



CAPE COD
COMMISSION

Town of Mashpee Road Safety Audit – Mashpee Rotary

FINAL August 2019



Prepared by the Cape Cod Commission in cooperation with the Town of Mashpee and MassDOT Highway Division, Traffic Safety, and District 5 Offices.



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Background

All levels of government— local, regional, state, and federal—have been considering locations where crashes are most severe for many years. In 2005, the federal legislation: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was implemented with an emphasis on improving highway safety along with a dedicated funding program—the Highway Safety Improvement Program (HSIP). The latest federal legislation: Fixing America’s Surface Transportation (FAST), signed into law on December 4, 2015, retains the Highway Safety Improvement Program (HSIP) as one of its core highway programs.

To reduce the number of crash-related fatalities and incapacitating injuries, the Massachusetts Department of Transportation (MassDOT) is required to develop a Strategic Highway Safety Plan. The mission of the Safety Plan is to “Develop, promote, implement, and evaluate data-driven, multidisciplinary strategies to maximize safety for users of the roadway system.” One of the many strategies noted in the Safety Plan is to “conduct Road Safety Audits at high-crash locations throughout the Commonwealth.” MassDOT incorporated the Road Safety Audit as a requirement for securing Federal funding (Highway Safety Improvement Program [HSIP] funds) for safety projects.

The Federal Highway Administration (FHWA) defines a Road Safety Audit as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of a Road Safety Audit is to identify potential safety issues and possible opportunities for safety improvements while considering all roadway users. Potential safety improvements can range from short-term to long-term improvements and should reference the 4 E’s; including Engineering, Education, Emergency Response and Enforcement.

The Cape Cod Commission (CCC), serving as the regional planning agency for the fifteen towns on Cape Cod, has reviewed many transportation locations over the years during various processes, including the Regional Transportation Plan, the Transportation Improvement Program, and Developments of Regional Impact, considering the existing safety issues and potential improvements. In addition, the CCC began looking at specific safety locations annually through safety studies and Road Safety Audits. A portion of the federal HSIP funds are allocated for improvements to the region’s highest crash locations.

As part of the Mashpee Rotary study, the CCC was asked to conduct an RSA at the Mashpee Rotary in Mashpee, Massachusetts. This RSA has been conducted in context with other planning efforts & development issues. The Cape Cod Commission is currently conducting a corridor study of the Mashpee Rotary and its approaches. Public outreach meetings were held in April 2019 for an existing conditions overview. Figure 1 depicts the locus map of the area.

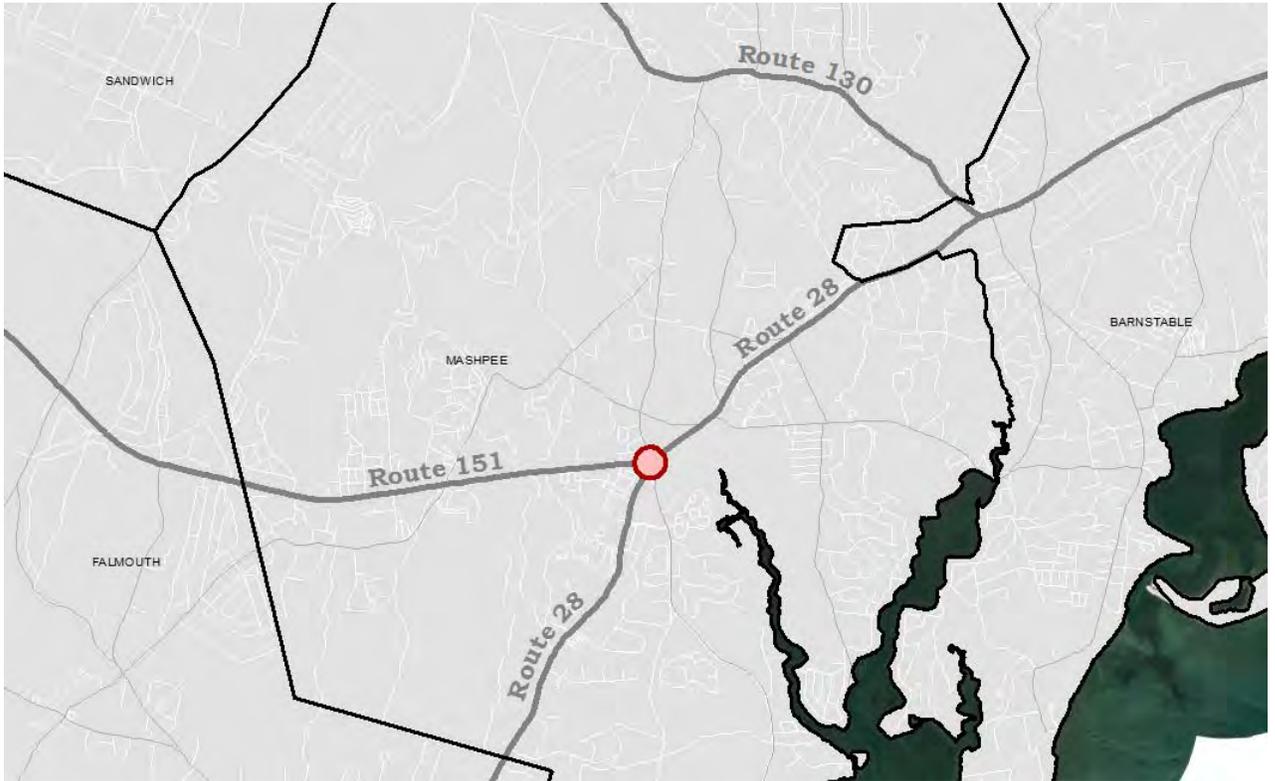


Figure 1 – Locus Map



Road Safety Audit Multidisciplinary Team

The Road Safety Audit was scheduled with representatives of the Massachusetts Department of Transportation (MassDOT), town officials, and representatives of other stakeholders. The Road Safety Audit meeting was held on June 20, 2019, beginning at 9:30 a.m., at the Mashpee Public Library. The multidisciplinary team also visited the site during the Road Safety Audit meeting, and then reconvened at the library to analyze observations.

Table 1 - RSA Team Members

Audit Team Member	Agency / Affiliation
John Phelan	Mashpee Fire Department
Catharine Laurent	Mashpee Department of Public Works
Evan Lehrer	Town of Mashpee Planner
David Weeden	Mashpee Wampanoag Tribe/Cape Cod Commissioners
Kevin T. Fitzgerald	MassDOT Traffic & Safety
Ana Fill	MassDOT Traffic & Safety
Thomas J Hannon	MassDOT Traffic & Safety
Bianca Marshall	MassDOT District 5 – Traffic
Jason Walters	MassDOT District 5 – Projects
Radu Nan	Kittelson & Associates, Inc
Colleen Medeiros	Cape Cod Commission
David Nolan Jr.	Cape Cod Commission



Project Location and Description

The Mashpee Rotary is the convergence of five roadway approaches, the roadways include: Route 28 (Falmouth Road), Route 151 (Nathan Ellis Highway), Great Neck Road North, and Great Neck Road South. The approach roadways and the rotary are described in further detail below and shown in Figure 2.

Route 28 is a north/south designated road that generally follows an east/west direction on Cape Cod. Within the town of Falmouth, Route 28 follows a north/south direction. Under MassDOT jurisdiction, Route 28 provides one lane in each direction and is identified as an urban principal arterial roadway. Route 28 is one of three major east/west roadways on Cape Cod, with Route 6A and the limited access Route 6 being the other two. From the Mashpee Rotary to the east Route 28 connects to several villages in Barnstable such as Cotuit, Centerville, and Hyannis and is abutted by both commercial and residential land uses. To the west of the rotary Route 28 connects Mashpee to Falmouth and is abutted by several retail plazas. East of the rotary, there are no sidewalks provided. West of the rotary, there are no sidewalks provided in the vicinity of the rotary. Sidewalks are provided further south on Route 28 in the vicinity of Donna's Lane where signalized crossings are also provided. The posted speed limit on Route 28 east of the rotary is 50 miles per hour (mph) and 40 miles per hour on Route 28 west of the rotary. Approaching the rotary, the posted speed limit decreases to 25 mph for both Route 28 approaches.

