | | | SB | 1,682 | 38 | 171 | 160 | 1,278 |
| 2016 | 8/1/16 | 8/4/16 | Overcast | 6.0% | Total | 3,604 | | 8/3/16 Wed 16 412 | 405 | 2,739 |
| | | | | | NB | 1,914 | 38 | 251 | 245 | 1,455 |
| | | | | | SB | 1,688 | 37 | 161 | 160 | 1,283 |
| 2015 | 7/6/15 | 7/8/15 | Clear | 4.7% | Total | 3,661 | | 7/7/15 Tue 17 379 | 381 | 2,782 |
| | | | | | NB | 1,870 | 40 | 198 | 182 | 1,421 |
| | | | | | SB | 1,788 | 36 | 181 | 199 | 1,359 |
| Falmouth | | | | | | | | | | |
| Old Main Rd W of Rt 28A Site Code 21382 | | | | | | | | | | |
| 2016 | 7/12/16 | 7/14/16 | Overcast | 5.4% | Total | 2,564 | | 7/13/16 Wed 16 217 | 212 | 1,949 |
| | | | | | EB | 1,080 | 38 | 94 | 92 | 821 |
| | | | | | WB | 1,483 | 36 | 123 | 120 | 1,127 |
| Falmouth | | | | | | | | | | |
| Palmer Av W of Rt 28 Site Code 7127 | | | | | | | | | | |
| 2017 | 6/27/17 | 6/30/17 | Overcast | 8.9% | Total | 2,538 | | 6/29/17 Thu 15 228 | 210 | 2,259 |
| | | | | | EB | 1,276 | 39 | 120 | 108 | 1,136 |
| | | | | | WB | 1,260 | 38 | 108 | 102 | 1,121 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA | | | Four~Five | AADT |
|------|------------|----------|---------|----------|--------------|--------------|-----------|--------------------|-----------|------------|------------|--------------|
| | | | | | | | | [Date&Day | Hour | Vol] | | |
| 2015 | 7/6/15 | 7/8/15 | Clear | | Total | 3,227 | | 7/7/15 Tue | 13 | 272 | 252 | 2,453 |
| | | | | | EB | 1,590 | | | | 132 | 127 | 1,208 |
| | | | | | WB | 1,631 | | | | 140 | 124 | 1,240 |
| 2014 | 6/11/14 | 6/13/14 | Clear | 11.4% | Total | 2,101 | | 6/12/14 Thu | 11 | 188 | 147 | 1,870 |
| | | | | | EB | 960 | 36 | | | 84 | 62 | 854 |
| | | | | | WB | 1,140 | 35 | | | 104 | 86 | 1,015 |

Falmouth

Palmer Av W of Hewins St

Site Code 20200

| | | | | | | | | | | | | |
|------|---------|---------|----------|------|--------------|--------------|----|--------------------|-----------|------------|------------|--------------|
| 2017 | 6/14/17 | 6/16/17 | Mixed | 4.7% | Total | 4,493 | | 6/15/17 Thu | 15 | 381 | 316 | 3,999 |
| | | | | | EB | 2,669 | 27 | | | 221 | 187 | 2,375 |
| | | | | | WB | 1,822 | 27 | | | 160 | 129 | 1,622 |
| 2016 | 8/1/16 | 8/3/16 | Clear | | Total | 5,867 | | 8/2/16 Tue | 11 | 546 | 413 | 4,459 |
| 2014 | 6/17/14 | 6/19/14 | Overcast | | Total | 4,450 | | 6/18/14 Wed | 9 | 345 | 307 | 3,961 |
| | | | | | EB | 2,523 | | | | 204 | 178 | 2,245 |
| | | | | | WB | 1,929 | | | | 141 | 129 | 1,717 |

Falmouth

Quisset Rd S of Mandarin Way

Site Code 20786

| | | | | | | | | | | | | |
|------|---------|---------|----------|--|--------------|--------------|--|--------------------|-----------|------------|------------|--------------|
| 2014 | 6/17/14 | 6/19/14 | Overcast | | Total | 1,983 | | 6/18/14 Wed | 15 | 173 | 172 | 1,765 |
| | | | | | NB | 1,080 | | | | 109 | 132 | 961 |
| | | | | | SB | 902 | | | | 64 | 40 | 803 |

Falmouth Mashpee

Red Brook Rd @ Falm/Mash TL

Site Code 20203

| | | | | | | | | | | | | |
|------|--------|--------|-------|--|--------------|--------------|--|-------------------|-----------|------------|------------|--------------|
| 2016 | 6/6/16 | 6/8/16 | Clear | | Total | 2,887 | | 6/7/16 Tue | 11 | 237 | 228 | 2,569 |
| | | | | | EB | 1,392 | | | | 121 | 120 | 1,239 |
| | | | | | WB | 1,495 | | | | 117 | 110 | 1,331 |

Falmouth

Research Dr S of Thomas Landers Rd

Site Code 20896

| | | | | | | | | | | | | |
|------|--------|---------|----------|--|--------------|------------|--|--------------------|-----------|-----------|-----------|------------|
| 2014 | 6/9/14 | 6/12/14 | Overcast | | Total | 365 | | 6/10/14 Tue | 12 | 71 | 20 | 325 |
| | | | | | NB | 184 | | | | 38 | 14 | 164 |
| | | | | | SB | 178 | | | | 34 | 6 | 158 |

Falmouth

Sandwich Rd S of Rt 151

Site Code 20772

| | | | | | | | | | | | | |
|------|---------|---------|-------|--|--------------|---------------|--|--------------------|-----------|------------|------------|--------------|
| 2017 | 6/12/17 | 6/14/17 | Clear | | Total | 10,620 | | 6/13/17 Tue | 16 | 904 | 907 | 9,452 |
| | | | | | NB | 5,435 | | | | 433 | 439 | 4,837 |
| | | | | | SB | 5,184 | | | | 470 | 468 | 4,614 |
| 2014 | 8/4/14 | 8/7/14 | Clear | | Total | 10,052 | | 8/5/14 Tue | 16 | 826 | 807 | 7,640 |
| | | | | | NB | 4,622 | | | | 343 | 346 | 3,513 |
| | | | | | SB | 5,432 | | | | 483 | 460 | 4,128 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA | | Four~Five | AADT | | | | | | | |
|---|------------|----------|----------|----------|-------|--------|-----------|----------------|-----------|-----------------|-------|-------|----|-------|----|-----|-----|-------|
| | | | | | | | | [Date&Day | Hour Vol] | | | | | | | | | |
| Falmouth | | | | | | | | | | | | | | | | | | |
| Sandwich Rd N of Rt 28 | | | | | | | | | | Site Code 20790 | | | | | | | | |
| 2014 | 7/21/14 | 7/23/14 | Overcast | 4.1% | Total | 8,018 | | 7/22/14 Tue | 16 | 587 | 590 | 6,094 | | | | | | |
| | | | | | | | | | | | | | NB | 3,980 | 40 | 354 | 355 | 3,025 |
| | | | | | | | | | | | | | SB | 4,042 | 40 | 233 | 235 | 3,072 |
| Falmouth | | | | | | | | | | | | | | | | | | |
| Sandwich Rd N of Brick Kiln Rd | | | | | | | | | | Site Code 20225 | | | | | | | | |
| 2017 | 8/7/17 | 8/9/17 | Mixed | | Total | 11,996 | | 8/8/17 Tue | 16 | 1,023 | 1,015 | 9,117 | | | | | | |
| | | | | | | | | | | | | | NB | 5,666 | | 619 | 419 | 4,306 |
| | | | | | | | | | | | | | SB | 6,328 | | 404 | 596 | 4,809 |
| Falmouth Mashpee | | | | | | | | | | | | | | | | | | |
| Sandwich Rd @ Falm/Mash TL | | | | | | | | | | Site Code 7123 | | | | | | | | |
| 2017 | 7/31/17 | 8/3/17 | Mixed | 10.3% | Total | 1,501 | | 8/2/17 Wed | 15 | 138 | 128 | 1,141 | | | | | | |
| | | | | | | | | | | | | | NB | 694 | 45 | 44 | 39 | 527 |
| | | | | | | | | | | | | | SB | 805 | 42 | 94 | 89 | 612 |
| 2016 | 6/6/16 | 6/9/16 | Clear | | Total | 1,205 | | 6/8/16 Wed | 6 | 150 | 122 | 1,072 | | | | | | |
| | | | | | | | | | | | | | NB | 614 | | 111 | 43 | 546 |
| | | | | | | | | | | | | | SB | 584 | | 39 | 78 | 520 |
| 2015 | 7/8/15 | 7/10/15 | Overcast | | Total | 1,172 | | 7/9/15 Thu | 15 | 152 | 131 | 891 | | | | | | |
| | | | | | | | | | | | | | NB | 520 | | 42 | 44 | 395 |
| | | | | | | | | | | | | | SB | 648 | | 110 | 86 | 492 |
| 2014 | 8/4/14 | 8/7/14 | Clear | 12.7% | Total | 1,400 | | 8/5/14 Tue | 16 | 149 | 130 | 1,064 | | | | | | |
| | | | | | | | | | | | | | NB | 608 | | 43 | 39 | 462 |
| | | | | | | | | | | | | | SB | 790 | | 106 | 91 | 600 |
| Falmouth | | | | | | | | | | | | | | | | | | |
| Shoreview Dr N of Whittier Rd | | | | | | | | | | Site Code 7212 | | | | | | | | |
| 2017 | 6/12/17 | 6/14/17 | Clear | 8.0% | Total | 82 | | 6/13/17 Tue | 14 | 10 | | 73 | | | | | | |
| | | | | | | | | | | | | | NB | 46 | 21 | 5 | | 41 |
| | | | | | | | | | | | | | SB | 40 | 22 | 5 | | 36 |
| 2016 | 6/6/16 | 6/9/16 | Clear | 10.9% | Total | 67 | | 6/8/16 Wed | 11 | 17 | 5 | 60 | | | | | | |
| | | | | | | | | | | | | | NB | 30 | 20 | 8 | 2 | 27 |
| | | | | | | | | | | | | | SB | 38 | 21 | 9 | 3 | 34 |
| 2015 | 8/18/15 | 8/20/15 | Clear | 3.7% | Total | 120 | | 8/19/15 Wed | 12 | 19 | 6 | 91 | | | | | | |
| | | | | | | | | | | | | | NB | 53 | 22 | 10 | 4 | 40 |
| | | | | | | | | | | | | | SB | 66 | 20 | 9 | 2 | 50 |
| Falmouth | | | | | | | | | | | | | | | | | | |
| Spring Bars Rd E of Worcester Court Av | | | | | | | | | | Site Code 7129 | | | | | | | | |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 6.1% | Total | 5,778 | | 8/8/17 Tue | 15 | 604 | 622 | 4,391 | | | | | | |
| | | | | | | | | | | | | | EB | 3,536 | 30 | 408 | 452 | 2,687 |
| | | | | | | | | | | | | | WB | 2,246 | 32 | 196 | 170 | 1,707 |
| 2014 | 7/21/14 | 7/23/14 | Overcast | 0.5% | Total | 5,316 | | 7/22/14 Tue | 16 | 462 | 482 | 4,040 | | | | | | |
| | | | | | | | | | | | | | EB | 2,930 | 41 | 293 | 308 | 2,227 |
| | | | | | | | | | | | | | WB | 2,386 | 41 | 169 | 173 | 1,813 |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA | | | Four~Five | AADT | |
|--|------------|----------|----------|----------|-------|--------|-----------|----------------|------|------|-----------------|-------|-------|
| | | | | | | | | [Date&Day | Hour | Vol] | | | |
| Falmouth | | | | | | | | | | | | | |
| Surf Dr W of Shore St | | | | | | | | | | | Site Code 7130 | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | 2.4% | Total | 4,750 | | 6/10/15 Wed | 16 | 464 | 408 | 4,228 | |
| | | | | | EB | 2,366 | 28 | | | 296 | 254 | 2,106 | |
| | | | | | WB | 2,380 | 26 | | | 168 | 154 | 2,118 | |
| Falmouth | | | | | | | | | | | | | |
| Technology Park Drive S of Thomas Landers Rd | | | | | | | | | | | Site Code 20897 | | |
| 2014 | 6/9/14 | 6/12/14 | Overcast | | Total | 1,681 | | 6/11/14 Wed | 16 | 221 | 198 | 1,496 | |
| | | | | | NB | 847 | | | | 158 | 139 | 754 | |
| | | | | | SB | 837 | | | 62 | 59 | 745 | | |
| Falmouth | | | | | | | | | | | | | |
| Thomas Landers Rd E of Rt 28 | | | | | | | | | | | Site Code 7124 | | |
| 2015 | 6/9/15 | 6/11/15 | Overcast | | Total | 4,687 | | 6/10/15 Wed | 16 | 443 | 433 | 4,171 | |
| | | | | | EB | 2,452 | | | | 221 | 216 | 2,182 | |
| | | | | | WB | 2,235 | | | 221 | 218 | 1,989 | | |
| Falmouth | | | | | | | | | | | | | |
| Thomas Landers Rd W of Sandwich Rd | | | | | | | | | | | Site Code 20749 | | |
| 2014 | 8/4/14 | 8/7/14 | Clear | | Total | 2,272 | | 8/5/14 Tue | 16 | 214 | 205 | 1,727 | |
| | | | | | EB | 1,234 | | | | 140 | 134 | 938 | |
| | | | | | WB | 1,040 | | | 74 | 71 | 790 | | |
| Falmouth | | | | | | | | | | | | | |
| Woods Hole Rd S of Oyster Pond | | | | | | | | | | | Site Code 20237 | | |
| 2017 | 8/7/17 | 8/9/17 | Mixed | 11.1% | Total | 10,281 | | 8/8/17 Tue | 10 | 804 | 766 | 7,814 | |
| | | | | | | NB | 5,186 | 33 | | | 389 | 489 | 3,941 |
| | | | | | | SB | 5,095 | 38 | | | 415 | 278 | 3,872 |
| 2016 | 8/1/16 | 8/3/16 | Clear | | Total | 10,356 | | 8/2/16 Tue | 15 | 775 | 790 | 7,871 | |
| | | | | | NB | 5,149 | | | | 460 | 466 | 3,913 | |
| | | | | | SB | 5,203 | | | 316 | 323 | 3,954 | | |
| 2014 | 6/17/14 | 6/19/14 | Overcast | | Total | 9,009 | | 6/18/14 Wed | 17 | 740 | 592 | 8,018 | |
| | | | | | NB | 4,392 | | | | 484 | 355 | 3,909 | |
| | | | | | SB | 4,617 | | | 256 | 237 | 4,109 | | |
| Falmouth | | | | | | | | | | | | | |
| Worcester Av N of Grand Av (Beach Side) | | | | | | | | | | | Site Code 7217 | | |
| 2016 | 8/10/16 | 8/12/16 | Rain | | Total | 4,057 | | 8/11/16 Thu | 11 | 416 | 298 | 3,083 | |
| | | | | | NB | 2,040 | | | | 218 | 115 | 1,550 | |
| | | | | | SB | 2,022 | | | 198 | 182 | 1,537 | | |
| 2016 | 8/10/16 | 8/12/16 | Rain | 6.7% | | | | | | | | | |
| | | | | | | NB | 2,040 | 25 | | | 218 | 115 | 1,550 |
| 2016 | 8/1/16 | 8/3/16 | Clear | | | | | 8/2/16 Tue | 13 | | | | |
| | | | | | NB | 1,659 | 24 | | | 137 | 101 | 1,261 | |

Selected Traffic Counts

| Year | Begin Date | End Date | Weather | % Trucks | Dir. | ADT | Speed MPH | PEAK HOUR DATA [Date&Day Hour Vol] | Four~ Five | AADT |
|--|------------|----------|----------|----------|--------------|--------------|-----------|---------------------------------------|------------------------|--------------|
| Falmouth | | | | | | | | | | |
| Worcester Court N of Spring Bars Rd | | | | | | | | | Site Code 20238 | |
| 2014 | 7/21/14 | 7/23/14 | Overcast | | Total | 5,816 | | 7/22/14 Tue 9 529 | 305 | 4,420 |
| Falmouth | | | | | | | | | | |
| Worcester Court S of Spring Bars Rd | | | | | | | | | Site Code 20239 | |
| 2017 | 6/27/17 | 6/30/17 | Overcast | | Total | 5,313 | | 6/29/17 Thu 14 527 | 469 | 4,729 |
| | | | | | NB | 2,445 | | 263 | 230 | 2,176 |
| | | | | | SB | 2,869 | | 263 | 240 | 2,553 |
| 2014 | 7/21/14 | 7/23/14 | Overcast | | Total | 5,653 | | 7/22/14 Tue 17 489 | 483 | 4,296 |
| | | | | | NB | 2,771 | | 228 | 251 | 2,106 |
| | | | | | SB | 2,879 | | 261 | 231 | 2,188 |

Appendix D. Detailed Crash Data

Crash Data Summary Tables
Main Street (Route 28) from W Main Street to Shore Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----|----------------------|---------------------|--------------------------------|--|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 1 | 2/22/2013 | 1:01 PM | Friday | Daylight | Clear | Dry | 85 | 35 | N/A | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to turn left out of Walker St; MV2: travelling WB on Main St (Rte 28); MV3: parked on Main St WB lane. MV1 entered Main St without yielding forcing MV2 to veer right. MV2 struck MV3. MV1 and MV2 still collided. |
| 2 | 3/30/2013 | 12:37 PM | Saturday | Daylight | Clear | Dry | 47 | 28 | | | Non-fatal Injury | Sideswipe | Failure to Keep in Proper Lane | MV1: travelling WB on Main St (Rte 28); MV2: travelling EB on Main St. Near #305 Main St, MV2 struck the side view mirrors of MV1 when MV1 went over the double yellow centerline and drove on the opposite lane. |
| 3 | 6/27/2013 | 9:08 AM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: travelling EB on Main St (Rte 28); MV2: parked on Main St in front of Country Fare Restaurant. The operator of MV1 got distracted and accidentally veered MV1 to the right and struck MV2. |
| 4 | 7/2/2013 | 11:41 AM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Unknown | MV1: parked on Main St (Rte 28) near #315 Main St; MV2: travelling WB on Main St. The tractor trailer of MV2 struck MV1. |
| 5 | 7/5/2013 | 11:35 AM | Friday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked on Main St (Rte 28) near #177 Main St; MV2: travelling EB on Main St. MV2 sideswiped the parked MV1. |
| 6 | 7/15/2013 | 11:53 AM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Not Reported | MV1: parked on Main St (Rte 28) in front of Port Cargo clothing store; MV2: travelling WB on Main St. MV2 sideswiped the parked MV1. |
| 7 | 7/21/2013 | 6:21 PM | Sunday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Other | Inattention / Distracted | MV1 and MV2: parked on Main St (Rte 28) WB lane in front of Cahoon Ct. While attempting to pull out of the parking spot, MV1 backed into MV2. |
| 8 | 7/29/2013 | 5:24 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: travelling WB on Main St (Rte 28); MV2: parked on Main St near #140 Main St. MV1 struck MV2 while driving by. |
| 9 | 8/27/2013 | 8:47 PM | Tuesday | Dark - Lighted | Clear | Dry | 29 | 67 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: making a right-turn onto Walker St from Main St (Rte 28); MV2: stopped at the STOP-sign on Walker St. MV1 struck MV2. |
| 10 | 9/10/2013 | 6:04 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Other | MV1: travelling WB on Main St (Rte 28); MV2: parked on Main St across #315 Main St. MV1 struck MV2 and drove away. |
| 11 | 9/19/2013 | 2:25 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: travelling EB on Main St (Rte 28); MV2: parked on Main St in front of Eastern Bank. The operator of MV2 thinking that no cars were coming, he opened the drivers door and struck MV1. |
| 12 | 9/28/2013 | 11:38 PM | Saturday | Dark - Lighted | Clear | Dry | 48 | | | | Non-fatal Injury | Pedestrian | No Improper Driving | MV1: travelling WB on Main St (Rte 28). A pedestrian was crossing Main St in front of #273 Main St (just east of Liberty Ln). MV1 struck the pedestrian. According to the witnesses and the victim herself, she was distracted by another patron while crossing. |
| 13 | 9/30/2013 | 2:04 PM | Monday | Daylight | Clear | Dry | 50 | 59 | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked on Main St (Rte 28) near #140 Main St; MV2: travelling WB on Main St. MV2 sideswiped MV1. |
| 14 | 1/19/2014 | 12:11 PM | Sunday | Daylight | Clear | Dry | 66 | 30 | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked on Main St (Rte 28) near #156 Main St; MV2: travelling EB on Main St. MV2 sideswiped MV1 and fled the scene. |
| 15 | 2/17/2014 | 2:23 PM | Monday | Daylight | Clear | Dry | 20 | N/A | | | Property Damage Only | Sideswipe | No Improper Driving | MV1: travelling WB on Main St (Rte 28); MV2: parked on Main St in front of John's Shoe Store making a delivery. MV1 attempted to go around MV2; however, MV1 was forced to move over to the right since a vehicle was travelling on the opposite lane. MV1 struck MV2. |
| 16 | 2/21/2014 | 7:36 AM | Friday | Daylight | Cloudy | Wet | 57 | 27 | | | Property Damage Only | Sideswipe | No Improper Driving | MV1: travelling EB on Main St (Rte 28); MV2: travelling WB on Main St. Near #300 Main St, MV1 clipped the side view mirrors of MV2. |
| 17 | 2/28/2014 | 10:46 AM | Friday | Daylight | Clear | Dry | 50 | N/A | | | Property Damage Only | Sideswipe | No Improper Driving | MV1: travelling WB on Main St (Rte 28); MV2: travelling EB on Main St. Near #300 Main St, MV2 struck the side view mirrors of MV1. |
| 18 | 3/5/2014 | 8:45 PM | Wednesday | Dark - Lighted | Clear | Dry | N/A | 43 | | | Property Damage Only | Unknown | Not Reported | MV1: backing into a parking spot on Main St (Rte 28); MV2: parked on Main St EB lane near #271 Main St. MV1 struck MV2 and then drove away. |
| 19 | 3/15/2014 | 1:28 PM | Saturday | Daylight | Cloudy | Dry | 46 | 49 | 80 | | Non-fatal Injury | Rear-end | Followed Too Closely | MV1, MV2 and MV3: travelling WB on Main St (Rte 28). MV1 and MV2 stopped in traffic near #307 Main St and was rear-ended by MV3. |
| 20 | 3/17/2014 | 7:43 PM | Monday | Dark - Lighted | Clear | Dry | N/A | 69 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: parked on Main St (Rte 28) EB lane near #199 Main St; MV2: backing into a parking spot on Main St. MV2 struck MV1 while attempting to park. |
| 21 | 3/28/2014 | 6:59 PM | Friday | Daylight | Rain | Wet | 44 | 52 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling WB on Main St (Rte 28). MV1 stopped for pedestrians crossing at the crosswalk in front of #164 Main St and was rear-ended by MV2. |
| 22 | 4/12/2014 | 12:19 AM | Saturday | Dark - Lighted | Clear | Dry | 32 | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: parked on Main St (Rte 28) EB lane in front of #210 Main St; MV2: backing up on Main St. MV2 struck MV1 and drove away. |

