



Shining Sea Bikeway Extension Feasibility Study

April 2017



Prepared by Cape Cod Commission staff on behalf of the Cape Cod Metropolitan Planning Organization and the Cape Cod Joint Transportation Committee

Executive Summary

The Shining Sea Bikeway in Falmouth and the Cape Cod Canal Bike Paths in Bourne are two world class recreational facilities. Additionally, they are components of a region-wide trail network allowing for users to travel across Cape Cod in a healthy, sustainable manner. This study examines the feasibility of connecting these two facilities to further expand the Cape's bike path network. In addition, the Cape Cod Commission is working with its partners to expand the Cape Cod Rail Trail from Bourne to Provincetown. Completion of all the components would create a bike path from Woods Hole in Falmouth to Provincetown.

Cape Cod Commission staff have engaged local officials, state agencies and advocacy groups to begin planning for the use of the existing 6.25-mile rail line from the Shining Sea Bikeway's current northern terminus at County Road in North Falmouth to the Cape Cod Canal in Bourne.

Commission staff analyzed three alternatives, "Rail-to-trail", "Rail-with-trail" and "Rail-with-trail with at-grade crossings." The "Rail-to-trail" option includes the removal of the existing rails and constructing a paved bike path (the new bike path would utilize the existing bridges). "Rail-with-trail" involves construction of a paved bike path adjacent to the existing rail line (the existing rail would remain active and new bridges would be required for the new bike path). The "Rail-with-trail with at-grade crossings" would include a new bike path constructed beside the existing rail line (the existing rail line would continue to be active), however instead of constructing new bridges, some low-volume road crossings would be at-grade.

The original Scope of Work for this study only called for a cost analysis and an estimate of environmental impacts as the result of extending the existing Shining Sea Bikeway from County Road in Falmouth to the Cape Cod Canal Bike Path in Bourne. Once the feasibility study was underway, Commission staff recognized an overwhelming amount of community support and numerous requests from the public for information.

Therefore, Commission staff added public information meetings to the Scope of Work (see page 4 for public outreach). Commission staff attended a Bourne Transportation Advisory Committee meeting which was overflowing with supporters of this project. The project is also supported by the "Friends of the Bourne Rail Trail" - an advocacy group that is helping bring awareness to the public. The Falmouth Bike Committee's top recommendation from their town bike report was to extend the existing Shining Sea Bikeway to the Canal Bike Path in Bourne. The Cape Cod Regional Transit Authority has also been a leading proponent of this project. The Massachusetts Department of Transportation (MassDOT) has a Healthy Transportation initiative and a Canal Area Study underway that both support bike paths in general and the need to provide safe

bike/walking options in the area of the Cape Cod Canal. The National Park Service also published a report in 2010 that recommends an extension of the Shining Sea Bikeway to Bourne.

This Feasibility Study documents some of the benefits resulting from the construction of a safe bicycling and pedestrian facility, such as:

- Creating more livable communities
- Improved accessibility, particularly for non-drivers
- Reduced traffic congestion
- Air and noise pollution reductions
- Energy conservation
- Improved local property values
- Improved public health and fitness and associated reduction in health care costs

This Feasibility Study also documents significant hurdles would need to be overcome for this project to move forward. Joint Base Cape Cod still utilizes the rail line in the event of national emergencies to mobilize equipment (see page 25). The Upper Cape Transfer Station Board of Directors has concerns about eliminating the rail line, as they hope to resume rail service to remove waste from the Upper Cape towns (see page 28). Mass Coastal currently has a lease to utilize the existing rail line (see page 28). Environmental impacts of the project must be studied and addressed (see page 26)

Based on the overwhelming support of this project and significant benefits (see page 33), Commission staff recommend that this project move forward in the design process. The design process would present additional details on potential project issues allowing decision-makers to weigh all potential benefits and issues associated with the project.

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Introduction

Bicycling from Boston to Cape Cod is a popular activity that draws visitors and residents as they explore the region.

The Massachusetts General Court established the Claire Saltonstall Memorial Bikeway in 1978 (as a memorial to Claire Saltonstall, daughter of Senator William Saltonstall, who died in a bicycle accident in 1974).

The bike route consists of a series of interconnected on-road segments and multi-use paths beginning in Boston and ending in Provincetown or Woods Hole. The Cape Cod section travels from the Plymouth County line to the Sagamore Bridge and divides into two spurs: (1) Sagamore Bridge to Woods Hole, and (2) Sagamore Bridge to Provincetown.

Starting at the Cape Cod Canal railroad bridge, the spur to Woods Hole travels 6.25 miles along local roads within the town of Bourne and northern Falmouth, then joins the Shining Sea Bike Path at Route 151.

In the 35 years since the Claire Saltonstall bike route designation, the Cape's roads, development patterns, and bicycle accommodations have changed, but the originally designated route for the bikeway has not. Portions of the route travel along once rural roads that now carry considerably more traffic. The Cape Cod Rail Trail provides a preferable option to sharing the road for many cyclists, because the Saltonstall route in some towns still travels along busy roads. In 2015 the Cape Cod Commission produced a report "Claire Saltonstall Memorial Bikeway: Cape Cod Segment – Recommended Route Revisions" listing recommendations for a realignment of the route. This and other reports are available on the Cape Cod Commission website at:

www.capecodcommission.org/bikeped

During the development of the Cape Cod Metropolitan Planning Organization's Regional Transportation Plan (RTP), the Cape Cod Commission staff developed a "vision map" for the completion of a network of shared-use paths (see Figure 1). On the map, the study area has been emphasized with a yellow border.

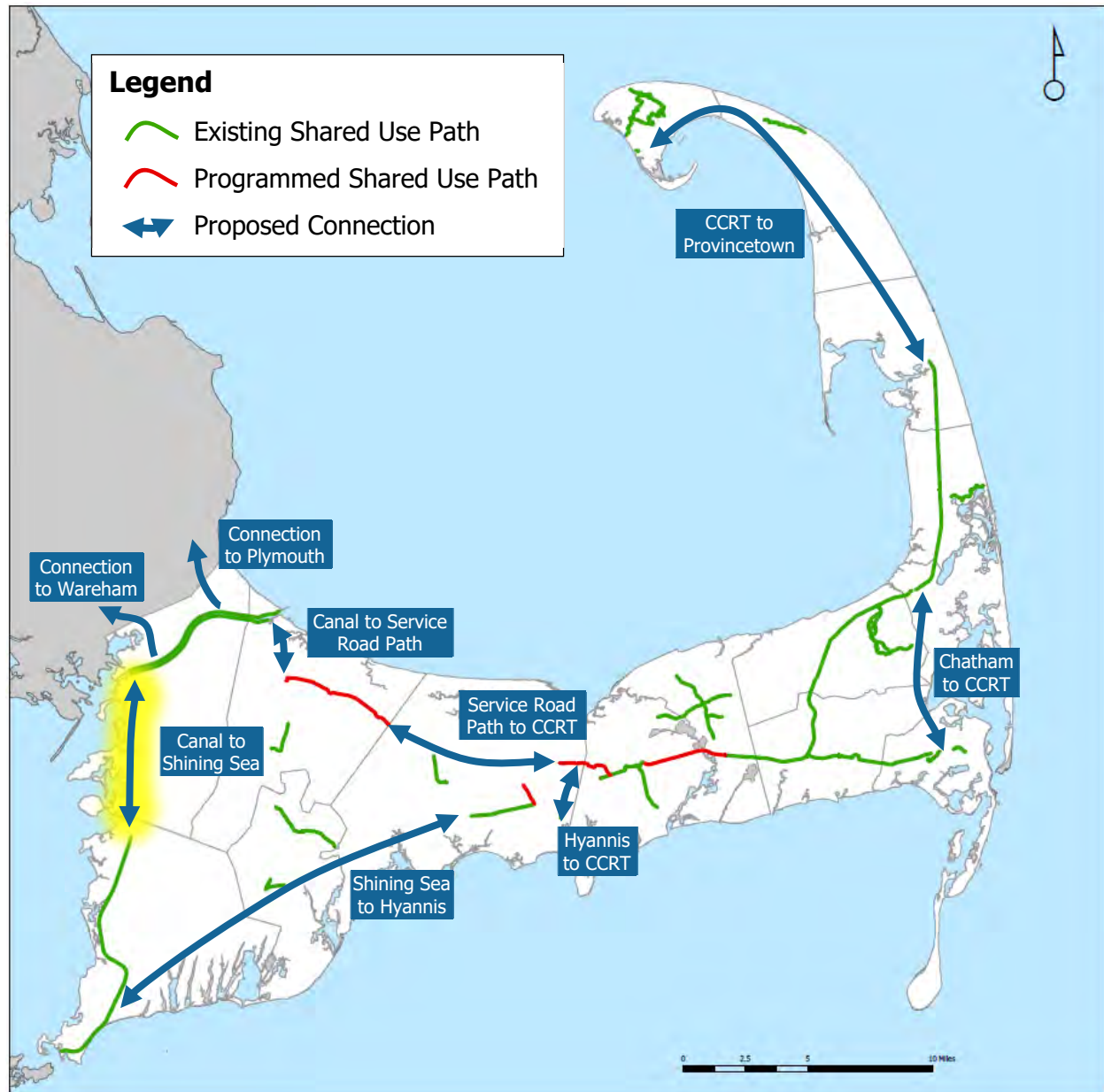


Figure 1 - Shared Use Path Vision Map

Source: 2016 Cape Cod Commission Regional Transportation Plan, Shining Sea Bikeway extension area emphasized

A closer view of the study area can be seen in Figure 2. The project area map shows the alignment of the existing rail line as it passes through the villages of North Falmouth, Cataumet, Pocasset, Monument Beach and Bourne village from south to north.



Figure 2 - Project Area Map

Stakeholders

Cape Cod Commission staff have actively sought the involvement of interested parties including:

- Massachusetts Department of Transportation (MassDOT)
- State Legislators
- Town of Falmouth
- Town of Bourne
- Cape Cod Regional Transit Authority
- Joint Base Cape Cod
- Mass Coastal Railroad
- Bicycle Advocacy Groups

Goals and Objectives

Based on stakeholder input and under the guidance of the Cape's transportation advisory board (the Cape Cod Joint Transportation Committee), Cape Cod Commission staff have prepared this report:

To evaluate the feasibility of extending the Shining Sea Bikeway from its current terminus near Route 151 in the town of Falmouth to the Cape Cod Canal bike path in the town of Bourne

Specifically, Commission staff have been tasked to evaluate the feasibility of the following three alternatives for extending the Shining Sea Bikeway:

- No-build
- "Rail Trail" - removal of rails, construction of multi-use path on rail bed
- "Rail-with-Trail" - construction of multi-use path adjacent to existing rail bed

This study is being developed to support MassDOT's policies of providing healthy transportation options and to prompt mode shift from single-operator vehicles to more sustainable transportation options. In addition to many rail-to-trail projects that have been implemented throughout the commonwealth, MassDOT specifically supports rails-with-trails provided that there is appropriate fencing to separate trail users from the rail line. The 2013 letter from the Secretary of Transportation clarifying this policy is included in the appendix.

Public Participation Activities

Cape Cod Commission staff have been active participants in meetings with local organizations that have shown an interest in the project. Meetings and workshops attended include those hosted by the following organizations:

- Friends of Falmouth Bikeways
- Bourne Transportation Advisory Committee
- Friends of the Bourne Rail Trail
- Bourne Council on Aging
- Military-Civilian Community Council (MC³)
- Upper Cape Transfer Station Board of Directors



Figure 3 - Open House - Friends of the Bourne Rail Trail

Comments on Draft Report

A draft of this report was released for a 30-day comment period beginning on February 13, 2017. The Commission received 68 written comments (available in the appendix):

- 62 Support the project
 - 30 Support the “Rail-to-Trail” option
 - 7 Support the “Rail-with-Trail” option
- 12 Support rail uses

Existing Conditions/Problem Identification

From the current terminus of the Shining Sea Bikeway at County Road in North Falmouth, the existing railbed crosses 21 roads, mostly at-grade. For each road crossing discussed in this chapter, the following characteristics are identified:

- Summer average daily traffic
- Land use
- Clearance height (as posted, for rail-over-road)
- Elevation difference (for rail-under-road)

A detailed listing of roadway traffic data is included in the appendix. Details include directional traffic volumes, vehicle classification and speeds.

Bicycle/Pedestrian Counts

The extension of the Shining Sea Bikeway would provide a safe and convenient facility for users along the corridor from North Falmouth to Bourne Village in addition to users traveling longer distances between Woods Hole and the Cape Cod Canal paths. The Cape Cod Commission has been recording bicycle and pedestrian data for several years. As an indicator of the popularity of existing facilities and the potential demand of a new pathway, the most recent data are shown below in Table 1.

Table 1 - Trail Users on Shining Sea and Cape Cod Canal Paths

Location	Shining Sea Bikeway south of County Road	Cape Cod Canal Path South @ West End
Bicyclists	709	299
Skaters	9	12
Walkers	91	290
Joggers	17	16
Child in Carrier	13	5
Wheelchair	0	2
Other	1	2
Total Users	840	626

(Counts taken 6/30/2015 from 7a.m.–7p.m. Source: Cape Cod Commission)

Another location along the Cape Cod Canal Path (south side @ east end) was observed to have 1,540 users during a 12-hour period on 7/18/2010. Cape Cod Commission

staff observed 3,046 users on the Shining Sea Bikeway during a 12-hour period on 7/3/2012 at the southern end of the trail. All counts taken by the Commission on the Shining Sea Bikeway as well as the Cape Cod Canal paths are available in the appendix.

Existing Rail Track

The existing track is laid out at standard gauge (4ft. 8.5in.). The rail right-of-way width (ROW) varies along the corridor. The narrowest section is approximately 50ft. wide in the vicinity of the Back River. The widest section is approximately 107ft. in the vicinity of County Road. The average width overall is about 75ft. from side to side. At Bell Road the width is briefly widened to approximately 170ft due to the introduction of the Hyannis Branch of the railroad.

Table 2 includes a summary of the various ROW changes for each 0.20 mile (with important landmarks/crossing locations also shown) from County Road to Bell Road. Also included are approximate lateral distances from the outer edge of the rail track to the ROW boundary on each side proceeding northerly from County Road in Falmouth.

Table 2 - Rail Track Positioning and Approximate Right-of-Way Widths

Landmark	Mileage (north of County Road)	Total ROW Width (ft.)	Distance from Left (west) ROW to Left Rail (ft.)	Distance from right (east) ROW to right Rail (ft.)	Number of Tracks
County Road	0.0	77	45	14	2
	0.2	107	39	21	1
	0.4	66	36	30	1
Overpass Old Main Road		62			1
	0.6	77	47	31	1
	0.8	82	36	40	1
	1.0	88	37	46	1
Overpass Scraggy Neck Rd		83			1
	1.2	53	7.4	41	1
	1.4	78			1
	1.6	81	35	41	1
Red Brook Harbor Road		81			1
Narrow Causeway over Red Brook		77			1
	1.8	77	38	34	1
Overpass Shore Road		81			1
	2.0	80	44	31	1

	2.2	79	31	42	1
	2.4	84	40	39	1
	2.6	80	34	41	1
Barlows Landing Road		83			1
	2.8	83	37	41	1
	3.0	84	42	43	1
Bridge over Pocasset River		84	44	40	1
	3.2	79	38	37	1
Underpass Shore Road		78			1
Causeway over Little Bay		81			1
	3.4	81	34	44	1
Overpass Valley Bars Cir.		79			1
	3.6	88	40	44	1
Briarwood Lane (south)		91			1
	3.8	87	44	39	1
Briarwood Lane (north)		86			1
	4.0	71	34	32	1
Monument Beach Driveway		61			1
	4.2	71	31	35	1
Worcester Ave.		67			1
	4.4	62	26	32	1
Evergreen Hill Road		63			1
	4.6	65	30	30	1
	4.8	52	23	24	1
Driveway		52			1
Bridge over Back River		48			1
	5.0	50	23	22	1
Monument Neck Road		63			1
	5.2	68	43	21	1
	5.4	78	48	26	1
Bell Road		170			

At-Grade Crossings

There are ten at-grade road crossings of the railbed. The following sections of the report include discussion of each.

County Road

County Road serves neighborhoods in North Falmouth and as a western extension of Route 151 with access to Routes 28A and 28 and the town of Mashpee. County Road is the existing northern terminus of the Shining Sea Bikeway. The path is aligned along the western side of the railway right-of-way. There is a painted crosswalk for trail users to cross County Road to a sidewalk along the north side of the roadway. The sidewalk continues to the west for approximately 100ft. to provide access to a large unpaved parking area. The parking area has a capacity of almost 60 vehicles and is primarily used by visitors to the Shining Sea Bikeway.

This crossing includes gates and warning lights.



Figure 4 - County Road at northern terminus of the Shining Sea Bikeway, looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 5,865 vehicles per day.

Red Brook Harbor Road

Red Brook Harbor Road serves a northern route to the western section of Cataumet village and Scraggy Neck. In addition to residential areas, there is a modest amount of commercial use such as boat yards.

This crossing includes warning lights.



Figure 5 - At-grade rail crossing of Red Brook Harbor Road - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 990 vehicles per day.

Barlows Landing Road

Barlows Landing Road is the main corridor serving the village of Pocasset to the west and the commercial areas near Route 28 to the east. The road provides an east-west connection to Shore Road, County Road, and Route 28.

This crossing includes warning lights.



Figure 6 - At-grade crossing of Barlow's Landing Road

Traffic volumes collected by the Cape Cod Commission show that there is an average of 5,150 vehicles per day during the summer.

Briarwood Lane (south)

This driveway serves one private home. Based on the Institute of Transportation Engineers' *Trip Generation* manual, this crossing has an average of 10 vehicles per day.

This crossing is uncontrolled (pavement markings and signage only).

Monument Beach Driveway

This driveway serves as a secondary access to Monument Beach and has a gate which is typically closed except when service vehicles need access to the beach.

This crossing includes gates and warning lights.



Figure 7 - At-grade crossing of driveway at Monument Beach - looking west

Worcester Avenue

Worcester Ave serves the residential areas on the west side of the village of Monument Beach. The road is part of an east-west route including Beach Street and Clay Pond Road with connections to north-south roadways such as Shore Road, County Road and Route 28.

This crossing includes warning lights.



Figure 8 - At-grade crossing of Worcester Avenue - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 530 vehicles per day.

Evergreen Hill Road

Evergreen Hill Road provides connectivity to the residential northwestern area of Monument Beach village from Shore Road to the east.

This crossing is uncontrolled (pavement markings and signage only).



Figure 9 - At-grade crossing of Evergreen Hill Road - looking east

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 165 vehicles per day.

Driveway near Back River

This driveway serves three private homes. Based on the Institute of Transportation Engineers' *Trip Generation* manual, this crossing has an average of 29 vehicles per day.

This crossing is uncontrolled (pavement markings and signage only).



Figure 10 - At-grade crossing of driveway near Back River

This driveway serves three private homes. Based on the Institute of Transportation Engineers' *Trip Generation* manual, this crossing has an average of 29 vehicles per day.

Monument Neck Road

Monument Neck Road serves the mostly residential western portion of Bourne village and Mashnee Island.

This crossing includes warning lights.



Figure 11 - At-grade crossing of Monument Neck Road - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 2,820 vehicles per day.

Bell Road

Bell Road serves residential areas of northern Bourne village and provides access to a parking area used by visitors to the Cape Cod Canal.

This crossing is uncontrolled (pavement markings and signage only).



Figure 12 - At-grade crossing of Bell Road – looking east

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is average of 1,064 vehicles per day.

Rail Overpasses (rail over road or water)

There are nine locations where the railbed passes over a feature:

- Five overpasses over roads
- Four bridges/culverts over water features

Bridge abutments appear to be in a state of good repair.

Old Main Road

Old Main Road is a north-south western by-pass route from Route 28A to County Road and primarily serves residential areas in North Falmouth village. The height of the bridge is not posted; similar bridges are posted as 9' 6".



Figure 13 - Rail overpass of Old Main Road - looking east

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 2,564 vehicles per day.

Scraggy Neck Road

Scraggy Neck Road is the primary east-west corridor through the village of Cataumet, connecting Scraggy Neck to the west and to County Road to the east. The height of the bridge over the roadway is posted as 9ft. 6in.



Figure 14 - Rail overpass of Scraggy Neck Road - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 1,991 vehicles per day.

Red Brook

Red Brook passes under the railbed via a culvert and flows west from Red Brook Pond to discharge into Red Brook Harbor. The railbed travels on a causeway approximately 175ft. long over Red Brook.

Shore Road (near Thaxter Road)

Shore Road is an important north-south corridor connecting North Falmouth to the western villages of Bourne. The height of the bridge is posted at 11'5".



Figure 15 - Rail overpass of Shore Road near Thaxter Road – looking east

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 3,886 vehicles per day.

Pocasset River

The railbed travels along an 800ft. causeway from the south and then crosses the Pocasset River via a 100ft. bridge).

Little Bay

The outflow from Little Bay travels west under the railbed via a culvert. The railbed crosses Little Bay via a 400ft. causeway.

Valley Bars Circle

Valley Bars Circle provides a connection from Shore Road on the east to a shore-side parking on the west. The bridge height is not posted but appears to be about 10ft. above the roadway.



Figure 16 - Rail overpasses Valley Bars Circle - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 254 vehicles per day.

Emmons Road

Emmons Road provides access to Shore Road on the east and to the mostly residential Toby's Island on the west and boating-related land uses. The bridge height is not posted but appears to be about 11ft. above the roadway



Figure 17 - Rail overpasses Emmons Road - looking west

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 1,088 vehicles per day.

Back River

Back River is listed in the Cape Cod Commission's *Cape Cod Atlas of Tidally Restricted Salt Marshes* as an Area of Critical Environmental Concern. As the rail line approaches the river from the south, the rail bed is carried on a causeway approximately 100ft. long, then over a 60ft. long bridge, and finally via another causeway for approximately 40ft. The northern bridge abutment appears designed to only accommodate the existing

bridge; the southern abutment appears to be designed to allow for a second rail crossing to the west of the existing crossing.

Rail Underpasses (rail under road)

There are two locations where the rail bed passes underneath road bridges.

Shore Road (near Bennets Neck Drive)

Shore Road is an important north-south corridor connecting North Falmouth to the western villages of Bourne.