Route 151 is an east/west designated roadway that runs from the Mashpee Rotary to Route 28A in North Falmouth. Route 151 provides one lane in each direction and is classified as an urban principal arterial roadway under town jurisdiction. Route 151 features a four-way signalized intersection west of the Rotary at the entrance points to the Mashpee Commons, a popular and growing mixed-use development. Route 151 primarily provides access to commercial land uses and also connects to Route 28 to the west providing access to the Bourne Bridge. No sidewalks are provided on either side of Route 151 in the immediate vicinity of the rotary. The posted speed limit on Route 151 is 50 mph and approaching the rotary, the posted speed limit decreases to 20 mph.

Great Neck Road is a north/south designated road. Under town of Mashpee jurisdiction, the road is classified as an urban minor arterial and provides one lane in each direction. Great Neck Road North connects the Mashpee Rotary to Route 130 in the north while Great Neck Road South connects the Mashpee Rotary to New Seabury, a residential area toward the south. Sidewalks are not provided within the immediate vicinity of the rotary; however, sidewalks are provided on both Great Neck Road North and Great Neck Road South beginning at their next major intersection after the rotary. The posted speed limit on both portions of Great Neck Road is 40 mph which decreases to 20 mph approaching the rotary.

Mashpee Rotary

The Mashpee Rotary is a large circular intersection that provides one wide general use circulating lane. The Mashpee Rotary is a major intersection serving both regional and local traffic. There are no pavement markings within the rotary except for edge lines and there are no sidewalks or crosswalks provided around the rotary. All approaches operate



under yield control and provide one wide lane entering the rotary. Within the rotary, three curb cuts exist for private business driveways (Picnic Box, Mocean/Smitty's Ice Cream and Sotheby's Real Estate office).



Figure 2 – Aerial view of the Mashpee Rotary

Estimated traffic volumes for all approaches to the rotary are noted in the chart below.

Approach	Annual Average Daily Traffic	Summer Average Daily Traffic	Posted Speed Limit (mph)
Route 28 eastbound	14,550	19,140	25 mph
Route 28 westbound	21,720	28,580	25 mph
Route 151	12,760	16,790	20 mph
Great Neck Rd North	10,980	14,450	20 mph
Great Neck Rd South	7,770	10,230	20 mph



Crash Data

Crash data for the Mashpee Rotary intersection was provided by the Mashpee Police Department and MassDOT for the latest three-year period available (2016-2018). A copy of the crash data and the collision diagram is provided in the appendix. A total of 79 crashes occurred within the three-year study period with the majority of crashes resulting in property damage (81%). No fatal crashes or crashes involving a pedestrian or bicyclist occurred. Of the 79 crashes, approximately 62 crashes (78%) were classified as a rear-end collision, while the remaining crashes were single vehicle collisions (9%), angle collisions (5%) and sideswipe collisions (8%). A repeating cause of the rear-end crashes was inattention where vehicles on the approach roadways rear-ended the vehicle in front of them assuming they were entering the rotary.

Based on the crash data, there is an increase in crashes during the summer months when traffic volumes spike on Cape Cod. Most crashes occurred during the 12PM to 3PM time period when likely nearby retail uses coincide with school dismissal periods.



Road Safety Audit Observations and Potential Improvements

On Thursday, June 20, 2019 the Road Safety Audit Team met at the Mashpee Public Library for a discussion of the existing conditions, visited the site for field observations, and returned to discuss the safety issues at the location. The summary crash data and a collision diagram were brought to the Road Safety Audit team meeting and are included in the appendix.

The following safety issues were identified through the site visit and discussions with the Road Safety Audit team including a review of the crash data (available in the appendix).

Safety Issue #1. Intersection Control & Geometry

Observations

- Rotary splitter islands do not provide adequate deflection and do not provide adequate warning to drivers that a lower speed intersection is approaching. This leads motorists to enter the rotary in a straight line at high speeds and contributes to rear-end and angle crashes.
- The rotary has single lane entrances that are wide enough to stack two vehicles, causing confusion and sideswipe crashes. (See crash #45, 68)
- The diameter of the rotary is very wide, allowing vehicles to travel at a faster rate of speed within the rotary. High speeds within the rotary presents a safety concern as drivers trying to enter the rotary may inaccurately judge available gaps in the traffic flow resulting in abrupt braking contributing to the rear-end collisions at the rotary entrance points (i.e. crashes 51, 56, 75).
- Drainage issues were noted as a contributing factor to crash #50. Puddling was observed during the site visit in the vicinity of the catch basin in the rotary between Great Neck Road North and Route 151 where a crash due to icy conditions occurred.
- Overgrown vegetation within the splitter island was noted as a potential sight distance issue on Route 28 westbound approach. Lack of sight distance would impact drivers' ability to determine when to enter the rotary and could contribute to rear-end crashes.
- There is a lack of adequate shoulder to pull off for emergency vehicles on the Route 151 approach. While no crashes attributed to this concern, in addition to delaying emergency vehicles, vehicles may enter the rotary when not appropriate.



Figure 3 – Vegetation growth on Route 28 westbound approach



Figure 4 – Poor deflection on Great Neck Road North splitter island



Figure 5 – Drainage issues in the northwest corner of the rotary

Potential Enhancements

- Evaluate the existing splitter islands and consider re-designing to improve deflection with advanced visibility and warning.
- Consider redesigning the rotary into a one- or two-lane modern roundabout.
- Consider installing diagonal pavement markings and/or flexible delineators to reduce the width of rotary and approach roadways to encourage lower speeds.
- Consider installing a truck apron or shifting the splitter islands forward to narrow the circulating width of the rotary.
- Ensure adequate sight lines are provided for all approach roadways with potential vegetation clearing.
- Evaluate the Route 151 approach to ensure there is adequate shoulder for emergency pull-offs.
- Investigate drainage issues in the northwest corner of the rotary



Safety Issue #2. Traffic Operations

Many crashes were found to occur during the peak summer months and are a result of congested operations and seasonal visitors who are not familiar with the area.

Observations

- Significant queues build up on the approach and departure roadways which contribute to rear ends on the approach roadways (See crash #46, 71).
 - It was mentioned that there is a queue detector installed on Route 151 which is connected to the traffic signal at Market Street to prevent westbound queues backing into the rotary.
- High speeds and heavy traffic volumes prevent adequate gaps for vehicles to enter the rotary, specifically noted for Great Neck Road North where there is a heavy conflicting entering volume from Route 28 westbound. Lack of adequate gaps may contribute to the high number of rear-end crashes observed at the rotary entrances (i.e. crash #13, 57,62,72).
- Inadequate gaps also present a safety issue as vehicles may drive more aggressively during congested periods and attempt to take a shorter gap as seen with the three angle collisions on Route 28 eastbound (See crash # 24, 55, 66).



Figure 6 – Route 28 westbound congestion approaching the rotary



Figure 7 – Great Neck Road North congestion approaching the rotary



Figure 8 – Weaving vehicles entering and exiting the rotary

Potential Enhancements

- Evaluate the number of lanes needed within the rotary and the approach roadways to improve operations and queuing.
- Confirm Route 151 westbound queue detection is working properly.
- Investigate long-term improvements to improve overall operations of the rotary, including rotary replacement.



Safety Issue #3. Signage and Pavement Markings

The traffic control devices, including pavement markings and signs, are critical for the safety of all roadway users. The *Manual on Uniform Traffic Control Devices (MUTCD)* sets minimum standards and provides guidance to ensure uniformity of traffic control devices across the nation.