Crash Data Summary Tables
Main Street (Route 28) from W Main Street to Shore Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----------------------|---------------------|---|---|
| | | | | | | | | | | | | | |
| 23 | 4/23/2014 | 9:47 AM | Wednesday | Daylight | Clear | Dry | 50 | 56 | | Non-fatal Injury | Pedestrian | No Improper Driving | MV1: travellin WB on Main St (Rte 28). A pedestrian exited the post office and instead of crossing the road from crosswalk, the pedestrian crossed in front of a parked car. MV1 did not see the pedestrian crossing and struck the pedestrian. |
| 24 | 5/12/2014 | 2:23 PM | Monday | Daylight | Clear | Dry | 48 | 49 | | Property Damage Only | Unknown | No Improper Driving | MV1 and MV2: travelling EB on Main St (Rte 28). A tractor trailer was exiting Elm Arch Way and turning left onto Main St. In order to avoid hitting the tractor, MV1 reversed and backed up. MV1 backed up into MV2 which was already stopped. Both MV1 and MV2 stated that the tractor was exiting Elm Arch Way at a fast speed. |
| 25 | 5/28/2014 | 12:06 PM | Wednesday | Daylight | Cloudy | Wet | N/A | 32 | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked in front of US post office; MV2 (box truck): travelling WB on Main St (Rte 28). MV2 sideswiped MV1. |
| 26 | 6/2/2014 | 6:25 PM | Monday | Daylight | Clear | Dry | N/A | 67 | | Property Damage Only | Rear-end | No Improper Driving | MV1: attempting to back into a parking space; MV2: parked on Main St (Rte 28) WB lane in front of Eastman's Hardware store. MV1 struck MV2 and then MV1 ran away. |
| 27 | 6/3/2014 | 1:23 PM | Tuesday | Daylight | Clear | Dry | N/A | 85 | | Property Damage Only | Angled | Swerving / Avoiding | MV1: parked on Main St (Rte 28) in front of Eastman's Hardware store; MV2: travelling WB on Main St. MV2 swerved to the right to avoid a vehicle travelling the opposite direction in MV2's lane. MV2 struck MV1 in the process. |
| 28 | 6/5/2014 | 2:48 PM | Thursday | Daylight | Rain | Wet | N/A | 74 | | Non-fatal Injury | Rear-end | Other | MV1: parked on Main St (Rte 28) near #335 Main St; MV2: travelling WB on Main St. MV2 struck the parked MV1 and a light post. |
| 29 | 7/7/2014 | 4:05 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Angled | Inattention / Distracted | MV1: parked on Main St (Rte 28) near #140 Main St; MV2: travelling WB on Main St. MV2 struck MV1 when the operator had the drivers door opened after entering MV1. |
| 30 | 7/12/2014 | 6:39 AM | Saturday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Cyclist | Other | MV1: travelling EB on Main St (Rte 28). A group of cyclist were riding south towards Shore St. MV1 struck the front bicycle tire of one of the cyclist from the group who was outside of the pack on the western edge of the group. |
| 31 | 7/21/2014 | 4:14 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Other | MV1: parked on Main St (Rte 28) near #103 Main St; MV2: travelling EB on Main St. MV2 sideswiped MV1. |
| 32 | 7/24/2014 | 10:08 AM | Thursday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: backing into a parking spot on Main St (Rte 28); MV2: parked on Main St WB lane near #164 Main St. MV1 struck MV2. |
| 33 | 8/4/2014 | 2:31 PM | Monday | Daylight | Clear | Dry | 40 | 69 | | Property Damage Only | Sideswipe | Unknown | MV1: parked on Main St (Rte 28) EB lane in front of La Cucina Sul Mare restaurant; MV2: travelling EB on Main St. MV2 sideswiped MV1. This is a hit and run. |
| 34 | 9/6/2014 | 12:17 PM | Saturday | Daylight | Cloudy | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked on Main St (Rte 28) near #120 Main St; MV2: travelling WB on Main St. MV2 sideswiped MV1 and drove away. |
| 35 | 9/17/2014 | 11:52 AM | Wednesday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | No Improper Driving | MV1: parked on Main St (Rte 28) in front of #149 Main St; MV2: travelling EB on Main St. MV2 sideswiped MV1. |
| 36 | 9/20/2014 | 4:09 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | N/A | Property Damage Only | Angled | Other | MV1: attempting to back into a parking spot in the area of #189 Main St (Rte 28); MV2, MV3 and MV4: parked on Main St. MV1 accelerated and backed into MV2 causing MV2 to struck a street lamp post and MV3. This collision has pushed MV3 into MV4. |
| 37 | 10/24/2014 | 2:41 PM | Friday | Daylight | Cloudy | Dry | N/A | N/A | N/A | Non-fatal Injury | Rear-end | Erratic / Aggressive / Reckless Driving | MV1 and MV2: stopped for pedestrians crossing at the crosswalk in front of #159 Main St; MV3: travelling EB on Main St (Rte 28). MV3 rear-ended MV2 and pushed MV2 into MV1. |
| 38 | 1/30/2015 | 11:11 AM | Friday | Daylight | Rain | Wet | N/A | N/A | | Property Damage Only | Rear-end | Not Reported | MV1: parked in front of #220 Main St (Rte 28); MV2: presumably travelling WB on Main St. MV2 struck MV1. |
| 39 | 1/31/2015 | 5:23 PM | Saturday | Dark - Lighted | Clear | Dry | 34 | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked on Main St (Rte 28) WB lane across Barbo's Furniture; MV2: travelling WB on Main St. MV2 sideswipe MV1 and drove away. |
| 40 | 2/6/2015 | 12:10 AM | Friday | Dark - Lighted | Clear | Ice | 41 | | | Property Damage Only | Single Vehicle | No Improper Driving | MV1: attempting to turn left into W Main St from Main St (Rte 28). MV1 hit a patch of ice and struck a snow embankment. |
| 41 | 3/4/2015 | 7:47 AM | Wednesday | Daylight | Clear | Wet | N/A | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked on Main St (Rte 28) near #180 Main St; MV2: travelling EB on Main St. MV2 sideswiped MV1 and left the scene. |
| 42 | 4/7/2015 | 7:51 PM | Tuesday | Daylight | Rain | Wet | 29 | 43 | | Non-fatal Injury | Angled | Disregarded Traffic Controls | MV1: travelling EB on Main St (Rte 28); MV2: travelling SB on Shore Rd. MV2 struck MV1 when MV2 pulled out of Shore Rd onto Main St. |
| 43 | 4/9/2015 | 5:03 PM | Thursday | Daylight | Clear | Dry | 38 | N/A | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: travelling WB on Main St (Rte 28); MV2: parked on Main St near Post Office Rd. MV1 sideswiped MV2. |
| 44 | 4/25/2015 | 1:00 PM | Saturday | Daylight | Clear | Dry | 18 | 77 | | Property Damage Only | Sideswipe | No Improper Driving | MV1: travelling WB on Main St (Rte 28); MV2: parked in front of #150 Main St. The operator of MV2 opened the drivers side door and was struck by MV1. |
| 45 | 7/16/2015 | 6:28 PM | Thursday | Daylight | Clear | Dry | N/A | 28 | | Property Damage Only | Sideswipe | No Improper Driving | MV1: parked at #156 Main St (Rte 28) in a manner such that the front operator fender and wheel was situated directly on the parking spot marks; MV2 (large tour bus): attempting to park. MV2 struck MV1. |

Crash Data Summary Tables
Main Street (Route 28) from W Main Street to Shore Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----------------------|---------------------|---|--|
| | | | | | | | | | | | | | |
| 46 | 7/20/2015 | 6:20 PM | Monday | Daylight | Clear | Dry | N/A | N/A | 43 | Property Damage Only | Sideswipe | Unknown | MV1 and MV2: parked on Main St (Rte 28) near #117 Main St; MV3: travelling EB on Main St. Due to not having enough clearance on the road and heavy traffic volume, MV3 sideswiped MV1 and MV2. |
| 47 | 7/28/2015 | 5:25 PM | Tuesday | Daylight | Rain | Wet | N/A | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked in front of #315 Main St (Rte 28) on EB lane; MV2: turning right from the alley way next to #315 Main St. MV2 sideswiped MV1 and fled the scene. |
| 48 | 8/5/2015 | 4:58 PM | Wednesday | Daylight | Clear | Dry | 51 | 46 | | Property Damage Only | Sideswipe | Unknown | MV1: travelling WB on Main St (Rte 28); MV2: parked in front of Eastman's Hardware store. As MV1 was passing MV2, the operator of MV2 opened the door and struck MV1. |
| 49 | 8/18/2015 | 1:00 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked on Main St (Rte 28) in front of #95 Main St; MV2: presumably travelling EB on Main St. MV2 sideswiped MV1. |
| 50 | 10/8/2015 | 3:08 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked on Main St (Rte 28) WB lane near #319 Main St; MV2: presumably travelling WB on Main St. MV2 sideswiped MV1. |
| 51 | 10/16/2015 | 3:00 PM | Friday | Daylight | Clear | Dry | N/A | 89 | | Property Damage Only | Sideswipe | Unknown | MV1: parked on Main St (Rte 28) in front of Eastman's Hardware store; MV2: travelling WB on Main St. MV2 veered right to avoid the oncoming bus but struck MV1. |
| 52 | 11/7/2015 | 4:16 PM | Saturday | Daylight | Clear | Dry | 54 | 63 | | Property Damage Only | Sideswipe | Followed Too Closely | MV1: parked on Main St (Rte 28) near #164 Main St; MV2: travelling WB on Main St. MV2 drove close to MV1 and struck the side mirror. |
| 53 | 11/23/2015 | 9:18 AM | Monday | Daylight | Clear | Dry | 29 | 36 | | Property Damage Only | Rear-end | Other | MV1: parked near #295 Main St; MV2: parked on Liberty Ln SB lane. MV1 moved backwards with no one inside and collided with MV2. |
| 54 | 11/24/2015 | 7:04 PM | Tuesday | Dark - Lighted | Clear | Dry | 27 | 40 | | Property Damage Only | Sideswipe | No Improper Driving | MV1: parked in front of Eastman's Hardware store; MV2: travelling WB on Main St (Rte 28). MV2 struck the open door of MV1. |
| 55 | 12/4/2015 | 1:29 PM | Friday | Daylight | Clear | Dry | 60 | 63 | | Property Damage Only | Angled | Unknown | MV1 and MV2: travelling EB on Main St (Rte 28). MV1 stopped near #167 Main St to back up into a parking space. MV1 struck MV2 which was travelling behind MV1. |
| 56 | 4/24/2016 | 3:37 PM | Sunday | Daylight | Clear | Dry | N/A | 19 | | Property Damage Only | Sideswipe | Other | (No description was provided. According to the diagram in the crash report, the collision occurred in front of Port Cargo on Main St WB lane.) |
| 57 | 5/3/2016 | 2:58 PM | Tuesday | Daylight | Cloudy | Dry | 76 | 69 | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1: parked on Main St (Rte 28) in front of #199 Main St; MV2: travelling EB on Main St. The operator of MV1 opened the drivers door and was struck by MV2. |
| 58 | 5/11/2016 | 11:40 AM | Wednesday | Daylight | Clear | Dry | 39 | 80 | | Property Damage Only | Sideswipe | Other | MV1: parked on Main St (Rte 28) near #120 Main St; MV2: travelling EB on Main St. The operator of MV1 opened the drivers door and was struck by MV2. |
| 59 | 5/17/2016 | 2:50 PM | Tuesday | Daylight | Clear | Dry | 41 | 51 | | Property Damage Only | Angled | Inattention / Distracted | MV1: attempting to enter Main St EB lane from a parking space near the intersection of W Main St; MV2: travelling EB on Main St (Rte 28). MV2 struck MV1 when MV1 entered Main St. |
| 60 | 5/27/2016 | 11:05 AM | Friday | Daylight | Clear | Dry | 67 | 79 | | Non-fatal Injury | Sideswipe | Unknown | MV1: travelling WB on Main St (Rte 28); MV2: parked in front of #140 Main St. MV1 sideswiped MV2. |
| 61 | 5/28/2016 | 4:00 PM | Saturday | Daylight | Clear | Dry | 72 | 24 | | Property Damage Only | Angled | No Improper Driving | MV1: travelling SB on Shore Rd; MV2: travelling EB on Main St (Rte 28). MV1 turned left onto Main St then turned right attempting to turn onto Shore St. MV2 drove into the side of MV1. |
| 62 | 7/3/2016 | 3:47 PM | Sunday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Sideswipe | Erratic / Aggressive / Reckless Driving | MV1 and MV2 (a motorcycle): travelling EB on Main St (Rte 28). MV1 sideswiped MV2, pinning the operator of MV2 against a parked vehicle on the side just west of Shore St. |
| 63 | 7/3/2016 | 6:17 PM | Sunday | Daylight | Clear | Dry | N/A | | | Property Damage Only | Single Vehicle | Unknown | MV1 backed into the STOP-sign at the intersection of Post Office Rd at Main St (Rte 28) and drove away. |
| 64 | 7/26/2016 | 4:02 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling WB on Main St (Rte 28). MV1 stopped for a pedestrian crossing at the crosswalk near #251 Main St. MV2 rear-ended MV1. |
| 65 | 8/20/2016 | 1:18 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | N/A | Property Damage Only | Sideswipe | Unknown | MV1 (a tractor trailer): travelling WB on Main St (Rte 28); MV2, MV3 and MV4: parked in front of Quarterdeck Restaurant. MV1 sideswiped MV2, MV3 and MV4. |
| 66 | 9/2/2016 | 11:21 AM | Friday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Failure to Keep in Proper Lane | MV1: parked on Main St EB lane in the area of #120 Main St; MV2: travelling EB on Main St (Rte 28). MV2 failed to stay in its proper lane of travel and entered the lined parking space. MV2 sideswiped MV1. |
| 67 | 9/18/2016 | 11:50 AM | Sunday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | No Improper Driving | MV1: parked on Main St (Rte 28) WB lane near #311 Main St; MV2: travelling WB on Main St. The operator opened the door and got struck by MV2. |
| 68 | 10/13/2016 | 5:22 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | No Improper Driving | MV1: parked in front of Quarterdeck Restaurant; MV2: travelling WB on Main St (Rte 28). MV2 sideswiped MV1. |
| 69 | 10/24/2016 | 9:01 AM | Monday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Sideswipe | Not Reported | MV1: parked in front of Eastern Bank; MV2: travelling EB on Main St (Rte 28). MV2 struck the side of MV1 and left the scene. |

Crash Data Summary Tables
 Main Street (Route 28) from W Main Street to Shore Street - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

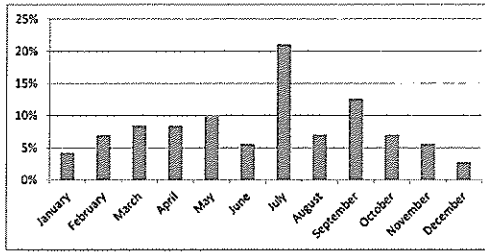
| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|--|----------------------|---------------------|---------------------------|--|
| | | | | | | | | | | | | | |
| 70 | 11/30/2016 | 9:10 AM | Wednesday | Daylight | Other | Wet | 47 | N/A | | Property Damage Only | Sideswipe | Swerving / Avoiding | MV1: parked in front of Eastern Bank; MV2 (tractor trailer): travelling EB on Main St (Rte 28). Due to its size, MV2 was driving over the centerline to avoid hitting the parked vehicles. MV2 had to turned back to its proper lane since a vehicle on the WB lane came close to MV2. MV2 struck MV1. |
| 71 | 12/14/2016 | 4:57 PM | Wednesday | Dark - Lighted | Clear | Dry | N/A | N/A | | Non-fatal Injury | Rear-end | Not Reported | MV1 and MV2: travelling EB on Main St (Rte 28). When the two vehicles approached the Shore St intersection, MV2 rear-ended MV1. |

Crash Data Summary Tables
Main Street (Route 28) from W Main Street to Shore Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

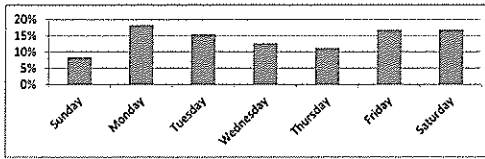
Main Street (Route 28) from W Main Street to Shore Street

71

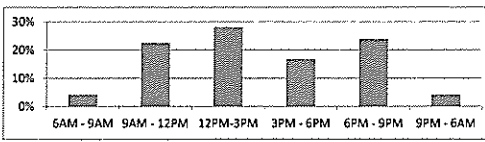
| Month | # | % |
|-----------|----|-----|
| January | 3 | 4% |
| February | 5 | 7% |
| March | 6 | 8% |
| April | 6 | 8% |
| May | 7 | 10% |
| June | 4 | 6% |
| July | 15 | 21% |
| August | 5 | 7% |
| September | 9 | 13% |
| October | 5 | 7% |
| November | 4 | 6% |
| December | 2 | 3% |



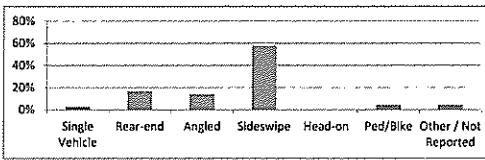
| Day of Week | # | % |
|-------------|----|-----|
| Sunday | 6 | 8% |
| Monday | 13 | 18% |
| Tuesday | 11 | 15% |
| Wednesday | 9 | 13% |
| Thursday | 8 | 11% |
| Friday | 12 | 17% |
| Saturday | 12 | 17% |



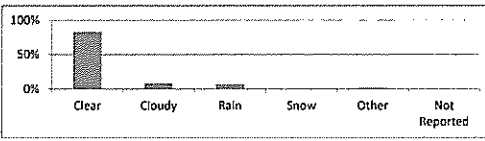
| Time of Day | # | % |
|-------------|----|-----|
| 6AM - 9AM | 3 | 4% |
| 9AM - 12PM | 16 | 23% |
| 12PM - 3PM | 20 | 28% |
| 3PM - 6PM | 12 | 17% |
| 6PM - 9PM | 17 | 24% |
| 9PM - 6AM | 3 | 4% |



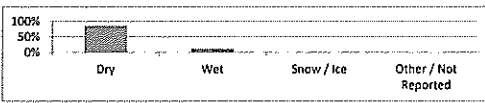
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 2 | 3% |
| Rear-end | 12 | 17% |
| Angled | 10 | 14% |
| Sideswipe | 41 | 58% |
| Head-on | 0 | 0% |
| Ped/Bike | 3 | 4% |
| Other / Not Reported | 3 | 4% |



| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 59 | 83% |
| Cloudy | 6 | 8% |
| Rain | 5 | 7% |
| Snow | 0 | 0% |
| Other | 1 | 1% |
| Not Reported | 0 | 0% |



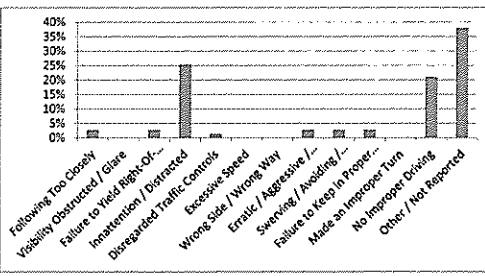
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 61 | 86% |
| Wet | 9 | 13% |
| Snow / Ice | 1 | 1% |
| Other / Not Reported | 0 | 0% |



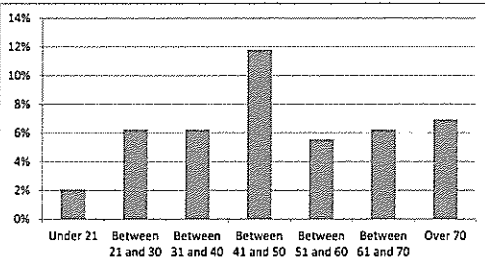
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 60 | 85% |
| Non-Fatal Injury | 11 | 15% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



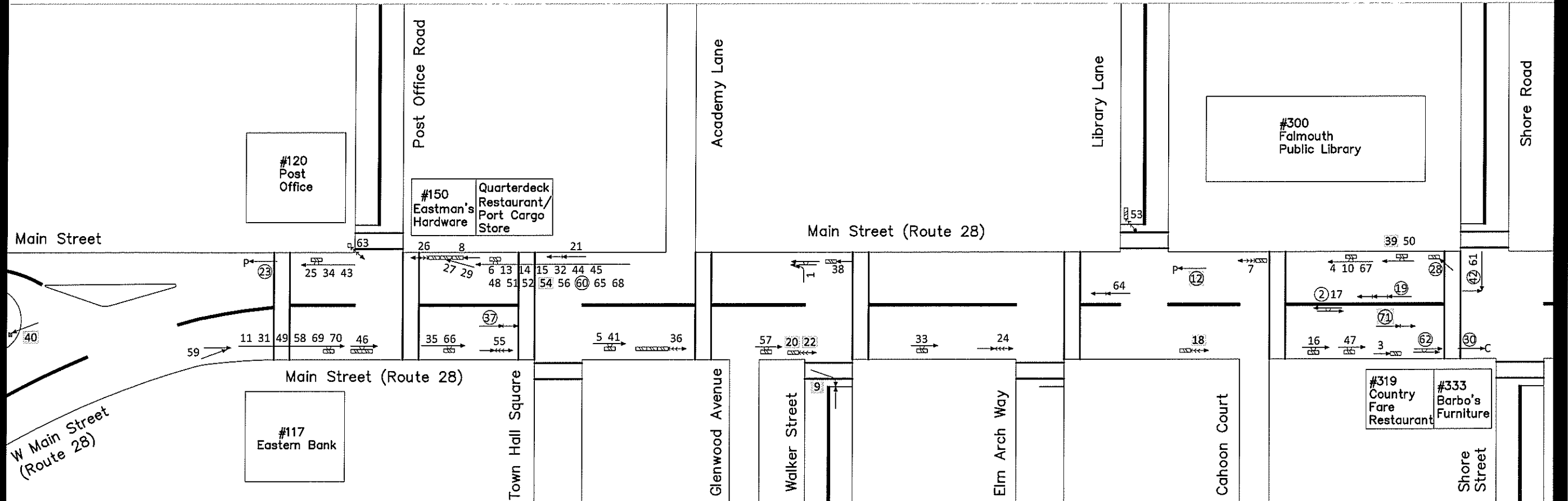
| Main Contributing Factor from Narrative | # | % |
|---|----|-----|
| Following Too Closely | 2 | 3% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 2 | 3% |
| Inattention / Distracted | 18 | 25% |
| Disregarded Traffic Controls | 1 | 1% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 2 | 3% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 2 | 3% |
| Failure to Keep in Proper Lane | 2 | 3% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 15 | 21% |
| Other / Not Reported | 27 | 38% |



| Age | # | % |
|-------------------|----|-----|
| Under 21 | 3 | 2% |
| Between 21 and 30 | 9 | 6% |
| Between 31 and 40 | 9 | 6% |
| Between 41 and 50 | 17 | 12% |
| Between 51 and 60 | 8 | 6% |
| Between 61 and 70 | 9 | 6% |
| Over 70 | 10 | 7% |



LOCATION: Main Street (Route 28) from W Main Street to Shore Street
 CITY/STATE: Falmouth, Massachusetts
 TIME PERIOD: 2013 - 2016
 PREPARED BY: TEC, Inc. / Eindra (Elena) Aung, E.I.T.
 SOURCE: MassDOT / Town of Falmouth Police Department



| LEGEND | | | | | SHOW FOR COLLISION | | | |
|-------------------------------|----------------------|-----------|------------------------|-----------|--------------------|---|-------------|-----------|
| → | VEHICLE PATH | ↔ | HEAD-ON COLLISION | □ | FIXED OBJECT | 1. Approximate location of collision, 2. Direction of collision, 3. Type of collision and vehicles involved, 4. Time, Day, Date 5. Any other pertinent factors mentioned on the report. NOTE: Shaded number indicates crash occurred under "nighttime" conditions. | | |
| ←← | BACKING VEHICLE | ↘ | ANGLED COLLISION | ■ | MOVEABLE OBJECT | | | |
| →→ | SIDESWIPE COLLISION | →□ | FIXED OBJECT COLLISION | ▣ | PARKED VEHICLE | | | |
| →P | PEDESTRIAN COLLISION | →○ | OVERTURNED VEHICLE | ○ | PERSONAL INJURY | | | |
| →C | CYCLIST COLLISION | →~ | OUT-OF-CONTROL VEHICLE | ○ | FATALITY | | | |
| →→ | REAR-END COLLISION | | | A | ANIMAL | | | |
| SUMMARY OF CRASHES ON DIAGRAM | | | | | | | | |
| | REAR-END | SIDESWIPE | HEAD-ON | ANGLED | SINGLE VEH | PED/BIKE | OTHER / UNK | TOTAL |
| PROPERTY DAMAGE ONLY | 8 | 38 | 0 | 9 | 2 | 0 | 3 | 60 |
| NON-FATAL INJURY | 4 | 3 | 0 | 1 | 0 | 3 | 0 | 11 |
| FATAL INJURY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 12 | 41 | 0 | 10 | 2 | 3 | 3 | 71 |

#61: MV2 is a motorcycle.