Figure 18 - Shore Road near Bennets Neck Road overpasses rail – looking east

Traffic volumes collected by the Cape Cod Commission in July of 2016 show that there is an average of 4,071 vehicles per day. The road surface is approximately 25ft. higher than the railbed.

Briarwood Lane (north)

Briarwood Lane is a private way serving a residential area on the west to Shore Road on the east.



Figure 19 - Briarwood Lane overpasses rail - looking west

This driveway serves ten private homes. Based on the Institute of Transportation Engineers' *Trip Generation* manual, this crossing has an average of 95 vehicles per day. The road surface is approximately 25ft. higher than the railbed.

As shown in Figure 20, the length of the bridge span may limit the possibility of constructing a trail adjacent to the existing rail line.



Figure 20 - Rail line passing underneath Briarwood Lane bridge

Rail Usage

While there is no currently scheduled service along the rail line from Joint Base Cape Cod (JBCC) to the railroad bridge at the Cape Cod Canal, the line is currently considered to be an active railway. An official from JBCC has indicated that the rail line is an important resource in the event of the need to transport large equipment from the base to assist in disaster recovery in other areas of the country. The current lease holder is Mass Coastal Railroad; currently, Mass Coastal is not providing active service. The Upper Cape Regional Transfer Station (located on JBCC) is not currently using the rail line to haul trash.

Environmental Issues

Of the 6.25 miles of rail line considered for the bike path, approximately 9,000 linear ft. (1.7 miles) of the railroad bed lies within a 100ft. buffer area of wetlands. When considering alternatives such as “Rail with Trail,” special construction techniques may be required (e.g., retaining walls, elevated boardwalks) to avoid impact on wetland resources. The construction of a bike path in the rail corridor has the potential to restore wetland habitats through the expansion of culverts and the removal of other obstructions.



Figure 21 - View of wetlands from rail bed near Red Brook in Bourne

Land Use

Land uses along the study area corridor are predominantly residential and can be seen in Figure 22. Other important land uses along the corridor include government/open space, commercial, and mixed use developments. The construction of a bike path in the rail corridor would provide a direct connection for the villages of Bourne Village, Gray Gables, Pocasset and Cataumet in Bourne with Falmouth and Sandwich for non-motorized transport.



Figure 22 - Study Area Land Use

Alternatives Analyses

Rail Service

Cape Cod Commission staff have met with MassDOT, Joint Base Cape Cod (JBCC) representatives, and the directors of the Upper Cape transfer station to discuss plans for continued and possible increased service along the rail line. An increase in rail activity could warrant a review of the existing crossing equipment at the existing ten at-grade road crossings, many of which are lacking in warning lights or gates.

Representatives of JBCC indicated a desire to retain the rail line for instances where large equipment is needed in other parts of the county and rail freight would be the most practical means of transportation.

MassDOT has provided correspondence (see Appendix A) that further outlines existing and potential future uses of the rail infrastructure:

- The rail line is currently identified by the U.S. Department of Defense as a Strategic Rail Corridor Network (STRACNET) Connector Line. STRACNET includes 32,500 miles of rail line critical to move essential military equipment to ports around the country and 5,000 miles of track essential to connect one facility to another.
- The rail serves the Upper Cape Regional Transfer Station located on the military base. Although not currently operating, it is expected to be re-opened once the Bourne Landfill is full.
- The current rail line lease holder, Mass Coastal Railroad operates Scenic and Dinner Train operations on a northerly portion of the rail line and intends to provide more extensive operations on the rail line.

The 2010 *Bicycle Feasibility Study* (Cape Cod National Seashore/Cape Cod Commission) as adopted into the Cape Cod Regional Transportation Plan suggests the possibility of relocation of the existing rail line in order to provide space for a safe bicycling facility. One possibility is to relocate the rail line to the east of Route 28. The land along the east side of Route 28 is almost entirely in the public domain and would allow for safe and secure rail service. Road crossings would be eliminated and rail line security would be improved as most of this area is under the control of JBCC.

Trail Alternatives

The following sections include information regarding the major trail alternatives:

- No-Build
- Rail-to-Trail
- Rail-with-Trail

Information is also provided for the creation of new at-grade crossings for the trail. In consideration of the various alternatives, the unit costs shown in Table 3 have been estimated (see Appendix C for sources and methodology).

Table 3 - Estimated Unit Costs

<u>Feature</u>	<u>Unit</u>	<u>Cost per Unit</u>
New Trail <i>e.g., Rail with Trail</i>	Mile	\$950 thousand
On Railbed <i>Rail to Trail</i>	Mile	\$780 thousand
Bridge <i>Includes abutments & approaches</i>	Each	\$2.17 million
Truss Bridge <i>Uses existing abutments</i>	Each	\$460 thousand
Crosswalk <i>High Visibility</i>	Each	\$3 thousand

No-Build Scenario

Under the No-Build alternative, construction costs would be avoided. Likewise, the benefits would also be unrealized, many of which provide users a high level of comfort and safety and an important link in the bicycling/pedestrian network. The No-Build scenario carries real as well as opportunity costs such as:

- Bicycle-motor vehicle crashes
- Lost economic development (visitor spending, support services)
- Health impacts due to increased driving, less biking or walking
- Environmental/air quality impacts of emissions from increased driving

Rail-to-Trail (rail removal)

“Rail-to-Trail” would be the less expensive option. This option includes the removal of the existing rails and construction of a new multi-use path on the railbed. The load rating for bike traffic for a bridge is about a third of the load rating for rail traffic. Therefore, it is likely that the bridges would not require structural enhancements. The procedure for converting each crossing would be removing the rail and current decking, then adding decking, railings and potentially painting the crossings.

Costs would increase if the spans are lengthened (e.g., over water-bodies or narrow roadways). This would require new crossings to be constructed, including new retaining walls and abutments. The crossings may be lengthened to allow for increased tidal flushing or road-widening. An example can be seen where the Cape Cod Rail Trail Extension crosses the Bass River at the Dennis/Yarmouth town line. A widened opening of the river to allow for increased tidal flushing is planned, resulting in a longer span for the Rail Trail’s bridge vs. the original rail bridge.

Based on information developed for the extension of the Cape Cod Rail Trail, constructing a bike path on a former rail bed would cost an estimated \$780 thousand per mile, over the entire length of 6.25 miles for a total of approximately \$4.88 million. Cost estimates prepared for a rail trail project in Maine indicate that construction of a steel truss on top of existing abutments would be \$460,000. For the nine rail crossings over roadways or water features, provision of steel truss bridges would cost approximately \$4.14 million. Together, the new surface and bridges would cost approximately \$9.14 million.

Rail-with-Trail (rail remains)

“Rail-with-Trail” would likely be the most expensive option. This would require constructing new bridges and embankments to accommodate the trail. A new multi-use path would be constructed adjacent to the existing rail line which would remain active.

As of 2013, MassDOT has adopted a policy to permit the construction of shared-use paths “along active or planned railroad rights-of-way provided that appropriate fencing separates the two uses” (see Appendix B). MassDOT is currently creating guidelines for Rails-with-Trails. A resource for understanding the implications of Rail-with-Trail installations is *America’s Rails-with-Trails* produced by the Rails-to-Trails Conservancy and is available at www.railstotrails.org

According to *America's Rails-with-Trails*, several trail managers noted that setback requirements enforced by the railroad usually range from 25 to 30ft. as a minimum. This is the distance from the center of the closest rail to the edge of the path. A vast majority of rails-with-trails have some type of barrier or were designed to be grade-separated for all, or a portion of, the trail's length. The most common barrier is some type of fencing.

The Shining Sea Bikeway is cited in the report as an existing Rails-with-Trails facility that currently shares about two-tenths of a mile with the rail line between County Road to the north and the split of the Otis Branch railroad to the south. The bikeway is partially elevated and separated from the rail line by a retaining wall and a fence. The separation of the fence from the rail is approximately 10ft. The bikeway is fenced on both sides and is fully paved between the fences for a width of 14ft. (see Figure 23).



Figure 23 - Rail with Trail section of Shining Sea Bikeway south of County Road

Proceeding north from County Road, the rail line includes a siding track for a distance of about one-quarter mile. The outer edges of the two sets of parallel tracks span a total width of about 18ft.

Estimates derived from the proposed extension of the Cape Cod Rail Trail into Barnstable indicate that a separated path would cost approximately \$950 thousand per mile plus any associated costs of bridges. Each bridge is estimated to cost \$2.17 million. Therefore, a fully new path for the entire 6.25 miles of rail line (estimated \$5.97 million) including nine new bridges where the railroad crosses over a road or water feature (estimated \$19.53 million) would cost an estimated \$25.5 million.

At-Grade Trail Crossings

For existing grade-separated locations, an at-grade crossing could eliminate costs of constructing a new bridge and can result in increased bicycle and pedestrian access to the trail from the local street network. As part of either the Rail-to-Trail or Rail-with-Trail alternatives, cost changes or environmental impacts would also be incurred if crossings at roadways were converted to be at-grade. This is partly due to the need to construct two ramps at each crossing to bring the pathway up or down from the rail level to street level.

Maximum grade recommended by FHWA is based on length of the ramp:

- 8.3 percent for a maximum of 200ft.
- 10 percent for a maximum of 30ft.
- 12.5 percent for a maximum of 10ft.

According to “Costs for Pedestrian and Bicyclist Infrastructure Improvements,” FHWA, 2013, a “high-visibility” crosswalk would cost an estimated \$3 thousand. Creation of upgraded at-grade crossings at the ten existing locations would therefore cost an estimated \$30 thousand.

At Rail over Road

At any of the five locations where the rail line currently crosses over a roadway, the pathway would need to descend from elevations that differ by approximately 12.3ft. (this is the difference from the railroad elevation to the roadway elevation).

The length of the descending pathway ramp from the rail level to street level would likely be approximately 150ft. An additional length of 25ft. of pathway at the street-level grade would provide for a level area for trail users as they wait for safe gaps to cross the roadway. Each grade crossing would result in additional construction parallel to the existing rail line of approximately 175ft. The total length of ramps (on both sides) of the five rail-over-road locations is approximately 1,750ft. Ramp construction is estimated to cost \$950 thousand per mile. Therefore, the cost of ramps at locations of rail-over-road

would have an estimated total cost of \$315 thousand. Construction of high-visibility crossings at these five locations would cost an estimated \$15 thousand bringing the total of both costs to \$330 thousand.

An important safety concern would be raised by providing at-grade road crossings for the five locations that the roadway passes under the rail line. Sight lines would be restricted by the bridge abutments for trail users crossing the roadway.

At Rail under Road

At either of the two locations where the rail line currently crosses under roadway, the pathway would need to ascend from elevations that differ by approximately 25ft. (the difference from the railroad elevation to the roadway elevation).

The length of the descending pathway ramp from the rail level to street level would likely be approximately 300ft. An additional length of 25ft. of pathway at the street-level grade would provide for a level area for trail users as they wait for safe gaps to cross the roadway. Each grade crossing would result in additional construction parallel to the existing rail line of approximately 325ft. The total length of ramps (on both sides) of the two rail-over-road locations is approximately 1,300ft. Ramp construction is estimated to cost \$950 thousand per mile. Therefore, the cost of ramps at locations of rail-under-road would have an estimated total cost of \$234 thousand. Construction of high-visibility crossings at these two locations would cost an estimated \$6 thousand bringing the total of both costs to \$336 thousand.

Economic Benefits Analysis

Economic benefits of providing safe and comfortable bicycling facilities can occur in several ways. The Cape Cod Commission has prepared an informational poster entitled “Smarter Transportation for a Smarter Economy: Improving the Cape’s Economy through Walkability and Bikeability.” The poster in its entirety is available on the Commission’s bicycle/pedestrian planning webpage:

<http://www.capecodcommission.org/bikeped>

Some relevant concepts from the poster apply directly or indirectly to the extension of the Shining Sea Bikeway for both biking and walking:

Increasing Bikeability and Walkability benefits the community's Triple Bottom Line

Benefits from walkable & bikeable community design:

- More livable communities
- Reduced sprawl (more compact, mixed development) reduces land consumption, reduces costs of providing public services, and preserves open space
- Improved accessibility particularly for non-drivers
- Reduced traffic congestion
- Air and noise pollution reductions
- Energy conservation
- Road and parking cost savings
- Improved local property values
- Improved public health and fitness and associated reduction in health care costs

Walkability Increases Property Value

Houses in walking friendly neighborhoods can sell for anywhere between \$4,000 and \$34,000 more than homes that are further away from public spaces where jumping into a car is a daily requirement for living. In the typical market, a study showed each additional point for walking-friendly homes meant a premium increase of between \$500 and \$3,000.

(Source: "Walking the Walk, How Walkability Raises Home Values in U.S. Cities," 2009)

Shining Sea Bikeway

The 10.7-mile multi-use path connects North Falmouth, West Falmouth, Falmouth Center, and Woods Hole. It is an important recreational route with many natural, cultural, and historical points of interest.

It is also used extensively for transportation, particularly to Woods Hole where parking is extremely limited. With direct access to the Woods Hole Ferry Terminal and the Falmouth Bus Depot, it also provides a car-free option for exploring the Town of Falmouth.

As the Shining Sea Bikeway has expanded (in four major phases), so has the usage of the facility. In a recent count performed on the bikeway, over 3,000 individuals were observed using the path.

Pedestrian and Bicycle Infrastructure Drive Employment and Business Revenue

Investments in pedestrian and bicycle infrastructure have a number of economic benefits including job creation and increased revenues for local businesses.

Spending on pedestrian and bicycle infrastructure has the greatest return in terms of job creation of any roadway infrastructure investment (see Figure 24).

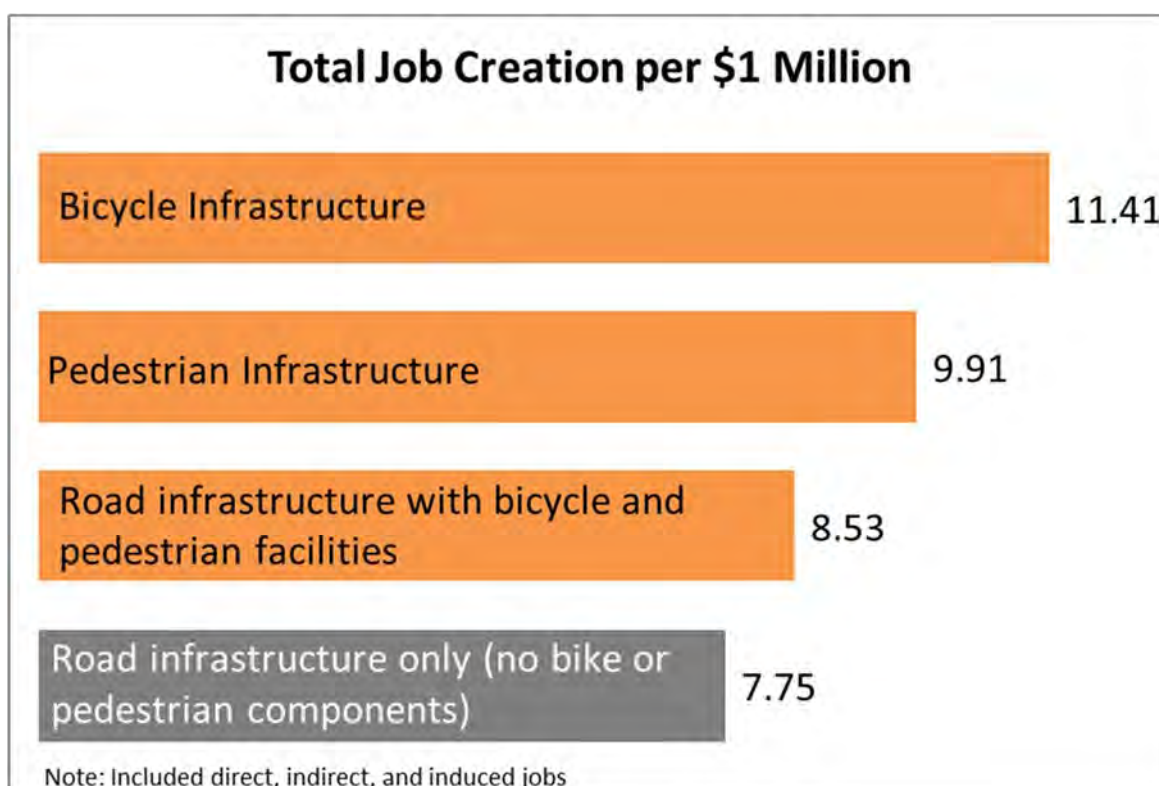


Figure 24 - Job Creation due to Investment

(Source: Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts, Garrett-Peltier, Heidi, 2011)

Rail Trail Highly Valuable Economic Asset

Beyond job creation, recreational trails have significant economic value as demonstrated in a recent case study of the Virginia Creeper Rail Trail (VCT). A study found the following:

- Individual net economic value for recreation access to the rail trail estimated at US\$23–US\$38 per person per trip, totaling US\$2.3 million to US\$3.9 million
- Tourist spending in the local economy generates about US\$1.6 million in total economic activity
- “The trail is a highly valuable asset both to users of the trail and to people in the local community who benefit economically from tourist expenditures.”

(Source: *Estimating the Economic Value and Impacts of Recreational Trails: A Case Study of the Virginia Creeper Rail Trail*, Bowker, Bergstrom, & Gill, 2007)

Cape Cod Bicycle-Related Small Businesses

In 2013, sales by small businesses serving the Cape Cod bicycle market totaled \$4 million. These types of small business tend to reinvest in the local community and provide employment.

Conclusions

The environment, economy, and culture of Cape Cod uniquely positions the region to take advantage of the benefits from increasing bikeability and walkability.

Increased bikeability and walkability will:

- Benefit businesses by reducing congestion and increases access by additional modes
- Make Cape Cod a more attractive place to visit, strengthening the tourism sector portion of the economy
- Increase the well-being of the Cape’s residents, making Cape Cod a more attractive place to live

Many Cape communities have made great strides in increasing bikeability and walkability and have seen a revitalization of their villages and neighborhoods. Continued investment in bicycle and pedestrian accommodations are critical to building a Smarter Cape Economy.

Costs of Major Options

The Shining Sea Bikeway in Falmouth and the Cape Cod Canal bike paths in Bourne are two world-class recreational facilities. Additionally, they are components of a region-wide trail network allowing for users to travel through Cape Cod in a healthy, sustainable manner. Connecting these two facilities to further expand the Cape's trail network is essential to meet the region's transportation goals. The Cape Cod Commission staff has engaged state and local agencies and officials and advocacy groups to plan for the use of the existing 6.25-mile rail line from County Road in North Falmouth to the Cape Cod Canal in Bourne. A major challenge is addressing the 21 road & water crossings of the existing rail line:

- 10 at-grade crossings
- 5 rail bridges over roadways
- 4 rail bridges/culverts over water bodies
- 2 rail passes underneath roadway bridge

Aside from a no-build scenario, this study examined three major options

- Rail-to-trail
- Rail-with-trail (with new bridge crossings)
- Rail-with-trail (with new ramps/at-grade bridge crossings)

Costs of each major option are shown below in Table 4.

Table 4 - Estimated Costs of Major Options

	Rail-to-Trail	Rail-with-Trail (with new bridge crossings)	Rail-with-Trail (with at-grade crossings)
Trail on Railbed	\$4,875,000		
New Trail		\$5,938,000	\$5,389,000
Upgrade Existing At-Grade Crossings	\$30,000	\$30,000	\$30,000
Upgrade Existing Bridges	\$4,140,000		
New Bridges		\$19,530,000	\$8,680,000
Ramps			\$549,000
New At-Grade Crossings			\$21,000
Totals	\$9,045,000	\$25,498,000	\$14,669,000

Conclusion

Based on the overwhelming support of this project and the significant benefits, Commission staff recommend that this project move forward in the design process to address the concerns outlined in the report. In the design process, all issue areas can be studied in-depth with details presented and then a decision can be made whether to advance the project.

APPENDIX A: MassDOT Rail Trail Correspondence

MEMORANDUM

TO: James Kersten

CC: Jim Eng – Deputy Rail Administrator

FROM: Chalita Belfield – Director of Railroad Properties

RE: Falmouth Secondary Proposed Rail Trail

DATE: December 15, 2016

Introduction

This memo was prepared to provide information to the Cape Cod Commission for their feasibility study to use the MassDOT Rail Division owned Falmouth Secondary to construct a Rail Trail / Rail with Trail. MassDOT Rail Division analyzes the use of its railroad rights-of-way for purposes other than railroad activity on a case by case basis. This memo specifically discusses the proposed use of the currently active Falmouth Secondary which is 6.8 miles long and begins at the Cape Cod Canal Railroad Lift Bridge in Bourne (MP 0.0) to County Road in North Falmouth (MP 6.8) where it connects to the spur which feeds the Otis Air National Guard Base and the Upper Cape Regional Trash Transfer Facility.

Current and Future Uses of the Line

The Falmouth Secondary is currently identified as a STRACNET Connector Line. The Department of Defense through the Military Traffic Management Command created the Strategic Rail Corridor Network (STRACNET) which identified 32,500 miles of rail line critical to move essential military equipment to ports around the country and 5,000 miles of track essential to connect one facility to another. The Falmouth Secondary is identified as a Connector Line connecting the Joint Base Cape Cod to the main STRACNET network. As a result, the Falmouth Secondary railroad corridor must remain in place, open, and have adequate additional (beyond what is needed for standard freight) horizontal clearance to accommodate oversized military loads in support of the Department of Defense. Moving heavy equipment over highways would require closing the Bourne Bridge to other traffic and would strain the roadways.

The Upper Cape Regional Trash Transfer Facility is on the military base. Although not currently operating, is expected to be re-opened once the Bourne Landfill is full. It is anticipated that the Landfill will be full within the next few years. When the Transfer Facility reopens there will be an opportunity to move an even larger volume of trash via rail and at the same time, reduce the number of trucks using Route 6 and the Bourne and Sagamore Bridges. In addition, this facility is currently being evaluated for interim use as a location to load and remove construction debris from the Cape by rail.

Mass Coastal Railroad has a License and Operating Agreement with MassDOT to operate on the Cape Lines. Mass Coastal requested permission to expand their Scenic and Dinner Train operations on the Falmouth Secondary. The details approving their request are being finalized.