Observations

- During the site visit, vegetation was observed to block existing signs on the approaches to the rotary.
- There is a general lack of signage in and around the rotary.
 - The lack of signage is exacerbated during the summer months with the high volume of tourists who are not familiar with the area and cause distracted rear-end crashes (See crash #49, 61).
 - The lack of signage creates confusion and leads to erratic behavior with the presence of improper turns resulting in sideswipe crashes (See crash #69).
 - There are no advance 'Reduce Speed Ahead' signs on the approaches to the rotary which coupled with inadequate deflection on the splitter islands encourages higher speeds. (see crash #1, 2, 25)
 - Advanced rotary signage is not consistent for all the five approaches (Town versus MassDOT jurisdiction).
 - There is a lack of wayfinding signage for motorists and bicyclists to encourage using adjacent bypass roads (i.e. Jobs Fishing Road) to avoid the rotary. Diverting traffic from the rotary would have the potential to reduce congestion and rear-end crashes.
- Several "State Law" signs are dated and illegible to motorists.
- There is a lack of lane designation and pavement markings within the wide circulatory lane in the rotary and at the entrance points.
 - With no lane assignment within the circulatory lane, many vehicles are seen weaving which may cause sideswipe crashes (See crash # 14, 30, 48).
 - Vehicles are confused if the entrance points are one or two lanes wide. (See crash #45, 68)
 - It can be challenging for entering vehicles to judge where a circulating vehicle in the rotary is exiting as vehicles may be positioned on the inside or outside lane, which also contributes to the high number of rear end crashes on the entrance points due to abrupt braking. (i.e. crash #8, 13, 15, 16, 20)



Figure 9 – Lack of pavement marking delimiting lane usage in the rotary



Figure 10 – Damaged and illegible 'State Law' sign on Great Neck Road South

Potential Enhancements

- Develop a comprehensive signage plan for the rotary and all approach roadways for consistency.



- Consider installing diagrammatic wayfinding signage in advance of the rotary.
- Replace deteriorated “State Law” signs.
- Clear overgrown vegetation to ensure all regulatory and warning signage is visible.
- Consider installing Reduce Speed Ahead signs on all of the approaches.
- Consider painting yield pavement markings and installing a second yield sign on the left-hand side at all approaches to reinforce right of way rules.
- Enhance existing signage to encourage motorists to use adjacent appropriate connector roadways to bypass the rotary.
- Consider installing diagonal pavement markings and/or flexible delineators to reduce the width of rotary and approach roadways to encourage lower speeds.
- Retrofit the rotary to include modern roundabout lane markings to provide a clearer sense of the rotary layout and provide traffic calming.

Safety Issue #4. Curb Cuts

With five approaches to the rotary and three curb cuts, there are a total of eight entry points to the rotary in its current configuration which presents challenges for roadway users. The Massachusetts Amendment to the MUTCD prohibits driveways to be located directly on a rotary as the weaving distances are found to be too short and present a serious hazard in the form of a rear end crash which could result.

Observations:

- It was noted that each business that has a curb cut within the rotary also has a second curb cut located on the side street (i.e. Great Neck Road South and Route 28) that could provide safer access to/from the rotary.
- The curb cuts and adjacent parking lots can encourage cut through traffic on Great Neck Road South to avoid congestion waiting to enter the rotary.
- The two curb cuts located to the east are very steep and hard to navigate for both entering and exiting vehicles.
- Curb cuts are located in close proximity between major approach legs and often have inadequate gaps for entering and exiting traffic causing angle crashes. (See crash #35, 74)
- There is a lack of general signage and pavement markings at the three existing curb cuts.
- There is an existing “Do No Enter” sign on the Picnic Box driveway which causes confusion and appears to be intended to reinforce the one-way circulation of the rotary and not to restrict exiting vehicles.
- The Mobil driveway on the Route 28 eastbound is in close proximity to the rotary causes conflicts and backups with left turning vehicles from the rotary. (See crash #5, 71)



Figure 11 – View of steep grade of business curb cut connecting to the rotary



Figure 12 – View of confusing "Do Not Enter" sign at Picnic Box curb cut



Potential Enhancements:

- Analyze the existing MassDOT Access Permits for the curb cuts within the rotary. Investigate to see if curb cuts can be modified or consolidated to provide safer access.
- Remove the existing “Do Not Enter” sign within the Picnic Box curb cut.
- Install “No Left Turn” and chevron (R6-4b) signage to be installed across from each of the three curb cuts within the rotary.
- Install pavement markings on each of the curb cuts.

Safety Issue #5. Lack of Multi-modal Accommodation

Safe facilities for pedestrians and cyclists encourage healthy transportation options and reduced automobile use and its associated impacts on the environment. While there have been no reported pedestrian/bicyclist crashes, the study team made several observations of potential safety issues (discussed below).

Observations

- No pedestrian accommodations (i.e. sidewalks) exist within the rotary or on any of the five approaches.
- Many of the approach roadways do provide sidewalks in the vicinity of the rotary but terminate at nearby retail establishments.
- There are no crosswalks on any of the approaches to the rotary.
- No bicycle accommodations (i.e. shared use path, wide shoulders) exist within rotary or on any of the five approaches, however, there is a known presence of bicyclists riding in the area.
- There is an influx in bicyclists in and around the rotary during the summer due to seasonal workers.
- Many bicyclists use the businesses adjacent to the rotary as a cut through to avoid traversing the rotary itself.
- There is a need for a regional connection for bicycles and pedestrians at this junction.
- Cape Cod Regional Transit Authority (CCRTA) routes navigate the rotary and have stops in nearby Mashpee Commons and South Cape Plaza.



Figure 13 – Lack of pedestrian accommodations on Route 28 approaching rotary



Figure 14 – Cyclist avoiding rotary by utilizing business parking lots



Potential Enhancements

- Construct a shared use path along the rotary and its approaches.
- Provide ADA compliant crossings at all approaches of the rotary and consider additional high visibility amenities, such as rectangular rapid flashing beacons (RRFB).
- Conduct public outreach or provide educational materials to seasonal workers to educate about bicycle safety, transit options and preferred bicycle routes.

Summary of Road Safety Audit

The summary list of the Road Safety Audit observations and enhancements is provided in the following table to assist in the design and/or implementation of potential improvements elicited during the process. It is also recommended that any design process for more involved geometric changes include further analysis and public input.

Safety payoff estimates are subjective judgement of the potential effectiveness of the potential enhancement. Where available, documented crash reduction factors were used to develop these safety payoff estimates.

The time frame is categorized as short-term (<1 year), mid-term (1 to 3 years), or long-term (>3 years). The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000).

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Intersection Control & Geometry	Evaluate the existing splitter islands and consider re-designing to improve deflection.	High	Mid-Term	High	MassDOT
	Consider redesigning the rotary into a one- or two-lane modern roundabout.	High	Long-Term	High	MassDOT/Town of Mashpee
	Consider installing diagonal pavement markings and/or flexible delineators to reduce the width of rotary and approach roadways to encourage lower speeds.	Medium	Mid-Term	Medium	MassDOT
	Consider installing a truck apron or shifting the splitter islands forward to narrow the circulating width of the rotary.	Medium	Mid-Term	Medium	MassDOT
	Ensure adequate sight lines are provided for all approach roadways with potential vegetation clearing.	High	Short	Low	MassDOT
	Evaluate the Route 151 approach to ensure there is adequate shoulder for emergency pull-offs.	High	Short	Low	MassDOT/Town of Mashpee
	Investigate drainage issues in the northwest corner of the rotary.	Medium	Medium	Medium	MassDOT
Traffic Operations	Evaluate the number of lanes needed within the rotary and the approach roadways to improve operations and queueing.	High	Mid-Term	Medium	MassDOT/Town of Mashpee
	Investigate long-term improvements to improve overall operations of the rotary, including rotary replacement.	High	Long	High	MassDOT/Town of Mashpee
	Confirm Route 151 westbound queue detection is working properly.	High	Short	Low	MassDOT/Town of Mashpee



Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Curb Cuts	Analyze the existing MassDOT Access Permits for the curb cuts within the rotary. Investigate to see if curb cuts can be modified or consolidated to provide safer access.	Medium	Mid-Term	Medium	MassDOT/Town of Mashpee
	Remove the existing "Do Not Enter" sign within the Picnic Box curb cut.	Low	Short	Low	MassDOT
	Install "No Left Turn" and chevron (R6-4b) signage to be installed across from each of the three curb cuts within the rotary.	Low	Short	Low	MassDOT
	Install pavement markings on each of the curb cuts.	Low	Mid-Term	Low	MassDOT
Signage and Pavement Markings	Develop a comprehensive signage plan for the rotary and all approach roadways for consistency.	High	Short	Low	MassDOT/Town of Mashpee
	Replace deteriorated "State Law" signs.	Medium	Short	Low	MassDOT/Town of Mashpee
	Clear overgrown vegetation to ensure all regulatory and warning signage is visible.	Medium	Short	Low	MassDOT/Town of Mashpee
	Consider installing Reduce Speed Ahead' signs on all of the approaches.	Medium	Short	Low	MassDOT/Town of Mashpee
	Consider painting yield pavement markings and installing a second yield sign on the left-hand side at all approaches to reinforce right of way rules.	Medium	Short	Low	MassDOT
	Consider installing diagrammatic wayfinding signage in advance of the rotary.	High	Mid-Term	Medium	MassDOT/Town of Mashpee
	Enhance existing signage to encourage motorists to use adjacent appropriate connector roadways to bypass the rotary.	High	Short	Low	MassDOT/Town of Mashpee

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
	Retrofit the rotary to include modern roundabout lane markings to provide a clearer sense of the rotary layout and provide traffic calming.	High	Mid-Term	Medium	MassDOT
Lack of Multi-Modal Accommodation	Construct a shared use path along the rotary and its approaches.	High	Mid-Term	High	MassDOT/Town of Mashpee
	Provide ADA compliant crossings at all approaches of the rotary and consider additional high visibility amenities, such as rectangular rapid flashing beacons (RRFB).	Medium	Mid-Term	High	MassDOT/Town of Mashpee
	Conduct public outreach and provide educational materials to seasonal workers to educate about bicycle safety, transit options and preferred bicycle routes.	Low	Short	Low	MassDOT/Town of Mashpee

Appendices

Road Safety Audit Team Members' Contact Information

Road Safety Audit Meeting Agenda

Crash Diagrams

Participating Audit Team Members – Contact Information

Table 2 - RSA Contact Information

Audit Team Member	Agency / Affiliation	Email Address
John Phelan	Mashpee Fire Department	jphelan@mashpeema.gov
Catharine Laurent	Mashpee Department of Public Works	elehrer@mashpeema.gov
Evan Lehrer	Town of Mashpee	claurent@mashpeema.gov
David Weeden	Mashpee Wampanoag Tribe/Cape Cod Commissioners	David.weeden@mwtribe-nsn.gov
Kevin T. Fitzgerald	MassDOT Traffic & Safety	Kevin.t.fitzgerald@state.ma.us
Ana Fill	MassDOT Traffic & Safety	Ana.fill@state.ma.us
Thomas J Hannon	MassDOT Traffic & Safety	Thomas.j.hannon@state.ma.us
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CAPE COD
COMMISSION

Road Safety Audit (RSA) Meeting

Mashpee Rotary (Route 28 at Route 151 & Great Neck Road N/S)

Thursday, June 20, 2019 9:30 a.m. – 12:30 p.m.

Location: Mashpee Library (Conference Room)
64 Steeple Street
Mashpee, MA 02649

9:30 a.m. Welcome and Introductions

9:45 a.m. Review of Site-Specific Material

- Crash Summary and Collision Diagram
- Existing Geometries and Conditions

10:30 a.m. Visit the Site (Group)

- Assemble as a group at the site for observation of conditions
- As a group, identify areas for improvement

11:30 a.m. Post-Visit Discussion at Meeting Room / Completion of RSA

- Discuss observations and finalize on-site findings
- Discuss potential improvements and draft recommendations

12:30 p.m. Adjourn

Next Steps: After the RSA meeting, CCC staff will prepare a draft document and circulate it to participants. Participants will be asked to comment and respond to the draft document to assure that it is reflective of the RSA completed by the multidisciplinary team. With comments submitted, a final document is then produced; the final document is expected to be available within three weeks of the RSA.



Crash Data Summary, Mashpee Rotary (2016-2018)

Source: Town of Mashpee Police Department

#	Crash Date	Crash Day	Crash Time	Crash Severity	# Vehicles	# Injured	Manner of Collision	Ambient Light	Weather Condition	Road Surface	Driver Contributing Codes	Notes
1	1/29/2016	Friday	11:47 PM	Property damage only	1	0	Single vehicle crash	Dark - lighted roadway	Cloudy	Dry	D1:(Exceeded authorized speed limit)	MV1 crossed over the rotary splitter island on Great Neck Road North and drove through the rotary center island.
2	3/7/2016	Monday	9:33 AM	Non-fatal injury	1	1	Single vehicle crash	Daylight	Clear	Dry	D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	MV1 crossed the centerline on Route 28 and struck a tree. MV1 operator cited for operating under the influence
3	4/27/2016	Wednesday	11:16 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 accidentally hit the gas instead of the brake and rear-ended MV2 while exiting the rotary onto Great Neck Road North
4	5/14/2016	Saturday	1:42 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East
5	5/22/2016	Sunday	2:54 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.) D2:(Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.)	MV1 rear-ended MV2 on Route 28 West near Mobil Gas due to unknown vehicle making an improper u-turn
6	6/8/2016	Wednesday	8:28 AM	Property damage only	3	0	Rear-end	Daylight	Clear	Dry	D1:(Followed too closely) (Inattention) D2:(No improper driving) D3:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East which forced MV2 to rear-end MV3
7	6/8/2016	Wednesday	4:21 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
8	7/12/2016	Tuesday	9:24 AM	Non-fatal injury	2	4	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South. MV2 had started to proceed then stopped for traffic in rotary.
9	7/14/2016	Thursday	3:24 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Dry	D1:(Followed too closely) (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East. MV2 operator and witness suspected MV1 operator to be under the influence.
10	7/15/2016	Friday	9:58 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Followed too closely) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
11	7/17/2016	Sunday	11:32 AM	Property damage only	2	0	Rear-end	Unknown	Unknown	Unknown	D1:(Unknown) D2:(No improper driving)	MV1 was rear-ended by MV2. Location unknown
12	7/27/2016	Wednesday	7:40 AM	Non-fatal injury	2	1	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
13	8/2/2016	Tuesday	1:37 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy/Rain	Wet	D1:(Followed too closely) (Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South. MV1 thought that MV2 had entered the rotary.
14	8/3/2016	Wednesday	7:20 PM	Non-fatal injury	2	1	Sideswipe, same direction	Daylight	Clear	Dry	D1:(Inattention),(Failure to keep in proper lane or running off road) D2:(No improper driving)	M1 (motorcycle) sideswiped M2 (motorcycle) while maneuvering within rotary. M1 traveled over split island striking sign and came to rest on side of rotary. M1 operator thrown off motorcycle
15	8/16/2016	Tuesday	1:04 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV2 had started to proceed then stopped for traffic in rotary.
16	9/9/2016	Friday	3:44 PM	Non-fatal injury	2	1	Rear-end	Daylight	Cloudy	Dry	D1:(Followed too closely) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East. MV2 had started to proceed then stopped for traffic in rotary.
17	9/14/2016	Wednesday	8:35 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
18	9/14/2016	Wednesday	11:24 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East
19	9/15/2016	Thursday	2:06 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
20	9/28/2016	Wednesday	3:41 PM	Property damage only	2	0	Rear-end	Daylight	Rain	Wet	D1:(Followed too closely) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV1 thought MV2 was entering rotary
21	10/4/2016	Tuesday	6:20 PM	Property damage only	2	0	Rear-end	Dusk	Clear	Dry	D1:(Followed too closely) (Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East
22	10/24/2016	Monday	5:10 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
23	11/18/2016	Friday	7:36 AM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 took foot off brake.
24	11/29/2016	Tuesday	12:47 PM	Property damage only	2	0	Angle	Daylight	Cloudy/Rain	Wet	D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner),(Failed to yield right of way) D2:(No improper driving)	MV1 failed to yield to right of way and collided with MV2 in rotary
25	11/30/2016	Wednesday	2:07 AM	Property damage only	1	0	Single vehicle crash	Dark - lighted roadway	Cloudy/Rain	Wet	D1:(Driving too fast for conditions) (Failure to keep in proper lane or running off road)	MV1 spun out of control after exiting rotary onto Route 28 East
26	12/5/2016	Monday	6:42 PM	Property damage only	2	0	Rear-end	Dark - roadway not lighted	Rain	Wet	D1:(Followed too closely) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East
27	12/9/2016	Friday	12:31 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(No improper driving) D2:(Followed too closely)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North MV1 Operator charged with OUI
28	12/13/2016	Tuesday	2:15 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Dry	D1:(Followed too closely) (Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 thought MV2 was entering rotary.
29	12/13/2016	Tuesday	4:28 PM	Property damage only	2	0	Rear-end	Dark - lighted roadway	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV1 reported trying to avoid being rear-ended by UKN veh.
30	12/29/2016	Thursday	5:38 PM	Property damage only	2	0	Sideswipe, same direction	Dark - lighted roadway	Rain	Wet	D1:(Failed to yield to right of way) D2:(No improper driving)	MV1 failed to yield to right of way and collided with MV2 in rotary
31	3/1/2017	Wednesday	2:49 PM	Non-fatal injury	2	1	Rear-end	Daylight	Cloudy	Wet	D1:(No improper driving) D2:(Inattention)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South. MV1 thought MV2 was entering rotary.
32	3/29/2017	Wednesday	8:32 AM	Property damage only	2	0	Rear-end	Daylight	Cloudy/Rain	Wet	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 thought MV2 was entering rotary.
33	5/6/2017	Saturday	3:18 PM	Non-fatal injury	2	1	Rear-end	Daylight	Cloudy	Wet	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 West
34	5/22/2017	Monday	3:51 PM	Non-fatal injury	2	2	Rear-end	Daylight	Cloudy/Rain	Wet	D1:(Followed too closely) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 West. MV1 thought MV2 was entering rotary.