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 www.TheEngineeringCorp.com

Figure RSA-1

Collision Diagram
2013-2016 Collision Data

Crash Data Summary Tables
 Davis Straits (Route 28) / Dillingham Avenue / Springs Bars Road - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|--------------------------------|--|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 1 | 3/6/2013 | 7:26 PM | Wednesday | Dark - Lighted | Rain | Wet | 25 | 89 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: travelling WB on Spring Bars Rd. MV2 struck MV1. |
| 2 | 4/10/2013 | 4:16 PM | Wednesday | Daylight | Clear | Dry | 66 | 24 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling WB on Spring Bars Rd; MV2: travelling NB on Route 28. MV1 struck MV2. |
| 3 | 6/13/2013 | 12:37 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling NB on Route 28; MV2: exiting Papa Gino's driveway. MV2 struck MV1 when MV2 pulled out onto Route 28 NB lane. |
| 4 | 7/3/2013 | 1:25 PM | Wednesday | Daylight | Clear | Dry | N/A | | | | Property Damage Only | Single Vehicle | Other | MV1: exiting Mobil gas station driveway. As MV1 made a right-turn onto Route 28, the throttle to the vehicle stuck and the vehicle went out of control. MV1 struck the building located at #59 Davis Straits. |
| 5 | 9/6/2013 | 11:05 AM | Friday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Failure to Keep in Proper Lane | MV1: stopped at Spring Bars Rd WB lane STOP-sign; MV2: travelling SB on Davis Straits. The vehicle in front of MV2 stopped to allow MV1 to cross the intersection. MV2 attempted to pass the vehicle in front and as a result, struck MV1. This collision can be classified as a courtesy crash. |
| 6 | 9/6/2013 | 8:23 PM | Friday | Dark - Lighted | Clear | Dry | N/A | | | | Property Damage Only | Pedestrian | No Improper Driving | MV1: travelling SB on Route 28. A pedestrian ran from the Auto Zone parking lot, ran parallel with the traffic on the shoulder of the road then, without looking, turned left and ran into MV1. The pedestrian fled the scene. |
| 7 | 9/29/2013 | 6:47 PM | Sunday | Dark - Lighted | Clear | Dry | 35 | 21 | | | Property Damage Only | Rear-end | Excessive Speed | MV1 and MV2: travelling SB on Route 28. MV1 stopped and had signaled to make a left-turn into Falmouth Plaza. MV2 rear-ended MV1. |
| 8 | 10/5/2013 | 12:06 PM | Saturday | Daylight | Clear | Dry | 43 | 19 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: stopped at the STOP-sign on Dillingham Ave EB lane. MV2 struck MV1 when MV2 entered the intersection. |
| 9 | 10/21/2013 | 4:26 PM | Monday | Daylight | Clear | Dry | 47 | 25 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: stopped at the STOP-sign on Dillingham Ave EB lane; MV2: travelling NB on Route 28. MV1 struck MV2 when MV1 attempted to cross the intersection. |
| 10 | 11/5/2013 | 3:47 PM | Tuesday | Daylight | Clear | Dry | 54 | 39 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Dillingham Ave; MV2: travelling SB on Route 28. MV struck MV2 when MV1 made a left-turn onto Route 28. |
| 11 | 3/7/2014 | 7:26 AM | Friday | Daylight | Clear | Dry | 25 | 27 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: exiting #75 Davis Straits parking lot; MV2: travelling NB on Route 28. MV2 struck MV1 when MV1 made a left-turn onto Route 28 SB lane. |
| 12 | 4/10/2014 | 5:13 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Unknown | MV1: stopped at the STOP-sign on Spring Bars Rd; MV2: travelling EB on Dillingham Rd. When MV1 turned left onto Route 28 SB lane, it was struck by MV2 who was turning left onto Route 28 NB lane. |
| 13 | 4/28/2014 | 10:19 AM | Monday | Daylight | Clear | Dry | 69 | 55 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling WB on Spring Bars Rd; MV2: travelling SB on Route 28. MV1 struck MV2 when MV1 made a left-turn onto Route 28. |
| 14 | 5/27/2014 | 8:38 PM | Tuesday | Dark - Lighted | Cloudy | Dry | 39 | 17 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV1 struck MV2 when MV2 made a left-turn into Ninety-nine restaurant. |
| 15 | 6/2/2014 | 12:38 PM | Monday | Daylight | Clear | Dry | 18 | N/A | | | Property Damage Only | Angled | No Improper Driving | MV1: travelling EB on Dillingham Ave; MV2: travelling NB on Route 28. The two vehicles collided at the intersection. |
| 16 | 7/1/2014 | 3:43 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: stopped on Route 28 near #50 Davis Straits due to the Jones Road traffic lights; MV2: travelling NB on Route 28. MV2 rear-ended MV1. |
| 17 | 7/2/2014 | 3:23 PM | Wednesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | No Improper Driving | MV1 and MV2: stopped at the STOP-sign on Dillingham Ave side by side. MV1 struck MV2 when both vehicles attempted to make a right-turn onto Route 28 SB lane. |
| 18 | 7/4/2014 | 7:09 PM | Friday | Daylight | Clear | Wet | 73 | 36 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV1 struck MV2 when MV1 made a left-turn onto Spring Bars Rd. |
| 19 | 7/31/2014 | 10:34 AM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | No Improper Driving | MV1 and MV2: travelling NB on Route 28. MV2 rear-ended MV1 when MV1 stopped in traffic prior to passing Spring Bars Rd. |
| 20 | 9/15/2014 | 2:57 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28 near #40 Davis Straits. MV1 rear-ended MV2 when MV2 stopped due to traffic. MV1 fled the scene. |
| 21 | 10/30/2014 | 4:37 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1: stopped in traffic near Auto Zone; MV2: travelling NB on Route 28. MV2 rear-ended MV1. |
| 22 | 11/24/2014 | 6:27 PM | Monday | Dark - Lighted | Cloudy | Wet | 31 | 28 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28. MV2 rear-ended MV1 when MV1 stopped abruptly thinking that a vehicle from Spring Bars Rd is entering the intersection. |
| 23 | 12/11/2014 | 5:28 PM | Thursday | Dark - Lighted | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling EB on Dillingham Ave. MV2 struck MV1 when MV2 entered the intersection. |
| 24 | 12/16/2014 | 12:24 PM | Tuesday | Daylight | Cloudy | Dry | N/A | N/A | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28 near #70 Davis Straits. MV1 rear-ended MV2 when MV2 slowed down to stop in traffic. |

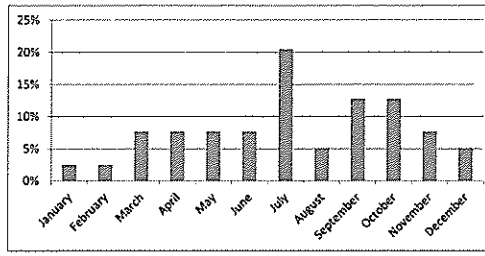
Crash Data Summary Tables
 Davis Straits (Route 28) / Dillingham Avenue / Springs Bars Road - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|--------------------|-------------------|--------------|----------------|-----|--|----------------------|---------------------|---|---|
| 25 | 1/2/2015 | 12:02 PM | Friday | Daylight | Clear | Dry | 77 | 77 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Dillingham Ave; MV2: travelling NB on Route 28. MV1 and MV2 collided when MV1 attempted to cross the intersection onto Spring Bars Rd. |
| 26 | 2/19/2015 | 2:05 PM | Thursday | Daylight | Clear | Dry | 54 | 61 | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28. MV1 slowed/stopped for traffic near #40 Davis Straits and was rear-ended by MV2. |
| 27 | 5/27/2015 | 2:57 PM | Wednesday | Daylight | Clear | Dry | 46 | 25 | | Property Damage Only | Angled | Inattention / Distracted | MV1 and a cyclist: travelling NB on Route 28. When MV1 made a right-turn onto Spring Bars Rd, the cyclist ran straight into the MV1. The cyclist was wearing headphones. |
| 28 | 6/7/2015 | 1:21 PM | Sunday | Daylight | Clear | Dry | 21 | 25 | | Non-fatal Injury | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV1 slowed/stopped in traffic near #64 Davis Straits and was rear-ended by MV2. |
| 29 | 7/15/2015 | 8:13 AM | Wednesday | Daylight | Cloudy | Dry | 36 | 77 | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV1 was stopping in traffic near #56 Davis Straits and was rear-ended by MV2. |
| 30 | 8/6/2015 | 2:13 PM | Thursday | Daylight | Clear | Dry | 72 | 26 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Dillingham Ave; MV2: travelling WB on Spring Bars Rd. MV1 was making a right-turn onto Route 28 SB lane. MV1 and MV2 collided when MV2 made a left-turn onto Route 28 SB lane without yielding. |
| 31 | 9/11/2015 | 8:18 PM | Friday | Dark - Lighted | Clear | Dry | 42 | 19 | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV2 rear-ended MV1 when MV1 slowed or stopped to turn left into the gas station just south of the intersection. |
| 32 | 11/19/2015 | 8:57 AM | Thursday | Daylight | Clear | Dry | 77 | 29 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: stopped at the STOP-sign on Spring Bars Rd to turn right onto Route 28 NB lane; MV2: travelling NB on Route 28. MV2 wanted to turn-right onto Spring Bars Rd. However, the Spring Bars Rd EB lane was closed due to construction so MV2 continued travelling straight. MV1 struck MV2 when MV1 entered the intersection thinking that MV2 would make its turn. |
| 33 | 5/1/2016 | 8:12 PM | Sunday | Dark - Not Lighted | Rain | Wet | 74 | | | Property Damage Only | Single Vehicle | Unknown | MV1: entering Dillingham Ave from Route 28. MV1 drove over the traffic island. |
| 34 | 7/26/2016 | 4:19 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling WB on Spring Bars Rd; MV2: travelling NB on Route 28. MV1 pulled out of Spring Bars Rd to go onto Dillingham Ave and was struck by MV2. |
| 35 | 8/20/2016 | 8:26 PM | Saturday | Dark - Lighted | Clear | Dry | N/A | | | Non-fatal Injury | Pedestrian | No Improper Driving | MV1: travelling NB on Route 28. MV1 struck a pedestrian at the intersection. |
| 36 | 10/15/2016 | 4:01 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 was slowing down and attempting to make a left-turn onto Dillingham Ave. MV1 failed to see that and rear-ended MV2. |
| 54 | 7/7/2014 | 2:56 PM | Monday | Daylight | Clear | Dry | 71 | 27 | | Property Damage Only | Rear-end | Failure to Yield Right-of-Way | MV1 and MV2: travelling NB on Route 28. MV2 was in front of MV1. MV2 stopped in heavy traffic and MV1 rear-ended MV2. |
| 55 | 10/4/2014 | 5:44 PM | Saturday | Daylight | Cloudy | Wet | 34 | 47 | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling EB on Spring Bars Rd. MV2 slowed / stopped to turn right into the Falmouth Plaza and was rear-ended by MV1. |
| 56 | 3/14/2016 | 2:54 AM | Monday | Dark - Lighted | Clear | Dry | 31 | | | Non-fatal Injury | Single Vehicle | Erratic / Aggressive / Reckless Driving | MV1: travelling SB on Route 28. Right after the entrance to #56-64 Davis Straits, the passenger side front tire impacts the curb driving over it. MV1 continued travelling, struck with a utility pole. The vehicle flipped over and came to rest on its roof. |

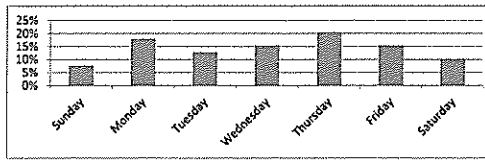
Crash Data Summary Tables
 Davis Straits (Route 28) / Dillingham Avenue / Springs Bars Road - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

Davis Straits (Route 28) / Dillingham Avenue / Springs Bars Road 39

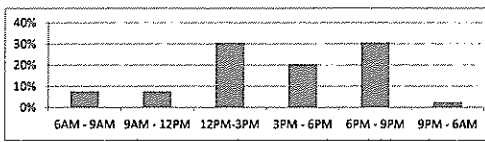
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|-----------|---|-----|
| January | 1 | 3% |
| February | 1 | 3% |
| March | 3 | 8% |
| April | 3 | 8% |
| May | 3 | 8% |
| June | 3 | 8% |
| July | 8 | 21% |
| August | 2 | 5% |
| September | 5 | 13% |
| October | 5 | 13% |
| November | 3 | 8% |
| December | 2 | 5% |



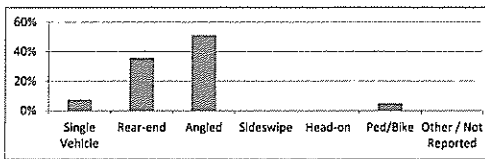
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 3 | 8% |
| Monday | 7 | 18% |
| Tuesday | 5 | 13% |
| Wednesday | 6 | 15% |
| Thursday | 8 | 21% |
| Friday | 6 | 15% |
| Saturday | 4 | 10% |



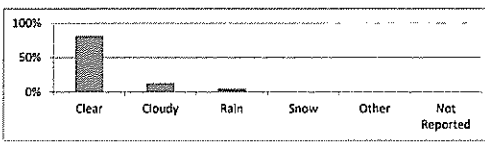
| Time of Day | # | % |
|-------------|----|-----|
| 5AM - 9AM | 3 | 8% |
| 9AM - 12PM | 3 | 8% |
| 12PM-3PM | 12 | 31% |
| 3PM - 6PM | 8 | 21% |
| 6PM - 9PM | 12 | 31% |
| 9PM - 6AM | 1 | 3% |



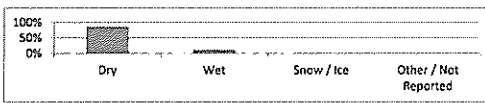
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 3 | 8% |
| Rear-end | 14 | 36% |
| Angled | 20 | 51% |
| Sideswipe | 0 | 0% |
| Head-on | 0 | 0% |
| Ped/Bike | 2 | 5% |
| Other / Not Reported | 0 | 0% |



| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 32 | 82% |
| Cloudy | 5 | 13% |
| Rain | 2 | 5% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



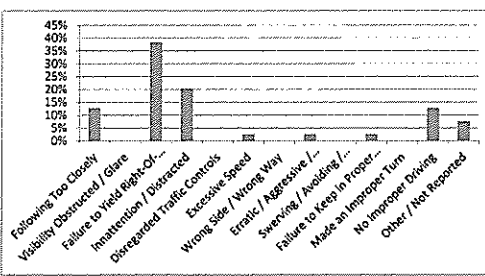
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 34 | 87% |
| Wet | 5 | 13% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 0 | 0% |



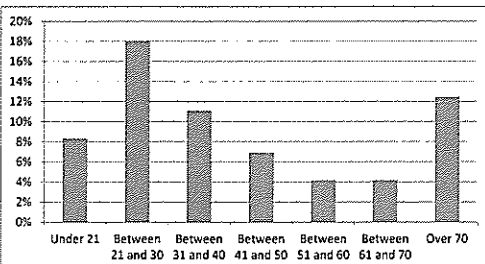
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 30 | 77% |
| Non-Fatal Injury | 9 | 23% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



| Main Contributing Factor from Narrative | # | % |
|---|----|-----|
| Following Too Closely | 5 | 13% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 15 | 38% |
| Inattention / Distracted | 8 | 21% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 1 | 3% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 1 | 3% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 1 | 3% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 5 | 13% |
| Other / Not Reported | 3 | 8% |



| Age | # | % |
|-------------------|----|-----|
| Under 21 | 6 | 8% |
| Between 21 and 30 | 13 | 18% |
| Between 31 and 40 | 8 | 11% |
| Between 41 and 50 | 5 | 7% |
| Between 51 and 60 | 3 | 4% |
| Between 61 and 70 | 3 | 4% |
| Over 70 | 9 | 13% |



Crash Data Summary Tables
Springs Bars Road / Worcester Court - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

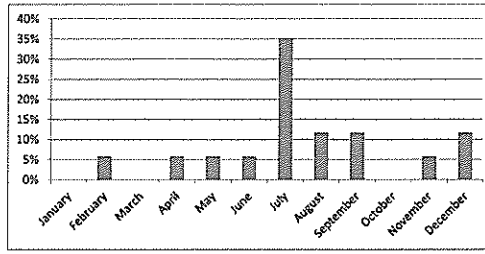
| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|--------------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|-------------------------------|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 37 | 2/23/2013 | 11:57 AM | Saturday | Daylight | Clear | Dry | 76 | 61 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Spring Bars Rd; MV2: travelling SB on Worcester Ct. MV1 didn't stop at the STOP-sign and collided with MV2. |
| 38 | 4/15/2013 | 5:42 PM | Monday | Daylight | Clear | Dry | 27 | 22 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: stopped at the STOP-sign on Spring Bars Rd WB lane. MV1 unknowingly shifted the vehicle into reverse and struck MV2. |
| 39 | 7/2/2013 | 12:19 PM | Tuesday | Daylight | Clear | Dry | 45 | 89 | | | Non-fatal Injury | Angled | Inattention / Distracted | MV1: travelling WB on Spring Bars Rd; MV2: travelling SB on Worcester Ct. MV2 struck MV1 when MV1 entered the intersection thinking that it's a four-way stop. |
| 40 | 7/14/2013 | 5:44 PM | Sunday | Daylight | Clear | Dry | 40 | 53 | | | Property Damage Only | Angled | No Improper Driving | MV1: travelling NB on Worcester Ct; MV2: travelling EB on Spring Bars Rd. MV2 struck MV1. The operator of MV2 claimed to not have seen MV1. |
| 41 | 7/27/2013 | 12:06 PM | Saturday | Daylight | Clear | Dry | 63 | 80 | 55 | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Spring Bars Rd; MV2: travelling NB on Worcester Ct; MV3: stopped at STOP-sign on Spring Bars Rd WB lane. A vehicle on Worcester Ct SB lane stopped to let MV1 go. MV1 entered the intersection and struck MV2. The collision pushed MV2 into MV3. This collision can be classified as a courtesy crash. |
| 42 | 8/8/2013 | 12:51 PM | Thursday | Daylight | Clear | Dry | 67 | 52 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Worcester Ct; MV2: stopped at the STOP-sign on Spring Bars Rd WB lane. MV2 struck MV1 when MV2 entered the intersection. The operator of MV2 claimed to not have seen MV1. |
| 43 | 12/9/2013 | 1:36 PM | Monday | Daylight | Rain | Wet | 51 | 40 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: stopped at the STOP-sign on Spring Bars Rd WB lane; MV2: travelling SB on Worcester Ct. MV2 struck MV1 when MV1 entered the intersection. The operator of MV1 claimed to have not seen MV2. |
| 44 | 8/10/2014 | 3:27 PM | Sunday | Daylight | Clear | Dry | 46 | 37 | | | Non-fatal Injury | Angled | Disregarded Traffic Controls | MV1: travelling WB on Spring Bars Rd; MV2: travelling SB on Worcester Ct. MV2 struck MV1 when MV1 failed to stop at the STOP-sign. |
| 45 | 11/25/2014 | 11:14 AM | Tuesday | Daylight | Cloudy | Dry | 67 | 80 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling EB on Spring Bars Rd; MV2: travelling SB on Worcester Ct. MV1 and MV2 collided when MV1 failed to come to a complete stop. |
| 46 | 5/4/2015 | 10:12 AM | Monday | Daylight | Clear | Dry | 45 | 82 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling NB on Worcester Ct; MV2: travelling EB on Spring Bars Rd. MV1 and MV2 collided when MV2 entered the intersection. |
| 47 | 6/12/2015 | 1:00 PM | Friday | Daylight | Clear | Dry | 59 | 20 | | | Property Damage Only | Angled | Disregarded Traffic Controls | MV1: travelling SB on Worcester Ct; MV2: travelling WB on Spring Bars Rd. MV1 struck MV2 when MV2 entered the intersection thinking that it's a four-way stop. |
| 48 | 7/3/2015 | 5:42 PM | Friday | Daylight | Clear | Dry | 44 | 48 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Worcester Ct; MV2: stopped at the STOP-sign on Spring Bars Rd WB lane. MV2 struck MV1 when MV2 entered the intersection without yielding. |
| 49 | 9/4/2015 | 3:21 PM | Friday | Daylight | Clear | Dry | 46 | N/A | | | Non-fatal Injury | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Worcester Ct. MV2 struck MV1 at the intersection and fled the scene. |
| 50 | 7/11/2016 | 8:02 PM | Monday | Dusk | Clear | Dry | 21 | 75 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling WB on Spring Bars Rd; MV2: travelling NB on Worcester Ct. MV1 struck MV2 since MV2 didn't yield. |
| 51 | 7/31/2016 | 3:21 PM | Sunday | Daylight | Clear | Dry | 47 | 84 | | | Property Damage Only | Angled | Disregarded Traffic Controls | MV1: travelling NB on Worcester Ct; MV2: travelling EB on Spring Bars Rd. MV2 didn't stop at the STOP-sign and collided with MV1. |
| 52 | 9/21/2016 | 12:16 PM | Wednesday | Daylight | Clear | Dry | 24 | 46 | | | Property Damage Only | Angled | Disregarded Traffic Controls | MV1: travelling EB on Spring Bars Rd; MV2: travelling SB on Worcester Ct. MV1 and MV2 collided when MV1 failed to stop at the STOP-sign. |
| 53 | 12/19/2016 | 5:50 PM | Monday | Dark - Not Lighted | Clear | Dry | 31 | 20 | | | Property Damage Only | Angled | Disregarded Traffic Controls | MV1: travelling SB on Worcester Ct; MV2: travelling EB on Spring Bars Rd. MV1 and MV2 collided when MV2 entered the intersection without stopping at the STOP-sign. |

