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# Wellfleet: Route 6 Safety Study

December 2012





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## Introduction

Route 6 in Wellfleet is the principal north-south thoroughfare between the town of Truro (and Provincetown) to the north and the Town of Eastham, the remainder of Cape Cod, and off-Cape destinations to the south. Due to the narrowing geography of Cape Cod, Route 6 serves as the sole north-south roadway in the area of Wellfleet just to the south of LeCount Hollow Rd.

According to the Cape Cod Regional Transportation Plan (RTP), the 8.56 mile stretch of Route 6 in Wellfleet serves about 17,000 vehicles on an average day, increasing to almost 22,000 vehicles a day during the summer. Wellfleet's Route 6 crash rate of 0.68 (crashes per million vehicle miles traveled) calculated in the RTP is somewhat lower than the county average of 0.89; however the Fatal Crash Rate for Route 6 in Wellfleet ranks first at 1.31 (fatal crashes per 100 million vehicle miles traveled) – well above the county average of 0.53.

### BACKGROUND – STUDY OBJECTIVES

To improve safety and traffic flow for all users, public officials in Wellfleet solicited the assistance of the Cape Cod Commission (CCC) transportation staff in the autumn of 2011 in an examination of selected Route 6 locations. The CCC staff performed manual turning movement counts in October and December of 2011 to provide a preliminary assessment in advance of the first meeting of the task force (membership described in a following section of this report). Objectives of this effort relative to study are locations include:

- Identify safety problems
- Identify traffic flow problems
- Evaluate alternatives to improve safety and traffic flow
- Build consensus within the task force to identify preferred alternative for each location

## STUDY AREA LOCATIONS

The task force identified three intersections of interest (shown on the following figure):

- Route 6 at Main Street
- Route 6 at LeCount Hollow Road
- Route 6 at Cove Road



FIGURE 1 - ROUTE 6 INTERSECTIONS' STUDY AREA

In addition, the merge area near the Eastham town line (south of the area shown on the above figure) is also included in this effort. The Route 6 merge area is a transition from the four-lane cross section in Eastham to the two-lane cross section in Wellfleet.



## TASK FORCE PARTICIPATION

Guidance on problem identification and developing mitigation strategies has been provided by a task force made of representatives from the following agencies/organizations:

- Wellfleet Police Dept.
- Wellfleet Fire Dept.
- Wellfleet Public Works Dept.
- Massachusetts Department of Transportation/Highway Division, District 5
- State Representative Sarah Peake's office
- Cape Cod Commission (CCC) staff

Meetings have been held at the Wellfleet Fire Station:

- March 16, 2012
- September 12, 2012

At these meetings, CCC staff provided data and analyses to assist the task force in their discussions focused on safety and traffic flow problems at the study area locations (details presented in the following sections of this report).

## Analyses of Route 6 Locations

Each of the following four sections of this report includes background information, analyses, and potential recommendations for a particular Route 6 location.

### MAIN STREET

Wellfleet's Main Street intersects with Route 6 from the west forming a four-way signalized intersection (the eastern approach to the intersection serves a commercial property). An aerial view of the intersection is shown in the figure below.

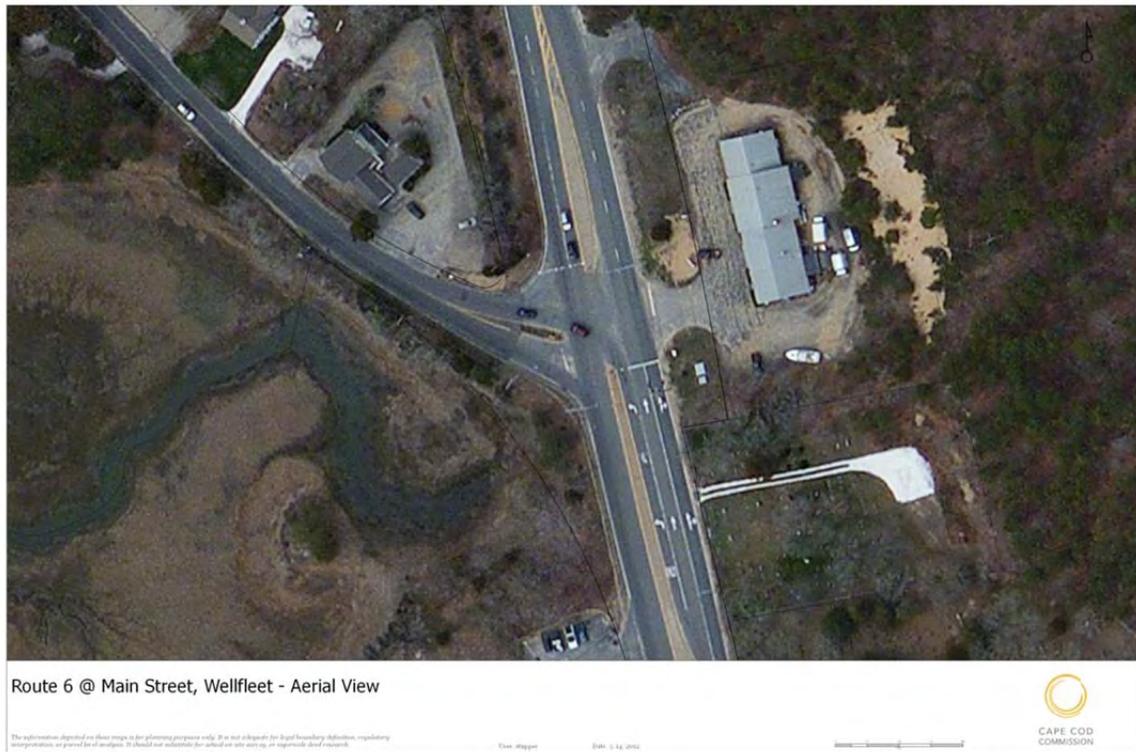


FIGURE 2 - ROUTE 6 AT MAIN STREET

The following sections describe the intersection's safety & traffic flow issues and potential solutions.



## CRASH HISTORY

The crash history of the intersection is graphically presented in the following figure. The index numbers refer to a guide in the appendix for detailed descriptions of each crash.

The diagram below indicates that there were four injury crashes out of the nine recorded from the years 2009-2011. The most prevalent crash type, rear end, included three occurrences from the Main Street approach (with right turning vehicles) and two crashes of northbound Route 6 vehicles. Two of the injury crashes occurred between southbound Route 6 vehicles turning left into the commercial property colliding with northbound Route 6 vehicles.