Crash Data Summary, Mashpee Rotary (2016-2018)

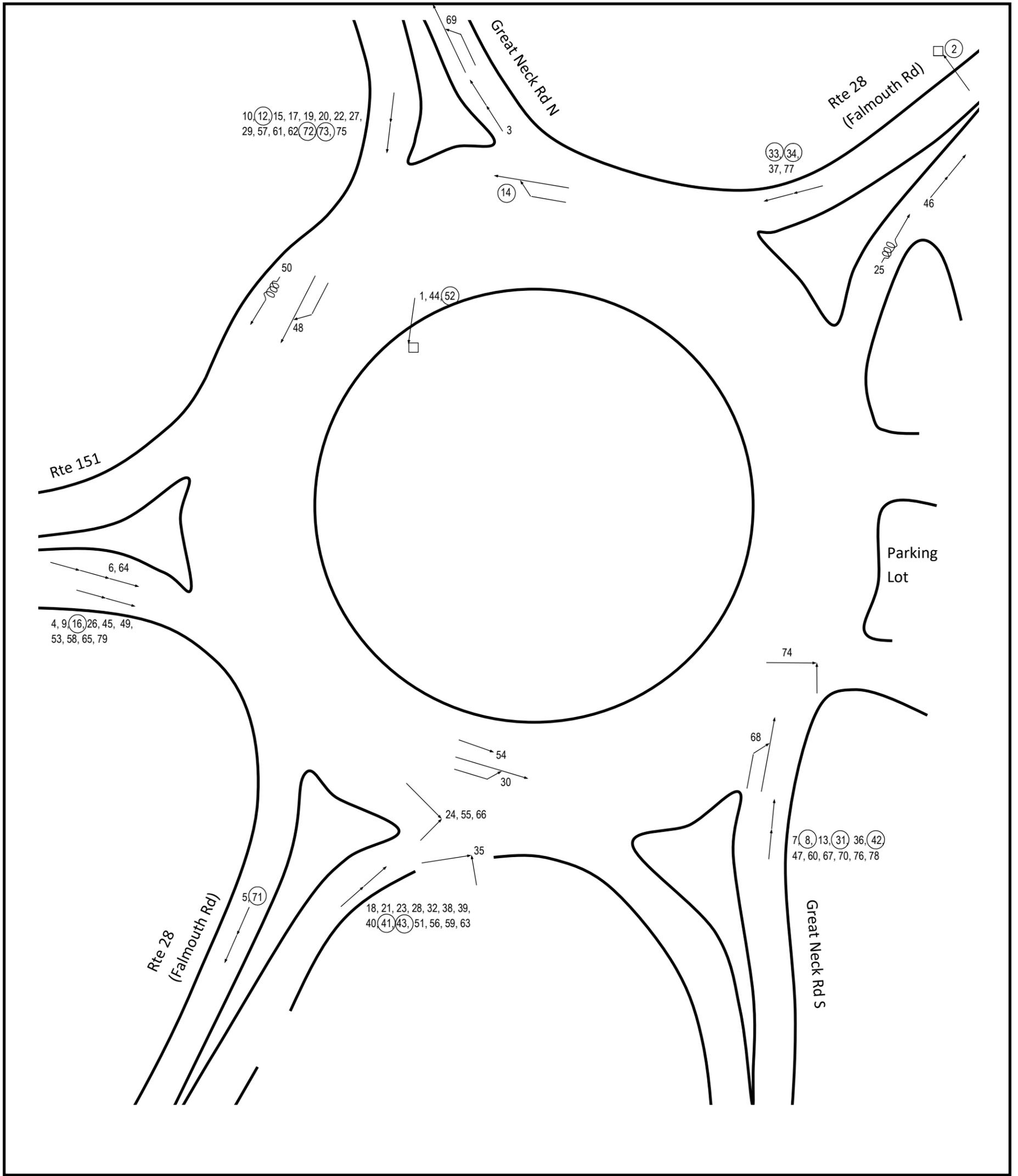
Source: Town of Mashpee Police Department