Conclusions

It is MassDOT Rail Division's intention to preserve the Falmouth Secondary rail corridor for future expansion and to provide rail service to existing and future customers. For all of the above reasons, MassDOT Rail Division does not recommend an extension of the Shining Sea Bikeway in Bourne that would interfere with the existing active rail right-of-way known as the Falmouth Secondary.

APPENDIX B: MassDOT Rail-with-Trail Correspondence



Deval L. Patrick, Governor
Timothy P. Murray, Lt. Governor
Richard A. Davey, Secretary & CEO



April 3, 2013

Mark Draisen, Executive Director
Metropolitan Area Planning Commission
60 Temple Place
Boston, MA 02110

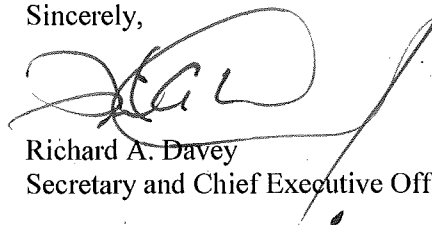
Dear Mr. Draisen:

I am writing to clarify MassDOT's policy on the introduction of shared use trails along active rail lines. While MassDOT has consistently supported the appropriate development of rails with trails, we have considered their implementation on a case-by-case basis. This method of analysis has, unfortunately, caused unnecessary difficulties and tended to result in little to no progress for proposed rails with trails. Going forward, therefore, MassDOT will as a matter of policy permit the construction of shared-use paths along active or planned railroad rights-of-way provided appropriate fencing separates the two uses. Further, the design and construction of such fencing is an eligible project cost for such projects and MassDOT will participate in funding as appropriate.

MassDOT is firmly committed to improving bicycling and walking conditions across the Commonwealth. We are actively pursuing the implementation of the 740-mile, seven-corridor Bay State Greenway (BSG) that is identified in the 2008 Massachusetts Bicycle Transportation Plan. To that end, the Governor's transportation finance plan (*The Way Forward*) provides approximately \$430 million for the construction of bicycle facilities, including the implementation of much of the BSG. Going forward, MassDOT will continue to seek new opportunities to increase healthy transportation options and to prompt mode shift from single-operator vehicles to more sustainable transportation options. MassDOT asks that you join us in developing and funding such multi-modal transportation opportunities.

Should you have any questions on this policy, please feel free to contact David Mohler, MassDOT's Executive Director of Planning, at (857) 368-8865 or david.mohler@state.ma.us.

Sincerely,



Richard A. Davey
Secretary and Chief Executive Officer

cc: Frank DePaola, Highway Administrator
Dr. Beverly Scott, Rail and Transit Administrator
David Mohler, Executive Director of Planning

APPENDIX C: Comments on Draft Report

KENNETH A. HEISLER, M.D., FACS

HOMEPORT

210 JONES ROAD, SUITE 2-6

FALMOUTH, MA 02540-2974

TELEPHONE: (508) 548-8317



March 11, 2017

Regulatory Department
Cape Cod Commission
P.O. Box 226
Barnstable MA 02630

Re: Proposed Upper Cape Bikepath Extension [public comment through March 15, 2017]

To the Cape Cod Commission:

It was with alarm that I read in yesterday's Falmouth Enterprise that the feasibility of a connection between the Shining Sea Bikeway and the Cape Cod Canal Bikepath hinges in part on "the future of the Upper Cape Regional Transfer Station" and whether its operator "will make use of an existing railway leading into Joint Base Cape Cod".

Regardless of that operator's intentions or, indeed of the future of the transfer station itself, this segment of railway serves, in the event of a natural disaster, as a vital line of evacuation and of supply from the mainland to staging areas within the Base. The rail line and its connection to the railroad bridge over the Canal have capacity in this regard that far exceed that of the two auto vehicle bridges combined.

A plan that would result in the removal of the railway tracks between the Cape Cod Canal Railroad Bridge and the spur into Otis is to be deplored and will be regretted when the next natural calamity occurs.

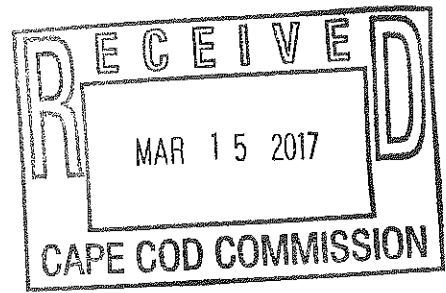
Any extension of the bikepath on the Upper Cape must be made alongside the existing tracks - not instead of the tracks.

Very truly yours,

Kenneth A. Heisler, M.D., FACS

Via USPS Express Mail

Hugh Scott
2 Fisherman Cove Road
Onset, MA 02532



Cape Cod Commission Shining Sea Bikeway Study
c/o Glenn Cannon, Technical Services Director
P.O. Box 226
Barnstable, MA 02630-0226

Dear Mr. Cannon,

I'm writing to voice my strong support for the proposed extension of the Shining Sea Bike Path north to join the Cape Cod Canal Bike Path.

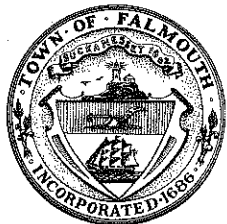
During warm weather, there are a lot of bike riders in this area, and there is no safe bike path along the eastern shore of Buzzards Bay where the proposed extension would run. Bikes in this area must ride on the edge of a fairly narrow, 2-lane road, which lacks a shoulder in most areas. The proposed extension would provide a safe connection for bikes between North Falmouth and the Canal.

There is a good deal of bike traffic both along the Canal and on the bike path north from Woods Hole. Connecting these two existing bike paths would make a huge difference. I'm sure the connection would get a lot of use.

I hope you do it.

Sincerely,

Hugh Scott



TOWN OF FALMOUTH

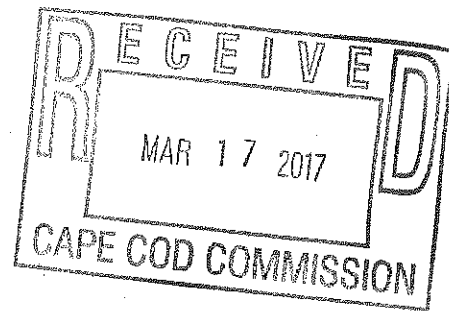
Office of the Town Manager & Selectmen

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone (508) 495-7320

Fax (508) 457-2573

March 15, 2017



Mr. Glenn Cannon,
Technical Services Director
Cape Cod Commission
P.O. Box 226
Barnstable, MA 02630

Subject: Shining Sea Bikeway Extension, Feasibility Study

Dear Mr. Cannon,

Thank you for the extensive background work on this important feasibility study. I note that Cape Cod Commission staff are recommending that this project move forward in the design process, given that this "design process would present additional details on potential project issues allowing decision-makers to weigh all potential benefits and issues associated with the project."

It is imperative that the Town of Falmouth, through its Board of Selectmen, be closely involved in any future discussion/deliberation/review on all potential design alternatives for a Bikeway extension. As I am confident you are aware, the existing North Falmouth portion of the Shining Sea Bikeway is laid out and effectively functioning with the co-location of both the Bikeway and an operating rail line. I appreciate the opportunity to provide this further comment.

Sincerely,

Julian M. Suso

Falmouth Town Manager

Cc: Board of Selectmen

Staff Members

Lisa Dillon

From: Woody <woodymitch@comcast.net>
Sent: Wednesday, March 15, 2017 1:04 PM
To: TGuerino@townofbourne.com; Dpickard@townofbourne.com; info@bournerrailtrail.org;
Front Desk
Subject: Bourne Rail Trail Extension

To Whom It May Concern

As Chairman of the Sandwich Bikeways/Pedestrian Committee as well as a concerned biker I would like to voice my support for the Bourne Rail Trail Extension and ask for your support as well. As the town of Sandwich works on a Master Plan to create and connect to bikeways/paths through our town as well as our neighbors, this extension would be a major benefit for all that want to explore and enjoy the beauties of Cape Cod. I ask that you show your support by working to make this a reality.

Thank You

Sincerely

Harold "Woody" Mitchell

Chairman Sandwich Bikeways/Pedestrian Committee

Harold "Woody" Mitchell
2 Settlers Path
Sandwich, MA 02563
(508) 420-0291

Lisa Dillon

From: Philip Milburn <philipmilburn@outlook.com>
Sent: Wednesday, March 15, 2017 7:58 PM
To: Dpickard@townofbourne.com; TGuerino@townofbourne.com; info@bournerrailtrail.org;
Front Desk
Cc: woodymitch@comcast.net
Subject: support for Bourne Rail Trail Extension

Dear Bourne Town Administrator, The Chairman of the Bourne Board of Selectmen, The Bourne Rail Trail Organization and the Cape Cod Commission,

My family (wife and three children) have been residents of Sandwich for six years. We moved here for many reasons, but one was recreation. We are writing to commend your leadership of the Bourne Rail Trail Extension project and to enthusiastically voice our support.

I worked in the cycling industry for over 15 years. I've seen trail networks developed in multiple regions of the country. And, I've witnessed not only how they positively impact local economies, in material ways, but how they build community spirit, bond neighboring towns, and how they generate interest from new types of visitors beyond the region.

If this project materializes, I would personally remove my car from the congested routes to Falmouth and encourage friends, neighbors and guests to do the same. Instead, we would ride our bikes south and visit those neighboring communities more often, patronize their businesses along the way.

This is a special opportunity that will attract new national attention. We encourage all leaders associated with this effort to consider it a priority, advance it and call upon those of us who care to help.

Thank you for your foresight, tenacity and commitment to success.

*Philip & Becky Milburn & Children
3 Story Lane
East Sandwich, MA 02537*

March 13, 2017

To Mr. Glenn Cannon:

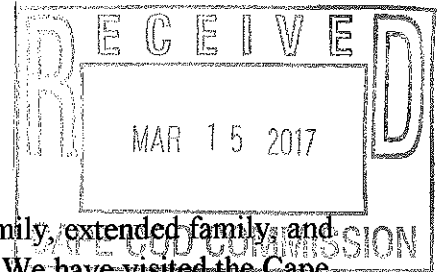
I am writing to you about the Bourne Rail Trail project on behalf of my family, extended family, and many friends who live near and far away, and visit us throughout the year. We have visited the Cape many times through the 70's, and 80's, and are now 20-year residents.

Since learning of the possible privatization of the Upper Cape Regional Transfer Station and its impact on the extension of the bike bath into Bourne, we grew very concerned. We know you want to do what's best for the Cape. So please consider the wide-spread, long-term benefits to all by considering what we learned. Creating a bike path:

1. Enhances property values by connecting it to the bike path. *This is backed by many studies, including from the National Assoc. of Realtors, the FHA, Forbes, Boston Magazine). Our friend, a real estate agent, concurs.*
2. Enhances connections between surrounding communities. *Certainly we are grateful to Falmouth for opening their path and frequently ride along it to Woods Hole.*
3. Supports small businesses. *Businesses such as bike and food shops can prosper near the path. We often detour to the Coffee Obsession and Woods Hole restaurants on our bike rides.*
4. Improves the economy through increased tourism, and encourages opportunities to meet neighbors and visitors. *How many residents and visitors we've met, some here for the first time, others who return year after year!*
5. Preserves and restores open space. *We so enjoy looking at the bogs, grasslands, and beaches. How fortunate we are here on the Cape.*
6. Promotes improved quality of life with opportunities to improve fitness and mental health, and it's affordable!
7. Reduces risk of crime or illegal activity with regular high visibility use of rail trail. *Acquaintances in Lincoln at first objected to the bike path afraid of a loss of privacy, increased crime, property damage, and decreased home values. Instead, they found the opposite, and touted the path as a benefit to them and their community.*
8. Encourages more people to ride bikes.
9. Bypasses Shore Road which is dangerous for cyclists. It's safer for both cyclists and motorists.
10. Helps provide a sense of place and community pride. *Residents become tour directors. Everyone we know in Falmouth talks with pride of their bike path and what you can enjoy along the way.*

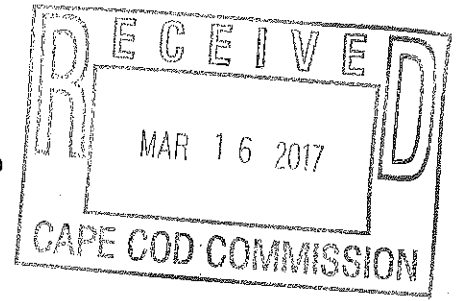
So please give the supporters of the Bourne Rail trail project the opportunity to help create this benefit to the entire community! Thank you.

Margaret and Kevin Rose
25 Salt Marsh Lane, PO Box 1056
Pocasset, MA 02559





FALMOUTH PLANNING BOARD
59 TOWN HALL SQUARE
FALMOUTH, MASSACHUSETTS 02540
(508) 495-7440 • Fax (508) 495-7443
E-Mail: planning@falmouthmass.us



March 9, 2017

Glenn Cannon
Cape Cod Commission Transportation Program
Technical Services Director
P.O. Box 226
Barnstable MA 02630-0226

Re: Shining Sea Bikeway Extension

Dear Mr. Cannon,

At its meeting on March 7, 2017, the Planning Board voted to send a letter to the Cape Cod Commission regarding the concept of extending the Shining Sea Bikeway to the Cape Cod Canal, pursuant to your Feasibility Study dated February 2017.

The Board points out that this concept is consistent with Falmouth's *Local Comprehensive Plan – 2017*, specifically the Transportation Element Goal and Policy #3. The Board made no finding regards the three design alternatives contemplated in your Feasibility Study, as this decision would have been pre-mature.

Sincerely,

A handwritten signature in black ink that reads "Jim Fox".

Jim Fox
Chairman

3.10.2017

From: George Slade, Selectman – Town of Bourne

To: Glenn Cannon, Cape Cod Commission

I would like to personally thank you and Nathan Robinson for the informative presentation on February 28th, regarding the proposed Bourne Bike Trail that will, at last, link the Shining Sea Bike Trail to the rest of Cape Cod. The Cape Cod Commission's feasibility study is a very informative and thorough document that outlines the benefits, as well as challenges, related to each of the three featured options.

The Board of Selectmen was taken aback by the broad-based support throughout the community as evidenced by the overflow crowd at the Bourne Community Center.

The competing interests, STRACNET, UCRTS and Mass Coastal (Dinner Train), each cite options that they would prefer to keep in place. By repairing the existing rail bed that is not in operation, they could link to the Bourne Railroad Bridge. I would certainly like to have answers or clarifications, for instance:

STRACNET-

- What equipment may need to be moved?
- Would it be an ongoing need, single event, or series of events?
- How would such a transfer impact paved roads if the Bourne Bridge had to be closed to allow Defense Department assets to be moved off Cape?

UCRTS-planning to contract with a private company to move trash off Cape for the benefit of Upper Cape towns-

- May want to move trash via rail instead of exclusively by paved roads

Cape Cod Dinner Train-

- Presently uses the tracks south of the Railroad Bridge. It parks and idles while other rail users bound for Hyannis are cleared.

Plain and simple – these three entities want to maximize their options by operating through the town's neighborhoods. By insisting on maintaining the rail option, it eliminates the most viable, medium –priced option outlined in the Commission's feasibility study.

Because of the unique layout of the town of Bourne, it needs any economic drivers to assist the town as it progresses through the 21st century.

Any assistance in making this happen will be greatly appreciated.

Carla Emmons
4 Worcester Ave
Monument Beach MA
845-702-8401

Carla.emmons@momentive.com

3-15-2017

Dear Select-Person

I am writing in support of the Bourne Rail Trail extension from the Cape Cod Canal to the Shining Sea Trail.

This is such an amazing project! It will connect our Canal to Woods Hole and SAFELY! My biggest concern about the current path we instruct our Cape Cod visitors in this area, is that we tell them to take Shore Road. Have you ever travelled Shore Road? There is NO shoulder on that road in places. We are literally telling travelers to our region to bicycle in an extremely unsafe situation. My sister was actually hit on that road by someone that was towing a boat. She still has issues with her hands. And there was also a woman that was killed on the singing bridge in Pocasset while on her bicycle.

We should be the region that promotes the outdoors and seeing the beauty of the Cape first hand. This route of the old railroad track is utterly breathtaking. It will be one of the most beautiful bike rides in the country, along with the safest.

Which brings me to my other point. Allowing a Commercial Railroad system to take over that railroad system is unthinkable. Imagine trains full of trash going through the most gorgeous areas of the Cape. Why would we ever give up the beauty of Cape Cod for this type of business? The Transfer station that is used off runs beautifully. They manage our waste into streams that encourage recycling and also offer a place to dispose of large items...we would start to see large piles of unused couches and mattress start to fill our forests and parking lots because people wouldn't have an easy option for disposal.

This Bourne Rail Trail should be given every opportunity to succeed. There are numerous studies done where the addition of a rail trail has increased revenue for the region. Just think how well used the Shining Sea Trail was in a short period of time.

I ask you to vote against changing our beautiful feeling of Old Cape Cod by allowing a Commercial Train Business access to this route. Let's not be the dumping ground for other's waste.

Sincerely

Carla Emmons



FRIENDS OF THE BOURNE RAIL TRAIL

March 15, 2017

Cape Cod Commission
c/o Mr. Glenn Cannon, Technical Services Director
P.O. Box 226
Barnstable, MA 02630-0226

RE: Shining Sea Bikeway Draft Feasibility Study

Mr. Cannon:

The Friends of the Bourne Rail Trail have reviewed the draft *Shining Sea Bikeway Extension Feasibility Study* issued for public comment on February 15, 2017. We would like to thank the Cape Cod Commission staff for their efforts in completing the study and for producing a document that will help guide the next steps in making this critically important project a reality.

We offer the following comments regarding the information presented in the study in an effort to inform the next phase of planning and design for the project.

Existing Conditions

Rail Usage (Page 25)

"While there is no currently scheduled service along the rail line from Joint Base Cape Cod (JBCC) to the railroad bridge at the Cape Cod Canal, the line is currently considered to be an active railway. An official from JBCC has indicated that the rail line is an important resource in the event of the need to transport large equipment from the base to assist in disaster recovery in other areas of the country."

For the purposes of evaluating the needs of the military, it would be instructive to know how many times the rail line has been used to transport equipment since 1990. At present, there appears to be little infrastructure on Joint Base Cape Cod (JBCC) necessary for shipping and receiving military equipment. Furthermore, large sections of the track that ultimately terminate on JBCC have been removed and are now fully overgrown by pine trees and other vegetation. It would appear that at this point in time the ability to move equipment on and off the base is not possible.

"The current lease holder is Mass Coastal Railroad; currently, Mass Coastal is not providing active service. The Upper Cape Regional Transfer Station (located on JBCC) is not currently using the rail line to haul trash."

The lease between Mass Coastal and the Executive Office of Transportation ends in 2017.



FRIENDS OF THE BOURNE RAIL TRAIL

The lease has not been renewed at this point in time. In 2014 the towns of Falmouth, Mashpee, and Sandwich entered into individual municipal solid waste contracts because shipping municipal solid waste by rail to SEMASS was no longer economically feasible for the towns. The UCRTS ceased its operations on January 1, 2015. It is our understanding that the earliest point in time that the towns would consider another regional contract is 2025.

Environmental Issues (Page 26)

It should be noted that the project has the potential to restore wetland habitats through the expansion of culverts and the removal of other obstructions.

Land Use (Page 26)

The project will directly connect the villages of Bourne Village, Gray Gables, Pocasset and Cataumet in Bourne with Falmouth and Sandwich.

Alternative Analyses

Rail Service

“... Representatives of JBCC indicated a desire to retain the rail line for instances where large equipment is needed in other parts of the county and rail freight would be the most practical means of transportation.”

For the purposes of evaluating the needs of the military, it would be instructive to know how many times the rail line has been used to transport equipment since 1990. At present, there appears to be little infrastructure on JBCC necessary for shipping and receiving military equipment. Furthermore, large sections of the track that ultimately terminate on the base have been removed and are now fully overgrown by pine trees and other vegetation. It would appear that at this point in time the ability to move equipment on and off the base is not possible. It is also our understanding that stations located along the rail network in Massachusetts have had their platforms redesigned, narrowing the rail width and precluding the option of moving wide equipment up the tracks.

“MassDOT has provided correspondence (see Appendix A) that further outlines existing and potential future uses of the rail infrastructure:”

- ***“The rail line is currently identified by the U.S. Department of Defense as a Strategic Rail Corridor Network (STRACNET) Connector Line. STRACNET includes 32,500 miles of rail line critical to move essential military equipment to ports around the country and 5,000 miles of track essential to connect one facility to another.”***

As stated previously, it is important to understand the recent history of equipment moves on and off of JBCC via the Falmouth Secondary Line. At present, it does not appear that JBCC



FRIENDS OF THE BOURNE RAIL TRAIL

has the rail infrastructure to meet the STRACNET standard. Furthermore, it would appear in the event that military equipment needed to be transported by rail from JBCC that it could be easily transported over surface roads and then loaded onto rail cars via the Cape Main Line.

- ***“The rail serves the Upper Cape Regional Transfer Station located on the military base. Although not currently operating, it is expected to be re-opened once the Bourne Landfill is full.”***

As stated previously, in 2014 the towns of Falmouth, Mashpee, and Sandwich entered into individual municipal solid waste contracts because shipping municipal solid waste by rail was no longer economically feasible for the towns. It is our understanding that the earliest point in time that the UCRTS would be needed to serve a municipal function for the towns would be 2025, if ever.

It is our understanding that the Town of Bourne is in the process of expanding the landfill and has capacity through 2030 at a minimum. In addition, with the implementation of single-stream recycling in Bourne, it appears that the Town has the necessary system in place to further reduce its waste stream in the future.

- ***“The current rail line lease holder, Mass Coastal Railroad, intends to provide Scenic and Dinner Trail operations on the rail line.”***

While we respect the desire to operate the dinner train, we do not feel it represents the highest and best use of the property when weighed against the alternative of a bike and pedestrian path that would be a tremendous public asset. The dinner train serves a limited population on its infrequent, seasonal excursions. The bike and pedestrian path would serve the public 365 days out of the year. Further, the Cape Main Line can be used to accommodate the dinner train.

“The 2010 Bicycle Feasibility Study (Cape Cod National Seashore/Cape Cod Commission) as adopted into the Cape Cod Regional Transportation Plan suggests the possibility of relocation of the existing rail line in order to provide space for a safe bicycling facility. One possibility is to relocate the rail line to the east of Route 28. The land along the east side of Route 28 is almost entirely in the public domain and would allow for safe and secure rail service. Road crossings would be eliminated and rail line security would be improved as most of this area is under the control of JBCC.”

