



CAPE COD
COMMISSION

Town of Barnstable Road Safety Audit - Route 6A (Main Street) at Mary Dunn Road/Indian Trail

April 3, 2019



Prepared by the Cape Cod Commission in cooperation with the Town of Barnstable 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.

At the request of the Town of Barnstable, the CCC was asked to conduct a RSA for the intersection of Route 6A (Main Street) at Mary Dunn Road and Indian Trail in Barnstable, Massachusetts as shown in Figure 2.



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 March 12, 2019, beginning at 10:00 a.m., at the Cape Cod Commission office. The multidisciplinary team also visited the site during the Road Safety Audit meeting, and then reconvened at the Commission office to analyze observations.

Table 1 - RSA Team Members

Audit Team Member	Agency / Affiliation
Francis Pulsifer	Barnstable Fire Department
Matthew Lounsbury	Barnstable Police Department
Amanda Ruggiero	Barnstable Department of Public Works
Bianca Marshall	MassDOT District 5 – Traffic
Jason Walters	MassDOT District 5 – Projects
Andrew Maker	MassBike
Colleen Medeiros	Cape Cod Commission
Steven Tupper	Cape Cod Commission
David Nolan Jr.	Cape Cod Commission
Lev Malakhoff	Cape Cod Commission



Project Location and Description

Route 6A (Main Street) at Mary Dunn Road/Indian Trail in Barnstable is a four-way, unsignalized intersection. Route 6A is a major east-west connection north of Route 6 on Cape Cod, connecting Bourne with Orleans before joining with Route 6 at the Orleans/Eastham Rotary.

The intersection serves both regional and local traffic. The location of the intersection makes it important for commercial and non-commercial through-trips as well as commercial and non-commercial trips down Mary Dunn Road to the heavy industrial and commercial areas of Independence Park in Hyannis.



Figure 1 – Aerial view of Route 6A and Mary Dunn Road/Indian Trail intersection



This RSA has been conducted in context with other planning efforts & development issues. There has been an increase in the number of housing units available in the Independence Park area of Hyannis, which is located further south down Mary Dunn Road from the intersection being studied. Figure 2 depicts the locus map of the area. There are also plans to connect the Cape Cod Rail Trail (CCRT) to Mary Dunn Road south of Route 6, as shown in Figure 3. With the CCRT extension, there is the potential for increased bicycle ridership along Mary Dunn Road and through the intersection once the rail trail is built.