Crash Data Summary Tables
 Springs Bars Road / Worcester Court - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

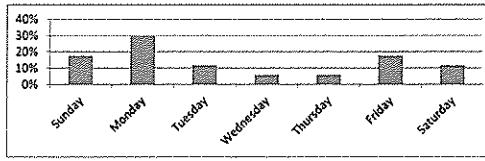
Springs Bars Road / Worcester Court

17

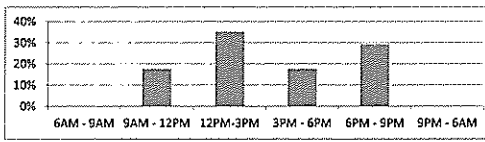
| Month | # | % |
|-----------|---|-----|
| January | 0 | 0% |
| February | 1 | 6% |
| March | 0 | 0% |
| April | 1 | 6% |
| May | 1 | 6% |
| June | 1 | 6% |
| July | 6 | 35% |
| August | 2 | 12% |
| September | 2 | 12% |
| October | 0 | 0% |
| November | 1 | 6% |
| December | 2 | 12% |



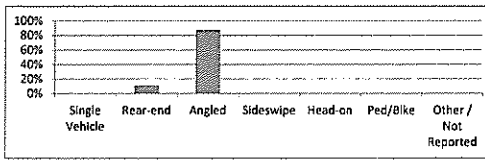
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 3 | 18% |
| Monday | 5 | 29% |
| Tuesday | 2 | 12% |
| Wednesday | 1 | 6% |
| Thursday | 1 | 6% |
| Friday | 3 | 18% |
| Saturday | 2 | 12% |



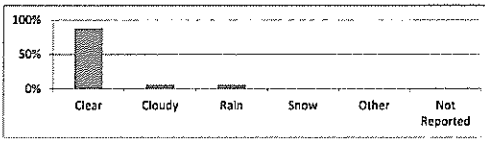
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 0 | 0% |
| 9AM - 12PM | 3 | 18% |
| 12PM-3PM | 6 | 35% |
| 3PM - 6PM | 3 | 18% |
| 6PM - 9PM | 5 | 29% |
| 9PM - 6AM | 0 | 0% |



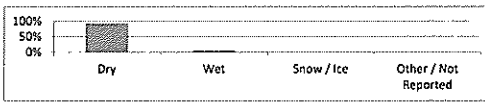
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 0 | 0% |
| Rear-end | 2 | 12% |
| Angled | 15 | 88% |
| Sideswipe | 0 | 0% |
| Head-on | 0 | 0% |
| Ped/Bike | 0 | 0% |
| Other / Not Reported | 0 | 0% |



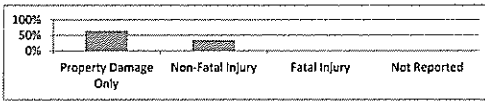
| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 15 | 88% |
| Cloudy | 1 | 6% |
| Rain | 1 | 6% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



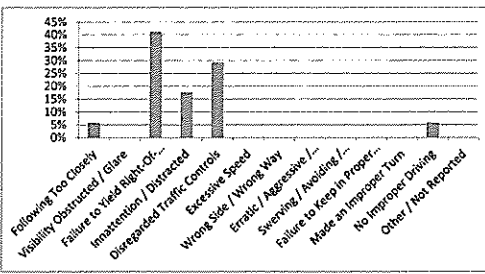
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 16 | 94% |
| Wet | 1 | 6% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 0 | 0% |



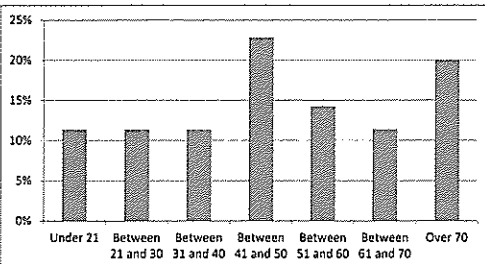
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 11 | 65% |
| Non-Fatal Injury | 6 | 35% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



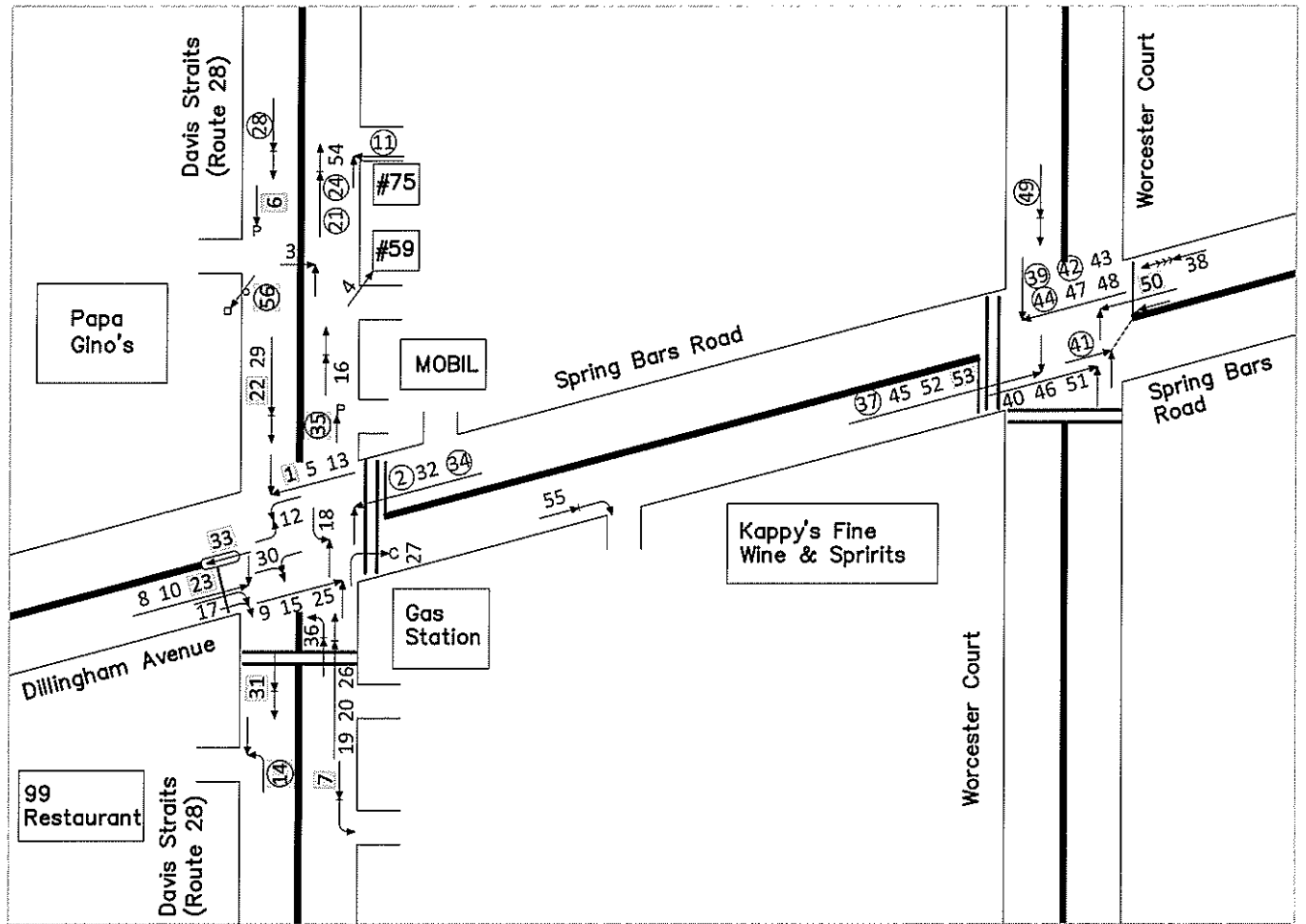
| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 1 | 6% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 7 | 41% |
| Inattention / Distracted | 3 | 18% |
| Disregarded Traffic Controls | 5 | 29% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 0 | 0% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 0 | 0% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 1 | 6% |
| Other / Not Reported | 0 | 0% |



| Age | # | % |
|-------------------|---|-----|
| Under 21 | 4 | 11% |
| Between 21 and 30 | 4 | 11% |
| Between 31 and 40 | 4 | 11% |
| Between 41 and 50 | 8 | 23% |
| Between 51 and 60 | 5 | 14% |
| Between 61 and 70 | 4 | 11% |
| Over 70 | 7 | 20% |



LOCATION: Davis Straits (Route 28) @ Dillingham Avenue and Spring Bars Road @ Worcester Court
 CITY/STATE: Falmouth, Massachusetts
 TIME PERIOD: 2013 - 2016
 PREPARED BY: TEC, Inc. / Eindra (Elena) Aung, E.I.T.
 SOURCE: MassDOT / Town of Falmouth Police Department



| LEGEND | | | | SHOW FOR COLLISION | |
|--------|----------------------|---|------------------------|--------------------|-----------------|
| → | VEHICLE PATH | ↔ | HEAD-ON COLLISION | □ | FIXED OBJECT |
| ↔ | BACKING VEHICLE | ↘ | ANGLED COLLISION | ■ | MOVEABLE OBJECT |
| → | SIDESWIPE COLLISION | → | FIXED OBJECT COLLISION | ▣ | PARKED VEHICLE |
| → | PEDESTRIAN COLLISION | → | OVERTURNED VEHICLE | ○ | PERSONAL INJURY |
| → | CYCLIST COLLISION | → | OUT-OF-CONTROL VEHICLE | ○ | FATALITY |
| → | REAR-END COLLISION | | | A | ANIMAL |

NOTE: Shaded number indicates crash occurred under "nighttime" conditions.

SUMMARY OF CRASHES ON DIAGRAM [no fatal collisions]

| | REAR-END | SIDESWIPE | HEAD-ON | ANGLED | SINGLE VEH | PED/BIKE | OTHER / UNK | TOTAL |
|------------------------|-----------|-----------|----------|-----------|------------|----------|-------------|-----------|
| PROPERTY DAMAGE ONLY | 12 | 0 | 0 | 26 | 2 | 1 | 0 | 41 |
| NON-FATAL INJURY | 4 | 0 | 0 | 9 | 1 | 1 | 0 | 15 |
| UNKNOWN / NOT REPORTED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 16 | 0 | 0 | 35 | 3 | 2 | 0 | 56 |

Figure RSA-1

Collision Diagram
2013-2016 Collision Data



TEC, Inc.
 65 Glenn Street | 169 Ocean Blvd, Unit 101
 Lawrence, MA 01843 | Hampton, NH 03842
 (978) 794.1792 | (603) 601.8154
 www.TheEngineeringCorp.com

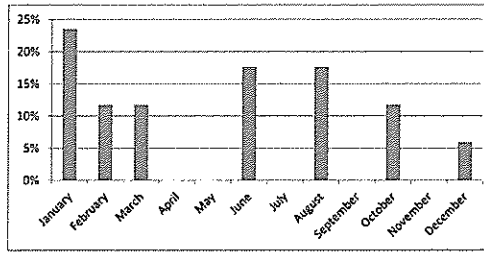
Crash Data Summary Tables
Teaticket Highway (Route 28) / Stop & Shop Driveway - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|---|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 1 | 1/3/2013 | 3:20 PM | Thursday | Daylight | Clear | Dry | 28 | N/A | | | Property Damage Only | Angled | Unknown | MV1: stopped in traffic on Route 28 SB lane; MV2: travelling NB on Route 28. MV2 struck MV1 when MV2 turned left into Stop&Shop. |
| 2 | 1/16/2013 | 7:16 AM | Wednesday | Daylight | Clear | Dry | 43 | 22 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to enter Route 28 from the driveway; MV2: travelling SB on Route 28. MV2 struck MV1 when MV1 entered the roadway. |
| 3 | 1/23/2013 | 1:35 PM | Wednesday | Daylight | Clear | Dry | 67 | 78 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to enter Route 28 from the driveway; MV2: travelling SB on Route 28. MV2 struck MV1 when MV1 made a left turn onto Route 28. |
| 4 | 2/25/2013 | 3:43 PM | Monday | Daylight | Clear | Dry | 27 | 93 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV1 struck MV2 when MV2 attempted to make a left-turn into Stop&Shop. |
| 5 | 6/26/2013 | 2:41 AM | Wednesday | Dark - Lighted | Clear | Dry | N/A | | | | Non-fatal Injury | Single Vehicle | Erratic / Aggressive / Reckless Driving | MV1: travelling SB on Route 28. MV1 struck a curb and then a utility pole. There were no signs of any breaking. |
| 6 | 2/10/2014 | 9:21 PM | Monday | Dark - Lighted | Clear | Dry | 17 | 52 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 slowed down for a vehicle in front turning left into Stop&Shop and was rear-ended by MV1. |
| 7 | 6/15/2014 | 9:09 PM | Sunday | Dark - Lighted | Clear | Dry | 57 | 60 | 59 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: stopped in traffic on Route 28 just north of Stop&Shop driveway; MV3: travelling NB on Route 28. MV3 rear-ended MV2 and pushed MV2 into MV1. |
| 8 | 8/2/2014 | 3:41 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: exiting Stop&Shop parking lot. MV2 struck MV1 when MV2 made a left-turn onto Route 28 NB lane. |
| 9 | 12/1/2014 | 1:40 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: exiting the parking lot; MV2: travelling SB on Route 28. MV1 struck MV2 when MV1 entered Route 28. |
| 10 | 3/18/2015 | 1:07 PM | Wednesday | Daylight | Clear | Dry | 73 | 22 | | | Property Damage Only | Angled | No Improper Driving | MV1: stopped at the exit of Stop&Shop; MV2: travelling SB on Route 28. MV2 stopped to let MV1 enter Route 28 but due to the heavy oncoming traffic volume MV1 did not proceed. Believing that MV1 is not going, MV2 proceeded travelling. Then MV1 exited and struck MV2. |
| 11 | 6/9/2015 | 3:48 PM | Tuesday | Daylight | Cloudy | Dry | 47 | 90 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: exiting Stop&Shop parking lot. MV2 struck MV1 when MV2 made a left-turn onto Route 28 NB lane. |
| 12 | 1/23/2016 | 10:24 AM | Saturday | Daylight | Cloudy | Wet | 68 | 65 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: exiting Stop&Shop driveway; MV2: travelling SB on Route 28. MV2 struck MV1 when MV1 made a left-turn out of the driveway. |
| 13 | 3/30/2016 | 3:33 PM | Wednesday | Daylight | Clear | Dry | 37 | 74 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: exiting the Stop&Shop parking lot; MV2: travelling SB on Route 28. MV1 struck MV2 when MV1 pulled out of the parking lot. |
| 14 | 8/2/2016 | 7:24 PM | Tuesday | Daylight | Clear | Dry | 41 | 22 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: exiting Stop&Shop driveway; MV2: travelling SB on Route 28. An unknown vehicle on the lane close to the driveway stopped to let MV2 out. MV2 struck MV1 when MV1 made a left-turn out of the driveway. This is a courtesy crash. |
| 15 | 10/1/2016 | 2:30 PM | Saturday | Daylight | Cloudy | Wet | 66 | 72 | 55 | | Non-fatal Injury | Rear-end | Swerving / Avoiding | MV1 and MV2: stopped in traffic on Route 28 SB lane; MV3: travelling SB on Route 28. An unknown vehicle attempted to make a left-turn into Stop&Shop parking lot without yielding for MV3. Due to this, MV3 had to swerve and rear-ended MV2 and MV1. |
| 16 | 10/28/2016 | 8:23 AM | Friday | Daylight | Clear | Dry | 30 | 30 | | | Non-fatal Injury | Sideswipe | Failure to Keep in Proper Lane | MV1 and MV2: travelling SB on Route 28. Near Stop&Shop driveway, MV2 entered the Route 28 NB lane while travelling SB to pass MV1. MV2 sideswiped MV1. |
| 110 | 8/5/2015 | 10:53 PM | Wednesday | Dark - Lighted | Clear | Dry | 17 | 21 | | | Non-fatal Injury | Cyclist | Inattention / Distracted | MV1: exiting Stop&Shop driveway; A cyclist: travelling NB on Route 28 SB lane. MV1 struck the cyclist when MV1 pulled out of the driveway. |

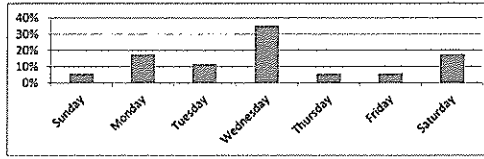
Crash Data Summary Tables
Teaticket Highway (Route 28) / Stop & Shop Driveway - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

Teaticket Highway (Route 28) / Stop&Shop Driveway 17

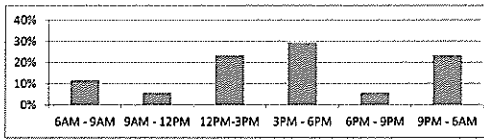
| Month | # | % |
|-----------|---|-----|
| January | 4 | 24% |
| February | 2 | 12% |
| March | 2 | 12% |
| April | 0 | 0% |
| May | 0 | 0% |
| June | 3 | 18% |
| July | 0 | 0% |
| August | 3 | 18% |
| September | 0 | 0% |
| October | 2 | 12% |
| November | 0 | 0% |
| December | 1 | 6% |



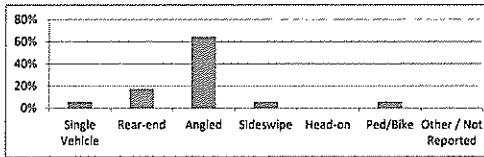
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 1 | 6% |
| Monday | 3 | 18% |
| Tuesday | 2 | 12% |
| Wednesday | 6 | 35% |
| Thursday | 1 | 6% |
| Friday | 1 | 6% |
| Saturday | 3 | 18% |



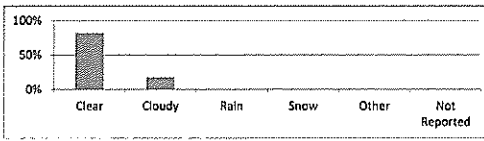
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 2 | 12% |
| 9AM - 12PM | 1 | 6% |
| 12PM - 3PM | 4 | 24% |
| 3PM - 6PM | 5 | 29% |
| 6PM - 9PM | 1 | 6% |
| 9PM - 6AM | 4 | 24% |



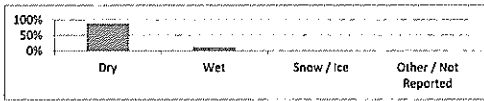
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 1 | 6% |
| Rear-end | 3 | 18% |
| Angled | 11 | 65% |
| Sideswipe | 1 | 6% |
| Head-on | 0 | 0% |
| Ped/Bike | 1 | 6% |
| Other / Not Reported | 0 | 0% |



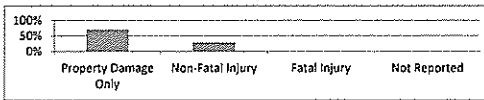
| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 14 | 82% |
| Cloudy | 3 | 18% |
| Rain | 0 | 0% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



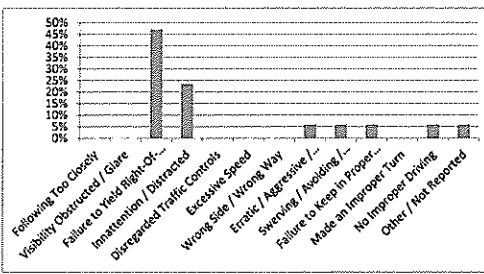
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 15 | 88% |
| Wet | 2 | 12% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 0 | 0% |