We agree that alternative locations for the rail corridor should be fully explored through the next phase of the analysis. It would seem that any use of the rail by Joint Base Cape Cod and to address municipal solid waste needs of towns on the Upper Cape could be accommodated with a rail spur sited directly off of the Cape Main Line on land owned by the Commonwealth of Massachusetts. This would minimize the cost and impact of running a new line on to JBCC for an undetermined use. We look forward to discussing these alternatives during the next phase of planning and design of the project.



FRIENDS OF THE BOURNE RAIL TRAIL

Trail Alternatives

“Rail-To-Trail”

As presented in the study, this is by far the option that is most economical. This also appears to be the most preferable engineering and design alternative, as the existing rail bed would be repurposed. The Rail-to-Trail option would likely preserve the existing scale of the corridor as it relates abutting property owners and would cause the least, if any, environmental impact.

Conclusion

“Based on the overwhelming support of this project and the significant benefits, Commission staff recommend that this project move forward in the design process to address the concerns outlined in the report. In the design process, all issue areas can be studied in depth with details presented and then a decision can be made weather to advance the project.”

We concur with the conclusion that the project move forward to the next phase of the planning and design process, which will include a full evaluation of the trail alternatives as well as alternatives for meeting the potential needs of Joint Base Cape Cod and municipal solid waste disposal.

In closing, the Friends would like to thank the Cape Cod Commission, the Bourne Transportation Advisory Committee, the towns of Falmouth and Bourne, and the Joint Cape Cod Transportation Committee for their leadership in deciding to move forward with the Study. The Friends recognize that we have a tremendous opportunity to create a world-class public asset on the Upper Cape and we look forward to working with local and regional leaders and the public to make this project a reality.

Respectfully,

Nathan Robinson, President
Friends of the Bourne Rail Trail

March 12, 2017

To: Glenn Cannon, Cape Cod Commission

Dear Mr. Cannon,

I recently became aware of the Bourne Rail Trail project to extend the Shining Sea Bike Trail to Bourne. As an avid user of the Shining Sea Trail for biking and walking I cannot tell you how excited I was to hear of the project. I attended one of the Friends of the Bourne Rail Trail's group walks and also the Bourne Selectmen's meeting in February, where the project was presented to the Selectmen. As could be seen by the number of supporters in attendance, this project is near and dear to the hearts of many.

I have been a resident of Bourne for over 50 years, and worked as the Town of Bourne Health Agent for almost thirty years. My mother and father came to Bourne because my father was in the Air Force, when he retired, we stayed because we were enchanted with the Town, the canal, and all the amenities and services that the Town had to offer. One of those amenities was access to the canal for recreational purposes. Then I also found the Shining Sea Trail in Falmouth and discovered the wonderful access to miles of safe walking and biking trails, often with wonderful vistas of marshes and beaches and even the ocean as you approach Woods Hole. How wonderful would it be if Bourne could also offer its residents, and tourists alike, access to the same wonderful biking/walking trails throughout its villages. Extension of the Rail Trail would allow people to easily see beauty of Bourne that they might never see....Monks Park with it's amazing inlet marshes and waterfowl; the Pocasset marsh system inland from the Pocasset River (a photographers heaven and I have the photos to prove it), and the view from the other side of the Lobster Trap that most never get to see. While many say that tourists just pass by the Upper Cape on their way to Hyannis and Provincetown, I think the Upper Cape is particularly beautiful and the Shining Sea Bike Trail, with an extension through Bourne could certainly become an even larger tourist attraction for the Upper Cape Towns. An extension of the trail through Bourne would benefit the other Upper Cape Towns as well, for Bourne is the first Town that tourists encounter even before they cross the bridge, and an attraction like the bike path here would most likely get them on the trail quickly and give them trail access to the other Towns. Most people in the summer don't want to fight the traffic any more than they have too. People who begin walking and biking in Bourne most likely would head to Sandwich and to Falmouth too, so all towns would benefit.

In addition, as a Town that I am sure promotes exercise and activity in schools, the expansion of the Rail Trail for biking and walking purposes also reinforces that mission. I have attempted biking and walking on the roads in Bourne, and the Shining Sea Bike Trail is certainly a safer option for children and adults, alike.

I am aware that one of the stumbling blocks for this project is the RFP regarding privatization of Upper Cape Regional Transfer Station (UCRTS) at Joint Base Cape Cod. From my understanding, the UCRTS ceased operation in 2015. The Towns have managed to address their trash disposal issues without the use of this rail line. Personally I am surprised that a private entity would be allowed to access and operate on land owned by the Federal Government, especially given the general security issues that would be involved. Even though there may be considered future use of the railway, this should in no way preclude the rail trail expansion through Bourne. There are multiple options for this project, i.e. using the railway for the path, building a trail that parallels the track, and a rail and trail option at the crossings. Any RFP should be reviewed with consideration for the Rail Trail expansion in mind. The reuse and operation of the Upper Cape Transfer station is a maybe for the future, the expansion of the Rail Trail is something that could be done now and be a benefit for all. There is also funding available for the expansion and why shouldn't the Upper Cape Towns be benefited by that funding.

There are really only positive points to this project.... access to another beautiful section of the Upper Cape, quicker access to the bike path for any tourists coming over the bridge, an extended path for walking and biking to support increased exercise for all, and there is funding available to make all of the happen. Please there is support from the general public to make this expansion happen. I ask that you continue to support this project if you are already doing so, and to consider support if you have not yet been convinced. Let the Shining Sea Trail grow in length to become an even bigger safe attraction for residents and tourists alike.

Sincerely,

Cynthia A. Coffin
31 Portside Drive
Pocasset, MA 02559.



MASSACHUSETTS COASTAL RAILROAD
CAPE COD CENTRAL RAILROAD

Maintenance of Way and Railroad Operations Office

March 9, 2017

Cape Cod Commission Shining Sea Bikeway Study
c/o Glenn Cannon, Technical Services Director
P.O. Box 226, Barnstable, MA 02630-0226,

Re: Upper Cape Bike Path Proposal

Mr. Cannon,

I have reviewed the draft proposal for the "Shining Sea Bikeway Extension" dated February of 2017. Mass Coastal Railroad (MCRR) is the Licensee of the South East MA Rail Lines, part of which includes the Falmouth Secondary leading from the Cape Cod Canal Lift Bridge to N. Falmouth where the rail system turns and heads to the Mass Military Reservation.

While, the line segment has recently been dormant since the Upper Cape Regional Transfer Station (UCRTS) has been closed, it is by far not "abandoned" for purposes of connection to the national rail network.

As I'm sure the Commission is aware, the operations for the UCRTS is currently out for proposals where the facility would again be open to the permitted or proposed uses. An earlier RFP process had been cancelled after apparent procurement transparency problems.

It is expected that a rail-borne move will commence once an operator has been chosen by the UCRTS Board. The DEP Site-Assignment (permit) for the UCRTS is solely based on the waste moving via rail transport and not by truck. The Commission has studied the Municipal Solid Waste (MSW) Disposal options for all of Cape Cod. It has also studied the effects of freight by truck traffic as well as rail. Those studies have concluded that the disposal solutions of solid wastes from the Cape are expected to vary due to a variety of challenges. Consequently the preservation of the existing rail system on the cape should be of paramount concern to the residents.

As noted in the MASSDOT Rail Unit 12/15/16 comments, The Falmouth Secondary is identified as a STRACNET Connector Line. As such the rail connection to the North American Rail Network is deemed necessary by the US Military.

In summary, MCRR objects to any plans that contemplate removal of any railroad infrastructure along this alignment.

MCRR suggests that the proponents of this project look at alternate means/use of roadways should it ever proceed.

Please see the following URL Links to Resources

<http://www.capecodcommission.org/resources/solidwaste/EvalDisposalAlternativesMSW.pdf>

[http://www.capecodcommission.org/resources/transportation/rtp/2016/FinalReport/Appendices/RTP%20Appendix%20E%20-%20Freight%20\(Endorsed%207-20-15\).pdf](http://www.capecodcommission.org/resources/transportation/rtp/2016/FinalReport/Appendices/RTP%20Appendix%20E%20-%20Freight%20(Endorsed%207-20-15).pdf)

www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/RailroadsNationalDefense.aspx

Sincerely,



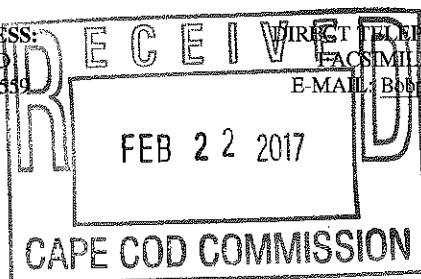
P. Christopher Podgurski
President & COO

ATTORNEY ROBERT W. PARADY

PHYSICAL ADDRESS:
515 COUNTY ROAD
POCASSET, MA 02559

DIRECT TELEPHONE: 508-759-5806
FACSIMILE: 775-218-8360
E-MAIL: Boblawyer@verizon.net

MAILING ADDRESS:
PO BOX 81
MONUMENT BEACH, MA 02553



February 16, 2017

Cape Cod Commission
Transportation Department
P.O. Box 226
Barnstable, MA 02630

Re: Draft February 2017 Shining Sea Bikeway Extension Feasibility Study

Dear Madams and Sirs:

I appreciate the opportunity to comment on the Draft February 2017 Shining Sea Bikeway Extension Feasibility Study (the "Study").

The Study is an excellent piece of work by the transportation staff, who should be commended.

I grew up in the village of Monument Beach (Bourne) within 300 yards or so of the rail line running to Falmouth and Otis A.F.B. (now Joint Base Cape Cod). Passenger rail was still in vogue. I rode the "BUD cars", mostly to Buzzards Bay, for a \$.25 Saturday afternoon movie matinee at the Buzzards Bay theatre. The freight trains occasionally woke me from a sound sleep. Rail was active, but declining.

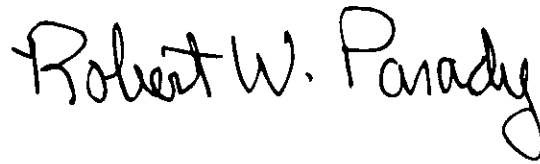
I still live in Monument Beach. I am not as close to the rail line now, but can occasionally hear in the distance a train running to the No. Falmouth station, a dinner train, or a freight train.

I support joint use of the rail line with walking and bike trails, if possible. I do not support removal of the rail bed for walking and bike trails. It must be a joint use, or remain available for rail use. Rail beds have been abandoned and removed all over the Cape. I big mistake in my humble opinion. I do not want to see it happen again on the upper Cape.

I trust that you will continue this good work along these joint use lines.

Trusting this is satisfactory, I am

Sincerely,

A handwritten signature in black ink that reads "Robert W. Parady". The signature is written in a cursive style with a large, looped "P" and a long, sweeping underline.

Robert W. Parady, Esq.

rwg:



Town of Mashpee

Department of Public Works

*350 Meetinghouse Road
Mashpee, Massachusetts 02649
Telephone - (508) 539-1420
Fax - (508) 539-3894*

March 10, 2017

Cape Cod Commission Shining Sea Bikeway Study
c/o Glenn Cannon, Technical Services Director
P.O. Box 226
Barnstable MA 02630-0226

Dear Mr. Cannon:

I am writing on behalf of the Upper Cape Regional Transfer Station (UCRTS) Board of Managers. The Board reiterates its interest as expressed previously in maintaining the active rail line connection to Joint Base Cape Cod (JBCC).

Until January 2015, the rail was used in the operation of the UCRTS for transportation of solid waste collected from the four Upper Cape Towns and JBCC for disposal. As the Board now considers options for short term re-use of the UCRTS, having access to an active rail line is a valuable feature. In addition, continued use and maintenance of the rail line provides the Board maximum flexibility in the future if the Upper Cape Towns and JBCC resume operation of the UCRTS.

For these reasons as well as the statement by the MassDOT Rail Division that the "... the Falmouth Secondary railroad corridor must remain in place [and] open...", the UCRTS Board respectfully requests that the "rail to trail" option cited in the Feasibility Study not be pursued further. Efforts should instead be focused on the "rail with trail" option.

Sincerely,

A handwritten signature in blue ink, appearing to read "Catherine Laurent", written over a horizontal line.

Catherine Laurent
Chair, UCRTS Board of Managers

Cape Cod Commission
c/o Mr. Glenn Cannon, Technical Services Director
P.O. Box 226
3225 Main Street
Barnstable, MA 02630

RE: Shining Sea Bikeway Draft Feasibility Study

Mr. Cannon:

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entirety of the Upper Cape region.

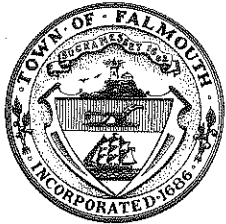
I believe that this project would provide the Town of Bourne with an opportunity to leverage an unutilized natural asset to its highest and best use. As a long-time resident of Bourne, I feel that a key to the Town's success, like all other municipalities on the Cape, is strong support for its small businesses. However, waste-water issues in Buzzards Bay and the disjointed nature of the Town's geography caused by roadway infrastructure has proven to be a detriment to strong economic growth within the community. The extension of the of the Shining Sea Bikeway to the Cape Cod Canal would provide a direct and safe connection between Bourne Village, Growth Gables, Pocasset, and Cataumet. Improving the inner-connectivity of these communities would provide an excellent environment to further cultivate small business growth.

In reviewing the feasibility study, I was also excited to find that of the three trail alternatives, a conversion from "Rail-to-Trail" was by far the most economical option. It is not often that the lowest cost alternative also has the distinction of being associated with the best design features. I understand that that the removal of the tracks would appear to impede the use of the railroad by the Upper Cape Transfer Station located on the military base. However, given that these tracks are currently in need of significant maintenance, I think it is in the best interest of all stakeholders to further investigate the possibility of relocating the existing rail line to east of Route 28, as cited in "The 2010 Bicycle Feasibility Study" as adopted by the Cape Cod Regional Transportation Plan.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Respectfully,

Steve Johannessen
20 Settlers Way
Bourne, MA 02532



TOWN OF FALMOUTH

Office of the Town Manager & Selectmen

59 Town Hall Square, Falmouth, Massachusetts 02540

Telephone (508) 495-7320

Fax (508) 457-2573

March 15, 2017

Mr. Glenn Cannon,
Technical Services Director
Cape Cod Commission
P.O. Box 226
Barnstable, MA 02630

Subject: Shining Sea Bikeway Extension, Feasibility Study

Dear Mr. Cannon,

Thank you for the extensive background work on this important feasibility study. I note that Cape Cod Commission staff are recommending that this project move forward in the design process, given that this "design process would present additional details on potential project issues allowing decision-makers to weigh all potential benefits and issues associated with the project."

It is imperative that the Town of Falmouth, through its Board of Selectmen, be closely involved in any future discussion/deliberation/review on all potential design alternatives for a Bikeway extension. As I am confident you are aware, the existing North Falmouth portion of the Shining Sea Bikeway is laid out and effectively functioning with the co-location of both the Bikeway and an operating rail line. I appreciate the opportunity to provide this further comment.

Sincerely,

Julian M. Suso

Falmouth Town Manager

Cc Board of Selectmen
Staff Members



February 28, 2017

Ed DeWitt
Executive Director

Glenn Cannon
Cape Cod Commission
P.O. Box 226
Barnstable MA 02630

BOARD OF DIRECTORS

Margo L. Fenn
President

RE: Shining Sea Bikeway Extension Feasibility Study

Charles Sumner
Vice President

Dear Mr. Cannon:

Robert Summersgill
Treasurer

The Association to Preserve Cape Cod (APCC) has reviewed the Shining Sea Bikeway Extension Feasibility Study and writes to express our strong support for the concept of creating a bike trail linking the Shining Sea Bikeway in Falmouth with the Cape Cod Canal bike paths in Bourne. We support the report's recommendation that the project move forward to the design phase with the goal of addressing the unresolved issues identified in the report, particularly the project's potential environmental impacts and potential conflicting uses of the existing rail line.

Elizabeth Jenkins
Clerk

Elliott Carr

Michael Corrigan

Anne Ekstrom

The expansion of an interconnecting bike trail network that provides alternative transportation and recreational opportunities and that accesses mixed use village centers and other desirable destination points is an important component of Cape Cod's regional transportation strategy. The proposed Shining Sea Bikeway extension would be a vital link in such a network. It would produce a number of environmental and community benefits, as identified in the feasibility study, including reduced traffic congestion, reductions in auto emissions, increased energy conservation and the creation of more livable communities.

Katherine Garofoli

DeeDee Holt

Thomas Huettner

Pat Hughes

Blue Magruder

Eliza McClennen

Maureen O'Shea

Donald Palladino

Daniel Webb

The project also creates potential opportunities to restore wetland habitats at locations where the bike trail would pass over wetland areas that may be experiencing restricted flow due to undersized culverts or other obstructions. At least one of these locations, Back River, is listed in the Cape Cod Commission's Cape Cod Atlas of Tidally Restricted Salt Marshes.

The feasibility study considers three possible alternatives for the bikeway extension. "Rail-to-trail" includes the replacement of the existing rails with a bike path. "Rail-with-trail" would involve constructing a bike trail that runs parallel to the rail line. "Rail-with-trail with at-grade crossings" would also involve construction of a parallel bike path but some road crossings would be at-grade rather than relying on the construction of new bridges.

Further study of the project should include a thorough analysis of potential environmental impacts, particularly with regard to the "rail-with-trail" alternatives that may necessitate incursion into wetland areas to accommodate a new bike path running parallel to the existing rail line. Some locations described in the study appear physically incapable of accommodating both rail and trail without considerable alteration of the existing site. The feasibility study states that approximately 9,000 linear feet—or 1.7 miles—of the railroad bed lies within a 100-foot buffer area of wetlands and four railroad bridges or culverts pass

482 Main Street | Dennis, MA 02638

Tel: 508-619-3185 | info@apcc.org | www.apcc.org

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over water bodies. If the project moves forward, the preferred design should show how adverse impacts to these wetland resources can be avoided.

The feasibility study also identifies potential conflicts of uses if a rail-to-trail conversion is considered. Joint Base Cape Cod has stated its desire to keep the rail line open in case the line is needed for mobilizing equipment if a national emergency were to occur. There is also discussion of resuming use of the line to haul waste from area towns to the Upper Cape Transfer Station. In addition, Mass Coastal Railroad, which currently holds a lease on the rail line, has expressed an interest in providing a Scenic and Dinner Trail operation along that route.

A Massachusetts Department of Transportation (MassDOT) memo from 12/15/2016 states that it is MassDOT Rail Division's intention to preserve the existing rail line "for future expansion and to provide rail service to existing and future customers" and therefore does not recommend an extension of the bikeway that would interfere with the rail right-of-way. A determination should be made regarding the realistic likelihood that the rail line will be needed for each of the potential future uses described above.

While recognizing the challenges of the above-mentioned conflicts of use as well as the need to fully assess potential environmental impacts, APCC supports the concept of an extension of the Shining Sea Bikeway. If a bikeway extension can be designed that satisfactorily addresses the concerns identified in the feasibility study, such a project would bring significant benefits to the region. We look forward to reviewing further impact analysis and proposed design plans for the project when they become available.

Sincerely,



Ed DeWitt
Executive Director



Don Keeran
Assistant Director

EEmail Comments Received on Draft Report: Shining Sea Bikeway Extension 2017

From: s.c. fox [<mailto:foxc7@hotmail.com>]
Sent: Wednesday, February 15, 2017 8:18 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Bike trail expansion

Please take the earliest opportunity to expand and connect the bike trails here on the upper Cape. It does attract tourism and helps the community enjoy the outdoors. It is a healthy, family activity too. If you explore the coast of Oregon and their bike trail system, you will discover how much it helps the small communities along the coast. It directly employs hundreds and keeps those small town's businesses profitable. People from all over the world go there to cycle. I know because I myself cycled it over 15 years ago.

Now I live in Falmouth with my young son. We go and bike on the Shining Sea trail every weekend but it get boring because it is so short. If it was extended we surely would facilitate it.

The trail also connects seasonal workers to local businesses. I have spoken to many families using the trail over the years and they love it! Make it better and they will come, I guarantee it. Some visitors that I talk with say it was the best part of their stay in the area. The Cape should be expanding bicycle friendly trails everywhere. It is a huge attraction for visitors. Especially Europeans and Canadians. They LOVE their bike friendly tourist destinations. We should be making the entire Cape bicycle friendly for all year rounders and visitors alike. East Falmouth desperately needs more TLC. I see the summer workers cycling at night along side busy, dangerous Rt. 28. There is a significant amount of people, including children who do this all year around. A campaign to teach vehicle operators to share the road needs to be started as well. As it is now drivers do not know how to pass safely. They always swerve around bicyclists right into oncoming traffic.

Thanks and I really, really hope this path is expanded and connected very soon. Not 10 years from now. Again, research or Google the Oregon Bike Trail system-it's amazing!

Best,
Mrs. Fox

From: John A Speers [<mailto:jaspeers@earthlink.net>]
Sent: Thursday, February 16, 2017 11:47 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Shining Sea Bikeway Extension Feasibility Study comments

Mr. Cannon,

I have read the Shining Sea Bikeway feasibility study and would like to comment on the draft results. As a lifelong cyclist who rides the roads / bike paths of Massachusetts and a supporter of the continued & expanded use of the Falmouth secondary Railroad line, it will be interesting to see if it can be done. All options of transportation need to be utilized on the Cape as traffic congestion continues to grow as the years progress, while plans for new Canal bridges / roadways are many years ahead of us in being resolved. I attended the Mass EOTC State bicycle plan meeting back in April 1995 at the Dennis Senior center which included Extending the Rail trail from Sandwich to Dennis and from the Canal to the Falmouth bike path. The results of the Fall 1994 Sandwich to Dennis study are listed on the CCC already

and this study will be the first formal comprehensive one done from Bourne to Falmouth as far as I know.

Comments :

1 - If the overall goal is to connect the Shining Sea bikeway to the Canal, a additional scenario is missing from consideration. A alternate plan that should be added to the study would be to widen the shoulders for Bike lanes on selected public roads to connect with the Canal path.