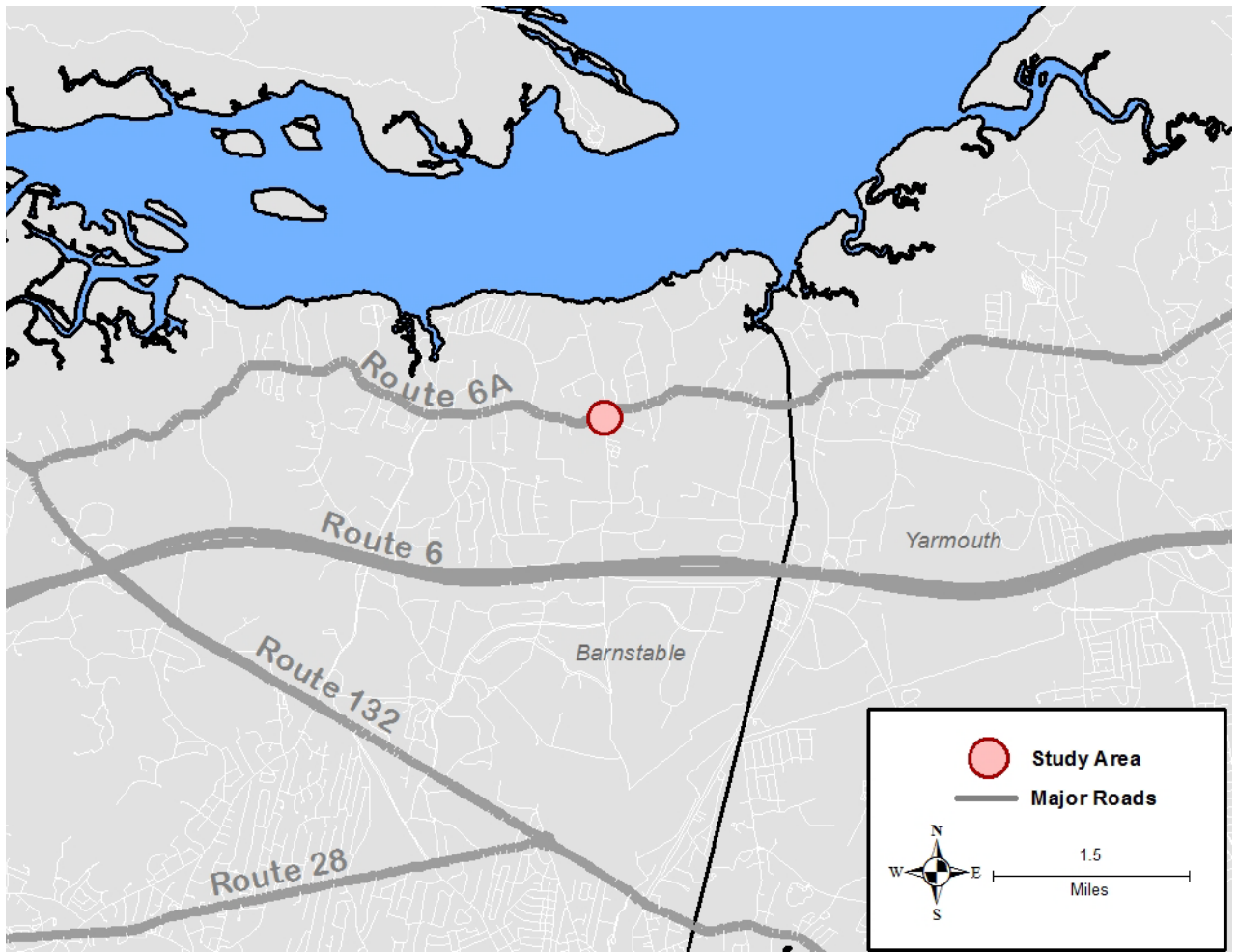


Figure 2 – Locus Map



Figure 3 – Programmed Cape Cod Rail Trail Extension connecting to Mary Dunn Road from Yarmouth



Project Data

Route 6A within the study area is classified as an Urban Minor Arterial and is under state jurisdiction. The posted speed limit on Route 6A in the vicinity of the Mary Dunn Road/Indian Trail intersection is 40 miles per hour (mph) in both directions. Sidewalks exist on the north side of Route 6A.

Mary Dunn Road is under town jurisdiction and is classified as an Urban Collector. The posted speed limit on Mary Dunn Road is 30 mph and there are no sidewalks provided.

Indian Trail is classified as a local road and is under town jurisdiction. Indian Trail is a dead-end roadway primarily providing access to residential homes, but also is a town way to water.

Crash reports for this Road Safety Audit were supplied by the Barnstable Police Department and supplemented with crash reports provided by MassDOT. The crash reports were reviewed, and a collision diagram was developed for the Route 6A intersection with Mary Dunn Road/Indian Trail. The crash diagram is available in the appendix.

Route 6A at Mary Dunn Road/Indian Trail intersection crashes

Approaches to this four-way unsignalized intersection include:

- Route 6A approaches (1 left turn/through/right turn lane)
- Mary Dunn Road approach (1 left turn/through/right turn lane)
- Indian Trail (1 left turn/through/right turn lane)

From the reports provided by Barnstable Police Department, eight crashes occurred at the intersection between 2014 and 2018 with six property-damage-only crashes, two injury crashes, and no fatal crashes. The majority of crashes were classified as single vehicle, angle or rear end crashes. In addition, most of the crashes (approximately 63%) occurred during the busy summer season indicating that heavy traffic flow may be a contributing factor. The two injury crashes were an angle and a single vehicle crash, respectively. A summary of the crashes is included in the appendix.