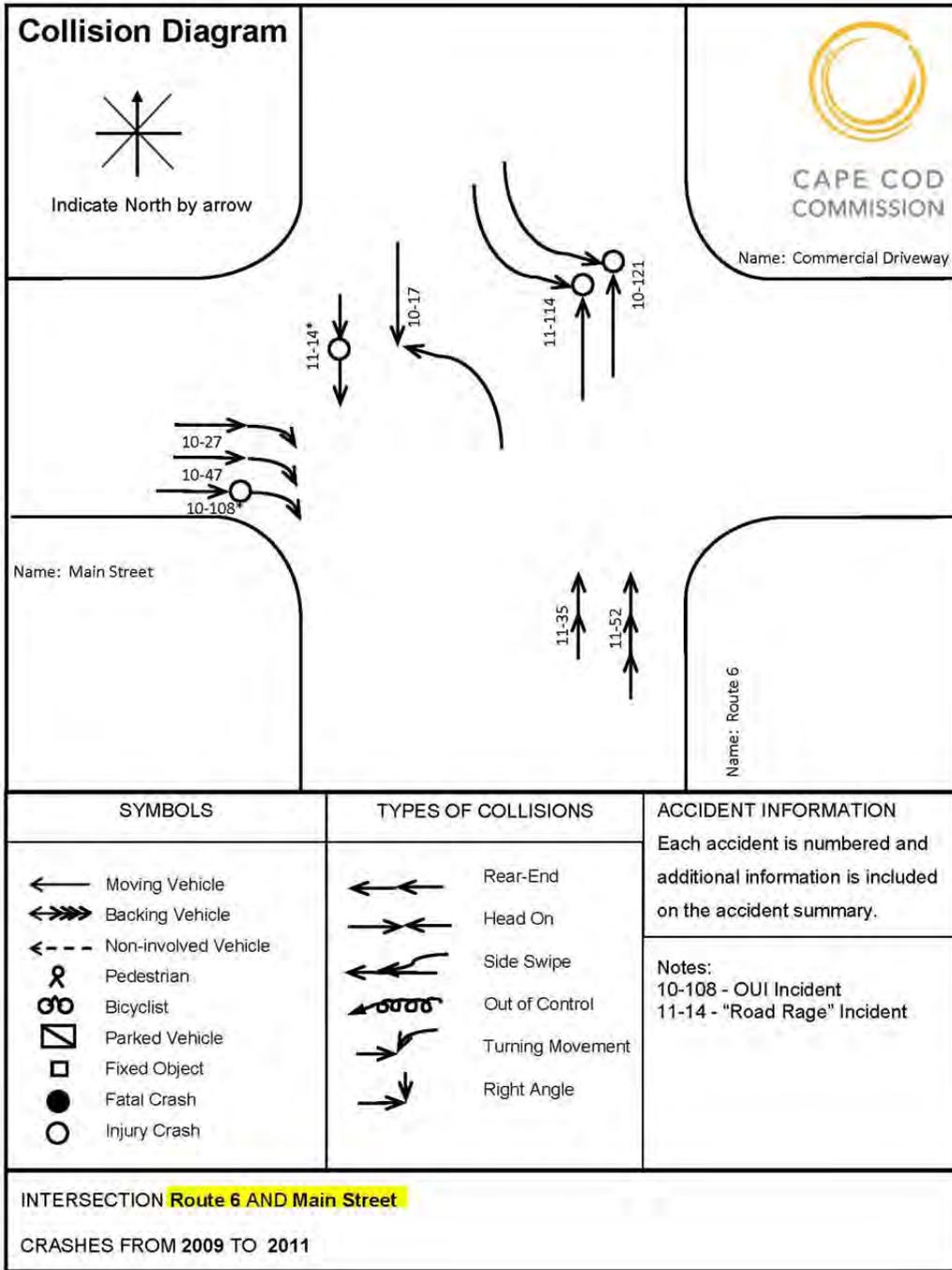
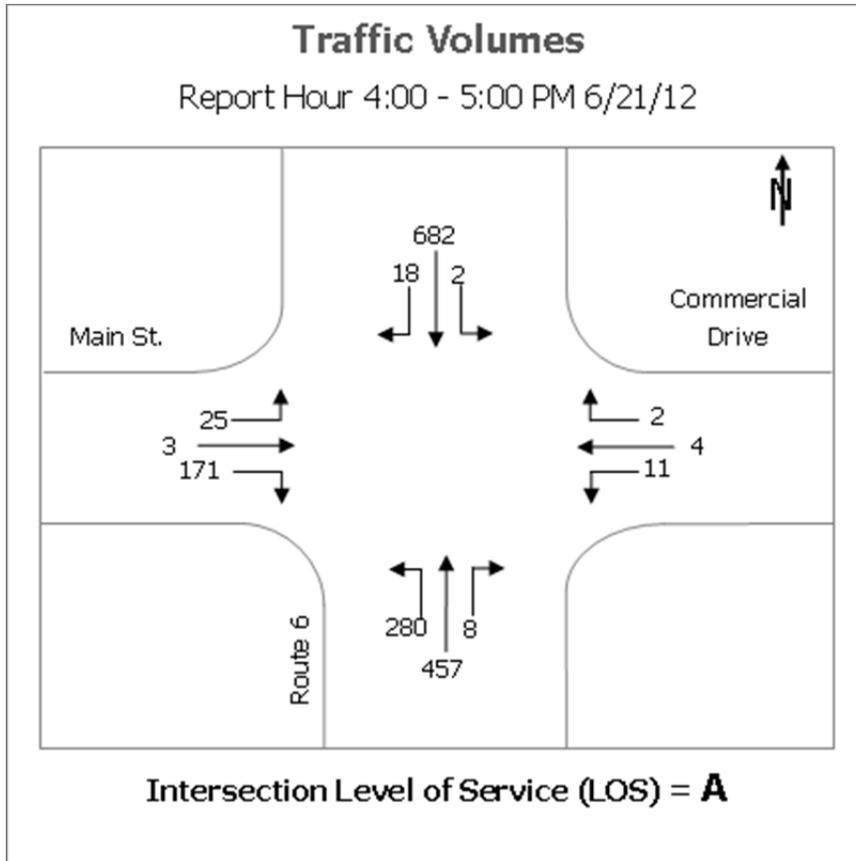


FIGURE 3 - ROUTE 6 AND MAIN STREET CRASH DIAGRAM



### TRAFFIC VOLUMES & LEVEL OF SERVICE

Turning movement counts collected by Cape Cod Commission staff in June of 2012 are presented in the following figure. An analysis of operations using the methodology recommended by the *Highway Capacity Manual* shows that the intersection operates as Level of Service A (very little delay).





## PROBLEM IDENTIFICATION

Based on observations by Cape Cod Commission staff and from discussions with the task force there appears to be some issues related to safety and traffic flow:

- Motorists traveling southbound on Route 6 wishing to turn left into the commercial area to the east have difficulty identifying safe gaps in northbound Route 6 traffic. This occurs primarily because stopped northbound left-turning vehicles obscure the ability of southbound left-turning motorists to see northbound through vehicles.
- Sign clutter, especially in the median, can obscure sight distances and cause driver distraction.
- On occasions vehicles are not detected by the signal from the Main Street approach right lane.
- Lack of bicycle and pedestrian accommodations.

## POTENTIAL IMPROVEMENTS

Based on a review of safety and traffic flow deficiencies, the following ideas have been provided to the task force for consideration:

- Apply vegetative management (see top right photo) and access management practices. Reduce visual clutter approaching the intersection. Complete signal head LED retrofit of the intersection
- Consider moving Rt. 6 NB left turn lane stop bar back to improve sightlines for Rt. 6 SB left turning vehicles
- Consider Rt. 6 SB left turn restrictions or a left turn arrow
- Evaluate bicycle and pedestrian accommodations relative to such demands (see photos on below)
- Consider complete reconstruction of the intersection to accommodate safe turning movements and bicycle and pedestrian needs



## LECOUNT HOLLOW ROAD

LeCount Hollow Road provides access to an adjacent commercial area just to the northeast of a curve in Route 6, as well as to residential areas, Atlantic beaches, and the Cape Cod Rail Trail. An aerial view of the intersection is shown in the figure below.