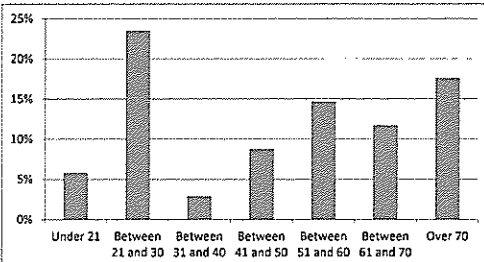
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 12 | 71% |
| Non-Fatal Injury | 5 | 29% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 0 | 0% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 8 | 47% |
| Inattention / Distracted | 4 | 24% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 1 | 6% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 1 | 6% |
| Failure to Keep in Proper Lane | 1 | 6% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 1 | 6% |
| Other / Not Reported | 1 | 6% |



| Age | # | % |
|-------------------|---|-----|
| Under 21 | 2 | 6% |
| Between 21 and 30 | 8 | 24% |
| Between 31 and 40 | 1 | 3% |
| Between 41 and 50 | 3 | 9% |
| Between 51 and 60 | 5 | 15% |
| Between 61 and 70 | 4 | 12% |
| Over 70 | 6 | 18% |



Crash Data Summary Tables
Teaticket Highway (Route 28) from Stop & Shop Driveway to Maravista Avenue - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----|----------------------|---------------------|---|--|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 17 | 2/14/2013 | 2:54 PM | Thursday | Daylight | Clear | Dry | 68 | 39 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: exiting Falmouth Mall. MV2 struck MV1 when MV2 entered Route 28. |
| 18 | 3/19/2013 | 7:18 AM | Tuesday | Daylight | Rain | Wet | 65 | 63 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to make a left-turn onto Route 28 NB lane from #135 Teaticket Hwy; MV2: travelling SB on Route 28. A vehicle on the lane close to the driveway stopped to let MV1 go. As MV1 made its turn, it collided with MV2 which was travelling on the left-turn only lane. |
| 19 | 3/23/2013 | 9:10 AM | Saturday | Daylight | Clear | Other | 16 | | | | Property Damage Only | Single Vehicle | Over-Steering / Over-Correcting | MV1: travelling SB on Route 28. MV1 made a left-turn into Falmouth Mall. As it was making the turn, it over steered into a light pole. |
| 20 | 4/11/2013 | 7:06 PM | Thursday | Daylight | Clear | Dry | 70 | 72 | | | Property Damage Only | Angled | Unknown | (The collision occurred near #138 Teaticket Hwy. The details of the crash occurrence was not provided in the description of the crash report.) |
| 21 | 5/24/2013 | 11:01 PM | Friday | Dark - Lighted | Clear | Dry | 25 | 48 | | | Non-fatal Injury | Cyclist | Inattention / Distracted | MV1: exiting the parking lot of #127 Teaticket Hwy; a cyclist: travelling NB on Route 28. MV1 struck the cyclist when MV1 pulled out of the parking lot. |
| 22 | 6/28/2013 | 4:46 PM | Friday | Daylight | Cloudy | Dry | N/A | N/A | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to make a left-turn into #138 Teaticket Hwy; MV2: travelling SB on Route 28. MV2 struck MV1 when MV1 made the left-turn. |
| 23 | 11/1/2013 | 3:13 PM | Friday | Daylight | Cloudy | Dry | 22 | 61 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV1 stopped short for a pedestrian near #50 Teaticket Hwy and was rear-ended by MV2. |
| 24 | 11/7/2013 | 7:53 AM | Thursday | Daylight | Rain | Wet | 28 | 57 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV1 slowed down for traffic outside of Falmouth Mall entrance and was rear-ended by MV2. |
| 25 | 2/15/2014 | 7:22 PM | Saturday | Dark - Lighted | Snow | Snow | 50 | N/A | | | Property Damage Only | Angled | Over-Steering / Over-Correcting | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV1 stopped to make a left-turn into the Falmouth Mall and was struck by MV2 which "fish tailed" into MV1. |
| 26 | 4/2/2014 | 3:14 PM | Wednesday | Daylight | Clear | Dry | N/A | N/A | | | Non-fatal Injury | Angled | No Improper Driving | MV1 (school bus): travelling NB on Route 28; MV2: exiting Falmouth Mall. MV2 struck MV1 when MV2 made a right-turn onto Route 28. |
| 27 | 6/13/2014 | 8:25 AM | Friday | Daylight | Rain | Wet | 53 | 57 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28. MV2 rear-ended MV1 near Burger King when MV1 stopped to let a pedestrian cross. |
| 28 | 6/26/2014 | 4:19 PM | Thursday | Daylight | Clear | Dry | N/A | | | | Non-fatal Injury | Pedestrian | Erratic / Aggressive / Reckless Driving | MV1: slowing to stop for the pedestrians to cross just north of Wal-Mart driveway on the Route 28 NB lane. One of the pedestrians stopped in the crosswalk to cross the street. Since the pedestrians were not crossing, MV1 continue travelling NB. MV1 struck the pedestrian stopped in the crosswalk. |
| 29 | 7/4/2014 | 1:53 PM | Friday | Daylight | Cloudy | Wet | N/A | N/A | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV2 made a left-turn into Tatakot Apartments which is across Falmouth Mall and was struck by MV1. |
| 30 | 7/25/2014 | 12:13 PM | Friday | Daylight | Clear | Dry | N/A | N/A | N/A | | Property Damage Only | Rear-end | Inattention / Distracted | MV1, MV2 and MV3: travelling SB on Route 28. MV1 and MV2 stopped near Burger King and was rear-ended by MV3. |
| 31 | 8/17/2014 | 2:36 PM | Sunday | Daylight | Cloudy | Dry | N/A | | | | Property Damage Only | Single Vehicle | No Improper Driving | MV1: travelling SB on Route 28. While driving, MV1 brakes failed and in order to avoid hitting other vehicles, MV1 swerved off the road to the right side and struck a STOP-sign at Tatakot Apartments. |
| 32 | 8/18/2014 | 8:03 PM | Monday | Dark - Lighted | Clear | Dry | N/A | | | | Non-fatal Injury | Cyclist | No Improper Driving | MV1: stopped to take a left-turn onto Route 28 from Admiralty Inn driveway. A cyclist travelling SB on Route 28 NB lane struck the stopped MV1. |
| 33 | 8/24/2014 | 4:20 PM | Sunday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV1 slowed down in traffic and eventually came to a stop near Admiralty Inn. MV2 rear-ended MV1. |
| 34 | 10/4/2014 | 10:43 PM | Saturday | Dark - Lighted | Rain | Wet | N/A | | | | Property Damage Only | Single Vehicle | Unknown | An unoccupied MV1 was found on Route 28 NB lane near #125 Teaticket Hwy. MV1 struck a utility pole on the side of the road. |
| 35 | 10/23/2014 | 12:58 PM | Thursday | Daylight | Rain | Wet | N/A | | | | Non-fatal Injury | Cyclist | Inattention / Distracted | MV1: turning left into Falmouth Mall from Route 28 SB lane. A cyclist travelling SB on the Route 28 NB lane crossed the Falmouth Mall entrance without yielding or signaling. As a result, it was struck by MV1. |
| 36 | 12/27/2014 | 4:48 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Failure to Keep in Proper Lane | MV1 and MV2: travelling SB on Route 28 side by side. MV1 sideswiped MV2 when MV1 decided not to turn into Walmart and changed lanes from the left-turn only lane. |
| 37 | 1/30/2015 | 10:41 PM | Friday | Dark - Lighted | Snow | Ice | 61 | 28 | | | Non-fatal Injury | Cyclist | Inattention / Distracted | MV1 and a cyclist: travelling NB on Route 28. MV1 got distracted and rear-ended the cyclist just north of Walmart driveway. |
| 38 | 4/15/2015 | 3:54 PM | Wednesday | Daylight | Clear | Dry | N/A | 22 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: attempting to turn left into Tatakot Apartment. A vehicle on the SB lane close to MV2 stopped to let MV2 go. When MV2 made the turn, it was struck by MV1. This is a courtesy crash. |

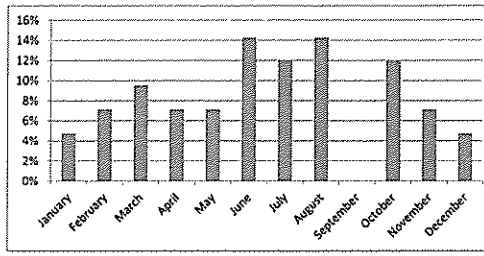
Crash Data Summary Tables
Teaticket Highway (Route 28) from Stop & Shop Driveway to Maravista Avenue - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|--|----------------------|---------------------|---|--|
| | | | | | | | | | | | | | |
| 39 | 5/19/2015 | 12:59 PM | Tuesday | Daylight | Clear | Dry | 34 | 30 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28. MV1 slowed/stopped in traffic near #125 Teaticket Hwy and was rear-ended by MV2. |
| 40 | 6/3/2015 | 7:44 PM | Wednesday | Daylight | Clear | Dry | 68 | 26 | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28 side by side. MV1 was in the left-turn only lane. When the operator of MV1 realized that the lane was left-turn only, MV1 attempted to merge into the right lane. MV1 sideswiped MV2 near #125 Teaticket Hwy. |
| 41 | 7/10/2015 | 10:01 AM | Friday | Daylight | Clear | Dry | 20 | N/A | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV1 slowed/stopped for traffic near #50 Teaticket Hwy and was rear-ended by MV2. |
| 42 | 8/14/2015 | 1:40 PM | Friday | Daylight | Clear | Dry | 34 | 73 | | Property Damage Only | Sideswipe | Failure to Keep in Proper Lane | MV1 and MV2: travelling SB on Route 28 side by side. As MV2 passes MV1 near Burger King, MV2 sideswiped the driver's side of MV1. |
| 43 | 8/20/2015 | 7:51 AM | Thursday | Daylight | Clear | Dry | 26 | 51 | | Property Damage Only | Sideswipe | Failure to Keep in Proper Lane | MV1 and MV2: travelling SB on Route 28. MV1 has the directional on and stopped to wait to turn left into #125 Teaticket Hwy. MV2 attempted to pass MV1 on the right side and sideswiped MV1. |
| 44 | 8/25/2015 | 6:32 PM | Tuesday | Daylight | Clear | Dry | 26 | 19 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV1 struck MV2 when MV2 attempted a left-turn into #138 Teaticket Hwy. |
| 45 | 10/14/2015 | 4:27 PM | Wednesday | Daylight | Clear | Dry | 58 | 55 | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28. MV2 stopped near Burger King due to the car in front and was rear-ended by MV1. |
| 46 | 10/24/2015 | 12:47 PM | Saturday | Daylight | Cloudy | Dry | 43 | 65 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: stopped in traffic on Route 28 SB lane near #125 Teaticket Hwy. MV1 could not stop in time and rear-ended MV2. |
| 47 | 12/25/2015 | 10:30 AM | Friday | Daylight | Clear | Dry | 39 | | | Property Damage Only | Single Vehicle | Erratic / Aggressive / Reckless Driving | MV1: turning left from Maravista Rd to Route 28 SB lane. MV1 struck a utility pole on Route 28. |
| 48 | 1/28/2016 | 9:31 AM | Thursday | Daylight | Clear | Dry | 40 | 34 | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28 side by side. MV1 was on the left-turn only lane. MV2 attempted to merge onto the lane MV1 was on and struck MV1 in front of Falmouth Mall entrance. |
| 49 | 2/5/2016 | 1:28 PM | Friday | Daylight | Snow | Snow | 24 | 26 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV1 slowed down in traffic just south of Burger King and rear-ended by MV2. |
| 50 | 3/5/2016 | 4:13 PM | Saturday | Daylight | Clear | Dry | 53 | N/A | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: exiting Teaticket Market driveway. MV2 struck MV1 when MV2 made a left-turn onto Route 28 SB lane. |
| 51 | 3/5/2016 | 6:33 PM | Saturday | Dark - Lighted | Clear | Dry | 59 | | | Non-fatal Injury | Pedestrian | Inattention / Distracted | MV1: travelling SB on Route 28. MV1 struck a pedestrian who was crossing at the crosswalk just south of Maravista Ave. |
| 52 | 5/17/2016 | 10:26 AM | Tuesday | Daylight | Clear | Dry | 63 | 72 | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling NB on Route 28; MV2: attempting to make a left-turn onto Route 28 NB lane from a side street near #137 Teaticket Hwy. MV2 struck MV1 when MV2 made the turn. |
| 53 | 6/14/2016 | 6:24 PM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Cyclist | Wrong Side / Wrong Way | MV1: attempting to exit the Teaticket Market parking lot; a cyclist: travelling SB in the shoulder of Route 28 NB lane. MV1 struck the cyclist when MV1 pulled out onto Route 28. |
| 54 | 7/5/2016 | 1:08 PM | Tuesday | Daylight | Clear | Dry | 47 | 83 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV1 stopped in traffic outside of Teaticket Market and was rear-ended by MV2. |
| 55 | 7/31/2016 | 7:17 PM | Sunday | Daylight | Clear | Dry | 73 | 27 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling NB on Route 28; MV2: attempting to make a left-turn out of Maravista Ave. MV1 struck MV2 when MV2 made the turn. |
| 56 | 10/28/2016 | 9:16 PM | Friday | Dark - Lighted | Cloudy | Dry | N/A | N/A | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: attempting to turn left from Falmouth Mall to Route 28 SB lane. MV2 struck MV1 when MV2 made the turn. |
| 57 | 11/4/2016 | 4:08 PM | Friday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: attempting to exit Falmouth Mall. MV2 struck MV1 when MV2 pulled out of the driveway. |
| 85 | 6/29/2016 | 1:02 PM | Wednesday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Rear-end | No Improper Driving | MV1 and MV2 traveling SB on Route 28. MV1 was idle in traffic near #111 Teaticket Hwy and MV2 struck MV1. |

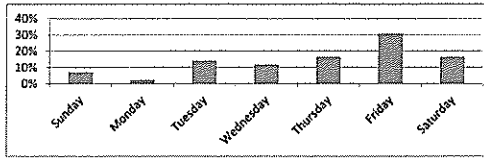
Crash Data Summary Tables
Teaticket Highway (Route 28) from Stop & Shop Driveway to Maravista Avenue - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

Route 28 from Stop&Shop Driveway to Maravista Avenue 42

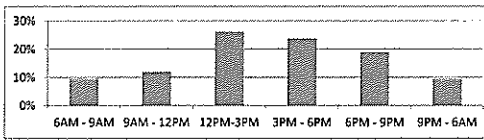
| Month | # | % |
|-----------|---|-----|
| January | 2 | 5% |
| February | 3 | 7% |
| March | 4 | 10% |
| April | 3 | 7% |
| May | 3 | 7% |
| June | 6 | 14% |
| July | 5 | 12% |
| August | 6 | 14% |
| September | 0 | 0% |
| October | 5 | 12% |
| November | 3 | 7% |
| December | 2 | 5% |



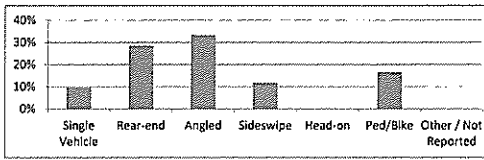
| Day of Week | # | % |
|-------------|----|-----|
| Sunday | 3 | 7% |
| Monday | 1 | 2% |
| Tuesday | 6 | 14% |
| Wednesday | 5 | 12% |
| Thursday | 7 | 17% |
| Friday | 13 | 31% |
| Saturday | 7 | 17% |



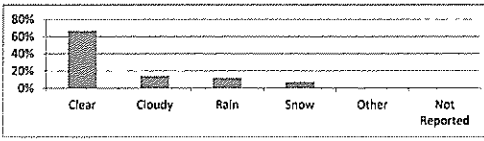
| Time of Day | # | % |
|-------------|----|-----|
| 5AM - 9AM | 4 | 10% |
| 9AM - 12PM | 5 | 12% |
| 12PM-3PM | 11 | 26% |
| 3PM - 6PM | 10 | 24% |
| 6PM - 9PM | 8 | 19% |
| 9PM - 6AM | 4 | 10% |



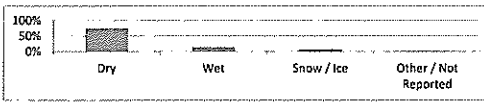
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 4 | 10% |
| Rear-end | 12 | 29% |
| Angled | 14 | 33% |
| Sideswipe | 5 | 12% |
| Head-on | 0 | 0% |
| Ped/Bike | 7 | 17% |
| Other / Not Reported | 0 | 0% |



| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 28 | 67% |
| Cloudy | 6 | 14% |
| Rain | 5 | 12% |
| Snow | 3 | 7% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



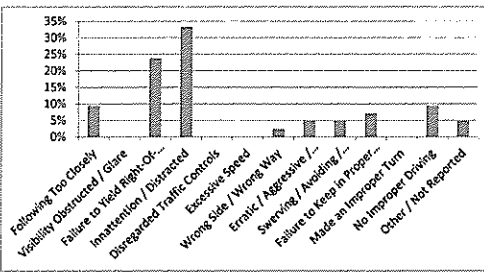
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 32 | 76% |
| Wet | 6 | 14% |
| Snow / Ice | 3 | 7% |
| Other / Not Reported | 1 | 2% |



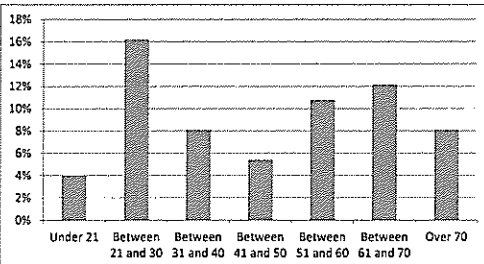
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 32 | 76% |
| Non-Fatal Injury | 10 | 24% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



| Main Contributing Factor from Narrative | # | % |
|---|----|-----|
| Following Too Closely | 4 | 10% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 10 | 24% |
| Inattention / Distracted | 14 | 33% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 1 | 2% |
| Erratic / Aggressive / Reckless Driving | 2 | 5% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 2 | 5% |
| Failure to Keep in Proper Lane | 3 | 7% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 4 | 10% |
| Other / Not Reported | 2 | 5% |



| Age | # | % |
|-------------------|----|-----|
| Under 21 | 3 | 4% |
| Between 21 and 30 | 12 | 16% |
| Between 31 and 40 | 6 | 8% |
| Between 41 and 50 | 4 | 5% |
| Between 51 and 60 | 8 | 11% |
| Between 61 and 70 | 9 | 12% |
| Over 70 | 6 | 8% |



Crash Data Summary Tables
Teaticket Highway (Route 28) from Maravista Avenue to Beagle Lane - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|--------------------------------|--|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 58 | 11/13/2013 | 8:52 AM | Wednesday | Daylight | Clear | Dry | 44 | 83 | 22 | | Property Damage Only | Rear-end | Followed Too Closely | MV1, MV2 and MV3: travelling NB on Route 28. MV1 and MV2 stopped in traffic near #157 Teaticket Hwy. MV3 rear-ended MV2 and this caused MV2 to rear-end MV1. |
| 59 | 12/27/2013 | 12:09 PM | Friday | Daylight | Clear | Dry | 31 | 71 | | | Non-fatal Injury | Angled | Unknown | MV1: travelling NB on Route 28; MV2: travelling SB on Route 28. MV1 struck MV2 when MV2 made a left-turn into Maravista Ave. |
| 60 | 3/7/2014 | 3:46 PM | Friday | Daylight | Clear | Dry | 70 | 82 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to exit Maravista Ave; MV2: travelling SB on Route 28. MV2 struck MV1 when MV1 pulled out onto Route 28. |
| 61 | 6/14/2014 | 11:16 AM | Saturday | Daylight | Clear | Dry | 60 | 45 | | | Property Damage Only | Head-on | Failure to Keep in Proper Lane | MV1: travelling SB on Route 28; MV2: attempting to exit the post office. A vehicle in front of MV1 stopped to let MV2 make a left-turn onto Route 28 NB lane. As MV2 was making the turn, MV1 illegally passed the stopped vehicle from the left and struck MV2. |
| 62 | 8/30/2014 | 2:45 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Failure to Yield Right-of-Way | MV1 and MV2: travelling SB on Route 28 side by side. MV2 struck MV1 when MV2 attempted a quick lane change from left to right. |
| 63 | 9/30/2014 | 3:02 PM | Tuesday | Daylight | Cloudy | Dry | N/A | N/A | | | Property Damage Only | Angled | No Improper Driving | MV1: attempting to exit the post office driveway; MV2: was waiting to pull into the parking lot across the post office from Route 28 SB lane. Since both NB and SB lanes were stopped, MV1 entered the roadway. As soon as MV1 entered, it was struck by the left-turning MV2. |
| 64 | 6/15/2015 | 12:37 PM | Monday | Daylight | Rain | Wet | 51 | 64 | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2 traveling NB on Route 28. MV1 struck MV2 when MV2 stopped for pedestrian just north of Falmouth Mall. The operator of MV1's license is revoked at the time of the crash. |
| 65 | 9/28/2015 | 12:38 PM | Monday | Daylight | Cloudy | Wet | 32 | 50 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: exiting #165 Teaticket Hwy; MV2: travelling NB on Route 28. MV2 struck MV1. |
| 66 | 10/17/2015 | 1:28 PM | Saturday | Daylight | Clear | Dry | 64 | 45 | 38 | | Non-fatal Injury | Rear-end | Followed Too Closely | MV1, MV2 and MV3: travelling NB on Route 28. MV1 and MV2 stopped in traffic near #160 Teaticket Hwy. MV3 rear-ended MV2 and this caused MV2 to rear-end MV1. |
| 67 | 4/7/2016 | 5:09 PM | Thursday | Dusk | Rain | Wet | 49 | 26 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1 traveling NB on Route 28; MV2 traveling SB on Route 28. MV2 struck MV1 when MV2 attempted to turn left onto Maravista Avenue. |
| 68 | 7/8/2016 | 3:05 PM | Friday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Inattention / Distracted | MV1 and MV2 traveling SB on Route 28. MV1 stopped in traffic near #157 Teaticket Hwy. MV2 attempted to pass MV1 and struck MV1. |
| 69 | 10/17/2016 | 6:59 PM | Monday | Dark - Lighted | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2 traveling NB on Route 28. MV2 struck MV1 after MV1 slowed to make a right turn into #157 Teaticket Hwy. |

Crash Data Summary Tables
 Teaticket Highway (Route 28) from Maravista Avenue to Beagle Lane - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