Road Safety Audit Observations and Potential Improvements

On Tuesday, March 12, 2019 the Road Safety Audit Team met at the Cape Cod Commission office 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, a collision diagram, and traffic volume reports 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. 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

- Route 6A includes a sidewalk along the northern side of the roadway, however, there is no sidewalk along the southern side.
- The existing sidewalk is fairly close to the road with little to no separation from the travel lanes and there is a lack of marked crosswalks throughout the Route 6A corridor; hedges were noted as infringing on the sidewalk, making it feel narrower.
- There is no sidewalk or bicycle accommodation along Mary Dunn Road; a new spur of the Cape Cod Rail Trail is programmed for 2022 and is planned to connect to Mary Dunn Road
- There are no crosswalks on any of the approaches of the intersection.
- This portion of Route 6A is designated as the Claire Saltonstall Bikeway and is a desirable roadway for cyclists, however, there are no bicycle accommodations.
- There is a lack of shoulders along Route 6A and Mary Dunn Road; posing difficult interactions for motorists and bicyclists.
 - The lack of shoulders along Route 6A was noted by Barnstable Police as making it difficult for speed enforcement as there is not a safe place to pull a vehicle over.



Figure 4 – Route 6A westbound sidewalk with minimal separation approaching intersection



Figure 5 – Route 6A westbound approach sidewalk at Indian Trail



Potential Enhancements

- Add designated bike lanes or bicycle tolerant shoulders along Route 6A and Mary Dunn Road.
- Install a sidewalk (or a portion of sidewalk) along Mary Dunn Road.
- Install a crosswalk on the westbound approach of the intersection. A sight distance evaluation should be performed prior to installation.
- Paint “sharrows” on Route 6A and Mary Dunn Road indicating to motorists to share the road with bicyclists.
- Trim back hedges that are encroaching on the sidewalk and confirm sidewalk is ADA compliant.

Safety Issue #2. Intersection Control & Geometry

Observations

- Left turns are prominent from the side streets and are noted to be a difficult maneuver due to the horizontal curvature of Route 6A as noted by the two angle collisions (#3, 5).
- Mary Dunn Road is noted a cut-through road to Independence Park used by different roadway users (residents, tourists, commuters, commercial), some who are not familiar with the area.
- Mary Dunn Road and Indian Trail are offset slightly; vehicles must jog slightly to the right when trying to continue straight through the intersection from either Mary Dunn Road or Indian Trail. The offset alignment may be a contributing factor to the angle collisions (#3, 5) at this intersection.
- Indian Trail is a narrow roadway making it difficult for two cars to enter and exit the roadway at the same time.
- Safety issues exist with left turn queues on Route 6A as the intersection is located on a curve making it difficult for motorists to anticipate a stopped vehicle, as noted by the Route 6A westbound rear end collision (#4).
- A poor turn radius was noted on the southwest corner as tire marks were observed on the dirt in that corner and is often an issue noted by the fire department.
 - Many larger trucks were taking such wide turns and encroaching on the lawn of the property on the southeast corner when taking a right from Route 6A eastbound. Conversely, trucks encroach on the southeast corner when making a left turn onto Mary Dunn Road when there is a vehicle at the stop bar on Mary Dunn Road.



Figure 6 – Narrow road width on Indian Trail



Figure 7 – Indian Trail approach showing offset intersection alignment



Figure 8 – Truck turn difficulty

Potential Enhancements

When developing potential solutions to improve safety at intersections, the Commission considers conversion to roundabout as well as traditional signal-controlled options.

- Install a flashing light at the intersection to alert motorists of busy intersection and address angle crashes at the intersection.
- Evaluate if a traffic signal or a roundabout is warranted at the intersection.
- Realign the approaches from the minor roadways to improve alignment.
- Provide left-turn lanes on both Route 6A approaches to address rear-end crashes on Route 6A.
- Consider widening Indian Trail in the vicinity of the Route 6A intersection.
- Improve the southwest corner turn radii with additional pavement and pavement markings to allow larger vehicles to complete the turn more easily.