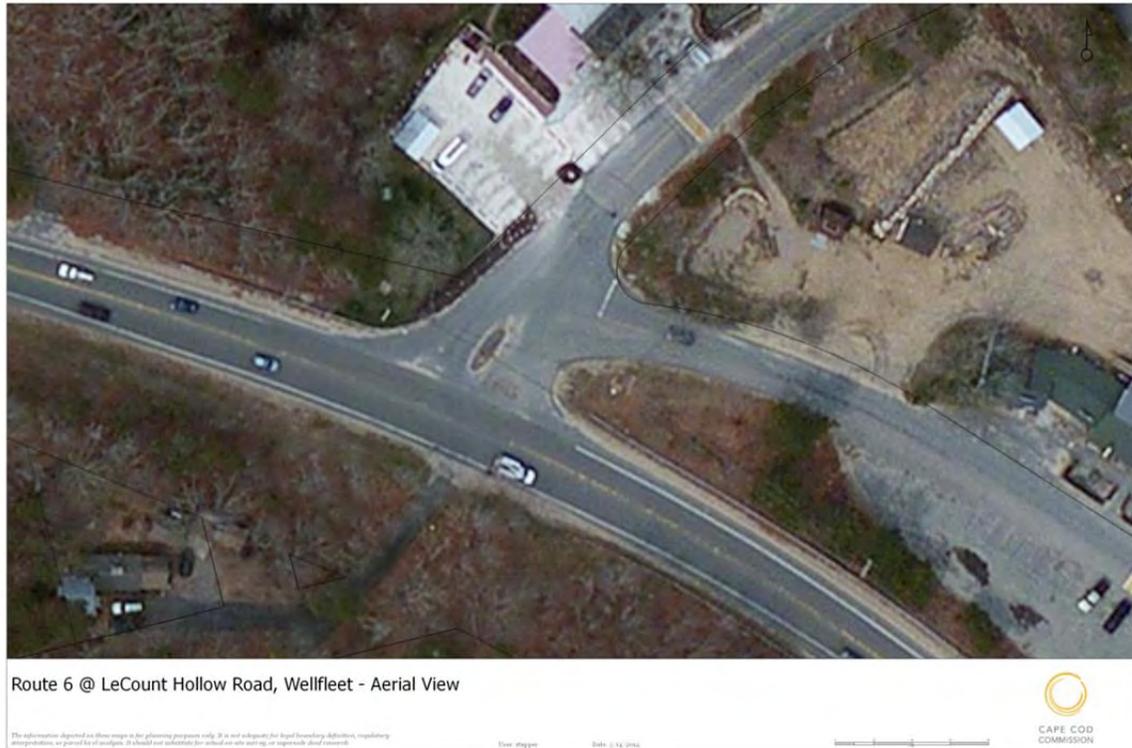


FIGURE 4 - ROUTE 6 AT LECOUNT HOLLOW ROAD

## CRASH HISTORY

The crash history of the intersection is graphically presented in the following figure. The index numbers refer to a guide in the appendix for detailed descriptions of each crash. There was one unmapped crash (injury) which is detailed in the appendix as well.

There were four (property damage only) crashes recorded at the intersection for the years 2009-2011. All four related to vehicles turning into or out of LeCount Hollow Road with vehicles traveling northbound to the south on the southern approach of Route 6.

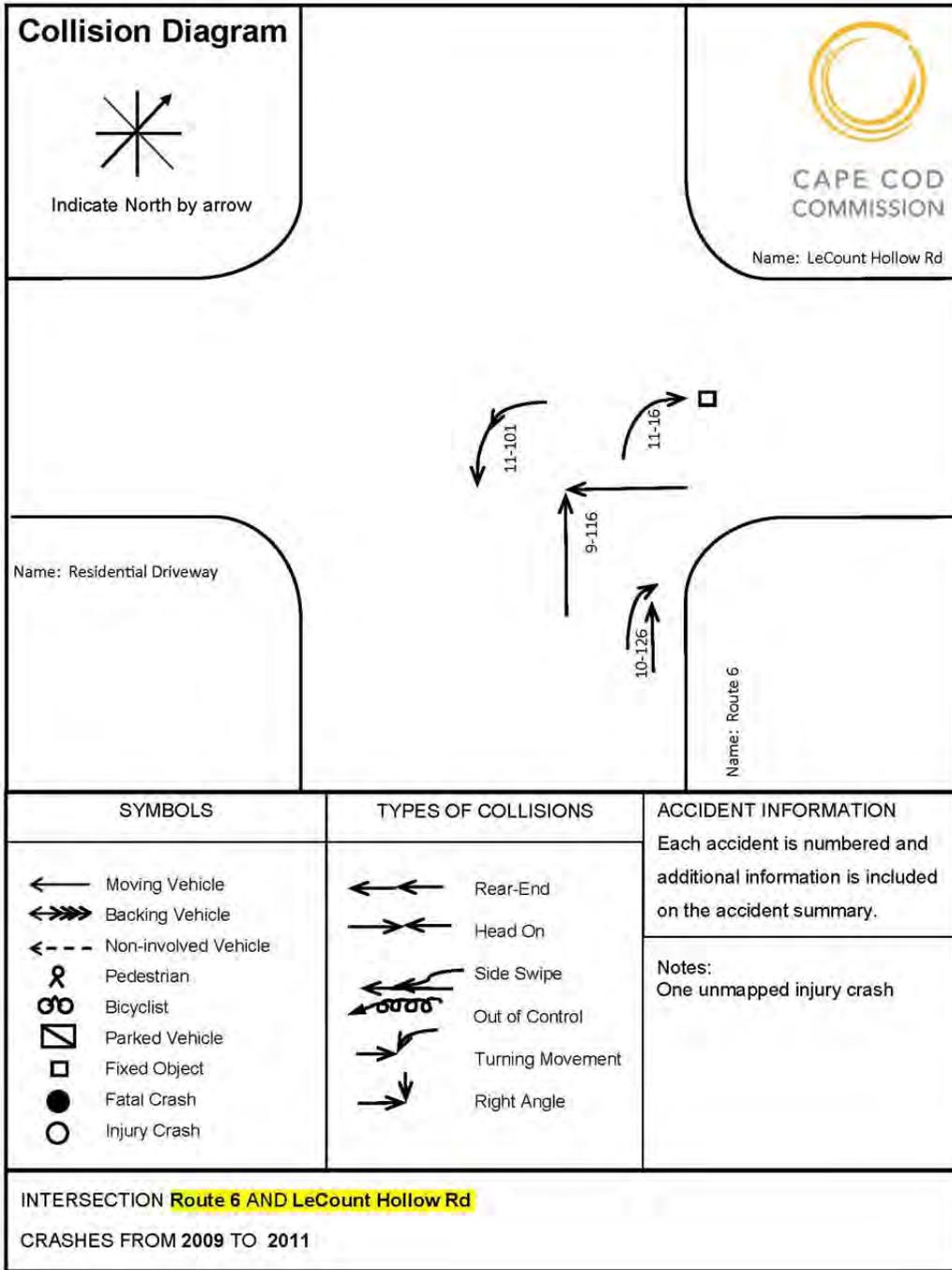


FIGURE 5 – ROUTE 6 AND LECOUNT HOLLOW ROAD CRASH DIAGRAM



## TRAFFIC VOLUMES & LEVEL OF SERVICE

Turning movement counts collected by Cape Cod Commission staff in June of 2012 are presented in the following figure. An analysis of operations using the methodology recommended by the *Highway Capacity Manual* shows that the intersection operates as Level of Service F (very high delay for vehicles on the LeCount Hollow Road approach).

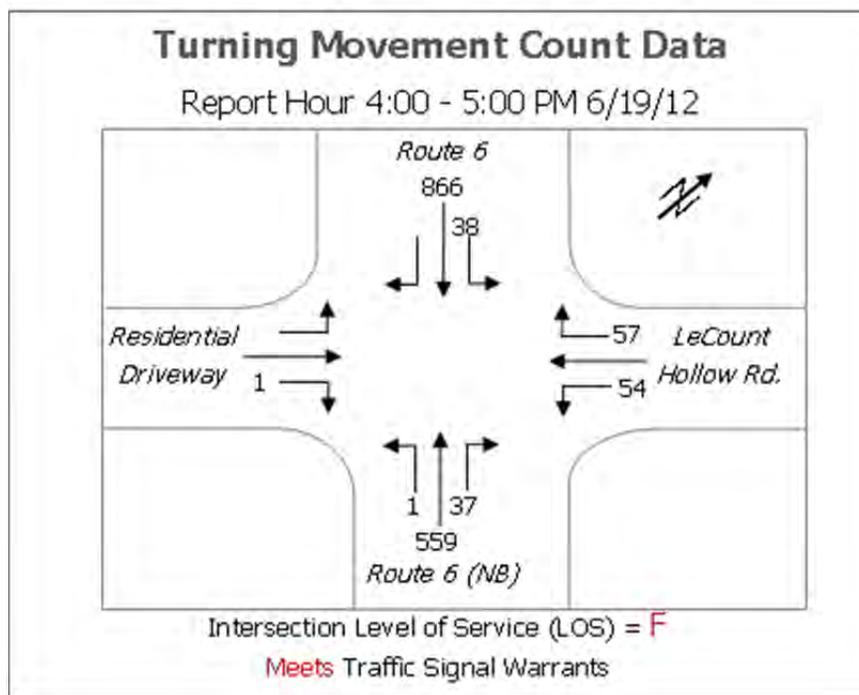


FIGURE 6 - ROUTE 6 AT LECOUNT HOLLOW ROAD TRAFFIC VOLUMES

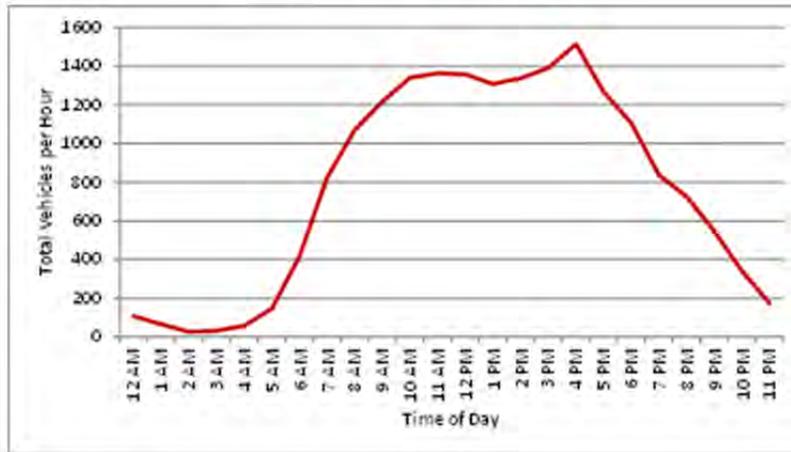
The figures on the following page shows the hourly variation of Route 6 traffic just to the south of the intersection, average travel speeds, and the percentage of heavy vehicles.