#	Crash Date	Crash Day	Crash Time	Crash Severity	# Vehicles	# Injured	Manner of Collision	Ambient Light	Weather Condition	Road Surface	Driver Contributing Codes	Notes
35	6/1/2017	Thursday	9:09 AM	Property damage only	2	0	Angle	Daylight	Clear	Dry	D1: (Made an improper turn), (Inattention) D2: (No improper driving)	MV1 from parking lot failed to yield to right of way and collided with MV2 in rotary
36	6/17/2017	Saturday	1:03 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Dry	D1: (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
37	6/29/2017	Thursday	11:14 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (No improper driving) D2: (Inattention)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 West. MV1 thought MV2 was entering rotary.
38	7/6/2017	Wednesday	12:15 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 thought MV2 was entering rotary.
39	7/26/2017	Wednesday	12:07 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Distracted), (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 stated sandal got caught on gas pedal.
40	7/26/2017	Wednesday	12:24 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention), (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East
41	7/26/2017	Wednesday	2:33 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East
42	8/4/2017	Friday	1:55 PM	Non-fatal injury	2	1	Rear-end	Daylight	Clear	Dry	D1: (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
43	9/12/2017	Tuesday	8:32 AM	Non-fatal injury	2	1	Rear-end	Daylight	Clear	Dry	D1: (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East
44	9/25/2017	Monday	1:04 AM	Property damage only	1	0	Single vehicle crash	Dark - lighted roadway	Clear	Dry	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner) (Physical Impairment)	MV1 crossed over the rotary splitter island on Great Neck Road North and drove through the rotary center island. MV1 operator cited for operating under the influence
45	9/28/2017	Thursday	6:08 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East. MV1 Operator believed the rotary entrance was two lanes
46	9/29/2017	Friday	10:33 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 after exiting the rotary on Route 28 East as traffic was queued
47	10/21/2017	Saturday	3:56 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
48	12/2/2017	Saturday	8:49 PM	Property damage only	2	0	Sideswipe, same direction	Dark - lighted roadway	Clear	Dry	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner), (Failed to yield right of way) D2: (No improper driving)	MV1 failed to yield to right of way and sideswiped MV2 in the rotary. MV1 Operator charged with OUI
49	12/19/2017	Tuesday	5:36 PM	Property damage only	2	0	Rear-end	Dark - lighted roadway	Cloudy	Dry	D1: (Inattention), (Distracted) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East. MV1 Operator distracted
50	12/27/2017	Wednesday	7:06 PM	Property damage only	1	0	Single vehicle crash	Dark - lighted roadway	Clear	Ice	D1: (Over-correcting/over-steering)	M1 (motorcycle) slipped on patch of ice in rotary on approach to exit onto Route 151
51	12/29/2017	Friday	3:45 PM	Non-fatal injury	2	1	Rear-end	Dusk	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 thought MV2 was entering rotary.
52	3/10/2018	Saturday	1:17 AM	Non-fatal injury	1	1	Single vehicle crash	Dark - lighted roadway	Clear	Dry	D1: (Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	MV1 crossed over the rotary splitter island on Great Neck Road North and collided with a tree in the rotary center island. MV1 operator cited for operating under the influence
53	4/19/2018	Thursday	4:18 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Wet	D1: (No improper driving) D2: (Followed too closely)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East
54	5/9/2018	Wednesday	11:21 AM	Property damage only	1	0	Unknown	Daylight	Clear	Dry	D1: (No improper driving)	Window of MV1 (CCRTA bus) damaged in the rotary from lawnmower debris.
55	5/12/2018	Saturday	12:55 AM	Property damage only	2	0	Sideswipe, same direction	Dark - lighted roadway	Clear	Dry	D1: (Failed to yield right of way) D2: (No improper driving)	MV1 failed to yield to right of way and struck the rear of MV2 within the rotary
56	5/14/2018	Monday	2:20 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV2 yielded to traffic in the rotary, MV1 failed to stop and rear-ended MV2. MV1 thought MV2 was entering rotary.
57	6/12/2018	Tuesday	7:26 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North
58	6/12/2018	Tuesday	10:11 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East
59	6/18/2018	Monday	12:40 PM	Property damage only	2	0	Rear-end	Daylight	Cloudy	Dry	D1: (Inattention), (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 28 East. MV1 Operator was distracted
60	6/19/2018	Tuesday	6:15 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
61	6/29/2018	Friday	10:05 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Distracted) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV1 Operator states she was distracted
62	6/29/2018	Friday	11:05 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV2 stopped short due to uninvolved vehicle in rotary.
63	7/5/2018	Thursday	2:53 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV2 yielded to traffic in the rotary, MV1 failed to stop and rear-ended MV2. MV1 thought MV2 was entering rotary.
64	7/5/2018	Thursday	4:35 PM	Property damage only	3	0	Rear-end	Daylight	Clear	Dry	D1: (Followed too closely) D2: (No improper driving) D3: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East which forced MV2 to rear-end MV3
65	7/10/2018	Tuesday	3:06 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Followed too closely) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Route 151 East
66	7/12/2018	Thursday	2:38 PM	Property damage only	2	0	Angle	Daylight	Clear	Dry	D1: (Failed to yield to right of way) D2: (No improper driving)	MV1 failed to yield to right of way and struck the rear of MV2 within the rotary
67	7/13/2018	Friday	4:29 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
68	7/19/2018	Thursday	5:11 PM	Property damage only	2	0	Sideswipe, same direction	Daylight	Clear	Dry	D1: (Inattention), (Failure to keep in in proper lane or running off road) D2: (No improper driving)	MV1 sideswiped MV2 while trying to enter the rotary on Great Neck Road South. MV1 Operator thought there were two lanes entering the rotary
69	7/23/2018	Monday	11:25 AM	Property damage only	2	0	Sideswipe, same direction	Daylight	Clear	Dry	D1: (Made an improper turn) D2: (No improper driving)	MV1 sideswiped MV2 on Great Neck Road North while trying to make an improper u-turn.
70	8/10/2018	Friday	3:53 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Inattention) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South

Crash Data Summary, Mashpee Rotary (2016-2018)

Source: Town of Mashpee Police Department

#	Crash Date	Crash Day	Crash Time	Crash Severity	# Vehicles	# Injured	Manner of Collision	Ambient Light	Weather Condition	Road Surface	Driver Contributing Codes	Notes
71	8/17/2018	Friday	2:47 PM	Non-fatal injury	2	1	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 after exiting the rotary on Route 28 West as traffic was queued
72	8/17/2018	Friday	3:15 PM	Non-fatal injury	2	1	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
73	8/22/2018	Wednesday	12:28 PM	Non-fatal injury	2	3	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV2 yielded to traffic in the rotary, MV1 failed to stop and rear-ended MV2. MV1 stated foot slid off brake.
74	8/25/2018	Saturday	7:31 PM	Property damage only	2	0	Angle	Dusk	Cloudy	Dry	D1: (Inattention) D2:(No improper driving)	MV1 failed to yield to right of way and struck MV2 in rotary. MV2 entering parking lot.
75	8/26/2018	Sunday	3:52 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1: (Unknown) D2: (No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road North. MV1 thought MV2 was entering rotary
76	8/31/2018	Friday	2:39 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
77	11/17/2018	Saturday	10:52 AM	Property damage only	3	0	Rear-end	Daylight	Clear	Dry	D1:(Unknown) D2:(Unknown) D3:(No improper driving)	MV1 rear-ended MV2 and MV3
78	11/21/2018	Wednesday	11:38 AM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Followed too closely) D2:(Improper driving)	MV1 rear-ended MV2 while waiting to enter the rotary on Great Neck Road South
79	12/11/2018	Tuesday	2:33 PM	Property damage only	2	0	Rear-end	Daylight	Clear	Dry	D1:(Inattention) D2:(No improper driving)	MV1 rear-ended MV2 while in traffic on Route 151 East approaching the rotary
Total					154	21						



CRASH DIAGRAM

Location: Mashpee Rotary

Town: Mashpee

Date of Crash Data: 1/1/16 - 12/31/18

Total Crashes: 79 Injury Crashes: 15 Fatal Crashes: 0

Note: 77 of 79 mapped. The exact location of crash #11 could not be determined.

NOTES

See reverse for details on each crash

SYMBOLS

- Moving Vehicle
- ← Backing Vehicle
- ↔ Lane Change
- ↘ Turning Vehicle
- ⊘ Out of Control
- - - Indirectly Involved Vehicle
- 🚲 Bicycle
- 🚶 Pedestrian
- ▭ Parked Vehicle
- Fixed Object

MANNER OF COLLISION

- Single Vehicle Crash
- Rear-end
- ↘ Angle
- ↔ Sideswipe
- Head on
- ↔ Rear to Rear