Safety Issue #3. Speed and Lighting

Observations

- There is one, older style, street light on the northeast corner of the intersection; LED lighting may be too bright for the nearby homes at the intersection, however, 3 out of 8 crashes occurred outside of normal daylight hours.
- Route 6A is posted for 40-mph at the intersection; speeding is a concern for all users, speed limits vary greatly throughout the corridor, which causes confusion and makes it difficult for the police department to enforce.
 - Speeding was a noted concern on Mary Dunn Road (posted at 30-mph) and is noted as a contributing factor for a rear-end crash on Mary Dunn Road (#8). It was also noted that the existing radar sign in the northbound direction is broken.



Figure 9 – Existing Street Light

Potential Enhancements

- Replace street light with newer model and consider additional lighting fixtures to help address nighttime crashes.
- Add traffic calming pavement markings or consider reducing travel lane widths with a painted median to slow traffic through the intersection to help reduce the severity of crashes at the intersection.
- Conduct a follow-up speed study after short-term improvements implemented.
- Fix the broken radar speed sign on Mary Dunn Road.



Safety Issue #4. Pavement Markings & Signage

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

- The stop line pavement markings on Mary Dunn Road and Indian Trail are worn and missing in sections.
- The stop sign on Mary Dunn Road has a warning sign under it reading “cross traffic does not stop” and is not located at the stop line.
- There are several existing recessed pavement markers on Route 6A that are broken or missing, which may have been a contributing factor for the sideswipe crash during nighttime hours on Route 6A (#7).
- There are horizontal alignment signs approaching the intersection on both Route 6A approaches that were recently installed by MassDOT.



Figure 10 – Worn stop bar on Mary Dunn Road



Figure 11 – Horizontal curve sign on Route 6A approaching intersection



Figure 12 – Mary Dunn Road stop sign with warning plaque



Potential Enhancements

- Add intersection name plaques to intersection warning signs on Route 6A to alert motorists of the intersection that they are approaching.
- Replace worn pavement markings, including stop lines on Mary Dunn Road and Indian Trail and recessed pavement markers on Route 6A.
- Include destination information & arrows for bike route signs (e.g., “To Cape Cod Rail Trail”) to provide better wayfinding for cyclists, pedestrians, and motorists.
- Improve stop sign placement on Mary Dunn Road approach.

Safety Issue #5. Obstructions

A Policy on Geometric Design of Highways and Streets (2011), prepared by the American Association of State Highway and Transportation Officials, is the definitive reference manual on roadway design. The manual states that “each quadrant of an intersection should contain a triangular area free of obstructions that might block an approaching driver’s view of potentially conflicting vehicles.” This clear sight triangle is also needed to provide “sight distance for a stopped vehicle on a minor-road approach to depart from the intersection and enter or cross the major road.”

Observations:

- For vehicles exiting Indian Trail, sight distance is limited by overgrown vegetation/hedges in both the northwest and northeast quadrants as well as a utility pole in the northeast quadrant; additional vegetation obscures the view of the stop sign. These sight obstructions likely contributed to the angle collision originating from Indian Trail (#5).
- For vehicles exiting Mary Dunn Road, sight distance is limited by overgrown vegetation/hedges and in the southwest quadrant along Route 6A, as well as trees in the southeast corner. These sight obstructions likely contributed to the angle collision originating from Mary Dunn Road (#3).
 - The trees in the southeast corner also obstruct vehicles travelling westbound on Route 6A from seeing vehicles stopped on Mary Dunn Road.



Figure 13 – Trees causing sight obstructions in southeast quadrant of intersection



Figure 14 – Sight line obstructions in the southwest quadrant of the intersection



Potential Enhancements:

- Conduct a tree assessment for the existing large trees at the intersection.
- Potentially remove trees on the southeast quadrant of the intersection that are currently obstructing sight lines along Mary Dunn Road and Route 6A to reduce single vehicle crashes at the intersection
- Relocate the utility pole on the northeast corner of the intersection. Consider removal of the empty utility pole to the west of the intersection on the south side of the roadway.
- Trim or consider removal of the overgrown hedges on all corners of the intersection to improve sight lines. Coordinate with abutters on potential remedies if obstructions are on private property.