2 - It is pretty obvious from the study that the Railroad isn't going anywhere as it is needed for present & future use's as it should be part of the Cape's solution to traffic congestion.

3 - According to the 1994 Sandwich to Dennis study, Bay Colony RR (the operator at that time) stated that 15 feet from the end of the RR Tie to the edge of the bike trail with fencing would be required. Will Mass Coastal RR require as much space or will it be it be 10 - 11 feet such as what is fenced off in North Falmouth? This will certainly will be an important factor especially for trail construction as you go through the wetland area's.

4 - If the Bike trail is built, who will be responsible for it's maintenance & upkeep once it is finished ? Will it be MassDOT, Mass Dept of Conservation & Recreation (MassDOCR) or will become the Town of Bourne's responsibility ? Very important to let people in Bourne know about this, as it would involve additional expense's that would impact Bourne's Town's budget.

5 - Taking into consideration all the cost's presented to build this recreational trail, shouldn't this huge expenditure of funds be put towards building new Canal bridges / roadways to address the real traffic congestion issues facing the Cape ?

Thanks for taking my comments into consideration,

John A Speers

Cataumet

From: John A Speers [<mailto:jaspeers@earthlink.net>]

Sent: Tuesday, February 21, 2017 9:53 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: RE: Shining Sea Bikeway Extension Feasibility Study comments

Hi Mr. Cannon,

I would like to add some additional comments to the feasibility study.

In reviewing the cost of major options on page 38 it leads you to believe that the Rail to Trail option is the least expensive. However a important cost factor is missing in this option. The Railroad is not being abandoned as stated in this study and will continue to be utilized for the various reason's given. So to present a true cost of The Rail to Trail option it would also have to include the cost of relocating the Railroad line to Joint Base Cape Cod (page 28) because that cost would also have to be paid out of

Federal / State Transportation tax dollars as part of the overall cost's in constructing the proposed bike path in this option.

Thanks,

John A Speers

Cataumet

From: Paul Gaffney [<mailto:pgaffney2000@gmail.com>]
Sent: Tuesday, February 21, 2017 9:26 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: support for the proposed Shining Sea Bikeway Extension

I'm a resident of Bourne (16 Rams Head Rd, Cataumet) and enthusiastically support the proposed extension to connect the two existing Upper Cape bike paths. Bourne has outstanding amenities for outdoor enthusiasts and tourists. This project will significantly enhance quality of life and make use of under-used infrastructure. Please move the project forward!

Thank you,

Paul Gaffney

From: Ed Groden [<mailto:edgroden@comcast.net>]
Sent: Tuesday, February 21, 2017 9:11 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Connect the bike paths

Glenn,

I would support the extension of the Shining Sea Bikeway to connect with the Cape Cod Canal Bike path.

I've been riding the Falmouth bike path since before it was paved and I think it is one of the town's greatest assets. I ride several days per week thru the winter (dry days only) and almost daily in the better weather. I use the Shining Sea Bikeway every day I ride, would look forward to the challenge of riding all the way up to the Canal Bike path.

Let me know if there is anything I can do to support the construction of the proposed connector.

Best regards,

Edward Groden

42 Elizabeth Jean Drive

East Falmouth, MA

From: Ray Goodale [<mailto:goodray@aol.com>]
Sent: Tuesday, February 21, 2017 8:00 AM
To: Glenn Cannon <gcannon@capecodcommission.org>

Cc: karnow@comcast.net

Subject: Bike path extension

I am in favor of extending this bike path ASAP for safety of ALL riders and drivers of the present routes.

Ray Goodale

Mashpee MA

From: Sasha Norkin [<mailto:sashanorkin@gmail.com>]

Sent: Tuesday, February 21, 2017 6:39 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Love the idea of extending the bikeway

Hi---anything i can do to support it!!

From: jacquelyn [<mailto:jacquelyn@comcast.net>]

Sent: Monday, February 20, 2017 8:47 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bike path

Dear Mr. Cannon,

I completely support whatever it takes to get this bike way complete. I frequently use the shining sea Trail and so enjoy it that it would be wonderful to have that connection made. This is so important for clean, healthy tourism encouragement. Thank you for your work to getting this done.

Jacquie Counsell

From: Liz Brown [<mailto:zilbrown@gmail.com>]

Sent: Sunday, February 19, 2017 9:20 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Cc: Norbert Brown <nbrown@princesshouse.com>

Subject: Bourne Rail Trail Feasibility Study Comment

Hello -

My name is Liz Brown. I have been a resident of Bourne since 2003. I live in the Bourne Village and Monument Beach area and I want to express my whole hearted support for this wonderful project.

First, providing bikers with a path does not involve the use of County or Shore roads will be a vast improvement in safety for everyone.

Second, this is a forward looking project that will greatly enhance the quality of life in our town and on Cape Cod in general. It seems short sighted not to embrace it as the linkage of the assets of the Canal path and the Shining Sea Path have great economic and health benefits.

I applaud this effort and would like to see it move forward.

Thank you.

Liz Brown

--

M. Elizabeth Brown

zilbrown@gmail.com

774-313-0727

www.linkedin.com/in/thisislizbrown

From: Paul Deluca [<mailto:cjgeneralrealty@gmail.com>]

Sent: Sunday, February 19, 2017 6:39 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Please..Please ...Please.. We Need This...

--

Paul Deluca

C.J. General Realty,L.L.C

208 Main Street

Weymouth, Ma. 02188

781.812.6339

From: Glenn Davis [<mailto:ghdavis3@yahoo.com>]

Sent: Monday, February 27, 2017 2:34 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bike Path in Bourne

Rail to- trail is the best option for bikers assuming the railroad is closed. However, any of the options would be of great value to the public for biking, walking, jogging, etc. The Shining Sea is swarming with people in warmer weather. This would be arguably the best level trail in the state and New England.

From: jazzme2@verizon.net [<mailto:jazzme2@verizon.net>]

Sent: Monday, February 27, 2017 2:53 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Feasibility Study: Shining Sea Bikeway to the Cape Cod Canal

Dear Mr. Cannon,

Just a quick note to express my enthusiastic approval of extending the Shining Sea bike trail to the Cape Cod Canal. My wife and I live in Grafton and also share a family home on the cape in Falmouth. We take full advantage of the current trail along with friends and family. Extension of the current trail to the cape cod canal trail would be idealist to us....we bike, hike and kayak a lot while on Cape (as well as off Cape). We hope your feasibility study commission approves one of the 3 current proposals: Rails to-trail, Rail with-trail, and Rail -with trail with grade crossing. . Please keep us updated with the minutes (or summery of the minutes) of your feasibility study meetings as I am very interested of the outcome.

Sincerely,

Dennis DiTullio

3 Beth Lee Drive
Grafton. MA

Cape House
43 Edgewater Drive West
Falmouth, MA

(508) 839-0290

From: Leonard and Patricia [<mailto:lwjohnson2@comcast.net>]
Sent: Friday, February 24, 2017 10:24 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Cc: Tom Cahir <tcahir@capecodrta.org>
Subject: Shining Sea Bikeway feasibility study (draft) comments

February 24, 2017

To Glenn and others,

I have read the 40 page study and I appreciate the facts and accurate data. However, I think it included way to many roadway traffic counts (160 pages!!!). The ones from more than 3 years ago should be deleted.

The memorandum from Chalita Belfield to James Kersten dated December 15, 2016 (Page 49 and 50) of the study should be questioned. Where do Jim Eng and James Kerson work and where can they be reached? Chalita's statement about the capacity of the Bourne landfill is, I believe, not accurate and is not a reason to keep the rail line or the UCRTS rail link.

I think deeper research needs to be done on the issue of the rail link to Otis and the federal STRACNET designation. It would help everyone figure out how we could get a trail down the center line. I think the STRACNET should be challenged with actual up to date facts. Is it for national security or is it to transport equipment to help in disasters in other parts of the country? Is there military equipment being kept at Otis that cannot go on a truck? Has someone from the CCC actually seen what is on the base? Would a re-routing of the Otis Spur (not as suggested in the earlier 2010 NPS bicycle feasibility study) but directly north from the base to the canal with a grade crossing on the "south side connector". It would then link with the canal rail route to the bridge. The recreational trail could be built for \$10,000,000 (not \$25,000,000 for a trail beside rail) and the \$15,000,000 could be 'saved' to build a STRACNET link if and when needed. I believe all the land for a relocated Otis line is in the public domain. I know this is an "out of the box" idea.

I believe the only viable option is to build a recreational trail on the existing rails. The costs are just to great to justify any of the other options.

Finally, the recent Upper Cape Regional Transfer Station (RFP) includes a lot of information on the rail connection and the contract for the use of the Otis Spur. It makes it easier to understand who should be contacted and where political pressure should be pushed to get decisions that will make an extension to the SSBW a reality. The future of the UCRTS is actively being discussed right now with bids

for its use opened today, Feb. 24th. It is hoped that no use of the rail spur will be allowed as part of a contract.

The CCC should not just study but take action and advocate. This project is very important for this region.

Thank you for considering my comments,

Sincerely,

Patricia Johnson

North Falmouth, MA

Patricia P. Johnson

lwjohnson2@comcast.net

From: Ben Converse [<mailto:bconverse633@g.rwu.edu>]

Sent: Sunday, February 26, 2017 11:33 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail Comment

To whom it may concern:

I am a native of Falmouth and am currently a student in Bristol RI. After growing up in Falmouth, my family relocated to Boulder, Colorado. From that point forward I saw Falmouth not only from the perspective of a local, but from the perspective of a summer visitor. My Family is still very much rooted in the area going back centuries, which is why I feel strongly about the future of Cape Cod's infrastructure and future sustainability.

I have long been a proponent of mass transit and bike paths alike - Boulder, Colorado has a vast network of around-town bikeways that make local commuting a breeze. However, I have never supported the supplementation of mass transit with a bikeway - especially in an area such as Cape Cod where summer traffic is crippling to local life.

For this reason I am strongly *against* the permanent conversion of the Falmouth branch - or Woods Hole branch - from rail to trail. While it would appear to serve the community on the surface, it completely removes the possibility of mass transit into North Falmouth by rail.

The community in Falmouth and on Cape Cod should be looking to expand transit options *and* bikeways. The current proposal for the Bourne Rail Trail completely takes the rail transit option off the table. I strongly encourage the Cape Cod Commission to look closely at what eliminating the only railhead on the Upper Cape would mean for the future of the local economy, congestion, and transit. Please consider this as you review the various proposals. Cape Cod requires recreational bikeways and mass transit - not one over the other. Services like the MBTA's CapeFLYER have created an impetus to travel to the Cape sans cars. Cape Cod needs fewer automobiles on the roads during the season - and the conversion from rail to trail in Falmouth would not be conducive to this goal. It may in fact aggravate it as visitors *drive* their bicycles to various points along the path. Expanding a CapeFLYER

like service to North Falmouth would serve the community, take automobiles off the bridges, and provide a car-free means of taking bicycles from the City to the beginning of the Shining Sea Bikeway.

Thank you for your time - I look forward to seeing what happens next.

Best,

Ben Converse

From: James D. Sullivan [<mailto:j.sullivanmd@comcast.net>]

Sent: Wednesday, March 01, 2017 6:49 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Shining Sea bicycle trail

22 Scraggy Neck Road

Cataumet MA 02534

March 1, 2017

Dear Mr. Cannon:

The extension of the Shining Sea bike trail through Bourne to the Canal would be an extraordinary benefit for our community.

The trail will pass through Cataumet, Pocasset and Monument Beach village centers, creating opportunities for existing and new businesses there and elsewhere along the trail.

Pedestrians and cyclists would be able to get off our dangerous windy roads. You may recall that a bicyclist was killed on a road bridge in Pocasset a few years ago. Many will become more physically fit when there is easy access to safe bike riding.

Local auto traffic would be reduced when it is easy for people to ride bikes to beaches and to markets.

The existing railway should be replaced with the bike path, as was done in Falmouth. There is no chance that there will again be rail traffic that will be sufficiently useful to justify keeping the track. The best use of the rail bed is a bike path. The money and environmental costs and likely delays in completion of keeping both rail and bike paths are not worth it.

Sincerely,

James D. Sullivan

From: Ellen Graf [<mailto:egraf15@comcast.net>]

Sent: Tuesday, February 28, 2017 12:09 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail-trail

I vote for the Rail-to-trail as it would be the cheapest and easiest to build and the most aesthetically pleasing.

Ellen Graf

From: Allan Dunn [<mailto:toothdoc1966@gmail.com>]
Sent: Tuesday, February 28, 2017 2:57 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Bike path

I prefer keeping the rail tracks and using either of the other 2 alternatives.

Allan Dunn
Pocasset, MA

From: John Holden [<mailto:rjholdenjr@gmail.com>]
Sent: Monday, February 27, 2017 6:04 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Comment on Shining Sea Bikeway Extension (Bourne Rail Trail) Feasibility Study

Mr. Cannon,

I am a land owner in Cataumet, MA and our property abuts the "Falmouth Extension" railroad line that is under consideration for the Bourne Rail Trail. I have read the Cape Cod Commission's Shining Sea Bikeway Extension (Bourne Rail Trail) Feasibility Study. I am 100% behind this project moving forward, and I am very pleased to read that the "Commission staff recommend(s) that this project move forward in the design process to address the concerns outlined in the report."

Selfishly, I would like the tracks to be removed and an asphalt bike path created. BUT, with that said, I fully support any of the three options presented in the report.

I would be interested in the cost of running a new railroad track onto the Joint Base property along 28A to preserve the military use and future trash removal use of the railroad line, possibly creating a new transfer station on the Bourne dump property. Obviously this would entail building a rail crossing somewhere across 6A, not impossible, but I am sure costly. This new rail line would make the tracks more secure than the current track running through residential areas in Bourne.

I thank the Cape Cod Commission for all the hard work already put into the feasibility study.

Thank you,

Robert J. Holden, Jr. ("John")

14 Pine Hill Road

Cataumet, MA 02534

240-876-3600

From: FCush [<mailto:FCush52@aol.com>]
Sent: Thursday, March 02, 2017 9:50 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Shining Sea to Canal Bikeways Extension

I am a 70 year old resident of Bridgewater, MA. Bicycling plays an important role in my life contributing to my overall health and quality of life. I ride frequently at the canal and occasionally on the Shining Sea trail. The older I get, the more apprehensive I become about riding on roads. With the increasing

interest in cycling and the increasing numbers of older riders, joining these bikeways would be money well spent. I think the rail to trail plan would be ideal.

Fred S. Cushing

From: John Woodley [<mailto:johndwoodley@gmail.com>]

Sent: Saturday, March 04, 2017 11:20 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail

Having attended the selectmen 's meeting last Tuesday, I have the following questions: will the cost of upgrading the tracks to make them usable or the current lack of a renewal of the lease by Mass Coastal Railroad be considered in the feasibility of a rail trail?

How might the cost to run a new track up through Joint Base Cape Cod compare to the cost of repairing or replacing the tracks on the existing rail bed? Could this be considered in the feasibility study?

If the RFP regarding the Transfer Station is awarded to a private enterprise, will there be any obligation on the part of the four municipal communities to insure that there is rail service? If so, who will pay for it?

I support the rail to trail option and thank the Cape Cod Commission for its preparation of the feasibility study.

John Woodley

From: John Coady [<mailto:coadyjohn510@gmail.com>]

Sent: Saturday, March 04, 2017 12:48 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Shining Pat Rail extension

Mr. Cannon,

I wanted to add my opinion re: Railtrail extension from N. Falmouth> Cape Cod canal.

As a long time resident of Monument Beach in Bourne I have enjoyed hearing and seeing trains go through the village. As a youth I would go down to the station and hit a tennis ball off the station wall waiting for a passenger train to pull into the station. With my own children we would hear the whistle and run to the side yard to see the train go by down the road from our home. We do the same now with our grandchildren.

While the nostalgia and making memories is enjoyable I feel that the Upper Cape area would be much better served with a bike trail running through to the canal. The trains now run sporadically in the summer months with trash. (AKA the garbage train or trash train.) The fact that this seems to be the primary use for the tracks (I did see a sunset dinner train parked at Monument beach to watch the sunset 2 years ago) seems to limit this resource to a singular use that does not benefit the majority of residents or visitors to our region of the Cape. I believe I read that the train moves trash to the Rochester plant when shipping prices for trucking rises usually due to gas prices rising. This past year I have noticed fewer trains possibly because of the lower gas pricing we are enjoying.

The savings of cents per ton in a given year for moving trash pales in comparison to the economic boom a bicycle path offers to the various villages and businesses along an extended path from N. Falmouth to the end of the Canal. The Shining path trail now offers scenic diversity

inherent to the Upper Cape region the extension would offer additional views seen nowhere else.

One last point, if I read the commission study correctly a Falmouth group is saying an alternative to the rail trail should go along the Rte 28 medium from North Falmouth to the Bourne Bridge. My feeling on this is that people ride a trail to remove themselves from traffic not to be put in the middle of it. I would not want my kids on a trail that is between 4 high speed traffic lanes with views of suv's speeding to Woods Hole or trying to beat the traffic to the bridge.

In conclusion, it would seem to me that a slower paced rail trail connecting the upper Cape offers greater economic, cultural, and societal benefits than a train that moves garbage from one location to the next.

I am

Sincerely,

John Coady

22 Elm Ave. PO Box892

Monument Beach, Ma 02553

Ph: 508-743-5282

From: Charlie Beggs [<mailto:capedock@comcast.net>]

Sent: Saturday, March 04, 2017 7:02 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: bike path center lines

Good morning.... did you ride yet today? I would like to advise, as a daily user of the Cape Cod Rail trail, to be sure to include a painted centerline on the new trail.

Capedock@comcast.net

774-212-6583

PO 1625 Harwich Ma. 02645

From: Brian Harrington [<mailto:bcharrington2000@gmail.com>]

Sent: Tuesday, March 07, 2017 8:30 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Cc: Jessica Harrington <jessharr@comcast.net>; Friends of the Bourne Rail Trail
<Info@bournerrailtrail.org>

Subject: Rail Trail

Hi-

My name is Brian Harrington and I'm a seasonal resident of Pocasset.

I'm writing to enthusiastically support the creation of the new rail trail in Bourne--specifically the rail-to-trail concept.

I live full time in Westwood, MA and for five years was Co-Chairman of the town's economic development board. In this role I gained valuable insights into what small and large zoning and development projects can do for a community's economic health. In my professional life I was also Executive Vice President and Chief Marketing Officer for Zipcar--the world's leading car sharing company.

Based on my experience, I believe this project will provide multiple benefits---first and foremost as an economic catalyst for the villages of Monument Beach and Pocasset--it will benefit existing businesses and create new ones. Secondly, the addition of the bike path will aid the real estate market--these communities will become more valuable for owners due to being more connected with other parts of the Cape. Thirdly, the addition is a much-needed healthy addition to our community--it will encourage more bike riding and more cars off the road; these benefits to people and the environment can be quantified in much the same way Zipcar had a similar benefit to hundreds of cities and towns where we operated globally.

I ask you give full consideration to the rail-to-trail concept as I believe that will provide the most positive impact for all involved.

Thank you very much for your work on this. If you have any questions about my endorsement, certainly let me know.

Regards-

Brian Harrington

6 Weetamoe Road

Pocasset, MA

617 460 6743

From: Lori McCormick [mailto:lori_mccormick52@yahoo.com]

Sent: Tuesday, March 07, 2017 9:39 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Extending the Cape Cod Bikeway

Good morning,

We own a home on Spruce Drive in Pocasset, and I am writing to encourage the extension of the Shining Sea bike path to run to the Canal path. This would be fantastic!

Please let me know if there is anything we need to do to 'officially' cast a vote in favor for this.

Thank you,

John E McCormick and M. Lori McCormick

8 Spruce Drive

Pocasset, MA 02559

From: Scott Zeien [<mailto:scottzeien@kingmanyachtcenter.com>]

Sent: Tuesday, March 07, 2017 10:08 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Support the Bourne Rail Trail

Mr. Cannon:

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would create a tremendous asset for Bourne and the entire Upper Cape region.

As a trackside resident of North Falmouth and a trackside business owner in Cataumet (Bourne), the extension of the existing Shining Sea Bikeway would provide entertainment, transportation and fitness opportunities to all aspects of my family's life. Bicycle riding on the winding back roads of our neighborhoods is a treacherous, public safety issue which could be averted by replacing the decaying railway with a paved bike path.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Scott Zeien

[Kingman Yacht Center](#)

Shipyard Lane / P.O. Box 408

Cataumet, MA 02534

508/563-7136 X114

scottzeien@kingmanyachtcenter.com

From: Gail Sullivan [<mailto:mom2kcebg@gmail.com>]

Sent: Tuesday, March 07, 2017 11:57 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bikepath

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entirety of the Upper Cape region.

My husband and I use both the canal bike path and the Shining Seas Bike Path. We enjoy the benefits of exercise and the beauty of the Cape. Connecting the paths would provide even more opportunity for recreation and ease of access.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Gail Sullivan

416 Barlows Landing Road

Pocasset, MA 02259

From: John McHugh [<mailto:johnmchugh2@verizon.net>]

Sent: Tuesday, March 07, 2017 12:45 PM

To: selectmen@falmouthmass.us; dougjones@falmouthmass.us; smoran@falmouthmass.us; spatterson@falmouthmass.us; braga@falmouthmass.us; dougbrown@falmouthmass.us; Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail; Extension of Shining Sea Trail to connect to Canal Trail

We are full time residents of Mashpee. As you know on the Cape you spend much of your time as possible outdoors. Along with hiking, boating, beaching, we love biking of the Shining Sea Trail and the Canal Trail. These are two major treasures of Cape Cod. The trails provide exercise for whole families and communities, wonderful scenery and a social, calm environment. We support the proposed Bourne Rail Trail Extension, which would result in a continuous trail of over 25 miles. We understand state funding may be available for this project and believe we have incredible opportunity to significantly improve an already terrific asset.

We understand the Cape Cod Commission and the Bourne Selectmen are firmly in favor of this project moving forward. However, we are concerned about the potential impact of a pending RFP to privatize the Upper Cape Cod Regional Transfer Station, which might interfere with the least costly method of constructing the rail trail extension by removal of the rail tracks and installation of the new trail. It is unclear how privatizing the Transfer Station would deliver better value to residents and financial visitors than the proposed bike extension.