SEVERITY

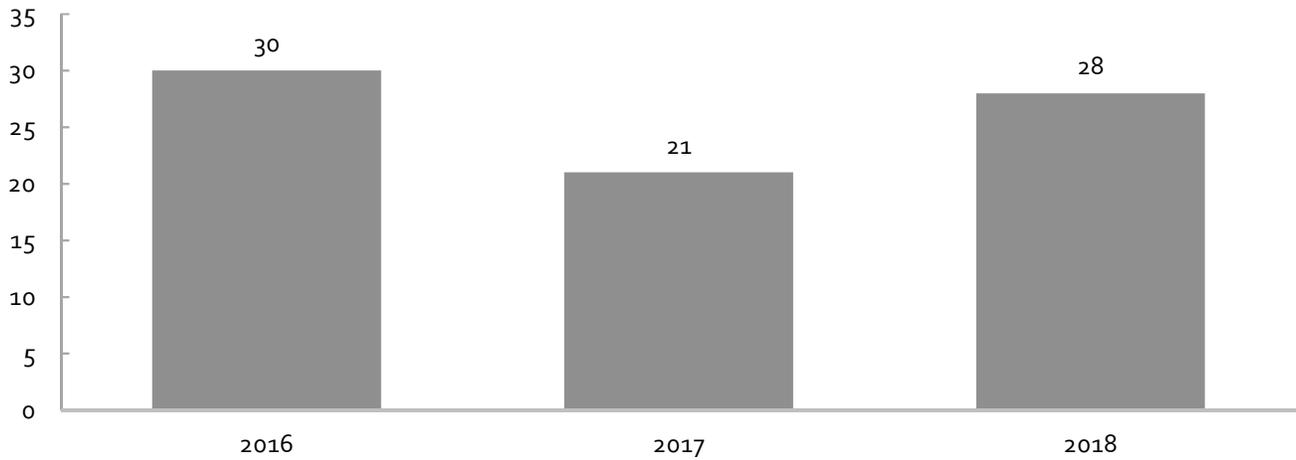
- Injury Crash
- Fatal Crash



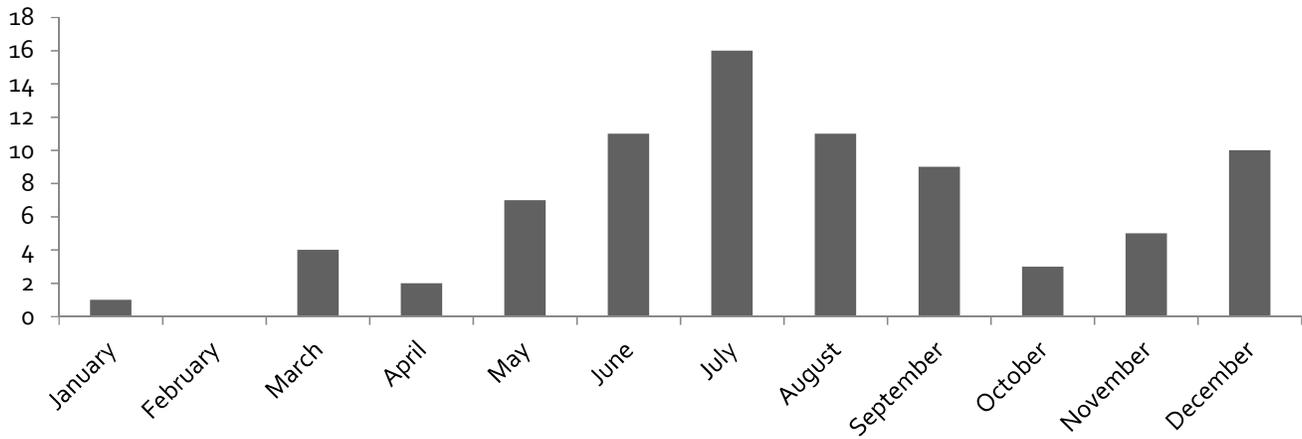
CAPE COD
COMMISSION

Mashpee Rotary 2016-2018 Crash Analysis

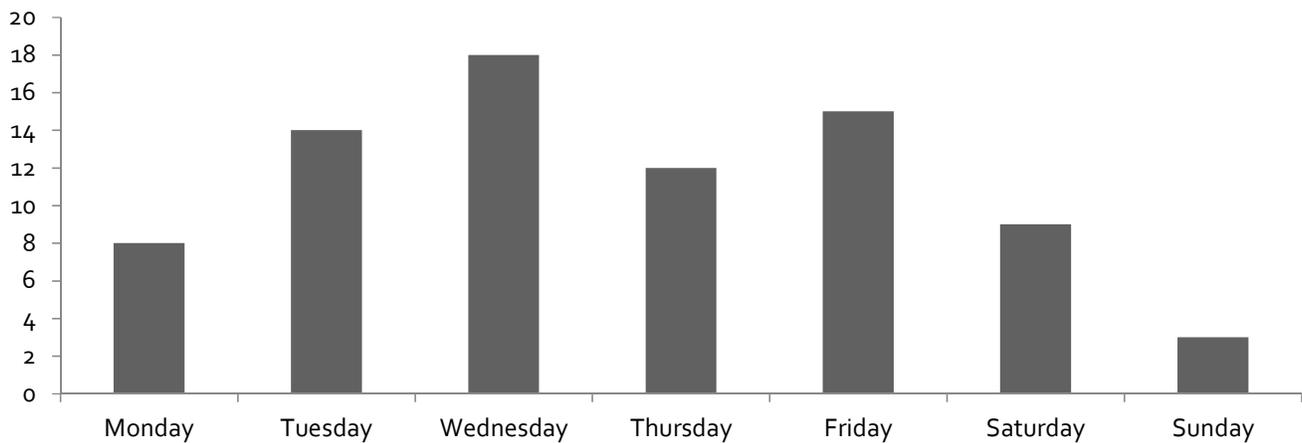
Crashes by Year



Crash Month

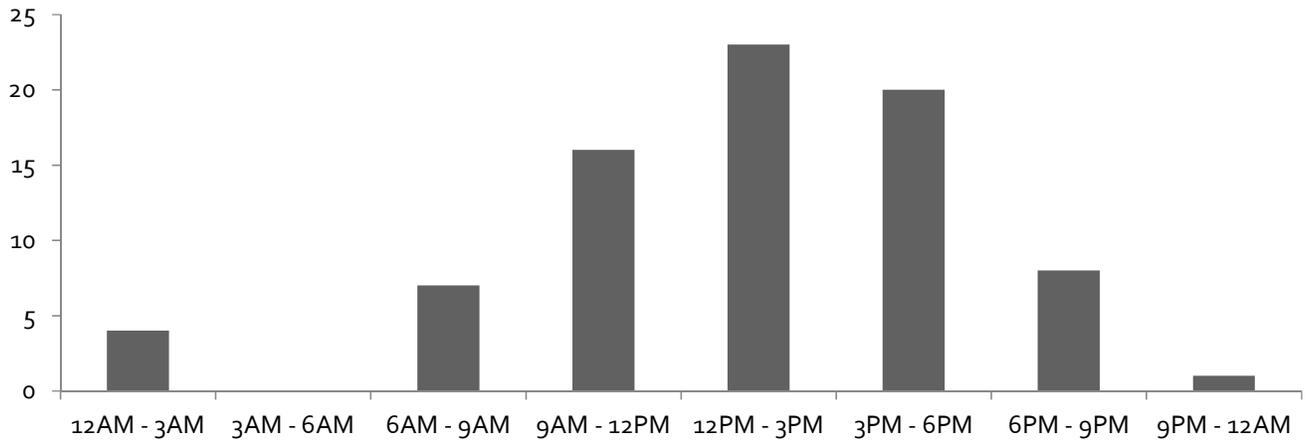


Crash Day of Week

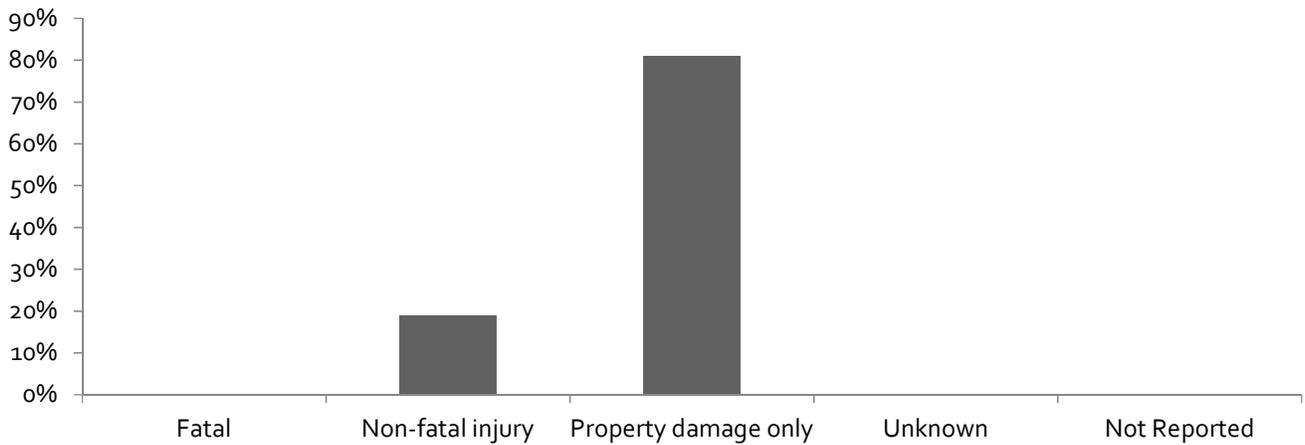


Mashpee Rotary 2016-2018 Crash Analysis