Safety Issue #6. Pavement Conditions & Drainage

Observations

- Pavement on Route 6A is showing signs of wear including weathering and pot holes along the edge of the pavement on the south side of the roadway.
- There was some runoff/ponding along Mary Dunn Road. Wet pavement conditions were noted as a possible contributing factor for a rear-end collision on Mary Dunn Road (#8).



Figure 15 – Runoff flowing toward intersection on Mary Dunn Rd



Potential Enhancements

- Further investigate drainage runoff issue on Route 6A.
- Maintain catch basins, re-install covers as needed to improve roadway drainage.
- Consider filling in potholes along the shoulder of the roadway.

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), medium-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).

Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Lack of Multi-Modal Accommodation	Add bike lanes or bicycle tolerant shoulders on Route 6A	High	Medium	Med/High	MassDOT
	Add sidewalk on Mary Dunn Road	High	Long	High	Town
	Install crosswalk on Route 6A westbound approach. Confirm adequate sight distance is available.	Medium	Long	Med/High	MassDOT
	Install sharrows on Route 6A and Mary Dunn Road	Medium	Short	Low	MassDOT/Town
	Trim hedges along sidewalk	Low	Short	Low	MassDOT/Town
Intersection Control & Geometry	Install flashing lights	Medium	Medium	Medium	MassDOT
	Evaluate signal or roundabout	High	Long	High	MassDOT/Town
	Realign minor street approaches	Medium	Long	Med/High	MassDOT/Town
	Add left-turn lanes on Route 6A approaches	Medium	Long	High	MassDOT
	Widen Indian Trail	Low	Medium	Med/High	Town
	Improve southwest corner radii	Medium	Long	High	MassDOT



Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Speed & Lighting	Upgrade street light to LED. Add additional street lights	Medium	Medium	Medium	MassDOT/Town
	Install traffic calming pavement markings on Route 6A	Medium	Short	Low	MassDOT
	Conduct speed study	Low	Short	Low	MassDOT/Town
	Fix radar sign on Mary Dunn Road	Low	Short	Low	Town
Pavement Markings & Signage	Add intersection name plaques to warning signs	Low	Short	Low	MassDOT
	Replace worn pavement markings	Medium	Short	Low	MassDOT/Town
	Install wayfinding signage for future rail trail connection	Low	Short	Low	MassDOT/Town
	Improve stop sign placement on Mary Dunn Road	Low	Short	Low	Town
Obstructions	Conduct tree assessment	Low	Short	Low	Town
	Remove trees in southeast quadrant of intersection	High	Short	Low	MassDOT/Town
	Relocate utility poles	Medium	Medium	High	MassDOT/Town
	Coordinate with abutters to remove or trim hedges on all corners	High	Short	Low	MassDOT/Town
Pavement Conditions & Drainage	Investigate drainage runoff on Route 6A	Low	Short	Low	MassDOT
	Maintain catch basins, re-install covers	Medium	Short	Low	MassDOT/Town
	Fill potholes along shoulders	Medium	Short	Low	MassDOT/Town

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
Francis Pulsifer	Barnstable Fire Department	fpulsifer@barnstablefire.org
Matthew Lounsbury	Barnstable Police Department	lounsbury@barnstablepolice.com
Amanda Ruggiero	Barnstable Department of Public Works	amanda.ruggiero@town.barnstable.ma.us
Bianca Marshall	MassDOT District 5 – Traffic	bianca.marshall@dot.state.ma.us
Jason Walters	MassDOT District 5 – Projects	jason.walters@dot.state.ma.us
Andrew Maker	MassBike	amaker@fullcycle.solutions
Colleen Medeiros	Cape Cod Commission	colleen.medeiros@capecodcommission.org
Steven Tupper	Cape Cod Commission	stupper@capecodcommission.org
David Nolan Jr.	Cape Cod Commission	david.nolan@capecodcommission.org
Lev Malakhoff	Cape Cod Commission	lmalakhoff@capecodcommission.org

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Road Safety Audit (RSA) Meeting

Barnstable: Intersection of Route 6A at Mary Dunn Road/Indian Trail

Tuesday, March 12, 2019 10:00 a.m. – 12:00 p.m.