Route 28 from Maravista Avenue to Beagle Lane

12

| Month | # | % |
|-----------|---|-----|
| January | 0 | 0% |
| February | 0 | 0% |
| March | 1 | 8% |
| April | 1 | 8% |
| May | 0 | 0% |
| June | 2 | 17% |
| July | 1 | 8% |
| August | 1 | 8% |
| September | 2 | 17% |
| October | 2 | 17% |
| November | 1 | 8% |
| December | 1 | 8% |

| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 0 | 0% |
| Monday | 3 | 25% |
| Tuesday | 1 | 8% |
| Wednesday | 1 | 8% |
| Thursday | 1 | 8% |
| Friday | 3 | 25% |
| Saturday | 3 | 25% |

| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 1 | 8% |
| 9AM - 12PM | 1 | 8% |
| 12PM-3PM | 5 | 42% |
| 3PM - 6PM | 3 | 25% |
| 6PM - 9PM | 2 | 17% |
| 9PM - 6AM | 0 | 0% |

| Manner of Collision | # | % |
|----------------------|---|-----|
| Single Vehicle | 0 | 0% |
| Rear-end | 4 | 33% |
| Angled | 6 | 50% |
| Sideswipe | 1 | 8% |
| Head-on | 1 | 8% |
| Ped/Bike | 0 | 0% |
| Other / Not Reported | 0 | 0% |

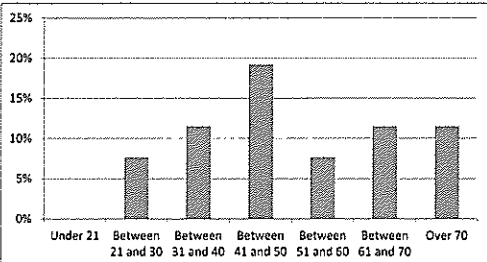
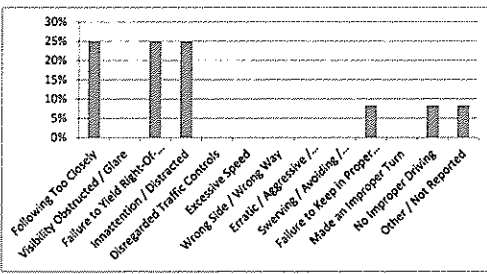
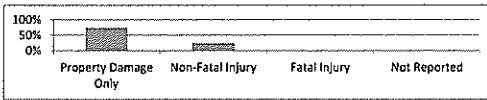
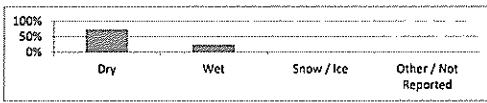
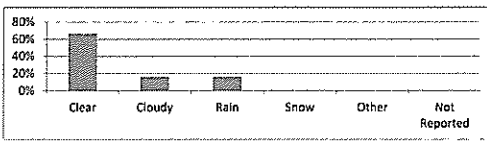
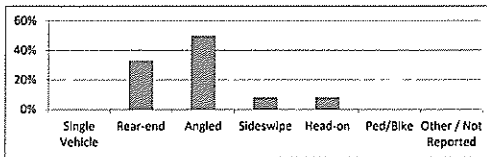
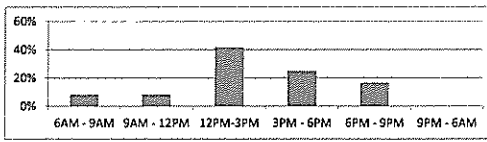
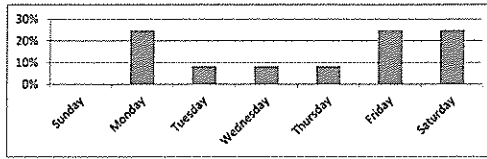
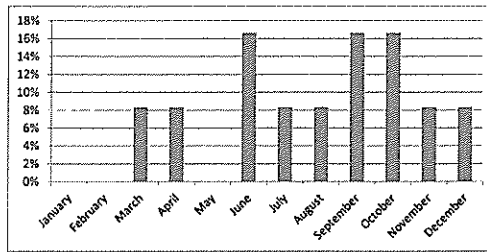
| Weather Conditions | # | % |
|--------------------|---|-----|
| Clear | 8 | 67% |
| Cloudy | 2 | 17% |
| Rain | 2 | 17% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |

| Road Surface | # | % |
|----------------------|---|-----|
| Dry | 9 | 75% |
| Wet | 3 | 25% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 0 | 0% |

| Crash Severity | # | % |
|----------------------|---|-----|
| Property Damage Only | 9 | 75% |
| Non-Fatal Injury | 3 | 25% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |

| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 3 | 25% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 3 | 25% |
| Inattention / Distracted | 3 | 25% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 0 | 0% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 1 | 8% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 1 | 8% |
| Other / Not Reported | 1 | 8% |

| Age | # | % |
|-------------------|---|-----|
| Under 21 | 0 | 0% |
| Between 21 and 30 | 2 | 8% |
| Between 31 and 40 | 3 | 12% |
| Between 41 and 50 | 5 | 19% |
| Between 51 and 60 | 2 | 8% |
| Between 61 and 70 | 3 | 12% |
| Over 70 | 3 | 12% |



Crash Data Summary Tables
Teaticket Highway (Route 28) from Beagle Lane to Figuerido Way - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

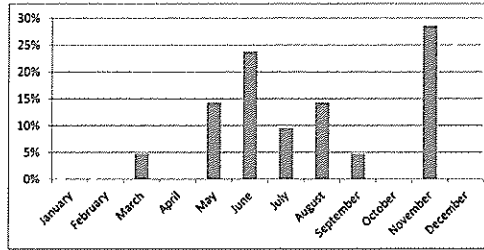
| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----|----------------------|---------------------|---|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 70 | 5/8/2013 | 6:45 PM | Wednesday | Daylight | Clear | Dry | 21 | 46 | | | Property Damage Only | Angled | Unknown | MV1: travelling SB on Route 28; MV2: exiting the parking lot of #180 Teaticket Hwy. MV1 struck MV2 when MV2 pulled out of the driveway to turn left onto Route 28 NB lane. |
| 71 | 6/8/2013 | 11:28 AM | Saturday | Daylight | Cloudy | Dry | 58 | 54 | | | Non-fatal Injury | Cyclist | Failure to Yield Right-of-Way | MV1: attempting to exit Driftwood Plaza; a cyclist: travelling NB on Route 28 SB lane. MV1 failed to look both ways before entering Route 28 and stuck the cyclist. |
| 72 | 6/21/2013 | 3:32 PM | Friday | Daylight | Clear | Dry | N/A | N/A | N/A | | Property Damage Only | Rear-end | Followed Too Closely | MV1, MV2 and MV3: travelling NB on Route 28. MV1 was not able to stop in time and rear-ended MV2 and pushed MV2 into MV3. |
| 73 | 6/27/2013 | 12:10 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Non-fatal Injury | Cyclist | Inattention / Distracted | MV1: attempting to exit #190 Teaticket Hwy parking lot; a cyclist: travelling NB along Route 28 on the sidewalk. The cyclist was crossing the driveway when MV1 entered Route 28. MV1 struck the cyclist. |
| 74 | 7/14/2013 | 9:00 PM | Sunday | Dark - Lighted | Rain | Wet | N/A | N/A | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28 near #198 Teaticket Hwy. MV2 rear-ended MV1 when MV1 slowed down to stop in traffic. |
| 75 | 8/22/2013 | 3:33 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | No Improper Driving | MV1: exiting Beagle Ln; MV2: travelling SB on Route 28. A vehicle on the lane closer to Beagle Ln stopped for MV1 to exit. As MV1 entered Route 28, it was struck by MV2. |
| 76 | 9/23/2013 | 11:44 AM | Monday | Daylight | Clear | Dry | N/A | N/A | N/A | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: exiting the parking lot of #212 Teaticket Hwy; MV3: inside the parking lot. MV2 struck MV1 when MV2 exited the parking lot. After the collision with MV1, MV2 travelled in reverse direction and struck MV3. |
| 77 | 5/7/2014 | 1:50 PM | Wednesday | Daylight | Clear | Dry | 33 | 83 | 21 | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2: stopped in traffic on Route 28 SB lane near #194 Teaticket Hwy; MV3: travelling SB on Route 28. MV3 rear-ended MV2 and pushed MV2 into MV1. |
| 78 | 6/25/2014 | 3:29 PM | Wednesday | Daylight | Cloudy | Dry | N/A | N/A | | | Non-fatal Injury | Cyclist | Erratic / Aggressive / Reckless Driving | MV1 and a cyclist: travelling SB on Route 28. MV1 sideswiped the cyclist in front of Driftwood Plaza. |
| 79 | 11/11/2014 | 4:40 PM | Tuesday | Dark - Lighted | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: exiting the parking lot of #202 Teaticket Hwy. MV2 struck MV1 when MV2 pulled out of the parking lot to make a left-turn onto Route 28. |
| 80 | 3/14/2015 | 2:05 PM | Saturday | Daylight | Rain | Wet | 42 | 17 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2 traveling NB on Route 28. MV2 rear-ended MV1 near #202 Teaticket Hwy when the wheels of MV2 locked up due to the wet road. |
| 81 | 5/13/2015 | 7:29 AM | Wednesday | Daylight | Clear | Dry | 30 | 25 | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2 traveling NB on Route 28. MV1 was rear-ended by MV2 in front of Dunkin Donuts driveway. |
| 82 | 7/25/2015 | 3:30 PM | Saturday | Daylight | Clear | Dry | 70 | 37 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2 traveling NB on Route 28. MV1 slowed down near Driftwood Plaza and was rear-ended by MV2. |
| 83 | 8/30/2015 | 5:07 PM | Sunday | Daylight | Clear | Dry | 42 | | | | Property Damage Only | Single Vehicle | Inattention / Distracted | MV1: travelling NB on Route 28. The operator of MV1 was distracted since a bottle dropped on the floor. MV1 veered right and struck pole near #212 Teaticket Hwy. |
| 84 | 6/25/2016 | 1:08 PM | Saturday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Cyclist | No Improper Driving | MV1: exiting Cumberland Farms at #212 Teaticket Hwy; a cyclist: travelling NB on the SB lane of Route 28. As MV1 exited the driveway, it was struck by the cyclist. |
| 86 | 8/18/2016 | 2:40 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1 and MV2 traveling SB on Route 28. MV1 waiting to make a left-turn and MV2 struck MV1 while trying to go around MV1. The crash occurred near #193 Teaticket Hwy. |
| 87 | 11/12/2016 | 3:04 PM | Saturday | Dusk | Clear | Dry | 72 | 23 | | | Non-fatal Injury | Angled | Erratic / Aggressive / Reckless Driving | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV2 swerved in a negligent manner attempting to turn-left into Cumberland Farms and struck MV1. |
| 88 | 11/16/2016 | 4:03 PM | Wednesday | Daylight | Clear | Dry | N/A | N/A | | | Non-fatal Injury | Cyclist | Other | MV1: travelling SB on Route 28 attempting to turn right into Driftwood Plaza; a cyclist: travelling SB. MV1 failed to yield and struck the cyclist. |
| 89 | 11/16/2016 | 5:29 PM | Wednesday | Dark - Lighted | Clear | Dry | 78 | 76 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: attempting to exit Cumberland Farms. MV2 struck MV1 when MV2 pulled out of the driveway. |
| 90 | 11/21/2016 | 1:43 PM | Monday | Daylight | Clear | Dry | 27 | 54 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: attempting to exit Cumberland Farms. MV2 struck MV1 when MV2 made a left-turn onto Route 28. |
| 91 | 11/21/2016 | 5:20 PM | Monday | Dark - Lighted | Clear | Dry | 45 | 41 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28. MV1 stopped in traffic in front of Driftwood Plaza and was rear-ended by MV2. |

Crash Data Summary Tables
Teaticket Highway (Route 28) from Beagle Lane to Figuerido Way - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

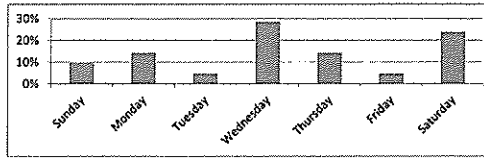
Route 28 from Beagle Lane to Figuerido Way

21

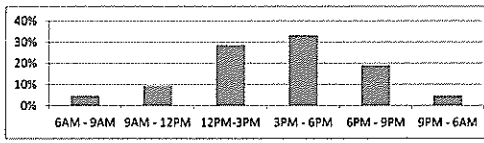
| Month | # | % |
|-----------|---|-----|
| January | 0 | 0% |
| February | 0 | 0% |
| March | 1 | 5% |
| April | 0 | 0% |
| May | 3 | 14% |
| June | 5 | 24% |
| July | 2 | 10% |
| August | 3 | 14% |
| September | 1 | 5% |
| October | 0 | 0% |
| November | 6 | 29% |
| December | 0 | 0% |



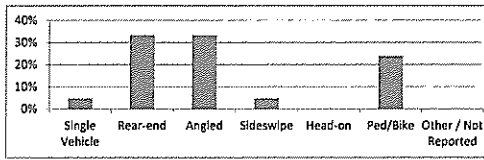
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 2 | 10% |
| Monday | 3 | 14% |
| Tuesday | 1 | 5% |
| Wednesday | 6 | 29% |
| Thursday | 3 | 14% |
| Friday | 1 | 5% |
| Saturday | 5 | 24% |



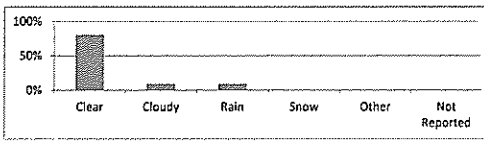
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 1 | 5% |
| 9AM - 12PM | 2 | 10% |
| 12PM-3PM | 6 | 29% |
| 3PM - 6PM | 7 | 33% |
| 6PM - 9PM | 4 | 19% |
| 9PM - 6AM | 1 | 5% |



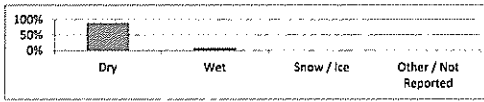
| Manner of Collision | # | % |
|----------------------|---|-----|
| Single Vehicle | 1 | 5% |
| Rear-end | 7 | 33% |
| Angled | 7 | 33% |
| Sideswipe | 1 | 5% |
| Head-on | 0 | 0% |
| Ped/Bike | 5 | 24% |
| Other / Not Reported | 0 | 0% |



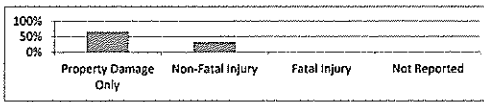
| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 17 | 81% |
| Cloudy | 2 | 10% |
| Rain | 2 | 10% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



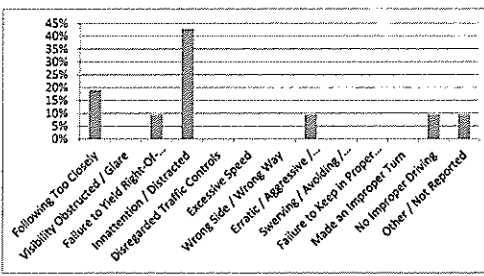
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 19 | 90% |
| Wet | 2 | 10% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 0 | 0% |



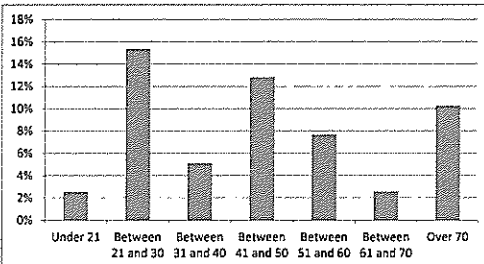
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 14 | 67% |
| Non-Fatal Injury | 7 | 33% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 4 | 19% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 2 | 10% |
| Inattention / Distracted | 9 | 43% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 2 | 10% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 0 | 0% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 2 | 10% |
| Other / Not Reported | 2 | 10% |



| Age | # | % |
|-------------------|---|-----|
| Under 21 | 1 | 3% |
| Between 21 and 30 | 6 | 15% |
| Between 31 and 40 | 2 | 5% |
| Between 41 and 50 | 5 | 13% |
| Between 51 and 60 | 3 | 8% |
| Between 61 and 70 | 1 | 3% |
| Over 70 | 4 | 10% |



Crash Data Summary Tables
Teaticket Highway (Route 28) from Figuerido Way to Trotting Park Road - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|-----|----|----------------------|---------------------|-------------------------------|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 92 | 4/19/2013 | 3:59 PM | Friday | Daylight | Clear | Dry | 24 | 70 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 stopped to make a left-turn into Subway parking lot and was rear-ended by MV1. |
| 93 | 5/6/2013 | 5:47 PM | Monday | Daylight | Clear | Dry | 20 | 34 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 slowed down due to traffic near McDonald's and was rear-ended by MV1. |
| 94 | 5/13/2013 | 10:15 AM | Monday | Daylight | Clear | Dry | 29 | 85 | | | Property Damage Only | Angled | Inattention / Distracted | MV1: travelling SB on Route 28; MV2: exiting McDonald's driveway. MV2 struck MV1 when MV2 made a left-turn onto Route 28 SB lane. |
| 95 | 6/7/2013 | 7:14 AM | Friday | Daylight | Clear | Dry | 59 | N/A | | | Property Damage Only | Angled | Inattention / Distracted | MV1: turning right into #231 Teaticket Hwy; MV2: parked at #231 Teaticket Hwy. MV1 struck the parked MV2 while making the turn. |
| 96 | 7/23/2013 | 11:50 AM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling SB on Route 28. MV1 stopped due to traffic near Subway driveway. MV2 was unable to stop and rear-ended MV1. |
| 97 | 10/25/2013 | 6:14 PM | Friday | Dark - Lighted | Clear | Dry | 34 | 58 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV1 stopped for traffic near #221 Teaticket Hwy. MV2 rear-ended MV1. |
| 98 | 12/5/2013 | 12:28 PM | Thursday | Daylight | Clear | Dry | 38 | 57 | | | Property Damage Only | Rear-end | No Improper Driving | MV1: slowed to turn left into McDonald's; MV2: travelling SB on Route 28. MV2 crashed into MV1. MV2 could be following too close to MV1. |
| 99 | 12/5/2013 | 6:44 PM | Thursday | Dark - Lighted | Rain | Wet | 47 | 28 | 21 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1, MV2 and MV3: travelling NB on Route 28. MV1 and MV2 were stopped near McDonald's exit driveway. MV3 was not able to stop in time and struck the MV1 and pushed MV1 into MV2. |
| 100 | 12/12/2013 | 4:18 PM | Thursday | Dusk | Clear | Dry | 43 | 38 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1: stopped in traffic on Route 28 SB lane to turn left into McDonald's; MV2: exiting McDonald's parking lot. MV2 rear-ended MV1 after exiting. |
| 101 | 1/21/2014 | 7:02 PM | Tuesday | Dark - Lighted | Snow | Snow | 33 | | | | Property Damage Only | Single Vehicle | No Improper Driving | MV1: travelling SB on Route 28. In order to make way for a plow truck pulling out of MacDonald's onto Route 28 NB lane, MV1 pulled to the right side of the road. While doing so, MV1 struck the curb and damaged the vehicle. |
| 102 | 5/20/2014 | 3:14 PM | Tuesday | Daylight | Clear | Dry | 71 | 41 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV2 stopped in traffic near #263 Teaticket Hwy and was rear-ended by MV1. |
| 103 | 7/6/2014 | 3:17 PM | Sunday | Daylight | Clear | Dry | N/A | N/A | N/A | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1, MV2 and MV3: travelling NB on Route 28. MV2 and MV3 slowed down due to traffic near #226 Teaticket Hwy and was rear-ended by MV1. |
| 104 | 7/24/2014 | 5:17 PM | Thursday | Daylight | Clear | Dry | N/A | 39 | N/A | N | Property Damage Only | Rear-end | Inattention / Distracted | MV2, MV3 and MV4: stopped in traffic on Route 28 near #226 Teaticket Hwy; MV1: travelling NB on Route 28. MV1 rear-ended MV2, which struck MV3, which then struck MV4. |
| 105 | 9/1/2014 | 12:10 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | No Improper Driving | MV1 and MV2: travelling SB on Route 28. MV1 stopped due to traffic near Subway driveway. MV2 was unable to stop and rear-ended MV1. |
| 106 | 1/17/2015 | 2:38 PM | Saturday | Daylight | Clear | Dry | 20 | 25 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2 travelling NB on Route 28. MV1 slowed/stopped in traffic and MV2 rear-ended MV1 near #249 Teaticket Hwy. |
| 107 | 1/18/2015 | 1:34 PM | Sunday | Daylight | Clear | Dry | 39 | 39 | | | Property Damage Only | Sideswipe | Followed Too Closely | MV1 and MV2 travelling SB on Route 28. MV2 switching lanes and struck MV1 near #244 Teaticket Hwy. |
| 108 | 3/18/2015 | 11:30 AM | Wednesday | Daylight | Clear | Dry | 50 | 32 | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2 travelling NB on Route 28. MV1 slowed down near Subway and MV2 rear-ended MV1. |
| 109 | 3/24/2015 | 12:47 PM | Tuesday | Daylight | Clear | Dry | 30 | 64 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28. MV2 slowed or stopped in heavy traffic near #237 Teaticket Hwy. MV1 rear-ended MV2. |
| 111 | 8/24/2015 | 9:15 AM | Monday | Daylight | Clear | Dry | 41 | 77 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling NB on Route 28; MV2: exiting McDonald's parking lot. MV2 struck MV1 when MV2 made a left-turn out of McDonald's. |
| 112 | 11/9/2015 | 9:15 AM | Monday | Daylight | Clear | Dry | 55 | 77 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling SB on Route 28. MV2 rear-ended MV1 when MV1 attempted to take a left-turn into McDonald's parking lot. |
| 113 | 11/11/2015 | 11:47 AM | Wednesday | Daylight | Rain | Wet | 48 | 54 | | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 slowed down near #229 Teaticket Hwy due to an ambulance approaching. MV1 rear-ended MV2. |
| 114 | 11/15/2015 | 6:07 PM | Sunday | Dark - Lighted | Clear | Dry | 33 | N/A | | | Property Damage Only | Head-on | Unknown | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV2 crossed into the opposite lane and struck MV1 head on just south of Trotting Park Rd. |
| 115 | 1/20/2016 | 7:56 AM | Wednesday | Daylight | Clear | Dry | 21 | 68 | | | Property Damage Only | Angled | Unknown | MV1: travelling NB on Route 28; MV2: exiting McDonald's parking lot. MV2 struck MV1 when MV2 attempted to make a left-turn out of McDonald's. |
| 116 | 3/29/2016 | 7:59 AM | Tuesday | Daylight | Clear | Dry | 23 | 38 | 65 | | Property Damage Only | Rear-end | Inattention / Distracted | MV1, MV2 and MV3 traveling NB on Route 28. MV1 stopped to turn left into Trotting Park Road with MV2 stopped and waiting MV1 to turn left. MV3 got distracted by the construction and struck MV2, which causes MV2 to strike MV1. |
| 117 | 8/4/2016 | 12:31 PM | Thursday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2 travelling NB on Route 28. MV1 slowed down and MV2 rear-ended MV1 near #263 Teaticket Hwy. |