## Traffic Volumes - Rt. 6 South of LeCount

48-hr Count from Tues (6/11/12) - Thurs (6/13/12)

**Volume**  
18,500 Daily Trips  
1,500 Peak Hour Trips



### Speed

	NB	SB
Average Speed	35 mph	42 mph
85th Percentile Speed	43 mph	48 mph
% of Vehicles over 45 mph	8%	44%

### Classification

~5% Heavy Vehicles

FIGURE 7 - ROUTE 6 AT LECOUNT HOLLOW ROAD: HOURLY TRAFFIC VARIATION, CLASSIFICATION, & SPEED DATA



## PROBLEM IDENTIFICATION

Based on observations by Cape Cod Commission staff and from discussions with the task force there appears to be several issues related to safety and traffic flow:

- Heavy traffic and high speeds of Route 6 traffic are traveling on a curve in the vicinity of the intersection. This traffic is particularly difficult and dangerous for left-turning vehicles out of LeCount Hollow Road.
- Delivery operations for a local business occur in the operational area of the intersection.
- Access to the adjacent commercial area occurs in the operational area of the intersection.
- A utility pole is in the middle of the LeCount Hollow Road approach
- Sight distances are somewhat affected by vegetation.
- Lack of bicycle and pedestrian accommodations.

## POTENTIAL IMPROVEMENTS

Based on a review of safety and traffic flow deficiencies, the following ideas have been provided to the task force for consideration:

- Discuss removal of the utility poles on the splitter island with the utility company.
- Consider a breakaway Stop Sign on the splitter island to increase visibility to motorists.
- Evaluate alternative parking and delivery options for the PB Bistro (see photo below).
- Consider the installation of a traffic signal or roundabout understanding that the signal warrants are met based on the June 21, 2012 traffic volumes, but such a treatment is not necessitated in the offseason.
- Consider possible relocation of the old Route 6 layout/LeCount Hollow Road intersection to add separation from the Route 6/LeCount Hollow Road intersection.
- Evaluate bicycle and pedestrian accommodations relative to such demands



FIGURE 8 - LIMITED DELIVERY FACILITIES AT PB BISTRO ON LECOUNT HOLLOW ROAD

## COVE ROAD

Cove Road provides access to an adjacent commercial area to the west Route 6, as well as to residential areas. An aerial view of the intersection is shown in the figure below.



FIGURE 9 - ROUTE 6 AT COVE ROAD

## CRASH HISTORY

The crash history of the intersection is graphically presented in the following figure. The index numbers refer to a guide in the appendix for detailed descriptions of each crash. There were two unmapped crashes which are detailed in the appendix as well.

There were six crashes (all property damage only) recorded for the vicinity of the intersection for the years 2009-2011. None of these crashes were recorded directly at the intersection. Three of the crashes included rear-end collisions of northbound Route 6 vehicles. The remaining three correspond to crashes of vehicles accessing the commercial area to the south of Cove Road with through vehicles on Route 6.

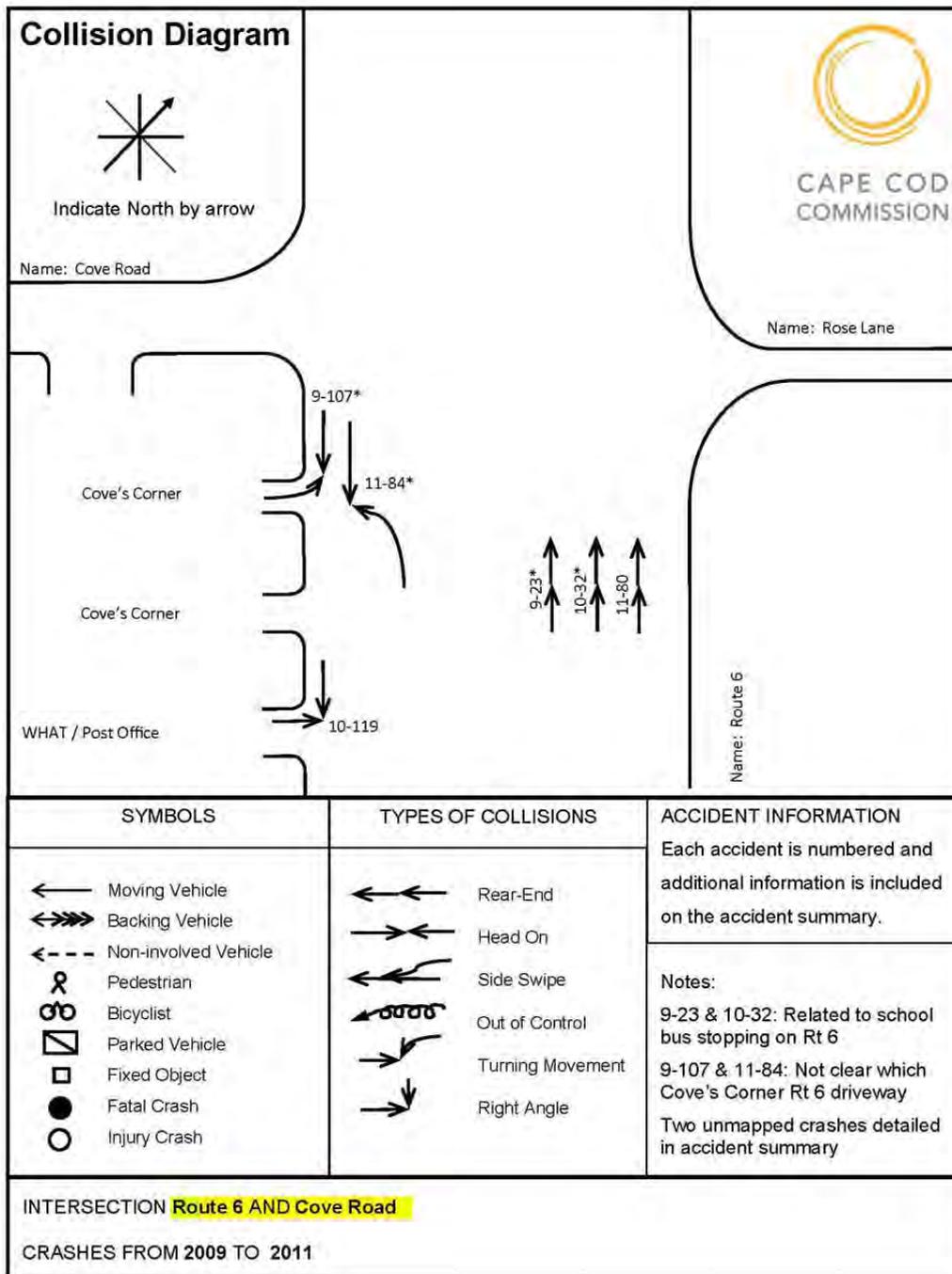


FIGURE 10 - ROUTE 6 AND COVE ROAD CRASH DIAGRAM



The Cape Cod Commission staff collected turning movement data in June 2012 as shown in the figure below. The Cove Road intersection operates at Level of Service F (very high delay for vehicles on the Cove Road approach). Traffic Signal Warrants are only met if adjacent turning movements are included.