We respectfully request your support for the extension of the Shining Sea Trail to connect to the Canal Trail, and, to the extent conflicting, we request your opposition to any changes at the Transfer Station that could interfere with the completion of the rail trail extension.

We appreciate your consideration of our views

John and Liz McHugh

PO Box 1497

47 Spinnaker Drive

Mashpee, MA 02649

cell phone: 339 222 2198

email: johnmchugh2@veizon.net

From: Vincent E. DiSangro [<mailto:southeastappraisalservices@comcast.net>]

Sent: Wednesday, March 08, 2017 10:24 AM

To: Glenn Cannon <gcannon@capecodcommission.org>; Tara DiSangro <tdisangro@comcast.net>

Subject: Bourne Rail Trail Study

Mr. Cannon,

I hope all is well with you. I greatly appreciate all your efforts and the work involved to produce such an informative report. I fully support the Rail to trail option because there is clearly no downside to it. It represents what "Cape Cod" is in terms of an amenity and community for residents and visitors alike. I have been an avid cyclist for many years, and many of my friends in the Bourne area are joggers and walkers, and we all share stories of how unsafe these activities have become on our roadways. It seems since the advent of cellphones, texting, and other causes of distracted driving, that it has become much more dangerous.

Additionally, the alternative use of the rail line as a revenue source, provides a financial benefit to a few people, while creating a hazard hauling construction debris and trash from all areas on and off Cape. This includes construction debris which has caught fire in the Bourne and other landfills several times. How would a fire on the train and its remote areas without hydrants be responded to? Additionally, this use would **increase** truck traffic on the Bourne Bridge, Route 28 in Bourne and Mashpee, Sandwich Road in Bourne, and Route 151 in Falmouth and Mashpee, by hauling from all areas, including off-Cape to meet tonnage requirements for rail freight profitability goals.

I applaud the efforts of the Cape Cod Commission and Friends of the Bourne Rail Trail to keep Cape Cod the beautiful place it is, and fully support the Bourne Rail to Trail project.

Very Truly Yours,

Vincent DiSangro

Southeast Appraisal Services

PO Box 3108

Bourne, MA 02532

(V) 508-272-6597 (Fax) 508-759-0862

From: Fred Pegnato [<mailto:fppeggnato@gmail.com>]
Sent: Saturday, March 04, 2017 8:36 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Bourne Bike Trail

I write in opposition to the proposed bike path that would be built on the Falmouth Line railroad line.

This is an active railroad line that services a Department of Defense military installation and is vital to the defense of the United States. There is a waste transfer station on Otis that has the potential to remove hundreds of trucks from the main roads to the canal highway bridges. There is also potential to restore the line to Woods Hole for passenger train service from an outlying parking lot that could be built in the vicinity of I-195 in Wareham as well as to South Station in Boston.

I offer two compromises for your consideration. A bike path could be built in the railroad right-of-way next to the track with safety fencing, thus preserving rail service on the line. My second suggestion is to build a bike path in the right-of-way of Shore Road or County Road in the same manner that the Town of Yarmouth built a bike path along Buck Island Road.

Railroad lines on Cape Cod must be preserved for both passenger and freight operations to abate automobile/truck traffic on our roads.

Fred P. Pegnato, Jr.

Expect a train on any track anytime!

Let's put the track back to Woods Hole

From: Louis Zicht [<mailto:lzicht@gilmac.com>]

Sent: Sunday, March 05, 2017 1:31 PM

To: selectmen@falmouthmass.us; dougjones@falmouthmass.us; smoran@falmouthmass.us; spatterson@falmouthmass.us; braga@falmouthmass.us; dougbrown@falmouthmass.us; Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail; Extension of Shining Sea Trail to connect to Canal Trail

We have been residents of Falmouth since 2004 and are enthusiastic and frequent users of the Shining Sea Trail and the Canal Trail. We are therefore strong supporters of the proposed Bourne Rail Trail Extension, which would result in a continuous trail of over 25 miles where we can ride our bikes or walk in safety and enjoy our wonderful Cape Cod scenery and environment. We relish the thought of breakfast in Woods Hole, a bike excursion with our family or friends, and lunch at the Bourne Canal. We understand state funding may be available for this project and believe this is an incredible opportunity to significantly improve an already terrific asset.

We attended a recent Bourne Selectmen's meeting at which the Cape Cod Commission's positive Feasibility Study was reviewed and it was very clear the Bourne Selectmen are firmly in favor of this project moving forward. At the meeting, we became aware of and are concerned about the potential impact of a pending RFP to privatize the Upper Cape Cod Regional Transfer Station, which might interfere with the least costly method of constructing the rail trail extension by removal of the rail tracks and installation of the new trail. It is also unclear to us how the objectives of the Transfer Station will be better served by a private entity than it is by the current Board of Managers.

We respectfully request your support for the extension of the Shining Sea Trail to connect to the Canal Trail, and, to the extent conflicting, we request your opposition to any changes at the Transfer Station that could interfere with the completion of the rail trail extension.

We appreciate your consideration of our views.

Louis and Stacey Zicht

265 Cairn Ridge Road

East Falmouth, MA 02536

cell phone: 508 479 5128

email: lzicht@gilmac.com

From: David Hill [mailto:for_dhill@hotmail.com]
Sent: Monday, March 13, 2017 1:32 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Cc: for.dh@comcast.net
Subject: Comments on Shining Sea Bikeway Extension Feasibility Study

Dear CCC-

I am an avid user of both the Shining Sea Bike Path in Falmouth and the CC Canal Bike Path and would LOVE to see the two made contiguous. Therefore, after reading the subject document I offer the following comments:

1. Please make this happen in a way that also accommodates us in-line skating enthusiasts (e.g. at least as wide as existing pathways, smooth paved surface over the whole distance. A weekly and post-wind storm cleaning with a street sweeper would be a bonus);
2. The railroad should definitely be moved to the eastern side of Rt 28, especially given it's designated as critical STRACNET infrastructure. This would be an appropriate, leading example by government of the wisdom behind the "coastal retreat" of critical infrastructure in this era of rising sea level. Something seaside municipalities can look to for guidance. It would also enhance the "destination value" of the combined bike paths by eliminating the possibility that an encounter with a big, loud and scary locomotive will dominate the user's memory of their experience on the bike path. The trains would also be able to travel much faster on the eastern side of the highway, with no road crossings other than those on the base, itself.
3. Please add lots of sitting benches and/or viewing platforms at locations with water views, natural and/or historical significance (See Sippewissett Marsh amenities in Falmouth).
4. Be sure to have enough seasonal porta-potties;
5. Provide signage and access trails to public beaches and parking lots

Thanks for listening.

David Hill
Falmouth, MA

From: J. William Henry [<mailto:jwhenry4@verizon.net>]
Sent: Saturday, March 11, 2017 2:39 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Thank you for the Bourne Rail trail Report

Sitting here looking at the recent snow fall, i was heartened to read the report. To me, it seems like a 'no brainer' It is a win/win situation for everyone!!!! I live a few doors away from the proposed trail so i am well aware of the condition of the tracks. I have a few questions JBCC has stated the tracks are "important resource in event of need to transport large equipment from base to assist in disaster areas" To my eye, the tracks look a little tired and could not support this use as outlined by JBCC! Has a study been done to fix a cost to assure this use of rails can be accomplished? I also think that the Regional Transfer Station could be put out of service if towns could come up with 'creative ways in the future' to deal with the materials sent to this site!! Thus i see a future in "Rail to Trail" great conclusion page as well as a wonderful "Increasing Bikeability and Walkability benefits the Communities triple Bottom Line' p34

J William Henry
POBox 361
Pocasset, MA02559

From: Betsy Woodley [<mailto:betsy.woodley95@gmail.com>]
Sent: Sunday, March 12, 2017 3:25 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Bourne Rail Trail Project

Mr. Cannon:

I'm writing to let you know how excited I am about the Bourne Rail Trail project. My husband and I moved to the Cape five years ago. Soon after we moved here we joined the Bay Area Senior Cyclist. We have become avid bike riders and have especially enjoyed riding on the Shining Sea Bikeway. I do not like riding on roadways with all the heavy traffic. I feel much safer riding on a bike path.

I am writing to ask for your support in making this project a reality. We are very concerned that the privatization of the Upper Cape Regional Transfer Station will prevent us from being able to fully explore all of the options for making the Bourne Rail Trail a reality. The need to privatize a facility, which would not fulfill its original purpose in serving as a municipal solid waste transfer station, is very unclear.

I attended the Selectmen's meeting on February 28, 2017 and I was surprised to learn how uninvolved the Selectmen appeared to be about the reuse of the transfer station facility. Given that residents of Bourne, especially those that live adjacent to the railroad tracks, are impacted most by this decision, I would expect that these issues would be raised to the Board of Managers of the Upper Cape Regional Transfer Station by the Selectmen.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Sincerely,

Elizabeth S. Woodley

7 Wheeler Drive

Pocasset, Ma 02559

From: Sally Girts [<mailto:esgirts@gmail.com>]
Sent: Sunday, March 12, 2017 5:19 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Shining Sea Bikeway Extension/BRT

Dear Glenn Cannon, Commissioner

I am a new resident of Bourne, as of March 2016, and am thrilled about the Bourne Rail Trail project! I am especially grateful for the welcoming feeling we have received from our neighbors and local businesses and particularly for their enthusiastic support of the BRT.

My family has vacationed on the Cape on and off over the years and we recently lived in Sandwich for a

couple of years before purchasing a home here in Bourne. We have spent countless hours biking the many paths and trails across the entire Cape creating lasting memories with our family and friends. Recently, the Cape Cod Canal and Shining Sea Bikeway have become particular favorites.

In addition to recreational activity, I have many friends who work close to the Bikeway and down in Woods Hole who utilize this path as their daily means of commute. A couple of friends actually depend on this mode of transportation due to the fact that they only have one vehicle, which they need to leave with their spouse and children.

The bike path is infinitely safer than riding on the narrow roads.

Now that I live in Bourne, I see this opportunity to extend the Canal bike path all the way to the Shining Sea Bikeway as absolutely brilliant! As an outdoor educator, this extension benefits personal recreation, local businesses, commuters, outdoor enthusiasts.

I am writing to ask for your active support in making this project a reality. We are very concerned that the privatization of the Upper Cape Regional Transfer Station will prevent us from being able to fully explore all of the options for making the Bourne Rail Trail real. The need to privatize a facility, which would not fulfill its original purpose in serving as a municipal solid waste transfer station, is not only unclear but questionable.

From the Selectmen's meeting on February 28, 2017, I was surprised to learn how uninvolved the Selectmen appeared to be about the reuse of the transfer station facility. Given that residents of Bourne, especially those of us (me) that live adjacent to the railroad tracks, are impacted most by this decision, I would expect that these issues would be raised to the Board of Managers of the Upper Cape Regional Transfer Station by the Selectmen.

I may be a recent new resident of Bourne, but my intention is to live here indefinitely and pass our home onto our children and grandchildren so that they can continue to enjoy and give back to the community. I implore you to do everything in your power as a Selectmen to ensure that this project can move forward and that all options for creating the trail remain on the table.

Again, I express my strong support for the Shining Sea Extension/Bourne Rail Trail.

Additionally, I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Sincerely,
Sally Girts
62 Rocky Point Rd, Bourne, MA 02532

From: Bryan Girts [<mailto:bgirts@yahoo.com>]
Sent: Sunday, March 12, 2017 5:20 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject:

Dear Selectmen,

I'm writing to let you know I support the Shining Sea Bikeway Extension/Bourne Rail Trail and that I am very excited about the opportunity to work with all the stakeholders to build something truly special.

I spend most of my free time enjoying the many recreational activities in our community, but without a doubt my passion is cycling. The bike routes and off road trails in the area are second to none. I can't think of a better way to spend a sunny afternoon.

The opportunity to extend the Canal bike path all the way to Shining Sea Bikeway is absolutely incredible. Not only would it create a world class amenity, it would be a source of pride as we host friend and family at our home in Bourne.

I am writing to ask for your support in making this project a reality. I am very concerned that the privatization of the Upper Cape Regional Transfer Station will prevent us from being able to fully explore all of the options for making the Bourne Rail Trail a reality. The need to privatize a facility, which would not fulfill its original purpose in serving as a municipal solid waste transfer station, is very unclear.

As a relatively new Bourne resident with hopes of making a lifetime of memories here in this beautiful part of the world and as someone who is very excited about the Bourne Rail Trail project, I ask that you do everything in your power to ensure that this project can move forward and that all options for creating the trail remain on the table.

Sincerely,

Bryan K. Girts

62 Rocky Point Road

Bourne, MA

From: hoeyh@aol.com [<mailto:hoeyh@aol.com>]

Sent: Sunday, March 12, 2017 8:07 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail

Dear Mr. Cannon:

I am writing this letter to let you know how important I believe the BRT project is to me personally, to our Bourne Community, and to the region of the Upper Cape.

I love riding my bike but to do so on Bourne roads is dangerous! I can ride short distances of a mile or two but then riding on Shore Road or County Road is downright scary. I have to put my bike on the back of my car and drive to Falmouth then take off the bike and ride the beautiful Shining Sea Bikeway. I spend money at Falmouth businesses and use their beaches.

I am proud to live in Bourne but when I have visitors we go to Falmouth. I belong to the Upper Cape Ski and Sports Club and our club has bike rides with 20-30 people who drive to Falmouth from different Cape towns to bike from Falmouth to Woods Hole. We have lunch and spend money in Falmouth. Our

town loses potential business! Our homes may also benefit from increased values as it has in Falmouth and in many other towns.

If we had a bike trail connecting our villages Bourne citizens could travel through our beautiful town more easily and avoid choking the roads. I understand that the Shining Sea Bikeway has many riders who bike to work. How great this would be for kids to get to jobs in the summer and for our aging population who could use the path for walking as well as biking. A bike path would make Bourne part of the Upper Cape Regional recreation highway. I understand that Sandwich is already working towards a bikeway to connect the Canal to downtown Sandwich. The Falmouth Planning Board has endorsed Our BRT project!

I also do not see a need to rush into privatizing the UCRTS at this time because to do so would not be in the best interests of Bourne citizens! The Transfer Station should not dictate what happens along the most beautiful tract of land in Our Community! If a company is permitted to use the rail line to move construction debris through our towns I believe that would endanger our residents who live along the rail. There have already been 2 fires at the landfill. What would happen if a fire started along the rail lines? How do we protect our citizens from that? Are our properties de-valued as a result of this possible hazard? Do we have to pay higher insurance rates as well?

I support the Cape Cod Commission's work on this project. I believe this project has been supported by many residents. We can make Bourne a destination, rather than the town people drive through to get somewhere else.

Respectfully,

Alice Howe

10 Salt Marsh Lane,

Pocasset

From: Marianne [<mailto:mlfbf@aol.com>]

Sent: Sunday, March 12, 2017 8:44 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: RE: Bourne Rail Trail

Mr. Concannon,

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entire Upper Cape region.

Extending the current bike trail to the canal will make biking safer since people can avoid riding with traffic. Having ridden the Cape Cod Rail Trail, I have experienced that danger, riding from the trail onto the road and back. There have also been many casualties as a result of the danger of riding in traffic along the Cape Cod Rail Trail. The Bourne Rail Trail, as an extension of the Shining Sea Bike Trail, will be safe for all users since there would be no sections where people would be confronted with traffic.

We are writing to ask for your support in making this project come to its fruition. There is concern by Bourne citizens that the privatization of the Upper Cape Regional Transfer Station will prevent us from being able to fully explore all of the options for making the Bourne Rail Trail a reality. We support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

David and Marianne Franklin

2 Pintail Circle

Cataumet, MA 02534

From: Elliot Glist [<mailto:eglist@gmail.com>]

Sent: Saturday, March 11, 2017 4:25 PM

To: selectmen@falmouthmass.us

Cc: dougjones@falmouthmass.us; smoran@falmouthmass.us; spatterson@falmouthmass.us; megan.english_braga@falmouthmass.us; dougbrown@falmouthmass.us; Alice Howe <hoeyh@aol.com>; Gail Hanley <ghanley@capecodcommission.org>

Subject: Please support the efforts of the Friends of the Bourne Rail Trail

Dear Falmouth Selectman.

I'm writing to request you support the Bourne Rail Trail project. I've lived in Falmouth for 26 years and love the Shining Sea Bikeway. The extension all the way to route 151 was and has been a wonderful addition to our town. Visitors to Falmouth (my family, friends and business associates) love the Shining Sea Bikeway. For the last 11 years, I've worked in Bourne, at Convention Data Services, a company that employs 135 people. The extension to the bikeway would enable many people from Falmouth and Bourne to commute to and from work. If you've ever been on the bikeway early in the morning you'll see a steady stream of people biking to work towards Woods Hole For people like me (and many of the other Convention Data Services employees who live in Falmouth) it would be great to see a flow of people biking toward Bourne from Falmouth.

The opportunity to extend the Shining Sea Bikeway all the way to the Cape Cod Canal is a once in a lifetime opportunity. As Falmouth has an interest in the outcome of this project I urge you to support the efforts of the community behind the extension of the Shining Sea Bikeway.

Falmouth is known worldwide as a beautiful location, but also as a community associated with fitness. The Falmouth Road Race, the Falmouth Spring Triathlon, being the home to a beautiful Ice Arena, and having State Champions in Women's hockey and High School Football are examples of this that immediately come to mind. Now the YMCA and others are engaged in serious discussions of bringing a swimming pool and fitness center to Falmouth. Supporting the Bourne Rail Trail effort is an opportunity for Falmouth to lead the way and encourage the Selectmen in Mashpee, Sandwich, and Bourne to support this effort.

The privatization of the of the Upper Cape Regional Transfer Station would prevent this community effort from moving forward. While privatization may benefit some businesses, the opportunity loss to the town and multiple small businesses that could emerge around the extension would be considerable.

As a long time Falmouth resident I encourage you to support the Bourne Rail Trail effort.

Thank you for your attention to this matter.

Elliot Glist
272 Woods Hole Road
Falmouth, MA 02540

From: Vincent Arnone [<mailto:vinnie@vincentarnone.com>]
Sent: Monday, March 13, 2017 9:14 AM
To: selectmen@townofbourne.com; Dpickard@townofbourne.com; Smealy@townofbourne.com; Pmeier@townofbourne.com; Mblanton@townofbourne.com; Gslade@townofbourne.com; selectmen@townofsandwich.net; selectmen@falmouthmass.us; Bos@mashpeeema.gov; Glenn Cannon <gcannon@capecodcommission.org>
Subject: In Support of the BRT, NOT in support of the UCRTS

Good Morning Selectmen of Bourne.

I am writing to express my support for the Shining Sea Extension/ Bourne Rail Trail.

This project would be tremendous for Bourne and the entirety of the Upper Cape region.

I grew up in Cataumet, on Olofson Drive right next to the tracks. I currently live on Emerson Ave and utilize the canal access road daily as a safe place to walk my dog. My Father still lives in Cataumet and has to drive to Falmouth to utilize the Shining Sea Bikeway for his daily bicycle rides. As you know in Bourne, there is currently no safe place to ride, run, or walk your dogs to local businesses. County Road and Shore Road are not safe options for those who would like to get outdoors and interact with nature or their community. Connecting the Canal path to the Shining Sea Bikeway is in incredible opportunity for local businesses, and it's year round residents.

I am writing to you in a plea to you to help make this project a reality.

I am concerned that the privatization of the Upper Cape Regional Transfer Station will prevent making the Bourne Rail Trail a reality.

I attended the meeting on Feb. 28th, 2017, and was extremely disappointed to see how uninvolved the selectmen appear to be about the reuse of the transfer station facility.

I would like to think the powers that be would be most concerned about our year round community, it's year round local businesses, and what will ultimately benefit the community for years to come. My wife and I are in the process of starting a family, and the idea that we can possibly take the Rail Trail from the Canal, thru the woods, and to Grandma & Grandpas house is a dream I'd love to see become a reality.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Vincent A Arnone

10 Emerson Ave
Bourne Ma
02532

From: KayBeth Weibel [<mailto:kaybethrn@gmail.com>]
Sent: Wednesday, March 15, 2017 7:46 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Bourne Rail Trail

Good morning Mr. Cannon,

I am writing to express my interest in the extension of the Bike path through Bourne. I am concerned about the safety of the bicyclists on Shore Road specifically. I am a Registered Nurse, so I am keenly aware of the need for safe and healthy exercise and transportation in today's electronics age. Increases in obesity and diabetes should be a concern for us as the trend for children is now to have so much more screen time than exercise.

Last summer my sister was hit as she was riding a bicycle on Shore Road. A car was trailering a boat and the boat struck her hand. Fortunately nothing was broken, but she is still living with neuropathic pain in that hand. I live in Gray Gables and I have one sister in Monument Beach and another in Dennisport, with my father in Marston Mills. With many family and visitors we are always seeking for everyone to have safe activities that benefit their health and the environment. The ability to have a safe biking trail is a move in the right direction and demonstrates that Bourne is as invested as other Cape towns in our community.

Thank you so much for your consideration, KayBeth Weibel
19 Thorne Road

From: Mark Emmons [<mailto:mark.m.emmons@gmail.com>]
Sent: Wednesday, March 15, 2017 11:09 AM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: Support for the Shining Sea Extension/Bourne Rail Trail

Mr. Cannon:

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entirety of the Upper Cape region.

As residence of Monument Beach my wife and I were very excited to read in the Cape Cod Times that an initiative had been started to join the Shining Sea bike trail to Cape Cod Canal bike path. As an avid cyclist we have had to take the treacherous journey along Shore Road through Pocasset and Cataumet to join the two bike ways independently. I can speak personally that Shore Road is not a safe road to travel via bicycle to either of these two bike paths. In particular during the summer months when there is additional traffic and people towing trailers or boats the minimum shoulders of the roads get reduced. My sister-in-law was hit by a pick-up truck towing a boat during the Labor Day weekend in

2016 in Monument Beach. The Bourne Rail Trail will facilitate safer travel for walkers, joggers and bicyclists between North Falmouth to Grey Gables.

I know there are still many questions to be answered about the specifics regarding funding for the project or the wetland protection and mitigation. I believe this project has the potential of creating a world class bicycle recreation opportunity for Cape Cod and Massachusetts.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Mark Emmons
4 Worcester Ave.
Monument Beach, Ma 02553

From: Lauren Robinson [<mailto:laurenrobinson02532@gmail.com>]

Sent: Tuesday, March 14, 2017 11:18 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Support the Bourne Rail Trail

Mr. Cannon:

We are writing to express our support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entirety of the Upper Cape region. We have lived and raised a family of four children on Cape Cod over the past 40 years. We witnessed the Cape Cod Commission coming into existence and are pleased to see the role it is playing in helping to improve the quality of life here in Bourne via it's support of the Bourne Rail Trail project.