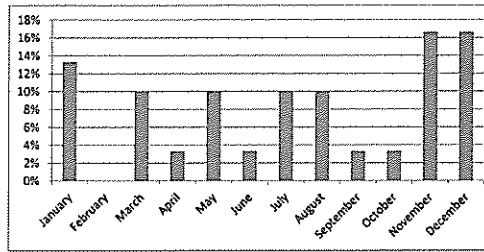
Crash Data Summary Tables
 Teaticket Highway (Route 28) from Figuerido Way to Trotting Park Road - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|--|----------------------|---------------------|-------------------------------|---|
| 118 | 8/5/2016 | 10:46 AM | Friday | Daylight | Clear | Dry | N/A | N/A | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2 traveling SB on Route 28. MV1 stopped in traffic and MV2 rear-ended MV1 near #229 Teaticket Hwy. |
| 119 | 11/7/2016 | 3:56 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2 traveling SB on Route 28. MV1 stopped in traffic and MV2 rear-ended MV1 near #244 Teaticket Hwy. |
| 120 | 11/22/2016 | 7:05 AM | Tuesday | Daylight | Clear | Dry | 44 | 24 | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling NB on Route 28; MV2: exiting McDonald's driveway. MV1 struck MV2 when MV2 made a left-turn onto Route 28 SB lane. |
| 121 | 12/9/2016 | 9:14 AM | Friday | Daylight | Clear | Dry | N/A | N/A | | Non-fatal Injury | Rear-end | Inattention / Distracted | MV1 and MV2 traveling NB on Route 28. MV1 stopped to turn left into Cumberland Farms. MV2 rear-ended MV1. |
| 122 | 12/19/2016 | 4:54 PM | Monday | Dark - Lighted | Cloudy | Dry | 25 | 34 | | Non-fatal Injury | Pedestrian | No Improper Driving | MV1: travelling SB on Route 28. MV1 struck a pedestrian crossing Route 28 just north of Subway driveway. |

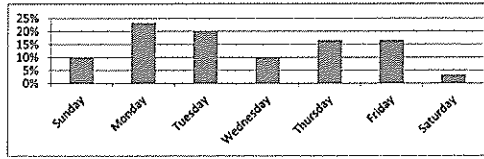
Crash Data Summary Tables
 Teaticket Highway (Route 28) from Figuerido Way to Trotting Park Road - Falmouth, Massachusetts
 01/01/2013 - 12/31/2016

Route 28 from Figuerido Way to Tottingham Park Road 3D

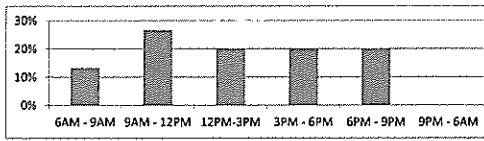
| Month | # | % |
|-----------|---|-----|
| January | 4 | 13% |
| February | 0 | 0% |
| March | 3 | 10% |
| April | 1 | 3% |
| May | 3 | 10% |
| June | 1 | 3% |
| July | 3 | 10% |
| August | 3 | 10% |
| September | 1 | 3% |
| October | 1 | 3% |
| November | 5 | 17% |
| December | 5 | 17% |



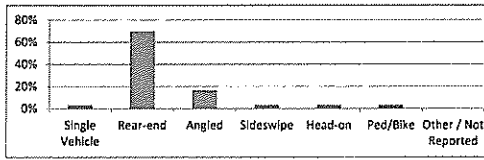
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 3 | 10% |
| Monday | 7 | 23% |
| Tuesday | 6 | 20% |
| Wednesday | 3 | 10% |
| Thursday | 5 | 17% |
| Friday | 5 | 17% |
| Saturday | 1 | 3% |



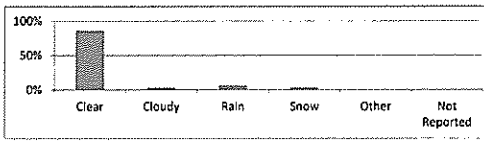
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 4 | 13% |
| 9AM - 12PM | 8 | 27% |
| 12PM - 3PM | 6 | 20% |
| 3PM - 6PM | 6 | 20% |
| 6PM - 9PM | 6 | 20% |
| 9PM - 6AM | 0 | 0% |



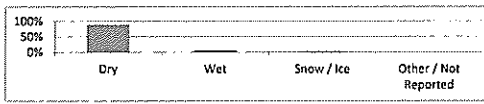
| Manner of Collision | # | % |
|----------------------|----|-----|
| Single Vehicle | 1 | 3% |
| Rear-end | 21 | 70% |
| Angled | 5 | 17% |
| Sideswipe | 1 | 3% |
| Head-on | 1 | 3% |
| Ped/Bike | 1 | 3% |
| Other / Not Reported | 0 | 0% |



| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 26 | 87% |
| Cloudy | 1 | 3% |
| Rain | 2 | 7% |
| Snow | 1 | 3% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



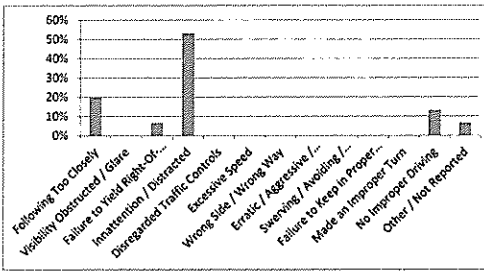
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 27 | 90% |
| Wet | 2 | 7% |
| Snow / Ice | 1 | 3% |
| Other / Not Reported | 0 | 0% |



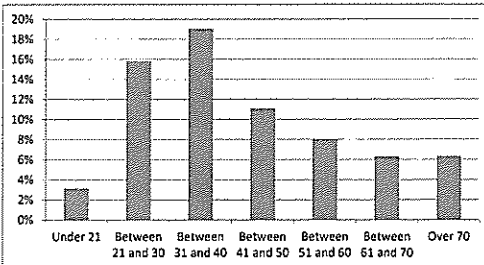
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 24 | 80% |
| Non-Fatal Injury | 6 | 20% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



| Main Contributing Factor from Narrative | # | % |
|---|----|-----|
| Following Too Closely | 6 | 20% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 2 | 7% |
| Inattention / Distracted | 16 | 53% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 0 | 0% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 0 | 0% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 4 | 13% |
| Other / Not Reported | 2 | 7% |



| Age | # | % |
|-------------------|----|-----|
| Under 21 | 2 | 3% |
| Between 21 and 30 | 10 | 16% |
| Between 31 and 40 | 12 | 19% |
| Between 41 and 50 | 7 | 11% |
| Between 51 and 60 | 5 | 8% |
| Between 61 and 70 | 4 | 6% |
| Over 70 | 4 | 6% |



Crash Data Summary Tables
Teaticket Highway (Route 28) / Trotting Park Road / Alphonse Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

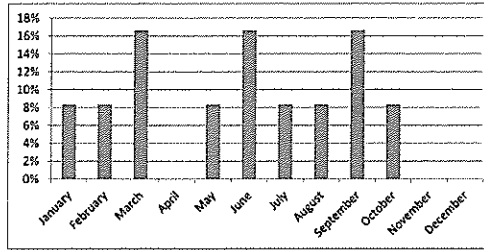
| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|----------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|-------------------------------|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 123 | 7/29/2013 | 4:29 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Angled | Unknown | MV1: turning left onto Trotting Park Rd from Route 28 NB lane; MV2: exiting Alphonse St. MV1 and MV2 collided at the intersection. |
| 124 | 8/8/2013 | 1:58 PM | Thursday | Daylight | Clear | Dry | 16 | 80 | | | Property Damage Only | Rear-end | No Improper Driving | MV1: travelling EB on Trotting Park Rd; MV2: stopped at the intersection. MV1 rear-ended MV2. |
| 125 | 1/2/2014 | 6:02 PM | Thursday | Dark - Lighted | Snow | Slush | 32 | 43 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. MV2 struck MV1 when MV1 made a left-turn onto Alphonse St without yielding. |
| 126 | 2/11/2014 | 11:55 AM | Tuesday | Daylight | Clear | Dry | 68 | 31 | | | Property Damage Only | Rear-end | No Improper Driving | MV1 and MV2: travelling NB on Route 28. MV2 slowed or stopped in traffic and was rear-ended by MV1 near #273 Teaticket Hwy. |
| 127 | 3/11/2014 | 12:02 AM | Tuesday | Dark - Lighted | Clear | Dry | N/A | | | | Not Reported | Single Vehicle | Excessive Speed | MV1: travelling EB on Trotting Park Rd. Due to its high travel speed, MV1 lost control, drove across Route 28 and collided with a fence across Trotting Park Rd. |
| 128 | 5/18/2014 | 8:28 AM | Sunday | Daylight | Clear | Dry | 31 | 72 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MC1 (motorcycle): travelling NB on Route 28; MV2: attempting to exit Alphonse St. MV2 struck MC1 when MV2 pulled out onto Route 28. |
| 129 | 6/18/2014 | 10:37 AM | Wednesday | Daylight | Clear | Dry | 73 | 46 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: attempting to exit Alphonse St. MV1 and MV2 collided when MV1 pulled out onto Route 28 SB lane. |
| 130 | 9/20/2014 | 8:09 AM | Saturday | Daylight | Clear | Dry | 42 | 54 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1: travelling EB on Trotting Park Rd; MV2: stopped at the intersection. MV1 rear-ended MV2. |
| 131 | 3/9/2015 | 3:49 PM | Monday | Daylight | Clear | Wet | 62 | 55 | | | Property Damage Only | Sideswipe | Failure to Yield Right-of-Way | MV1: travelling SB on Route 28; MV2: exiting CB Perkins' driveway (#278 Teaticket Hwy). MV2 sideswiped MV1 in front of Trotting Park Rd while exiting. |
| 132 | 9/7/2015 | 11:43 AM | Monday | Daylight | Clear | Dry | 34 | 27 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2: travelling NB on Route 28. MV2 was forced to slow down due to traffic in front of Trotting Park Rd and was rear-ended by MV1. |
| 133 | 10/1/2015 | 9:40 AM | Thursday | Daylight | Rain | Wet | 48 | 60 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: attempting to make a left-turn onto Route 28 from Trotting Park Rd; MV2: travelling NB on Route 28. MV1 struck MV2 when MV1 made the left-turn. |
| 134 | 6/19/2016 | 9:23 PM | Sunday | Dark - Lighted | Clear | Dry | 57 | | | | Non-fatal Injury | Pedestrian | Inattention / Distracted | MV1: stopped on Alphonse St to make a right-turn onto Route 28 NB lane. A pedestrian was attempting to cross Alphonse St and was struck by MV1 since MV1 was only looking left for a gap. |

Crash Data Summary Tables
Teaticket Highway (Route 28) / Trotting Park Road / Alphonse Street - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

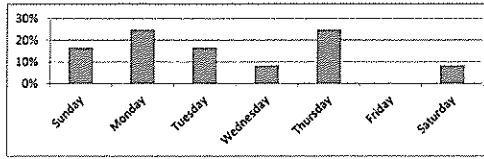
Teaticket Highway (Route 28) / Tottingham Park Road / Alphonse Street

12

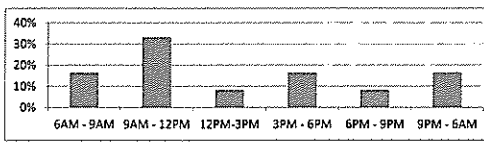
| Month | # | % |
|-----------|---|-----|
| January | 1 | 8% |
| February | 1 | 8% |
| March | 2 | 17% |
| April | 0 | 0% |
| May | 1 | 8% |
| June | 2 | 17% |
| July | 1 | 8% |
| August | 1 | 8% |
| September | 2 | 17% |
| October | 1 | 8% |
| November | 0 | 0% |
| December | 0 | 0% |



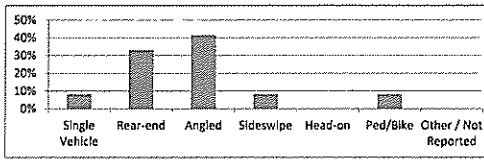
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 2 | 17% |
| Monday | 3 | 25% |
| Tuesday | 2 | 17% |
| Wednesday | 1 | 8% |
| Thursday | 3 | 25% |
| Friday | 0 | 0% |
| Saturday | 1 | 8% |



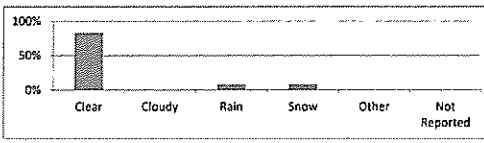
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 2 | 17% |
| 9AM - 12PM | 4 | 33% |
| 12PM-3PM | 1 | 8% |
| 3PM - 6PM | 2 | 17% |
| 6PM - 9PM | 1 | 8% |
| 9PM - 6AM | 2 | 17% |



| Manner of Collision | # | % |
|----------------------|---|-----|
| Single Vehicle | 1 | 8% |
| Rear-end | 4 | 33% |
| Angled | 5 | 42% |
| Sideswipe | 1 | 8% |
| Head-on | 0 | 0% |
| Ped/Bike | 1 | 8% |
| Other / Not Reported | 0 | 0% |



| Weather Conditions | # | % |
|--------------------|----|-----|
| Clear | 10 | 83% |
| Cloudy | 0 | 0% |
| Rain | 1 | 8% |
| Snow | 1 | 8% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



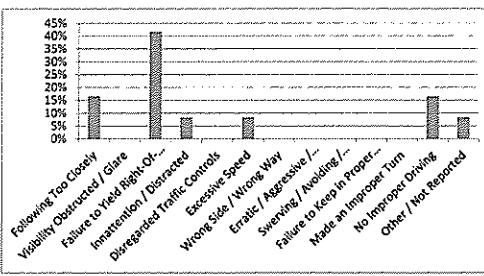
| Road Surface | # | % |
|----------------------|---|-----|
| Dry | 9 | 75% |
| Wet | 2 | 17% |
| Snow / Ice | 0 | 0% |
| Other / Not Reported | 1 | 8% |



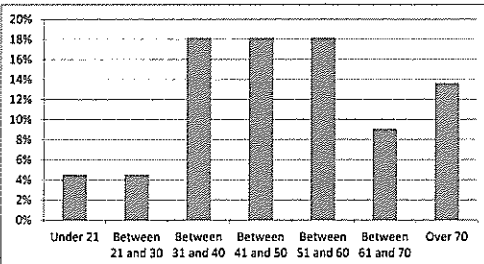
| Crash Severity | # | % |
|----------------------|---|-----|
| Property Damage Only | 8 | 67% |
| Non-Fatal Injury | 3 | 25% |
| Fatal Injury | 0 | 0% |
| Not Reported | 1 | 8% |



| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 2 | 17% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 5 | 42% |
| Inattention / Distracted | 1 | 8% |
| Disregarded Traffic Controls | 0 | 0% |
| Excessive Speed | 1 | 8% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 0 | 0% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 0 | 0% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 2 | 17% |
| Other / Not Reported | 1 | 8% |



| Age | # | % |
|-------------------|---|-----|
| Under 21 | 1 | 5% |
| Between 21 and 30 | 1 | 5% |
| Between 31 and 40 | 4 | 18% |
| Between 41 and 50 | 4 | 18% |
| Between 51 and 60 | 4 | 18% |
| Between 61 and 70 | 2 | 9% |
| Over 70 | 3 | 14% |



Crash Data Summary Tables
Teaticket Highway (Route 28) from Alphonse Street to Sandwich Road - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

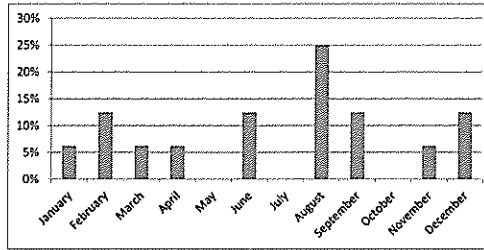
| Collision Diagram | Crash Date | Crash Time | Day of Week | Ambient Light | Weather Condition | Road Surface | Operator's Age | | | | Crash Severity | Manner of Collision | Driver Contributing Codes | Detailed Narrative (from Crash Report) |
|-------------------|------------|------------|-------------|--------------------|-------------------|--------------|----------------|-----|----|----|----------------------|---------------------|---|---|
| | | | | | | | V1 | V2 | V3 | V4 | | | | |
| 135 | 4/29/2013 | 4:36 PM | Monday | Daylight | Clear | Dry | 47 | | | | Non-fatal Injury | Single Vehicle | Erratic / Aggressive / Reckless Driving | MV1: travelling SB on Route 28. MV1 lost control and struck the curb stone on the right side of the roadway just north of Alphonse St. |
| 136 | 8/25/2013 | 10:20 PM | Sunday | Dark - Lighted | Clear | Dry | 18 | 52 | | | Property Damage Only | Sideswipe | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV1 attempted to pass MV2 on the right and was struck by MV2 when MV2 made a right-turn into the street behind 7-Eleven. |
| 137 | 9/26/2013 | 7:15 PM | Thursday | Dark - Not Lighted | Clear | Dry | 85 | 50 | | | Property Damage Only | Angled | Failure to Yield Right-of-Way | MV1: making a left-turn from Sandwich Rd onto Route 28; MV2: making a left-turn from Route 28 onto Sandwich Rd. MV1 and MV2 collided while making the turns. |
| 138 | 12/24/2013 | 3:50 PM | Tuesday | Daylight | Clear | Dry | 20 | 25 | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1 and MV2: travelling NB on Route 28. MV2 stopped at the intersection of Route 28 / Sandwich Rd and was rear-ended by MV1. |
| 139 | 1/29/2014 | 7:21 PM | Wednesday | Dark - Lighted | Clear | Ice | 18 | 35 | | | Property Damage Only | Rear-end | Followed Too Closely | MV1: stopped the STOP-sign on Sandwich Rd to turn onto Route 28 SB lane; MV2: travelling on Sandwich Rd. MV2 rear-ended MV1. |
| 140 | 2/28/2014 | 2:12 PM | Friday | Daylight | Clear | Dry | 53 | 19 | 46 | | Property Damage Only | Angled | Inattention / Distracted | MV1 and MV3: stopped at the STOP-sign on Sandwich Rd left-turn only lane; MV2: travelling SB on Route 28. MV1 struck MV2 when MV1 inched out onto Route 28. MV1 then backed up and struck MV3. |
| 141 | 3/17/2014 | 2:52 PM | Monday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: stopped the STOP-sign on Sandwich Rd to turn onto Route 28 SB lane; MV2: travelling on Sandwich Rd. MV2 rear-ended MV1. |
| 142 | 8/26/2014 | 10:48 AM | Tuesday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Cyclist | No Improper Driving | MV1 and a cyclist: travelling NB on Route 28 side by side. The cyclist attempted to make a left-turn onto Sandwich Rd and struck MV1 on the passenger side. |
| 143 | 9/28/2014 | 4:22 PM | Sunday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Inattention / Distracted | MV1: stopped the STOP-sign on Sandwich Rd to turn onto Route 28 SB lane; MV2: travelling on Sandwich Rd. MV2 rear-ended MV1. |
| 144 | 11/9/2014 | 1:09 AM | Sunday | Dark - Lighted | Clear | Dry | N/A | N/A | | | Non-fatal Injury | Angled | Erratic / Aggressive / Reckless Driving | MV1: travelling along Sandwich Rd towards Route 28; MV2: travelling SB on Route 28. MV1 drove out the wrong way through the entrance of Sandwich Rd without yielding or stopping onto Route 28. MV2 struck MV1. |
| 145 | 2/18/2015 | 2:09 PM | Wednesday | Daylight | Clear | Dry | 37 | 30 | | | Property Damage Only | Angled | Failure to Keep in Proper Lane | MV1: travelling SB on Route 28; MV2: travelling NB on Route 28. Near Sandwich Rd, MV2 crossed into MV1's travel lane and struck MV1. |
| 146 | 8/1/2015 | 1:21 PM | Saturday | Daylight | Clear | Dry | 49 | 69 | | | Non-fatal Injury | Angled | Failure to Yield Right-of-Way | MV1 traveling SB on Route 28. MV2 turning left onto Route 28 from Sandwich Road. MV1 struck MV2 while MV2 was turning left. |
| 147 | 8/24/2015 | 3:44 PM | Monday | Daylight | Clear | Dry | 28 | 24 | | | Property Damage Only | Rear-end | Disregarded Traffic Controls | MV1: stopped at the STOP-sign on Sandwich Rd to enter Route 28 SB lane; MV2: travelling on Sandwich Rd. MV2 rear-ended MV1. |
| 148 | 6/14/2016 | 7:14 PM | Tuesday | Daylight | Clear | Dry | 58 | 65 | | | Non-fatal Injury | Rear-end | Followed Too Closely | MV1: stopped on Sandwich Rd to turn left onto Route 28 NB lane; MV2: was travelling directly behind MV1. MV2 rear-ended MV1. |
| 149 | 6/26/2016 | 11:44 AM | Sunday | Daylight | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | No Improper Driving | MV1 and MV2 traveling NB on Route 28. MV1 stopped to turn left onto Sandwich Rd. MV2 attempted to pass MV1 and struck MV1's bumper. |
| 150 | 12/14/2016 | 5:07 PM | Wednesday | Dark - Lighted | Clear | Dry | N/A | N/A | | | Property Damage Only | Rear-end | Followed Too Closely | MV1 and MV2 traveling NB on Route 28. MV2 stopped in traffic behind a vehicle that was waiting to turn onto Sandwich Rd. MV1 rear-ended MV2. |

Crash Data Summary Tables
Teaticket Highway (Route 28) from Alphonse Street to Sandwich Road - Falmouth, Massachusetts
01/01/2013 - 12/31/2016

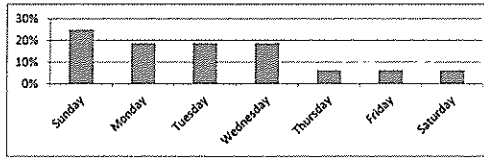
Route 28 from Alphonse Street to Sandwich Road