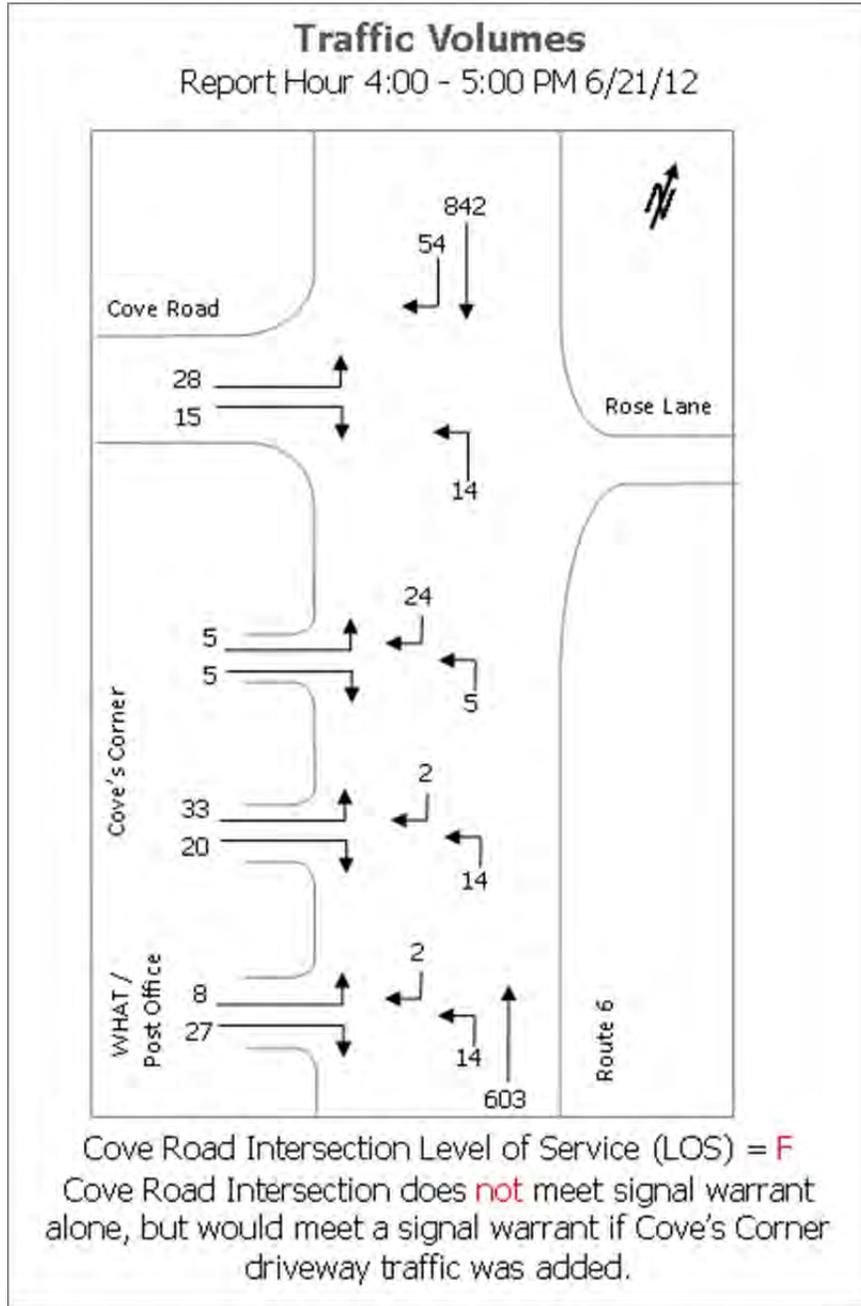


FIGURE 11 - ROUTE 6 AT COVE ROAD TRAFFIC VOLUMES



## PROBLEM IDENTIFICATION

Based on observations by Cape Cod Commission staff and from discussions with the task force there appears to be several issues related to safety and traffic flow:

- Drivers accessing Route 6 from Cove Road or the commercial area face uncertainty of Route 6 northbound vehicles using the left turn lane. It is often unclear which driveway the Route 6 traffic is intending to use.
- The left turn lane on Route 6 is excessively long and may be used by northbound vehicles to pass.
- Lack of bicycle and pedestrian accommodations.

## POTENTIAL IMPROVEMENTS

Based on a review of safety and traffic flow deficiencies, the following ideas have been provided to the task force for consideration:

- Review School Bus stopping location and procedure and consider a “Bus Stop Ahead” sign or other treatments to alert they may need to stop
- Access management to reduce the number of conflict points and avoid driver confusion including the following features shown of the graphic on the next page:
  1. Install a new stop sign at the end of Cove Road (current sign shown below)
  2. Close northern Cove’s Corner / Rt. 6 driveway
  3. Mark turn pocket for Cove Road left turns instead of long turn lane
  4. Restrict left turns from southern Cove’s Corner / Rt. 6 driveway
  5. Align Cove’s Corner / Cove Road driveway with the parking lot flow lines
  6. Mark turn pocket for Cove’s Corner left turns instead of long turn lane (optional)
- If issues persist, consider closing both Cove’s Corner driveways onto Rt. 6 and installing a signal or roundabout at the Cove Road and Rt. 6 intersection
- Evaluate bicycle and pedestrian accommodations relative to such demands



FIGURE 12 - STOP SIGN ON COVE ROAD AT ROUTE 6

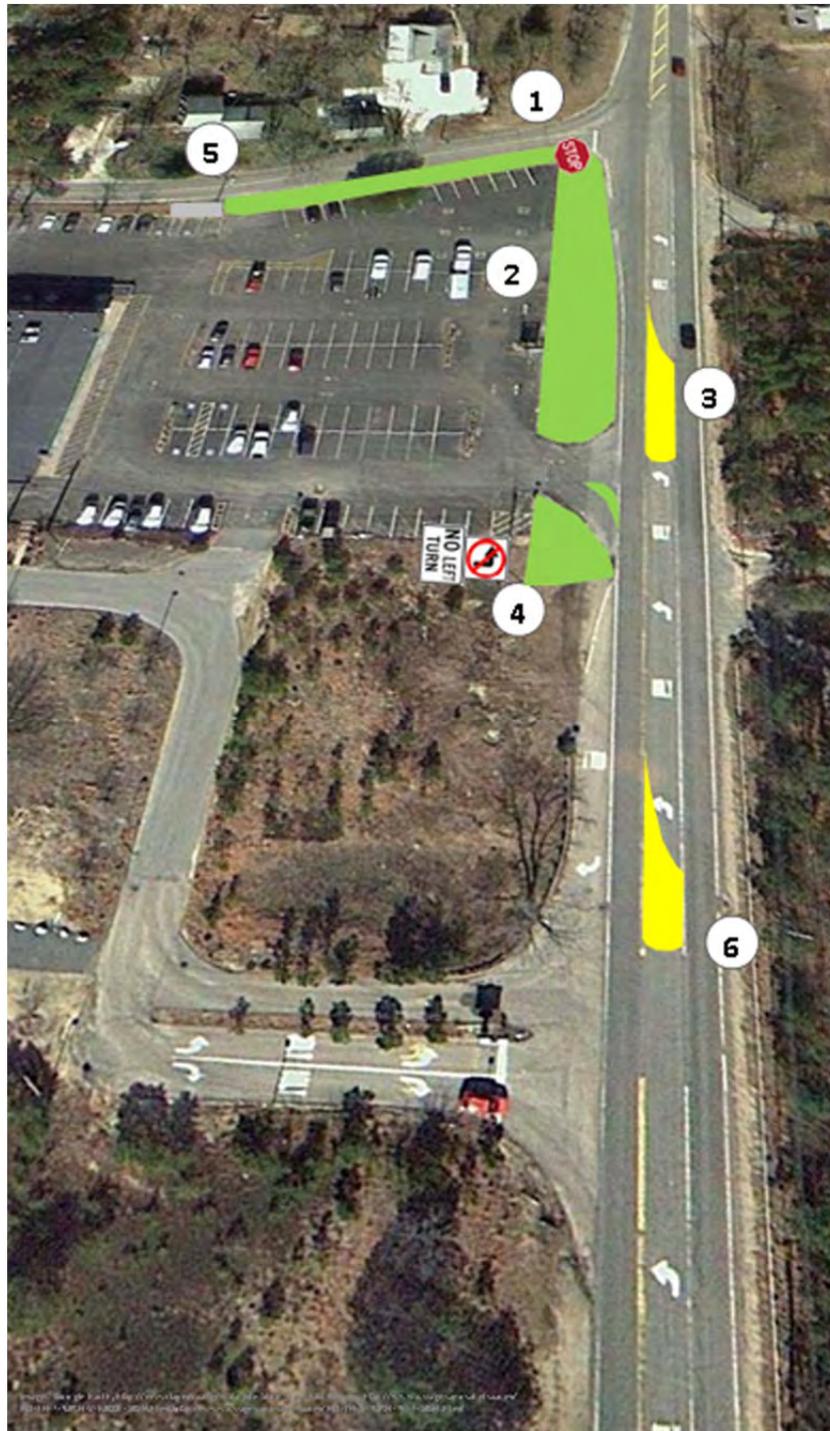


FIGURE 13 - ROUTE 6 AT COVE ROAD - POTENTIAL IMPROVEMENT AREAS



## MERGE NEAR EASTHAM TOWN LINE

The merge of Route 6 from four to two lanes is shown in the figure below as the north-south (center of photo from top to bottom). The driveway serving the Wellfleet Drive-In is shown to the left near the center of the picture.