Location: Cape Cod Commission (Ocean Conference Room)
3225 Main Street (Route 6A)
Barnstable, MA 02630

10:00 a.m. Welcome and Introductions

10:05 a.m. Review of Site-Specific Material

- Crash Summary and Collision Diagram
- Existing Geometries and Conditions

10:30 p.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 p.m. Post-Visit Discussion at Meeting Room / Completion of RSA

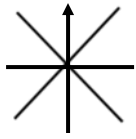
- Discuss observations and finalize on-site findings
- Discuss potential improvements and draft recommendations

12:00 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.



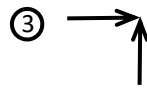
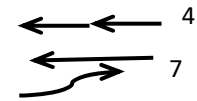
Collision Diagram



Indicate North by arrow

Indian Trail

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Mary Dunn Road

Route 6A (Main Street)

SYMBOLS	TYPES OF COLLISIONS	CRASH INFORMATION Each crash is labeled with a Crash# and additional information is included on the crash summary.
<ul style="list-style-type: none"> Moving Vehicle Backing Vehicle Non-involved Vehicle Pedestrian Bicyclist Parked Vehicle Fixed Object Fatal Crash Injury Crash 	<ul style="list-style-type: none"> Rear-End Head On Side Swipe Out of Control Turning Movement Right Angle 	<p>Notes:</p> <p>Total Crashes: 6 Injury Crashes: 2 Fatality Crashes: 0</p>

INTERSECTION: **Route 6A AND Mary Dunn Road/Indian Trail** (Barnstable)

CRASHES FROM 2014 TO 2018

Analysis prepared: 2/14/19

Crash Data Summary, Route 6A at Mary Dunn Road/Indian Trail (2014-2018)

Source: Town of Barnstable Police Department

#	Crash Date	Crash Time	Crash Severity	# Vehicles	# Injured	Manner of Collision	Ambient Light	Weather Condition	Road Surface	Driver Contributing Codes
1	6/5/2014	7:50 AM	Property damage only (none injured)	1	0	Single Vehicle	Daylight	Cloudy	Wet	D1: (Illness)
2	6/17/2015	12:33 AM	Property damage only (none injured)	1	0	Single Vehicle	Dark - lighted roadway	Clear	Dry	D1:(Distracted)
3	8/27/2015	11:34 AM	Non-fatal injury	2	1	Angle	Daylight	Clear	Dry	D1: (Failed to yield to right of way) D2: (No improper driving)
4	5/4/2016	12:25 PM	Property damage only (none injured)	2	0	Rear-end	Daylight	Cloudy	Dry	D1: (Inattention) D2: (No improper driving)
5	10/14/2016	5:28 PM	Property damage only (none injured)	2	0	Angle	Dusk	Clear	Dry	D1:(Failed to yield right of way),(Disregarded traffic signs, signals, road markings)
6	6/5/2017	8:03 PM	Non-fatal injury	1	1	Single Vehicle	Dark - roadway not lighted	Cloudy/Rain	Wet	D1: (Unknown)
7	7/2/2018	11:35 PM	Property damage only (none injured)	2	0	Sideswipe, opposite direction	Daylight	Clear	Dry	D1: (No improper driving) D2: (Failure to keep in proper lane or running off road)
8	10/15/2018	4:53 PM	Property damage only (none injured)	2	0	Rear-end	Daylight	Rain	Wet	D1: (Followed too closely), (Inattention) D2: (No improper driving)
Total				13	2					

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