16

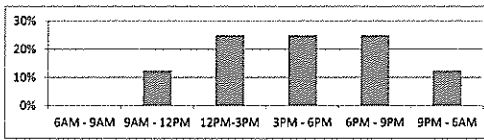
| Month | # | % |
|-----------|---|-----|
| January | 1 | 6% |
| February | 2 | 13% |
| March | 1 | 6% |
| April | 1 | 6% |
| May | 0 | 0% |
| June | 2 | 13% |
| July | 0 | 0% |
| August | 4 | 25% |
| September | 2 | 13% |
| October | 0 | 0% |
| November | 1 | 6% |
| December | 2 | 13% |



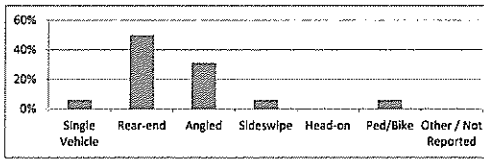
| Day of Week | # | % |
|-------------|---|-----|
| Sunday | 4 | 25% |
| Monday | 3 | 19% |
| Tuesday | 3 | 19% |
| Wednesday | 3 | 19% |
| Thursday | 1 | 6% |
| Friday | 1 | 6% |
| Saturday | 1 | 6% |



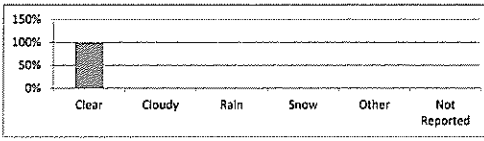
| Time of Day | # | % |
|-------------|---|-----|
| 6AM - 9AM | 0 | 0% |
| 9AM - 12PM | 2 | 13% |
| 12PM-3PM | 4 | 25% |
| 3PM - 6PM | 4 | 25% |
| 6PM - 9PM | 4 | 25% |
| 9PM - 6AM | 2 | 13% |



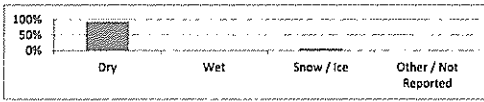
| Manner of Collision | # | % |
|----------------------|---|-----|
| Single Vehicle | 1 | 6% |
| Rear-end | 8 | 50% |
| Angled | 5 | 31% |
| Sideswipe | 1 | 6% |
| Head-on | 0 | 0% |
| Ped/Bike | 1 | 6% |
| Other / Not Reported | 0 | 0% |



| Weather Conditions | # | % |
|--------------------|----|------|
| Clear | 16 | 100% |
| Cloudy | 0 | 0% |
| Rain | 0 | 0% |
| Snow | 0 | 0% |
| Other | 0 | 0% |
| Not Reported | 0 | 0% |



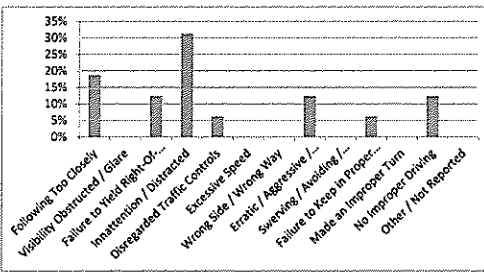
| Road Surface | # | % |
|----------------------|----|-----|
| Dry | 15 | 94% |
| Wet | 0 | 0% |
| Snow / Ice | 1 | 6% |
| Other / Not Reported | 0 | 0% |



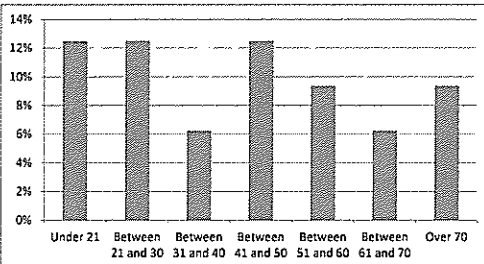
| Crash Severity | # | % |
|----------------------|----|-----|
| Property Damage Only | 12 | 75% |
| Non-Fatal Injury | 4 | 25% |
| Fatal Injury | 0 | 0% |
| Not Reported | 0 | 0% |



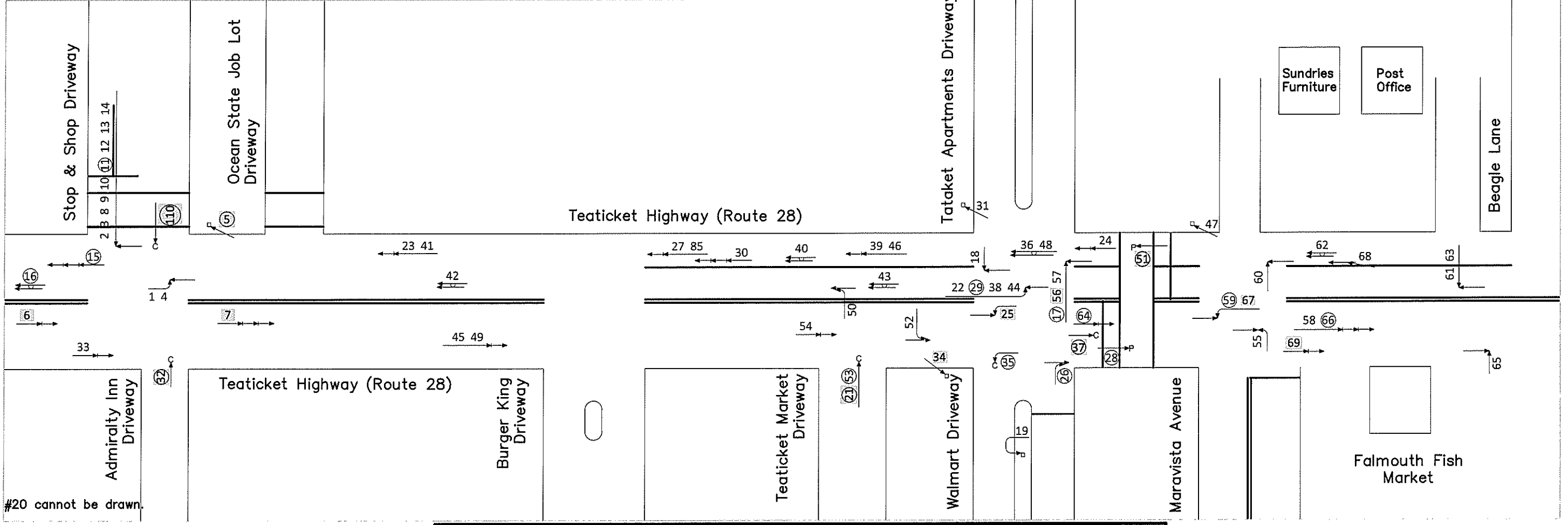
| Main Contributing Factor from Narrative | # | % |
|---|---|-----|
| Following Too Closely | 3 | 19% |
| Visibility Obstructed / Glare | 0 | 0% |
| Failure to Yield Right-Of-Way | 2 | 13% |
| Inattention / Distracted | 5 | 31% |
| Disregarded Traffic Controls | 1 | 6% |
| Excessive Speed | 0 | 0% |
| Wrong Side / Wrong Way | 0 | 0% |
| Erratic / Aggressive / Reckless Driving | 2 | 13% |
| Swerving / Avoiding / Over-Steering / Over-Correcting | 0 | 0% |
| Failure to Keep in Proper Lane | 1 | 6% |
| Made an Improper Turn | 0 | 0% |
| No Improper Driving | 2 | 13% |
| Other / Not Reported | 0 | 0% |



| Age | # | % |
|-------------------|---|-----|
| Under 21 | 4 | 13% |
| Between 21 and 30 | 4 | 13% |
| Between 31 and 40 | 2 | 6% |
| Between 41 and 50 | 4 | 13% |
| Between 51 and 60 | 3 | 9% |
| Between 61 and 70 | 2 | 6% |
| Over 70 | 3 | 9% |



LOCATION: Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road
 CITY/STATE: Falmouth, Massachusetts
 TIME PERIOD: 2013 - 2016
 PREPARED BY: TEC, Inc. / Eindra (Elena) Aung, E.I.T.
 SOURCE: MassDOT / Town of Falmouth Police Department



CONTINUE ON FIGURE RSA-2

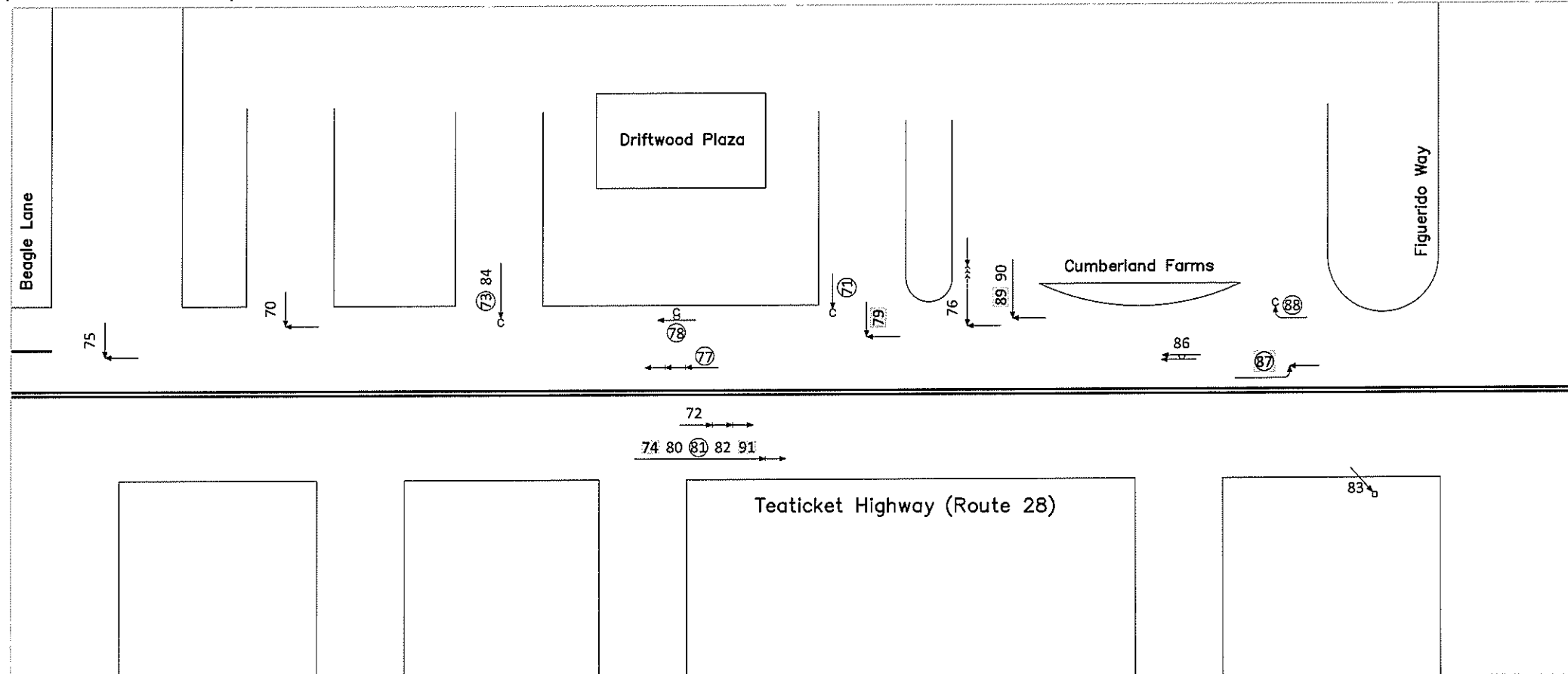
| LEGEND | | | | | SHOW FOR COLLISION | | | |
|-------------------------------|----------------------|-----------|------------------------|-----------|--------------------|---|-------------|-----------|
| → | VEHICLE PATH | ↔ | HEAD-ON COLLISION | □ | FIXED OBJECT | 1. Approximate location of collision, 2. Direction of collision, 3. Type of collision and vehicles involved, 4. Time, Day, Date 5. Any other pertinent factors mentioned on the report. NOTE: Shaded number indicates crash occurred under "nighttime" conditions. | | |
| ↔↔ | BACKING VEHICLE | ↘ | ANGLED COLLISION | ⊠ | MOVEABLE OBJECT | | | |
| ⇄ | SIDESWIPE COLLISION | ↖ | FIXED OBJECT COLLISION | ⊞ | PARKED VEHICLE | | | |
| →P | PEDESTRIAN COLLISION | ↯ | OVERTURNED VEHICLE | ○ | PERSONAL INJURY | | | |
| →C | CYCLIST COLLISION | ↯ | OUT-OF-CONTROL VEHICLE | ○ | FATALITY | | | |
| →→ | REAR-END COLLISION | ↯ | | A | ANIMAL | | | |
| SUMMARY OF CRASHES ON DIAGRAM | | | | | | | | |
| | REAR-END | SIDESWIPE | HEAD-ON | ANGLED | SINGLE VEH | PED/BIKE | OTHER / UNK | TOTAL |
| PROPERTY DAMAGE ONLY | 16 | 6 | 1 | 26 | 4 | 0 | 0 | 53 |
| NON-FATAL INJURY | 3 | 1 | 0 | 5 | 1 | 8 | 0 | 18 |
| FATAL INJURY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 19 | 7 | 1 | 31 | 5 | 8 | 0 | 71 |

Figure RSA-1
Collision Diagram
2013-2016 Collision Data

North
Not to Scale

LOCATION: Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road
CITY/STATE: Falmouth, Massachusetts
TIME PERIOD: 2013 - 2016
PREPARED BY: TEC, Inc. / Eindra (Elena) Aung, E.I.T.
SOURCE: MassDOT / Town of Falmouth Police Department

CONTINUE ON FIGURE RSA-1



CONTINUE ON FIGURE RSA-3

| LEGEND | | | | | SHOW FOR COLLISION | | | |
|-------------------------------|----------------------|-----------|------------------------|----------|--------------------|---|-------------|-----------|
| → | VEHICLE PATH | ↔ | HEAD-ON COLLISION | □ | FIXED OBJECT | 1. Approximate location of collision, 2. Direction of collision, 3. Type of collision and vehicles involved, 4. Time, Day, Date 5. Any other pertinent factors mentioned on the report. NOTE: Shaded number indicates crash occurred under "nighttime" conditions. | | |
| ↔↔ | BACKING VEHICLE | ↘ | ANGLED COLLISION | ■ | MOVEABLE OBJECT | | | |
| ↔↔↔ | SIDESWIPE COLLISION | →□ | FIXED OBJECT COLLISION | ▣ | PARKED VEHICLE | | | |
| →P | PEDESTRIAN COLLISION | →○ | OVERTURNED VEHICLE | ○ | PERSONAL INJURY | | | |
| →C | CYCLIST COLLISION | →○ | OUT-OF-CONTROL VEHICLE | ○ | FATALITY | | | |
| →→ | REAR-END COLLISION | →A | ANIMAL | | | | | |
| SUMMARY OF CRASHES ON DIAGRAM | | | | | | | | |
| | REAR-END | SIDESWIPE | HEAD-ON | ANGLED | SINGLE VEH | PED/BIKE | OTHER / UNK | TOTAL |
| PROPERTY DAMAGE ONLY | 5 | 1 | 0 | 6 | 1 | 1 | 0 | 14 |
| NON-FATAL INJURY | 2 | 0 | 0 | 1 | 0 | 4 | 0 | 7 |
| FATAL INJURY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 7 | 1 | 0 | 7 | 1 | 5 | 0 | 21 |

Figure RSA-2

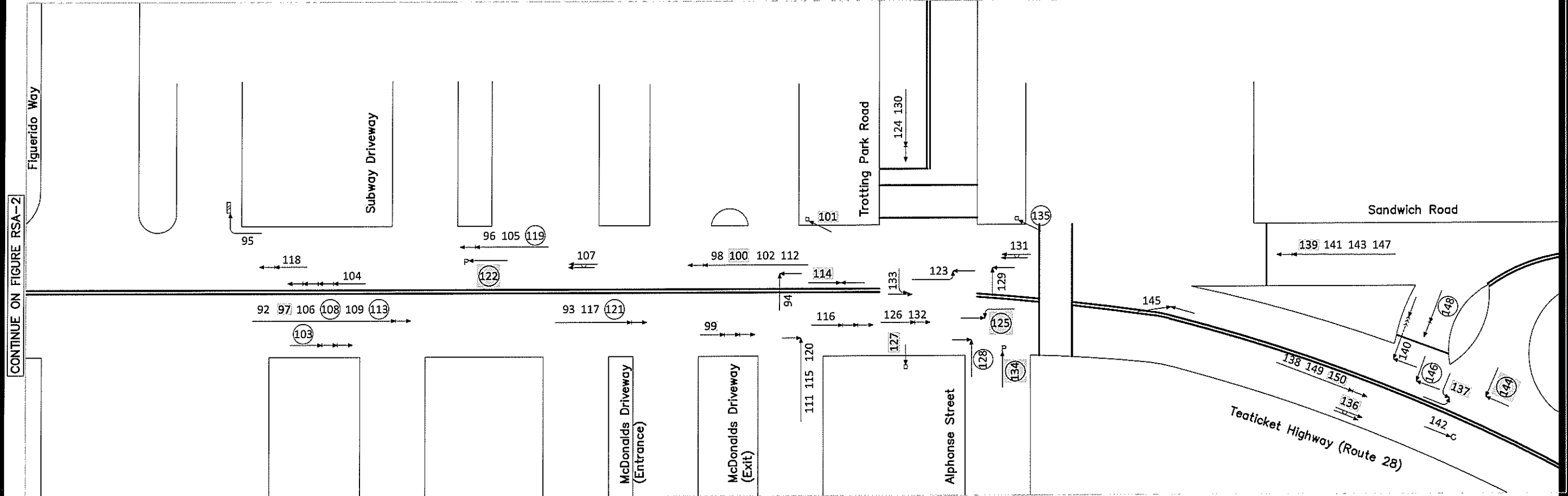
Collision Diagram
2013-2016 Collision Data



TEC, Inc.
65 Glenn Street | 169 Ocean Blvd, Unit 101
Lawrence, MA 01843 | Hampton, NH 03842
(978) 794.1792 | (603) 601.8154
www.TheEngineeringCorp.com

North
Not to Scale

LOCATION: Teaticket Highway (Route 28) from Stop & Shop Driveway to Sandwich Road
CITY/STATE: Falmouth, Massachusetts
TIME PERIOD: 2013 - 2016
PREPARED BY: TEC, Inc. / Eindra (Elena) Aung, E.I.T.
SOURCE: MassDOT / Town of Falmouth Police Department



| LEGEND | | | | | SHOW FOR COLLISION | | | |
|-------------------------------|----------------------|-----------|------------------------|-----------|--------------------|---|-------------|-----------|
| → | VEHICLE PATH | ↔ | HEAD-ON COLLISION | □ | FIXED OBJECT | 1. Approximate location of collision, 2. Direction of collision, 3. Type of collision and vehicles involved, 4. Time, Day, Date 5. Any other pertinent factors mentioned on the report. NOTE: Shaded number indicates crash occurred under "nighttime" conditions. | | |
| ↔↔ | BACKING VEHICLE | ↘↗ | ANGLED COLLISION | ■ | MOVEABLE OBJECT | | | |
| ↔↔↔ | SIDESWIPE COLLISION | □ | FIXED OBJECT COLLISION | ▣ | PARKED VEHICLE | | | |
| →P | PEDESTRIAN COLLISION | ↘ | OVERTURNED VEHICLE | ○ | PERSONAL INJURY | | | |
| →C | CYCLIST COLLISION | ↘ | OUT-OF-CONTROL VEHICLE | ○ | FATALITY | | | |
| →→ | REAR-END COLLISION | | | A | ANIMAL | | | |
| SUMMARY OF CRASHES ON DIAGRAM | | | | | | | | |
| | REAR-END | SIDESWIPE | HEAD-ON | ANGLED | SINGLE VEH | PED/BIKE | OTHER / UNK | TOTAL |
| PROPERTY DAMAGE ONLY | 27 | 3 | 1 | 11 | 2 | 1 | 0 | 45 |
| NON-FATAL INJURY | 6 | 0 | 0 | 4 | 1 | 2 | 0 | 13 |
| FATAL INJURY | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 33 | 3 | 1 | 15 | 3 | 3 | 0 | 58 |

Figure RSA-3
Collision Diagram
2013-2016 Collision Data

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Falmouth COUNT DATE : Aug-14

DISTRICT : 5

~ SEGMENT DATA ~

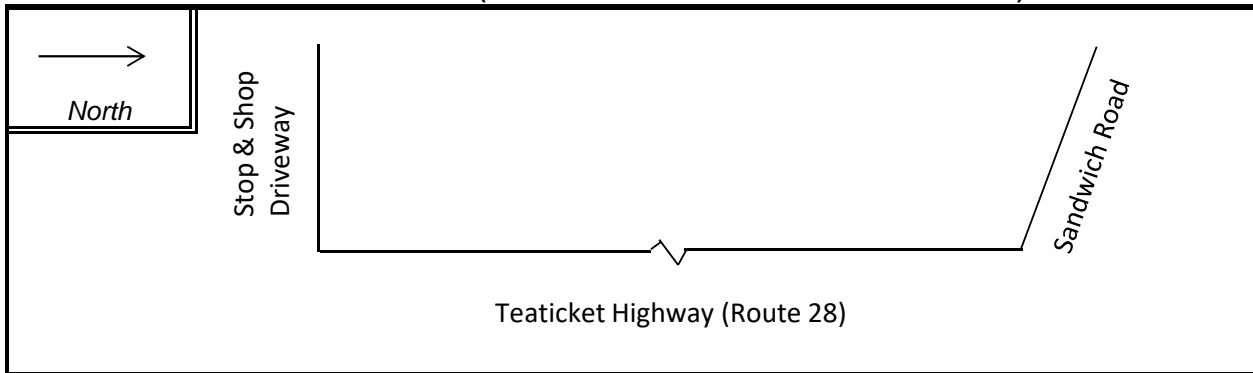
ROADWAY NAME: Teaticket Highway (Route 28)

START POINT: Stop & Shop Driveway

END POINT: Sandwich Road

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban Principal Arterial Roadway

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L): **0.5**

AVERAGE DAILY TRAFFIC VOLUME (V): **18,415**

TOTAL # OF CRASHES: **150**

OF YEARS : **4**

AVERAGE # OF CRASHES PER YEAR (A): **37.50**

CRASH RATE CALCULATION : **11.16**

$$\text{RATE} = \frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : ADT volume collected by Cape Cod Commission along Route 28 east of Maravista Ext

Project Title & Date: T0715 - Main Street and Route 28 Reconstruction - RSA 11/10/2017

Appendix E. Road Safety Audit References

Road Safety Audit References

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www.mhd.state.ma.us/safetytoolbox.

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