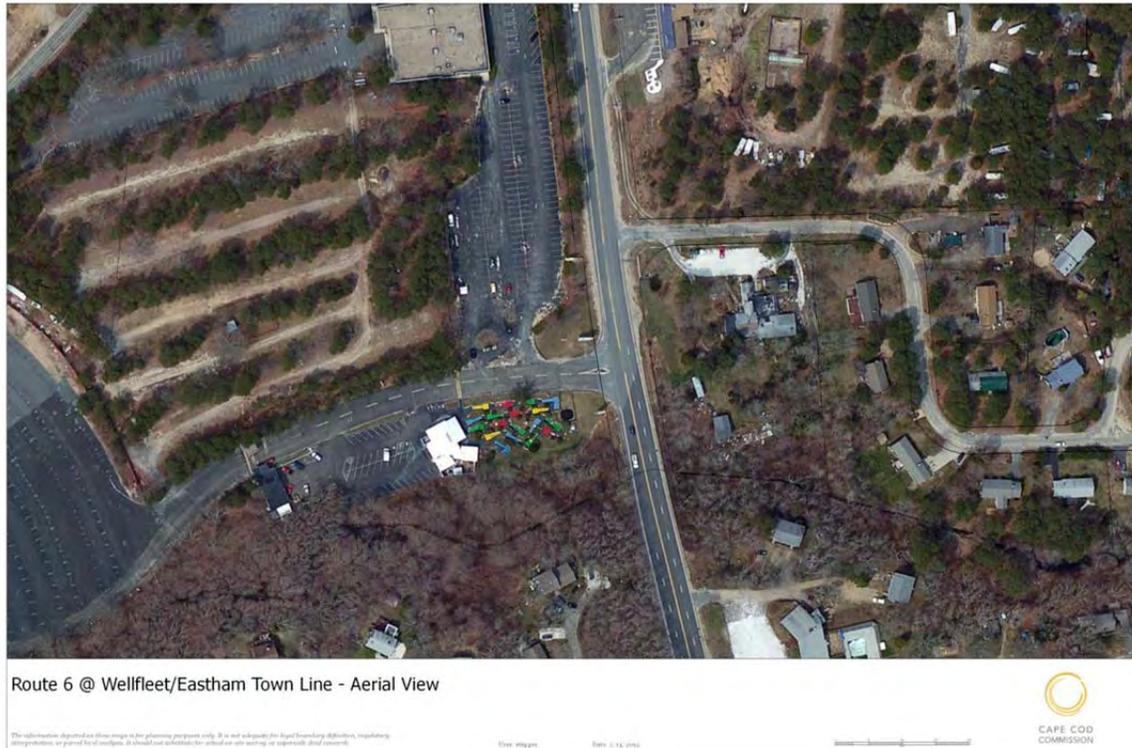


FIGURE 14 - ROUTE 6 AT EASTHAM TOWN LINE

## CRASH HISTORY

The crash history of this location is graphically presented in the following figure. The index numbers refer to a guide in the appendix for detailed descriptions of each crash. There was one unmapped crash which is detailed in the appendix as well.

There were seven crashes recorded for the years 2009-2011. These included one fatality (This should be categorized as an injury crash between a northbound Route 6 vehicle and a vehicle exiting Village Lane. The driver from Village Lane was undergoing cardiac arrest before the crash; the Route 6 driver was injured), one injury crash (a rear-end crash between a northbound Route 6 vehicle and a vehicle turning left into the Wellfleet Drive-In). There were two northbound rear-end crashes and a northbound pedestrian crash (an uninjured police officer).



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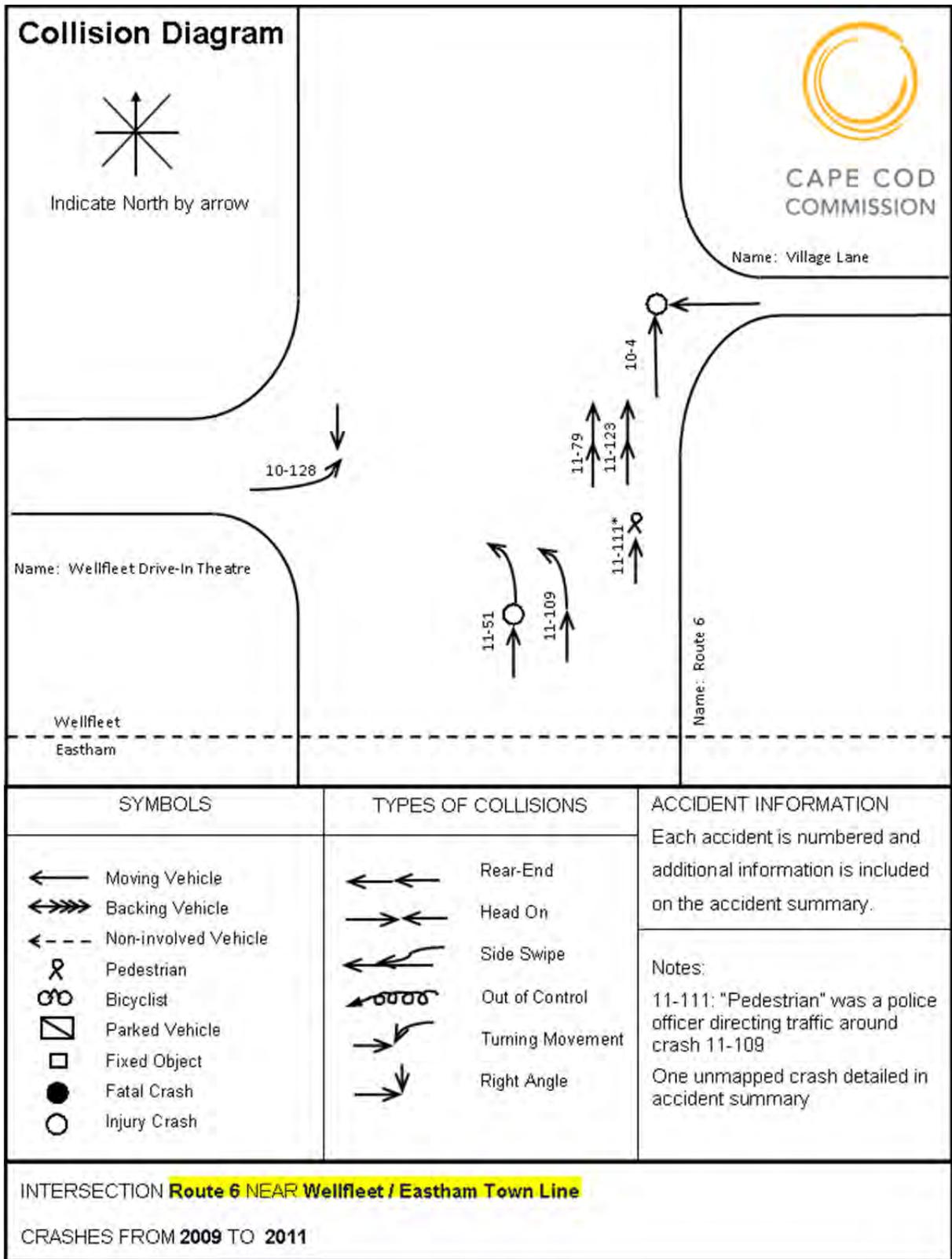


FIGURE 15 - ROUTE 6 NEAR EASTHAM TOWN LINE CRASH DIAGRAM



## PROBLEM IDENTIFICATION

The merge of Route 6 from four to two lanes is complicated by the location of the driveway to the Wellfleet Drive-In. Northbound through vehicles are often jostling for position to avoid being trapped behind slower traffic while at the same time coping with vehicles turning into or out of the drive-in. There are two basic traffic flow issues at this location:

- Separating high-speed through traffic from low-speed turning traffic.
- Providing safe merging opportunity for northbound through traffic.
- Lack of bicycle and pedestrian accommodations.