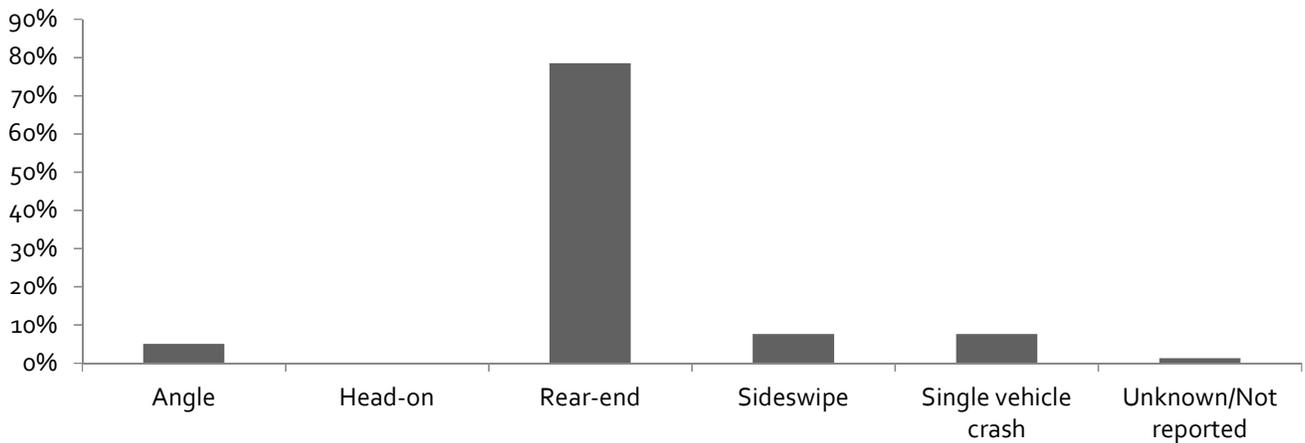
Crash Time



Collision Severity

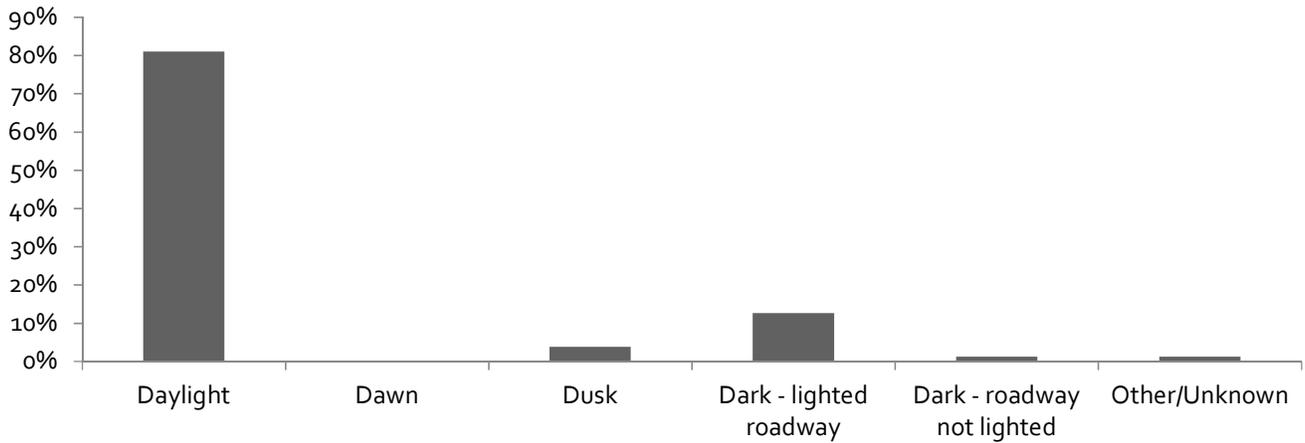


Collision Type

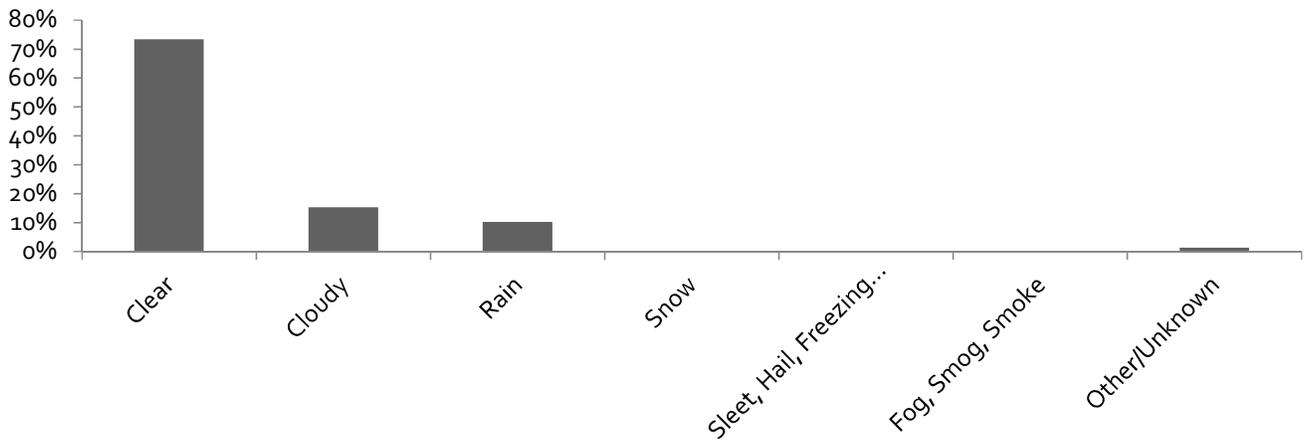


Mashpee Rotary 2016-2018 Crash Analysis

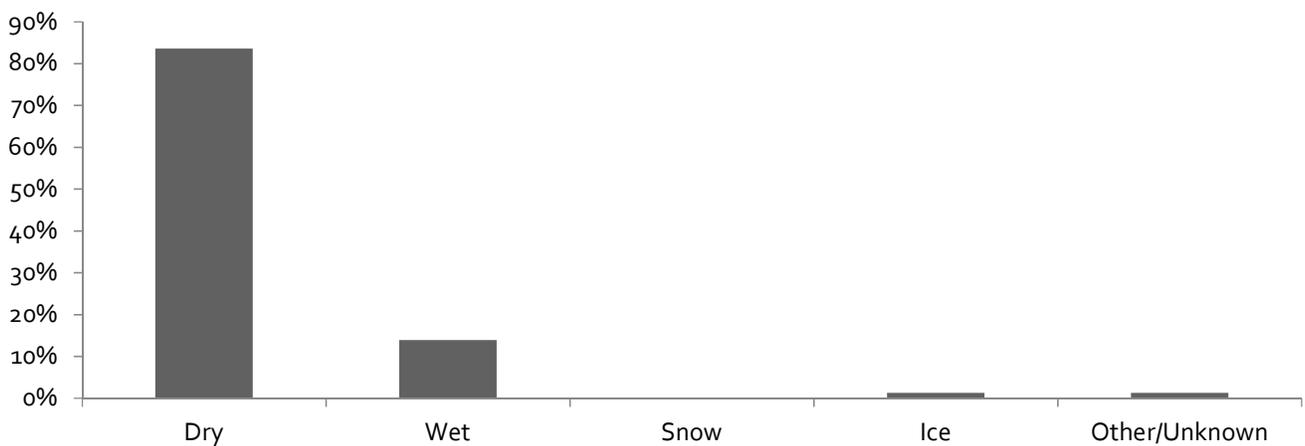
Ambient Light



Weather Condition



Road Surface



CAPE COD COMMISSION

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