In the 1990's one set of our children's grandparents lived in East Harwich as retirees. Some of our fondest memories center around our sons, going on extensive bike rides on the early bike rail trail in the Brewster/Harwich area with their grandfather. "Papa" was a bicyclist all his life and we attribute his longevity and excellent quality of life and health to the fitness he was able to maintain well into his 80's through cycling on Cape Cod and Florida. It is gratifying witness the steady growth of this Cape-wide bike trail development since the 1990's and encouraging to see it fill-in on the lower Cape. Why should the lower cape and Falmouth have all the amenities? Connecting the 6.25 miles in Bourne to North Falmouth Shining Sea Bikeway would seem like a crowning glory to this project: a Cape-Wide bike trail that the Cape Cod Commission can be proud to have had a role in developing.

We love riding our bikes along the canal and often make our way to Sandwich., but alas, a 5 - 6 mile ride is nice, but leaves one wanting more. The possibility of making one's way from the Sandwich Marina all the way to Woods Hole (and why not right on to the Ferry to Martha's Vineyard?) is a very appealing adventure. As we come close to retirement, we have a goal to maintain our fitness, so that we can continue to bicycle and enjoy the beautiful natural resources in Bourne. This bike trail will encourage healthy lifestyle and recreational options for present and future generations on upper the Cape.

We have serious concerns about the conversation raised at the Bourne BOS meeting on Feb 28 about the possibility of revitalizing the 6 miles of tracks that have been targeted for the Bourne rail trail, that have gone unused and become overgrown in the past two years. We understand that there is an RFP in

process that involves giving the management of the Transfer Station on the Base over to private business, with the hope of generating some sort of revenue for the upper Cape towns. This could be a course of action that would not be in the best interest of the people living in this area and puts up a red flag regarding what type of material would be transported via these rails that go through neighborhoods and wetlands. We would expect that the Cape Cod Commission might have a role in overseeing what is being planned for the Transfer Station and the rail use in Bourne and would take a role in protecting the public interest in this regard.

Cape Cod Commission is to be commended for the work it has done to improve the quality of life on Cape Cod since its inception, most notably perhaps, in our opinion, through its' work in supporting the development of bike trail all over the Cape.

This letter is our vote of support to the Cape Cod Commission for continued work on the Bourne Rail Trail project and we look forward to being involved in the process.

Howard and Lauren Robinson
47 Cotuit Road
Bourne, MA 02532
508-759-7294

From: Bill Reidy [<mailto:wreidy73@yahoo.com>]

Sent: Tuesday, March 14, 2017 9:13 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Comments on the draft Shining Sea Bikeway Extension Feasibility Study

Mr. Cannon,

Please accept the following as my comments on the draft Shining Sea Bikeway Extension Feasibility Study, now open for public comment until March 15th.

I support the extension of the Shining Sea Bikeway from North Falmouth to the Cape Cod Canal if, *and only if*, the existing rail line remains in service. **Based on the information in the draft study, the "Rail-with-Trail with At-Grade Crossings" is the best choice, based on the following reasons:**

1. As noted on page 28 of the draft study, "The rail line is currently identified by the U.S. Department of Defense as a Strategic Rail Corridor Network (STRACNET) Connector Line."

Page 25 also notes: "An official from JBCC has indicated that the rail line is an important resource in the event of the need to transport large equipment from the base to assist in disaster recovery in other areas of the country."

These facts, along with Joint Base Cape Cod (JBCC) leadership's stating repeatedly their desire the rail line should remain in place the past two years (*Falmouth Enterprise*, March 15th, 2015, and *Cape Cod Times*, August 28th, 2016), should remove the Rail-to-Trail option from any further consideration.

Future JBCC operations should not be jeopardized in order to expedite a recreational trail, particularly when a reasonable alternative -- Rail-with-Trail with At-Grade Crossings -- exists.

2. Closure and use of the aging Bourne Bridge for heavy military equipment moves is not a reasonable option.

Using local roads and closing the 82-year-old Bourne Bridge for movements of heavy military equipment as the only option to rail (as mentioned in the MassDOT letter in Appendix A) does not make any sense, considering the practical regional concerns with traffic congestion on the roadway network around the canal bridges, as well as the increasing maintenance requirements and remaining service life of the aging highway bridges.

3. The "Rail-to-Trail" option likely low-balls the cost for waterway crossings.

Page 22 of the draft study notes: "Back River is listed in the Cape Cod Commission's Cape Cod Atlas of Tidally Restricted Salt Marshes as an Area of Critical Environmental Concern. As the rail line approaches the river from the south, the rail bed is carried on a causeway approximately 100ft. long, then over a 60ft. long bridge, and finally via another causeway for approximately 40ft."

Pages 30-31 state: "Costs would increase if the spans are lengthened (e.g., over water-bodies or narrow roadways). This would require new crossings to be constructed, including new retaining walls and abutments. The crossings may be lengthened to allow for increased tidal flushing or road-widening. An example can be seen where the Cape Cod Rail Trail Extension crosses the Bass River at the Dennis/Yarmouth town line. A widened opening of the river to allow for increased tidal flushing is planned, resulting in a longer span for the Rail Trail's bridge vs. the original rail bridge."

And as reported by capecod.com February 20th, you are quoted as stating, "Some of these waterways are constrained by the rail line. They clearing cut off some of the flushing that happens in some of these estuaries."

Based on these statements, it's very likely the existing rail bridges over waterways can be reused and new bridges would be needed for the Rail-to-Trail option. This is particularly true for one location (Back River) and likely a second (Pocasset River). The costs estimates in Table 4 on page 38 assume all existing rail bridges would be reused, effectively low-balling the likely cost for water crossings. One or two new trail bridges over waterways should be included in the cost estimates for the Rail-to-Trail option for a fair comparison with the Rail-with-Trail options.

4. Traffic counts demonstrate the "Rail-with-Trail with At-Grade Crossings" option is a reasonable solution.

Of the five roads crossed by bridge by the existing rail line, the busiest is Shore Road (near Thaxter Road) with an average of 3,886 vehicles per day (page 20). In comparison, two at-grade rail crossings on the extension which would not be bridged by either the Rail-to-Trail or "Rail-with-Trail with New Bridge Crossings" options are busier: County Road at the current northern terminus of the Shining Sea Bikeway, with 5,865 vehicles per day (page 9) and Barlow's Landing Road, with 5,150 vehicle per day (page 11).

Worth noting here is the "Town of Falmouth Plan for an Improved Transportation Network for Bicycling," prepared by the Cape Cod Commission and published January 6th, 2016 (http://www.capecodcommission.org/resources/transportation/bikeped/2015_FAL_BikePlan_01062016.pdf). Table 3 on page 12 of that report states Woods Hole Road (which connects directly with Locust

Street) sees over 8,000 vehicles per day. Yet on page 17 the report states: "The recently installed flashing beacon at the intersection of the Shining Sea Bikeway and Locust Street is a good example of a safe mid-block crossing. Cyclists, pedestrians, and other trail users can activate the flashing beacon via a push-button to alert motorists of their presence."

The same approach used for the busy Locust Street crossing (at-grade crossing with flashing beacons) would be a reasonable accommodation on the trail extension for the five much lesser traveled roads currently bridged by rail. At-grade crossings would also allow direct trail connections with the local street networks.

5. Relocation of the rail line to the east of Route 28 is not a viable option.

Page 28 of the draft study states: "The 2010 Bicycle Feasibility Study (Cape Cod National Seashore/Cape Cod Commission) as adopted into the Cape Cod Regional Transportation Plan suggests the possibility of relocation of the existing rail line in order to provide space for a safe bicycling facility. One possibility is to relocate the rail line to the east of Route 28. The land along the east side of Route 28 is almost entirely in the public domain and would allow for safe and secure rail service. Road crossings would be eliminated and rail line security would be improved as most of this area is under the control of JBCC."

But at what cost? Any relocation costs should be included in this study's estimate for the Rail-to-Trail option, since relocation would be driven solely by the Rail-to-Trail option, and the relocated line must reasonably be built to accommodate the needs of JBCC before the existing rail line can be removed for the trail. For taxpayers, it doesn't matter if funding for a relocated rail line comes out of a military budget or some other government funding source other than the construction monies for the trail -- taxpayers would still be asked to bear the cost of an expensive relocation of the rail line to accommodate the trail. This study should present that cost.

And is a relocation feasible? A check of the maps strongly suggests no. All road crossings would not be eliminated -- the relocated rail line would have to cross Sandwich Road along the canal, a far busier, congested road than any of the roadways crossed by the existing rail line. It appears the only feasible place for crossing Sandwich Road would be about mid-way along the canal, where JBCC land and U.S. Army Corps of Engineers land connect. Here, like most of the JBCC land near the canal, the terrain rises sharply from the sea-level canal, up to 150 feet and more. If feasible, expensive excavations would be required to establish the rail route.

If a relocated rail line is truly under consideration, then this study should verify its feasibility and provide a cost estimate. Otherwise, this is a red herring that only muddies the evaluation of Rail-to-Trail versus the two Rail-with-Trail options, falsely implying this is a validated option, and its mention should be removed from the study.

6. The rail line should remain in place for future transportation options.

As noted on page 28, although the Upper Cape Regional Transfer Station is "not currently operating, it is expected to be re-opened once the Bourne Landfill is full." It is highly likely that Bourne and other upper Cape communities' trash will then need to be shipped off-Cape for disposal -- a point made by Bourne selectmen during their February 28th board meeting reviewing the rail trail extension (*Bourne Enterprise*, March 3rd, and *Bourne Courier*, March 9th). The loss of the rail line would force this traffic onto the canal highway bridges.

Currently the board of managers for the Upper Cape Regional Transfer Station has a request for proposals issued for reuse of the transfer station site. The winning proposal may include use of the rail spur to the facility.

In summary, it would be short-sighted from a regional planning perspective to remove the rail line in the assumption this will expedite the extension of the rail trail. This draft study clearly shows a "Rail-with-Trail with At-Grade Crossings" is a viable option both in terms of reasonable accommodation for the trail and cost. There is no compelling reason to remove a canal region transportation route for a recreational trail. There are compelling reasons the rail line and trail can co-exist along the current rail corridor.

I do have a few more notes on the draft study:

A. Page 3 contains a list of stakeholders. Noticeably absent are the Massachusetts (Mass) Coastal Railroad (freight operator) and the Cape Cod Central (excursion operator). Has the Cape Cod Commission actively sought the involvement of the management from these two railroad companies in this study?

B. Page 28 states: "An increase in rail activity would warrant a review of the existing crossing equipment at the existing ten at-grade road crossings, many of which are lacking in warning lights or gates."

This is a very broad statement. Is this meant to infer that if trash shipments from the transfer station via rail were to resume, a review would be required? If yes, I question the accuracy of that assessment.

If no, what is the point of this statement, and at what level of rail traffic would this review be triggered?

C. Page 28 also states: "The current rail line lease holder, Mass Coastal Railroad, intends to provide Scenic and Dinner Trail (sic) operations on the rail line."

This statement implies these operations currently do not exist. That is not correct. For at least the last two summer seasons, sister company Cape Cod Central has been operating dinner trains on a portion of the line.

D. Page 31, under "Rail-with-Trail (rail remains)," the statement "'Rail-with-Trail' would likely be the most expensive option." is misleading. Two "Rail-with-Trail" options are presented in the study, with the "Rail-with-Trail with New Bridge Crossings" option being by far the most expensive. The "Rail-with-Trail with At-Grade Crossings" costs are much lower and in line with the Rail-to-Trail option.

Thank you for your time and consideration,

Bill Reidy

From: kenac@comcast.net [<mailto:kenac@comcast.net>]

Sent: Tuesday, March 14, 2017 6:39 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Comments on Shining Sea Bikeway Extension Feasibility Study

Dear Mr. Cannon,

I am a residential property owner in the Town of Bourne. I am writing in response to the Cape Cod Commission's invitation for public comments on its February 2017 Draft Shining Sea Bikeway Extension Feasibility Study. I appreciate the opportunity to offer these comments.

First of all, I would like to thank the Commission for undertaking this study and for the careful consideration of the proposed extension of the Shining Sea Bikeway. As the study acknowledges, this project has widespread, enthusiastic support, and the benefits, economic and otherwise, from building the extension are clear and significant. I am writing in part to express my concurrence with those conclusions of the study. The construction of the extension would be a huge benefit to the public, not just in its establishment of a major amenity for the Upper Cape, but in its significant improvement in traffic safety. In that regard, I can testify personally to the dangers to pedestrians, bicyclists, and motorists alike from the sharing of Shore Road. The extension would also greatly benefit the many commercial establishments along or near the route, and as has been seen in connection with other rail trails, would likely increase property values.

The study quite appropriately considers the several options for the proposed extension; however, given the dramatic difference in costs of those options, it is clear that the rail trail would be possible much sooner were the "rail to trail" option be selected. The draft study appears, perhaps inadvertently, to be overstating the importance of the reasons for "rail with trail," in other words, the argument for leaving the existing rail line in place. I urge the Commission to reexamine those sections of the study. Specifically, the assertion on page 25 that the Joint Base Cape Cod considers the rail line to be an important resource is not borne out either by immediate past practice or, as far as I am aware, by any testimony of officials of the JBCC. In fact, the rail line has not been used at all in the past couple years, and it has certainly not been used by JBCC for many years prior to that. Moreover, were there to be a deployment or other situation at some point in the future, given the state of the rail line, if some equipment located on JBCC was deemed worthy of relocation, the public would certainly understand and support temporary closure of any roads and bridges needed to quickly relocate that equipment.

The suggestions on page 28 that the rail line should be retained given Mass Coastal Railroad's intention to provide scenic and dinner trail operations on the rail line is similarly not compelling. In actual practice, the line has been only very sporadically used for that purpose and, any future planned use for that purpose would clearly be of significantly less economic and recreational value than a rail trail for pedestrians and bicyclists.

The argument for retaining the rail line is also based, per statements on page 28 of the study, on the possible future use of the Upper Cape Regional Transfer Station and its associated rail line once the Bourne Landfill is full. It is my understanding, however, that that Landfill is not expected to be full until sometime in the 2030's. It is difficult to justify delaying the extension of the rail trail based on the possible use of the rail line so far down the road. The only near term use of the Transfer Station and rail line of which I am aware is the outstanding Board of Managers' request for proposals, which contemplates a private contractor's use. Certainly the public's interest in and desire for the bikeway extension far outweighs the limited economic benefit to the public of such a private use.

In short, my point is that whatever the possible uses down the road of the rail line, they are far outweighed by the value in the extension of the bikeway, which would be the last piece of an uninterrupted bikeway for 26 miles from Sandwich all the way to Woods Hole. That extension would be possible much sooner if the trail was built *on* the rail rather than *with* the rail, given both the former

option's significantly lower cost, and the relief from delays that would result in the case of the latter option from the studies needed prerequisite to building new bridges.

Thank you for allowing me to share these thoughts.

Very truly yours,

Ken Cheitlin

485 Circuit Avenue

Pocasset, MA 02559

From: Chris Hall [<mailto:chall2009@gmail.com>]

Sent: Tuesday, March 14, 2017 6:17 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Re: Comment for Shining Sea Bikeway Extension

To whom it may concern,

I am writing to express my deep concern that the "DRAFT:Shining Sea Bikeway Extension Feasibility Study (February 2017)" does not look at all alternatives for a bikeway extension and instead is biased in that it only looks at the rail corridor as the only location for the bikeway extension. One glaring omission is that the study failed to study or even consider locating the bikeway connection from North Falmouth to the Canal Service Road at a location different from the current rail corridor.

By the studies own conclusion: "The land along the east side of Route 28 is almost entirely in the public domain and would allow for safe and secure rail service." I see no reason why the pathway could not be located there and provide a safe and secure area for a bikeway. Is there a reason why this land was not considered for the bikeway extension? Wasn't the purpose of this study to look at ALL possible alternatives for connecting the Shining Sea Bikeway to the Canal Service road?

Was this alternative removed because it would come in at a significantly lower cost than the conservative \$9 million dollars estimate of the-rail-to-trail option? Seems like the study was biased towards an option that provided the most scenic path for the mixed use path and not the most cost effective option. We as tax payers deserve all fiscally responsible options explored.

Additionally, I don't understand how the project can move forward into the design phase when the railroad right of way is not abandoned. No further money should be spent on the design since the tracks are under lease with MassCoastal RR and identified as a strategic asset by the US Department of Defense. Anymore more money spent on the design studying along the rail corridor is a waste of taxpayer money. The MassDOT letter included in the draft study are grounds to halt any further exploration of using the existing railroad right of way.

While I am supportive of connecting North Falmouth to the Canal service road with a mixed use recreational path, alternatives for the path should be looked at that don't involve removing rail infrastructure on the Cape. Once we lose that right of way, we lose all possible economic benefits that would be had in years to come from transit oriented development and shipping of freight from the base

or the town of Bourne. The CapeFLYER has been proven to be hit for rail transit to the region and if the path were to move forward with the studied locations, we lose the benefit of using the 3rd bridge across the canal.

\$9+ million dollars is a hard price to swallow for 6.5 miles of trail on a non-abandoned railroad that could offer further tangible economic gains such as reduced traffic cross the Cape Cod Canal bridges and an effective way to move freight onto and off Cape.

Christopher Hall

East Sandwich, MA

From: Gray Gables Market Bourne, MA [<mailto:graygablesmarket@gmail.com>]

Sent: Tuesday, March 14, 2017 2:42 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trail

Dear Mr. Cannon,

As a small business owner in the Town of Bourne, I would like to express my support and concern for the Shining Sea Extension/Bourne Rail Trail. Five years ago my wife Erin and I saw a life changing opportunity present itself with the at the time defunct Gray Gables Market in Bourne, Ma. We sold our home of ten plus years in Worcester, Ma, left our careers, emptied our savings account to move our family to Bourne and purchase the market. It was a risky proposition with two small children at the time but we saw the positive of what the future could bring. Fast forward to 2017 and here we are with 3 children, living in Bourne and running a successful small business. Now a new opportunity has presented itself in the form of 6.5 miles of endless possibilities. The Gray Gables Market is directly across from the tracks at the Bourne VFW. What this opportunity means to the Village of Gray Gables and small business in the area is profound. Economic growth for the upper Cape is crucial to the success of our business, employees and the wellbeing of my family, friends and community members. I truly appreciate the work the Cape Cod Commission is doing on this project and hope that it continues to move forward. I am here to help however is needed and look forward to the release of the final study.

Greatest Appreciation,

Russell Salamone

Owner/Operator Gray Gables Market

--

Gray Gables Market

185 Shore Road Bourne, MA 02532

508-743-5587 Phone

508-743-5732 Fax

graygablesmarket@gmail.com

From: Hunt, Carter [<mailto:CHunt@Massdevelopment.com>]
Sent: Wednesday, March 15, 2017 2:56 PM
To: Glenn Cannon <gcannon@capecodcommission.org>
Subject: ShiningSea Bikeway Extension Feasibility Study (DRAFT)

Good Afternoon Glenn,

Please see the following for my comments on the subject study;

This feasibility study proposes three options for continued study, but given the military transport requirements of Joint Base Cape Cod, the Upper Cape Regional Trash Transfer Station, the limited life span of the Bourne Integrated Solid Waste Management facility as well as the determination by Mass DOT that the rail line that is proposed to be removed in the first option is a Strategic Rail Corridor Network (STRACNET) connector, it would seem logical to reduce the next level of study to the "Rail-with-Trail (with new bridge crossing)" and "Rail-with-Trail (with new ramps/at-grade bridge crossings)". I would also submit that the costs associated with each of the above alternative suggest an approach that only considers these alternatives as an all-or-nothing course of action while I believes these costs could be greatly reduced by a hybrid approach that considers the most economical or environmental considerate use of alternatives to include using surface roads to reduce the number of bridge replacements or additions to the trail.

In the "Alternative Analysis" it is suggested that the rail line be moved the east side of Route 28, but this suggestion is an even more viable alternative for a bike trail, in fact this location and topography would mirror the type of recreational trail in Virginia touted in this study. An existing easement for Eversource power lines would be a perfect location for a bike trail. The expense of building two railroad bridges to span Connery Ave and Sandwich Road would alone cost more than the most expensive option proposed in this study. It would also require General Court approval of taking Article 97 land from the Upper Cape Water Supply Reserve.

Preserving rail access to the Upper Cape also has a positive economic and environmental impact by reducing truck traffic and by providing an environmentally sound way to remove solid waste from Cape Cod. Removing the rail line will only continue to increase that truck traffic creating further congestion and contributing to a greater environmental impact. A viable rail line could also be used to bring bulk products to the Upper Cape thereby reducing further trucks trips.

Further study is warranted to determine how rail service and bicycles and pedestrians can co-exist to support the economic and environmental health of the Upper Cape.

Best regards,

Carter

H.Carter Hunt, Jr.

V.P. Defense Sector Initiatives **Mass Development**

Executive Director, MA UAS Test Center

2816 Richardson Road Joint Base Cape Cod, Buzzards Bay, MA 02542-1322

From: David McPherson [<mailto:david@fourpondsfinancial.com>]

Sent: Wednesday, March 15, 2017 3:29 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Shining Sea Bikeway Extension public comment

Dear Mr. Cannon,

I am writing to express my strong support for the proposed Shining Sea Bikeway Extension project as outlined in the recent draft feasibility study. It is my belief this project would have a transformative effect on the town of Bourne as well as the neighboring towns of Falmouth and Sandwich.

The popularity of the Shining Sea Bikeway and the Cape Cod Canal is clear evidence that linking the two would provide a tremendous public benefit. In particular, I believe there would be an immediate economic benefit to Cape Cod's tourism industry.

The opportunity to ride from Woods Hole to Sandwich on a 24-mile, uninterrupted public trail is sure to attract bicycle riders from throughout New England and beyond. On top of that, there would be public health, environmental and transportation benefits.