## POTENTIAL IMPROVEMENTS

Based on a review of safety and traffic flow deficiencies, the following ideas have been provided to the task force for consideration:

- Add/ update signage indicating lane drop
- Add pavement markings to indicate lane drop
- Continue dialogue with the Town of Eastham regarding the possibility of moving the Route 6 northbound merge back into Eastham and dedicating the left lane to vehicles turning left in Wellfleet Drive-In Theatre with additional guidance signage.

# Summary of Recommendations

Subject to further review by town boards and discussions with the task force the following table is a summary of the recommendations for each study area location.

TABLE 1 - SUMMARY OF RECOMMENDATIONS

LeCount Hollow Road	Cove Road
<ul style="list-style-type: none"> <li>◉ Discuss removal of the utility poles on the splitter island with the utility company.</li> <li>◉ Consider a breakaway Stop Sign on the splitter island to increase visibility to motorists.</li> <li>◉ Evaluate alternative parking and delivery options for the PB Bistro.</li> <li>◉ Consider the installation of a traffic signal or roundabout understanding that the signal warrants are met based on the June 21, 2012 traffic volumes, but such a treatment is not necessitated in the offseason.</li> <li>◉ Consider possible realignment of the old Route 6 layout to add separation from the main intersection.</li> <li>◉ Evaluate bicycle and pedestrian accommodations relative to such demands</li> </ul>	<ul style="list-style-type: none"> <li>◉ Review School Bus stopping location and procedure and consider a “Bus Stop Ahead” sign or other treatments to alert they may need to stop.</li> <li>◉ Provide Access Management to reduce the number of conflict points and avoid driver confusion:               <ul style="list-style-type: none"> <li>• Install a new stop sign at the end of Cove Road</li> <li>• Close northern Cove’s Corner / Rt. 6 driveway</li> <li>• Mark turn pocket for Cove Road left turns instead of long turn lane</li> <li>• Restrict left turns from southern Cove’s Corner / Rt. 6 driveway</li> <li>• Align Cove’s Corner / Cove Road driveway with the parking lot flow lines</li> <li>• Mark turn pocket for Cove’s Corner left turns instead of long turn lane (optional)</li> </ul> </li> <li>◉ If issues persist, consider closing both Cove’s Corner driveways onto Rt. 6 and installing a signal or roundabout at the Cove Road and Rt. 6 intersection</li> <li>◉ Evaluate bicycle and pedestrian accommodations relative to such demands</li> </ul>
Main Street	Merge Area Near Eastham Town Line
<ul style="list-style-type: none"> <li>◉ Apply vegetative management and access management practices. Reduce visual clutter approaching the intersection. Complete signal head LED retrofit of the intersection.</li> <li>◉ Consider moving Rt. 6 NB left turn lane stop bar back to improve sightlines for Rt. 6 SB left turning vehicles</li> <li>◉ Consider Rt. 6 SB left turn restrictions or a left turn arrow</li> <li>◉ Evaluate bicycle and pedestrian accommodations relative to such demands</li> <li>◉ Consider complete reconstruction of intersection to accommodate safe turning movements and bicycle and pedestrian needs</li> </ul>	<ul style="list-style-type: none"> <li>◉ Add/ update signage indicating lane drop</li> <li>◉ Add pavement markings to indicate lane drop</li> <li>◉ Consider moving Route 6 northbound merge back into Eastham and dedicating the left lane to vehicles turning left in Wellfleet Drive-In Theatre with additional signage</li> </ul>



### Appendix: Route 6 and Main Street Crash Summary Tables

Crash #	DATE	TIME	INJURY	NOTES	MAPPED
9 - 43	6/18/09	2251		Veh#1 was traveling West on Route Six at the intersection of Main Street and Route Six. Veh #2 was turning left from Route Six onto Main Street. Veh#1 struck Veh#2 on the passenger side causing major damage to both vehicles. The operator of Veh#1 stated that she had a green light and she was proceeding through the intersection. The operator of Veh#2 stated that she had a green left turn signal and she was turning from Route Six onto Main Street. There were no witnesses to the accident. I was not able to determine fault for this crash.	X
10 - 17	3/27/10	1945		OPERATOR VEHICLE #1 [REDACTED] MADE AN ILLEGAL LEFT HAND TURN AGAINST A RED LIGHT AND DROVE INTO THE SIDE OF VEHICLE #2 WHICH HAD THE RIGHT OF WAY TRAVELING SB ON RT 6. [REDACTED] ADMITTED FAULT AT SCENE DURING INITIAL INVESTIGATION OF MVA, ALSO REFER TO WITNESS STATEMENTS CONTAINED IN FOLDER.	X
10 - 27	5/4/10	918		Rear-end. V1:E / V2:E. V1: Turning right / V2:Turning right	X
10 - 51	7/2/10	1233		Rear-end. V1:E / V2:E. V1: Slowing or stopped in traffic / V2:Slowing or stopped in traffic.	X
10 - 108	8/22/10	2127		WHILE VEHICLE #1 WAS STOPPED AT RED LIGHT AWAITING A RIGHT HAND TURN ONTO ROUTE 6, VEHICLE #2 [REDACTED] FAILED TO USE CARE IN STOPPING AND DROVE INTO THE REAR OF VEHICLE #1. PRATT AT FAULT FOR COLLISION AND WAS ALSO SUBSEQUENTLY PLACED UNDER ARREST FOR DUI,ALCOHOL (REFER TO [REDACTED])	X
10 - 121	10/23/10	1538	X	Non-fatal injury - Incapacitating. Head-on. V1:N / V2:W. V1: Turning left / V2:Travelling straight ahead	X
Continued on following page					



Crash #	DATE	TIME	INJURY	NOTES	MAPPED
11 - 14	2/10/11	1339	X	INTERVIEWS WITH BOTH PARTIES INDICATED A POSSIBLE "ROAD RAGE" INCIDENT BETWEEN BOTH DRIVERS. BOTH DRIVERS GAVE CONFLICTING STORIES ABOUT TRAVELLING SOUTH ON ROUTE 6 FROM TRURO INTO WELLFLEET, BOTH DRIVERS STATED ONE OR THE OTHER DRIVER KEPT BREAKING HARD AND THEN SPEEDING AHEAD OR TAILGATING. ONCE IN WELLFLEET, DRIVER #2 APPARENTLY BRAKED IN TRAFFIC AS SHE TRAVELLED THROUGH THE MAIN STREET LIGHTS INTERSECTION ON ROUTE 6, DRIVER #1 FAILED TO RECOGNIZE THE SLOWING TRAFFIC AND STRUCK VEHICLE #2 IN REAR BUMPER. MINOR DAMAGE TO REAR BUMPER OF VEHICLE #2. NO DAMAGE TO VEHICLE #1. INJURIES REPORTED BY DRIVER #2. DRIVER #2 TRANSPORTED TO CAPE COD HOSPITAL. DRIVER #1 CITED FOR FOLLOWING TOO CLOSE. (amended 4/5/2011; adjusted vehicle #)	X
11 - 35	6/2/11	1446		Vehicle #1 was traveling northbound on Route Six when vehicle #2 came up behind the vehicle too quickly and struck the rear end of vehicle #1. Operator of vehicle #2 did not realize she hit vehicle #1 and continued to travel north. Officers were able to locate vehicle #2 and observed the damage to the front end. Vehicle #1 had rear end damage.	X
11 - 52	7/7/11	1652		All three vehicles were travelling northbound on Rt. 6. Vehicle #1 slowed due to the flow of traffic, which caused vehicle #2 to slow as well. Vehicle #3 was unable to slow in time and made major contact with the rear end of vehicle #2, which then forced vehicle #2 into the rear end of vehicle #1.	X
11 - 114	9/19/11	1415	X	BOTH VEH 1 AND VEH 2 HAD GREEN LIGHTS, HOWEVER THERE IS NO DESIGNATED LEFT TURN LANE OR LIGHT FOR VEH 2 AND THEREFORE VEH 2 MUST SAFELY CROSS BOTH NB LANES TO GO TO THE PHARMACY LOT ONCE THE SB LIGHT IS GREEN IN CONJUNCTION WITH THE NB GREEN LIGHT. VEH 1 HAD THE RIGHT OF WAY AND VEH 2 IS CLEARLY AT FAULT...HOWEVER OPERATOR VEH 2 STATED THAT SHE COULD NOT SEE ONCOMING VEH 1 DUE TO STACKED LINE OF VEHICLES IN LEFT TURN LANE FOR MAIN STREET.	X



## Appendix: Route 6 and LeCount Hollow Road Crash Summary Table

Crash #	DATE	TIME	INJURY	NOTES	MAPPED
9 - 116	10/23/09	1146		Vehicle #2 was entering traffic on the wrong side of the road and sideswiped Vehicle #1 travelling straight ahead in traffic. Operator of Vehicle #2 was unfamiliar with roadway and became disoriented. Vehicle #1 sustained damage to it's passenger side doors and body. Vehicle #2 sustained damage to the left side of it's front bumper and quarter panel. There were no personal injuries and both vehicles were able to drive away.	X
10 - 42	6/22/10	1546	X	State Crash #2892938. V1:N / V2:N. V1: Travelling straight ahead / V2:Turning right. V1:(Single-unit truck (2-axle, 6-tire)) V2:(Passenger car)	
10 - 126	11/18/10	939		VEH #1 WAS TAKING A RIGHT ONTO LECOUNT HOLLOW RD WHEN VEH #2 ATTEMPTED TO GO AROUND VEH#1 ON THE PASSENGER SIDE OF THE VEHICLE, RESULTING IN VEH #2 HITTING THE SIDE OF VEH #1.	X
11 - 16	2/2/11	111		<p>Vehicle #1 was traveling northbound on Route Six when the operator attempted to take a left hand turn. The vehicle then traveled off the roadway and struck a highway sign and utility pole. The operator then left the accident scene.</p> <p style="text-align: center;">Route Six</p> <p style="text-align: center;">Lecount Hollow Road</p> <p><i>Note: Diagram indicated right turn.</i></p>	X
11 - 101	8/24/11	1759		Veh#1 and Veh#2 were both turning left from Lecount Hollow onto Route 6. Veh#1 was traveling behind Veh#2 in the same direction. The operator of Veh #1 looked to the right as he was making the turn and didnt notice that the vehicle in front of him had slowed down for the traffic. Veh #1 struck the passenger side rear quarter pannel of Veh #2. Veh #2 was damaged in the accident.	X



## Appendix: Route 6 and Cove Road Crash Summary Table

Crash #	DATE	TIME	INJURY	NOTES	MAPPED
9 -23	4/30/09	1411		Vehicles were in a line behind school bus. Veh #2 rear-ended Veh #1 thinking Veh #1 had accelerated when in fact it had not. Veh #1 received damage to its' rear bumper. Veh #2 received extensive front end damage. There were no personal injuries.	X
9 - 107	9/4/09	1141		Vehicle 1 was traveling southbound on Route 6. Vehicle 2 was entering traffic making a left turn onto route 6. Vehicle 2 pulled out into traffic in front of vehicle 1. The operator of vehicle 2 stated that he did not see vehicle 1 because another vehicle had pulled into the lot in front of vehicle 1.	X
10 - 32	6/1/10	1557		Vehicle 2 was stopped in traffic for a slowing school bus. Vehicle 1 failed to use care while stopping. The front drivers side bumper of vehicle 1 collided with the rear passenger bumper of vehicle 2.	X
10 - 119	10/7/10	1742		Operator Veh#1 [REDACTED] at fault for collision. Operator Vehicle #1 failed to use care in making uturn onto State Hwy and drove directly into the right rear of Veh#2, which had the right of way.	X
11 - 11	2/4/11	2018		[REDACTED] was travelling north on State Highway Route 6 in the town of Wellfleet when it hit a large pot hole resulting in two flat tires. Estimated at \$360.00 in damage by operator.	
11 - 67	7/30/11	1123		Vehicle #1 was rear-ended by Vehicle #2. The operator of vehicle #2 failed to slow down in time, therefore causing a collision. Vehicle #1 received paint as well as physical damage to its rear bumper. Vehicle #2 received damage to its front bumper, as well as minor damage to its right headlight.	
11 - 80	8/10/11	1307		Veh. #1 was traveling northbound in heavy traffic. As Veh. #1 slowed down to due to congestion, Veh #2 struck it from behind. Veh #1 sustained damage to it's rear bumper and door. Veh #2 sustained damage to it's front end and hood. There were no injuries.	X
11 - 84	8/13/11	621		Veh# 1 N/B ON ROUTE 6 ATTEMOTED TO MAKE LEFT TURN INTO PARKING LOT. VEH#2 S/B COULD NOT AVOID VEH# 1.	



**Appendix: Route 6 near Eastham Town Line Crash Summary Table**

Crash #	DATE	TIME	INJURY	NOTES	MAPPED
9 - 13	2/17/09	0007		Vehicle #1 was traveling straight ahead at a speed appropriate for the conditions. The road was snow covered and ice with blowing snow. The vehicle slid on the snow and ice and traveled across the opposite lane and struck a tree.	
9 - 123	12/20/09	941		VEHICLE #1 and vehicle #2 were traveling East on Route Six in the area of the Wellfleet Eastham town line. The road was snow covered and snow plows were in the process of clearing the roadways. A couple of plows were stopped on the side of Route Six. Veh#2 started slowing as it approached the stopped snow plows. Veh#1 which was traveling behind Veh#2 was not able to slow due to the road conditions. Veh#1 slid sideways and struck the rear end of Veh#2. Veh#1 sustained damage to the front and rear passenger side doors and Veh#2 sustained rear bumper damage.	X
10-4	1/7/10	1351	X	The driver approaching Rte 6 from Village Lane went into cardiac arrest causing him to crash into the northbound vehicle. The heart attack victim died as a result of the medical condition not the crash so the crash was not considered a fatal crash. There was another injury resulting from the crash.	X
10 - 128	12/5/10	107		VEH #2 WAS TRAVELING SOUTHBOUND ON ROUTE 6 WHEN VEHICLE #1 MADE AN UNSAFE LEFT HAND TURN ONTO THE HIGHWAY, CAUSING A COLLISION WITH VEH #2.	X
11 - 51	7/4/11	1205	X	Vehicle #1 was stopped to take a left hand turn. Vehicle #2 rear-ended Vehicle #1. Vehicle #1 sustained major damage to it's rear end. Vehicle #2 sustained major damage to it's front end. There were injuries, 3 parties transported to Cape Cod Hospital.	X
11 - 79	8/9/11	1720		Veh #1 and Veh # 2 were traveling East on Route Six near Village Lane. Veh #1 struck the rear end of Veh #2 casing damage to both vehicles. The operator of Veh #1 stated that the breaks in his vehicle malfunctioned and he was not able to stop. He said that he attempted to swerve to the left but he was not able to avoid the collision. I could not find fault with the operator of Veh #1 or Veh #2.	X
11 - 109	9/10/11	1142		Vehicle #1 was stopped on Route Six at the Wellfleet Drive-In waiting to take a left hand turn. Vehicle #2 was traveling northbound on Route Six when it attempted to stop behind vehicle #1. Vehicle #2 was unable to stop and struck vehicle #1 in the rear. No injuries reported at the scene.	X
11 - 111	9/10/11	1417		Officer was assisting with traffic at an accident scene when Vehicle #1 was merging into the one lane. Vehicle #1 drifted to the right while merging and struck the officer with the passenger side door mirror. The mirror was damaged. Officer was not injured and was evaluated by the fire department. (11-109-Ac original accident)	X

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