These views are a result of my first-hand experience using the Shining Sea Bikeway on a year-round basis. As a Bourne resident and Falmouth business owner, I frequently commute to work by bike via the Shining Sea Bikeway in the spring, summer and fall. In the winter, I run on the bike path when the area roads are snow covered.

I know this project faces hurdles that must be overcome relative to use of the existing railroad tracks. However, it is clear the viability of that rail line is in serious question and any scenario under which the rail line would be used in the future is highly unlikely.

Thank you for the opportunity to comment in unequivocal support of this project that is critical to the future economic, environmental and public health of Upper Cape Cod.

David McPherson

17 Pryer Drive

Pocasset, MA 02559

From: Sylvia Koo [<mailto:koosylvia@gmail.com>]

Sent: Thursday, March 16, 2017 6:42 AM

To: Glenn Cannon <gcannon@capecodcommission.org>

Cc: Dr Bourne Bridge Dental <bournebridgedental@gmail.com>

Subject: Cape Cod Rail Trail extension

Dear Mr. Cannon,

I am writing to express my support for the extension of the Cape Cod Rail Trail and the Shining Sea Bike Path project.

I moved from Boston to Bourne in January of 2014 and immediately fell in love with Bourne and the rest of Cape Cod. I have become an avid bike rider, along with a great shellfisher since moving here to Bourne. I am both a local business owner (owner of Bourne Bridge Dental) and a resident of Bourne, MA all year round.

I have thousands of patients at my office and a number of patients have also expressed their great excitement in this project. I have a number of patients who even drive to Falmouth to get on their trail (as I do).

I love the bike path so much in Falmouth that I have and still consider moving to Falmouth just to have easier access to their bike path. I love that you can access downtown Falmouth and a number of great beaches from the Shining Sea bike trail. Connecting our Bourne Rail trail to Falmouth's trail would tremendously service the residents of Bourne socially and would bring tremendous amount of business to Bourne and the rest of the Cape all year round.

I believe if you connected the paths, Bourne would have more business opportunities to attract more residents and tourists all year long. Falmouth is already a large destination for many around the country. Why not include Bourne in this hot destination and spread the love and business to surrounding towns in the Cape?

I greatly support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Please let me know if I can do anything else to help facilitate.

Thank you so much for your time.

Sincerely,

Dr. Sylvia Koo

From: Mary Langton [<mailto:marylangton@comcast.net>]

Sent: Wednesday, March 15, 2017 9:46 PM

To: Glenn Cannon <gcannon@capecodcommission.org>

Subject: Bourne Rail Trial Letter of Support

Dear Mr. Cannon,

This is my letter of support for the development of the Bourne Rail Trial. I watched the Board of Selectman's meeting from home on February 28th and was pleased to see that the Cape Cod Commission continues to support the planning and design stage of this project.

I have lived in Bourne for 10 years, I am 95 years young and have witnessed the benefits among my own family members in having access to healthy recreational opportunities, like walking and biking. This trail will do much to assure our that our community will have improved walking and biking options to enhance the quality of life for future generations.

If I understood you correctly, in your presentation you mentioned that money has been earmarked for this project. Bourne is in a unique position to possibly gain funding that has been allocated for this type of development. It would benefit the community of Bourne especially and the entire upper Cape Region to see this rail come to fruition.

I commend the Cape Cod Commission for the work that has been done to complete the feasibility study and trust that it will continue to support this very important project into the design stage.

Thanking you most sincerely for your efforts on behalf of the Town of Bourne,

Mary H. Langton

1C Melville Court

Pocasset, MA 02559

From: Sandra Noble [<mailto:sandraleenoble@hotmail.com>]

Sent: Saturday, March 18, 2017 9:13 AM

To: Glenn Cannon <gcannon@capecodcommission.org>; David.vieira@mahouse.gov; memoryfp@comcast.net

Cc: Bos@mashpeema.gov; Selectmen@falmouthmass.us

Subject: Bourne Rail Trail

I am writing to express my support for the Shining Sea Extension/Bourne Rail Trail. This project would be tremendous for Bourne and the entirety of the Upper Cape region.

I think our town needs something special to connect us with our neighboring towns. I love the idea of being able to jump on the trail with family and friends for a day of being outdoors within our community. I believe it would behoove the town in that people would spend money in local shops and restaurants instead of driving miles away by car.

IT is unclear what the outcome of the I am writing to ask for your support in making this project a reality. We are very concerned that the privatization of the Upper Cape Regional Transfer Station will prevent us from being able to fully explore all of the options for making the Bourne Rail Trail a reality. The need to privatize a facility, which would not fulfill its original purpose in serving as a municipal solid waste transfer station, is very unclear.

I support the Cape Cod Commission's continued work on this project and look forward to being involved in the process.

Sandra and Jack Noble
Monument Beach

APPENDIX D: Unit Costs

Appendix: Estimated Unit Costs

Rail-with-Trail Cost Estimate

Note	Project Cost	Project Length (ft)	Cost per Mile	Year	Cost Factor*	Cost per Mile
[1]	\$4,841,522	26200	\$975,696	2013	0.975	\$950,000

New Bridge Cost Estimate

Note	Total Project Cost (includes 1 bridge)	Project Length (ft)	Estimated Trail Cost	Remainder (Estimated Bridge Cost)	Year	Cost Factor*	Cost Per Bridge
[2]	\$6,573,822	23550	\$4,351,826	\$2,221,996	2013	0.975	\$2,170,000

Rail-to-Trail Cost Estimate

Note	Total Project Cost (includes 2 bridges)	Project Length (ft)	Estimated Trail Cost (without bridges)	Cost per Mile	Year	Cost Factor*	Cost Per Mile
[3]	\$7,396,051	19536	\$2,952,059	\$797,854	2014	0.980	\$780,000

Replacement Bridge (truss on existing abutments) Cost Estimate

Note	Project Cost	Year	Cost Factor*	Cost per Truss Bridge
[4]	\$545,529	2006	0.843	\$460,000

Notes:

- [1] VHB memo (3/13/2013) of estimated costs of constructing Cape Cod Rail Trail extension (Mary Dunn Road to Iyannough Road), 2013
- [2] VHB memo (3/13/2013) of estimated costs of constructing Cape Cod Rail Trail extension (Old Town House Road to Mary Dunn Road), 2013
- [3] Cape Cod Transportation Improvement Program estimated cost of Cape Cod Rail Trail extension (Route 134 to Peter Holmer Park), 2014
- [4] Wilbur Smith Associates report including estimated costs of constructing truss bridge for Eastern Connector (Scarborough to South Portland, Maine), 2006

* National Highway Construction Cost index (NHCCI), FHWA

**Yarmouth/Barnstable
Cape Cod Rail Trail Extension**

Segment	Length ft	Design \$ @ 12%	Survey \$ @ \$7/ft	Permits \$ @ 1.5%	Constr. Cost \$	Const. Inspection \$ @ .01%	Mobilization \$ @ 3%	Const. Staking \$ @ 3%	Traffic Mgmt/Police \$ @ 0.5%	MassDOT PD Costs \$ @ 5%	MassDOT Const. Costs \$ @ 10%	Project contingency \$ @ 10%	Segment Totals	Notes	Notes
Old Town House Road Park to Higgins Crowell Road(*) (**)	15,650	\$ 188,856.00	\$10,000	\$27,000.00	\$ 1,800,000.00	\$ 18,000.00	\$ 54,000.00	\$ 54,000.00	\$ 2,700.00	\$ 90,000.00	\$ 180,000.00	\$ 180,000.00	\$ 2,604,556.00		
Higgins Crowell Rd to Willow Street	1,100	\$ 205,380.90	\$7,700	\$19,575.00	\$ 1,305,000.00	\$ 13,050.00	\$ 39,150.00	\$ 39,150.00	\$ 1,957.50	\$ 65,250.00	\$ 130,500.00	\$ 130,500.00	\$ 1,957,213.40	Incl. Ped Bridge	
Willow Street to Mary Dunn Rd.	6,800	\$ 206,954.70	\$47,600	\$19,725.00	\$ 1,315,000.00	\$ 13,150.00	\$ 39,450.00	\$ 39,450.00	\$ 1,972.50	\$ 65,750.00	\$ 131,500.00	\$ 131,500.00	\$ 2,012,052.20		
Mary Dunn (Mid-Cape to S. Flint Rock Rd)	3,150	\$ 70,821.00	\$22,050	\$6,750.00	\$ 450,000.00	\$ 4,500.00	\$ 13,500.00	\$ 13,500.00	\$ 675.00	\$ 22,500.00	\$ 45,000.00	\$ 45,000.00	\$ 694,296.00	incl 20 Car lot	Incl. Ped Xing
S. Flint Rock Rd to Breeds Hill Road to Independence Drive to Kidds Hill Road	5,100	\$ 92,067.30	\$35,700	\$8,775.00	\$ 585,000.00	\$ 5,850.00	\$ 17,550.00	\$ 17,550.00	\$ 877.50	\$ 29,250.00	\$ 58,500.00	\$ 58,500.00	\$ 909,619.80		Incl. Ped Xing
Kidds Hill Rd (Independence Drive to Phinney's Lane)	4,000	\$ 107,805.30	\$28,000	\$10,275.00	\$ 685,000.00	\$ 6,850.00	\$ 20,550.00	\$ 20,550.00	\$ 1,027.50	\$ 34,250.00	\$ 68,500.00	\$ 68,500.00	\$ 1,051,307.80		Incl. Ped Xing
Phinney's Lane to Iyannough Road	7,150	\$ 225,053.40	\$50,050	\$21,450.00	\$ 1,430,000.00	\$ 14,300.00	\$ 42,900.00	\$ 42,900.00	\$ 2,145.00	\$ 71,500.00	\$ 143,000.00	\$ 143,000.00	\$ 2,186,298.40	incl. 20 car lot	
Segment Totals=	42950	\$ 1,096,938.60	\$201,100	\$ 113,550.00	\$ 7,570,000.00	\$ 75,700.00	\$ 227,100.00	\$ 227,100.00	\$ 11,355.00	\$ 378,500.00	\$ 757,000.00	\$ 757,000.00	\$ 11,415,343.60		
* Survey Update Only															
** 25% Design update only															
Project Phasing															
Two (2) Phase project															
Phase 1: Old Town House Rd. to Mary Dunn Road	23,550	\$ 601,191.60	\$ 65,300.00	\$ 66,300.00	\$ 4,420,000.00	\$ 44,200.00	\$ 132,600.00	\$ 132,600.00	\$ 6,630.00	\$ 221,000.00	\$ 442,000.00	\$ 442,000.00	\$ 6,573,821.60	Incl. Ped Bridge	
Phase 2: Mary Dunn Road to Iyannough Road	26,200	\$ 495,747.00	\$ 135,800.00	\$ 47,250.00	\$ 3,150,000.00	\$ 31,500.00	\$ 94,500.00	\$ 94,500.00	\$ 4,725.00	\$ 157,500.00	\$ 315,000.00	\$ 315,000.00	\$ 8,415,522.00		
													\$ 11,415,343.60		
Three (3) Phase project															
Phase 1: Old Town House Rd. to Higgins Crowell Rd		\$ 188,856.00	\$ 10,000.00	\$ 27,000.00	\$ 1,800,000.00	\$ 18,000.00	\$ 54,000.00	\$ 54,000.00	\$ 2,700.00	\$ 90,000.00	\$ 180,000.00	\$ 180,000.00	\$ 2,604,556.00		
Phase 2: Higgins Crowell Rd to Independence Dr.		\$ 683,029.20	\$ 141,050.00	\$ 65,100.00	\$ 4,340,000.00	\$ 43,400.00	\$ 130,200.00	\$ 130,200.00	\$ 6,510.00	\$ 217,000.00	\$ 434,000.00	\$ 434,000.00	\$ 5,573,181.40	Incl Ped Bridge	
Phase 3: Independence Drive to Iyannough Rd.		\$ 477,648.30	\$ 133,350.00	\$ 45,525.00	\$ 3,035,000.00	\$ 30,350.00	\$ 91,050.00	\$ 91,050.00	\$ 4,552.50	\$ 151,750.00	\$ 303,500.00	\$ 303,500.00	\$ 3,237,606.20		
													\$ 11,415,343.60		

2014 Cape Cod TIP GHG Tracking

Section 1A / Surface Transportation Improvement Program								2012-2016 Enhancement		2017-2021 Enhancement	
MassDOT Project ID ▼	MassDOT Project Description ▼	MassDOT District ▼	Funding Source ▼	Total Programmed Funds ▼	Federal Funds ▼	Non-Federal Funds ▼	Additional Information ▼	GHG Analysis Type ▼	GHG Impact by the Numbers ▼	GHG Impact Description ▼	Additional Description ▼
► Section 1A / Federal Aid Target Projects											
► STP - Surface Transportation Program											
	No Projects Programmed										

Eastern Trail: Scarborough to South Portland Connector

Structure Cost Estimates

Location: *S1 - Nonesuch River Crossing on Abandoned RR Abutments*

Description of Work/Assumptions:

- Existing stone masonry abutments require only minor repairs (re-pointing, grading on approach)
- Span Length = 60 feet
- Proposed Structure Width = 14 feet; Trail Width = 12 feet
- Timber Superstructure Alternate is Glulam Timber Multi-beam, w/ timber deck panels & timber railing
- Steel Truss Superstructure Alternate is Weathering Steel, w/ timber deck panels & steel rails

Structure Costs:

Location	Item of Work	Materials	Quantity	Unit Cost	Cost
Substructure	Re-point Masonry	Concrete, CY	3	Est.	\$3,000
	New bridge seat	Reinforcing Bar, lbs	300	\$900	\$2,700
				\$2	\$600
Approaches	Clearing and Grubbing			Est.	\$5,000
	Grading - South Approach	Embankment 2' max ht. @ 30' Long, CY	15	\$35	\$525
	Final Surface Material	12' wide, 3" depth, 30' long, SF	360	\$5	\$1,800
	<i>MSE Retaining Wall Alternate</i>				
	North Approach	3' Raised Trail Bed, 400' long, CY	870	\$30	\$26,100
		MSE Retaining walls	5400	\$40	\$216,000
		Ramp fill, 300' long, 18' max ht., 15' wide, CY	1500	\$30	\$45,000
		Wall leveling pad, CY	100	\$300	\$30,000
		Fencing on walls, ft	600	\$25	\$15,000
	Final Surface Material	12' wide, 3" depth, 700' long, SF	8400	\$5	\$42,000
	<i>Timber Boardwalk Alternate</i>				
	North Approach	12' wide x 400' long raised boardwalk, ft	400	\$450	\$180,000
		12' wide x 300' long boardwalk ramp, ft	300	\$650	\$195,000
Superstructure	<i>Timber Bridge Alternate</i>	Glulam stringers & deck, picket rails	1	\$61,000	\$61,000
	<i>Steel Truss Bridge Alternate</i>	Steel truss, glulam deck, steel rails	1	\$50,000	\$50,000
	Bearings	elastomer pads, each	4	\$500	\$2,000
	Bridge Mobilization	Transportation, site access, etc.		Est.	\$7,000
	Bridge Erection	Crane, rigging, assembly labor, etc.		Est.	\$10,000
Miscellaneous	6% of all items	Survey, mobilization, misc. materials, etc.		Est.	\$49,904

MSE Retaining Wall Approach Alternate - Structure Subtotal = \$374,100

Timber Boardwalk Approach Alternate - Structure Subtotal = \$375,000

Timber Bridge/Timber Boardwalk Alternate - Structure Subtotal = \$518,529

Steel Truss Bridge/Timber Boardwalk Alternate - Structure Subtotal = \$507,529

Incidental Costs:

- In-depth inspection/diving inspection to confirm substructure condition	Est.	\$5,000
- Survey and Structure design	Est.	\$30,000
- Construction Inspection	Est.	\$3,000

Incidental Subtotal = \$38,000

Costs shown on Figure 3 and in Table 1 show a composite of cost items above to derive the \$500,000-\$600,000 estimates.

Total Cost:

Timber Alternate = \$556,529

Steel Truss Alternate = \$545,529



Costs for Pedestrian and Bicyclist Infrastructure Improvements

A Resource for Researchers,
Engineers, Planners, and the
General Public

Authors: Max A. Bushell, Bryan W. Poole,
Charles V. Zegeer, Daniel A. Rodriguez

UNC Highway Safety Research Center

Prepared for the Federal Highway
Administration and supported by the Robert
Wood Johnson Foundation through its Active
Living Research program

October, 2013



The wide ranges in price for full and partial street closures are related to the strategies used to complete the street closure. For instance, a full street closure (see Figure 21) can be accomplished by only adding a few bollards, but under a different strategy might involve altering roadway design by installing new concrete islands, restriping, and adding channelizer cones and signage. Depending on the site conditions, either strategy might be appropriate. More information about exact street closure costs can be found in the full database.

Pedestrian Crossings and Paths

This section provides information about the cost of facilities for pedestrians and includes information about sidewalks, crosswalks, and paths. Treatment information for sidewalks is presented in miles or square feet, while crosswalks are included as a cost per unit. Path costs are presented in either miles or linear feet. For some infrastructure treatments, such as paths, cost information was presented using a variety of different units. Assuming that a standard multi-use path is eight feet wide, the authors converted cost information for paths to linear feet and miles.



Figure 22: Crosswalk

Crosswalks

Striped crosswalks indicate a legal and preferred crossing for pedestrians, and may be installed at intersections or midblock locations. Motorists often fail to yield to pedestrians at these crossing points so marked crosswalks (see Figure 22) are often installed to warn motorists to expect pedestrian crossings ahead and also to indicate a preferred crossing location to pedestrians. A wide variety of crosswalk marking patterns exist, including parallel lines (standard crosswalk marking) and high visibility types, which include ladder, transverse lines, and zebra among others (see Figure 23).

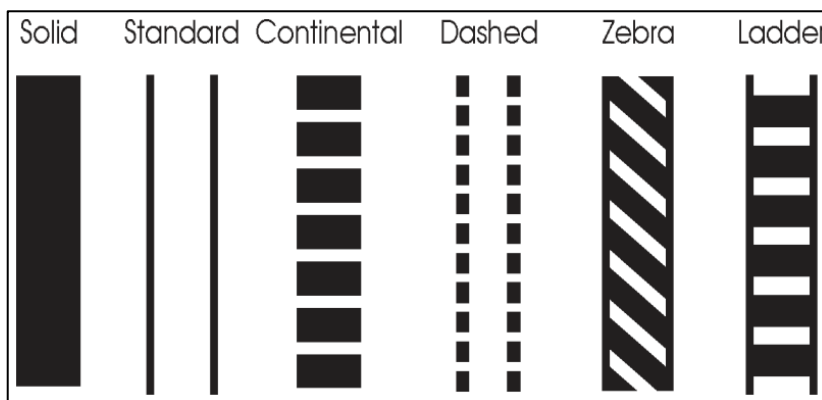


Figure 23: Optional Crosswalk Marking Patterns

Cost information for striped crosswalks of all varieties as well as for high visibility crosswalks is given in the table above. However, some of the bid prices for striped crosswalks may include some high visibility crosswalks, though it was not specified.

For other crosswalk types, costs tend to vary by a large amount. For instance, for crosswalks using other materials such as brick or pavement scoring, costs range from \$7.25 to \$15 per square foot, or approximately \$2,500 to \$5,000 each. Ladder crosswalks cost range from \$350 to \$1,000 each and patterned concrete crosswalks cost \$3,470 each or \$9.68 per square foot on average.

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Crosswalk	High Visibility Crosswalk	\$3,070	\$2,540	\$600	\$5,710	Each	4(4)
Crosswalk	Striped Crosswalk	\$340	\$770	\$110	\$2,090	Each	8 (8)
Crosswalk	Striped Crosswalk	\$5.87	\$8.51	\$1.03	\$26	Linear Foot	12 (48)
Crosswalk	Striped Crosswalk	\$6.32	\$7.38	\$1.06	\$31	Square Foot	5 (15)

Table 19: Crosswalk Cost

Since street widths vary a large amount depending on the situation, it is difficult to estimate the cost to provide crosswalks at every intersection. However, if a high visibility crosswalk costs approximately \$3,000 per crossing, the cost for the entire intersection would be \$12,000 (\$3,000 X 4).

Sidewalks

Sidewalks are the most basic pedestrian facility and provide an area within the public right-of-way for pedestrian travel (see Figure 24). Sidewalk materials can vary substantially, including concrete, asphalt, brick, or other materials. In some cases, sidewalk costs are presented as a combination of both sidewalks and curbs, though it is important to note that the costs presented in the table below represent the cost of the sidewalk “in the ground” and may or may not include curb and gutter. All sidewalk costs are presented either by linear foot or by square foot with all unit conversion assuming that sidewalks are five feet in width. Sidewalk costs without sufficient details to include in the table are included in the following paragraphs.

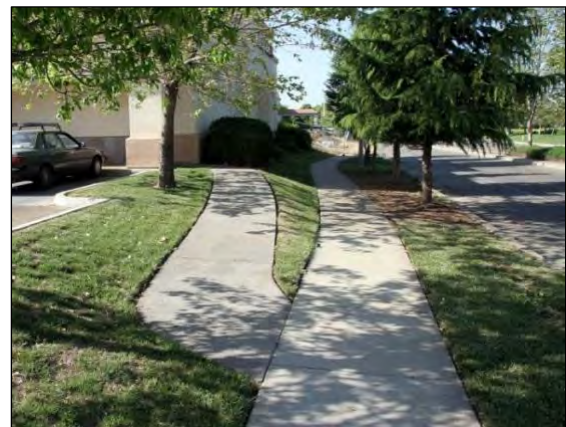


Figure 24: Sidewalk

Infrastructure	Description	Median	Average	Minimum	Maximum	Cost Unit	Number of Sources (Observations)
Sidewalk	Asphalt Paved Shoulder	\$5.81	\$5.56	\$2.96	\$7.65	Square Foot	1 (4)
Sidewalk	Asphalt Sidewalk	\$16	\$35	\$6.02	\$150	Linear Foot	7 (11)

APPENDIX E: Roadway Traffic Counting Data

Cape Cod Commission

Page 1

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	10	4	12	11	*	*	*	*	*	*	11	8
01:00	*	*	*	*	4	2	6	5	*	*	*	*	*	*	5	4
02:00	*	*	*	*	4	3	5	3	*	*	*	*	*	*	4	3
03:00	*	*	*	*	4	4	2	2	*	*	*	*	*	*	3	3
04:00	*	*	*	*	5	7	5	4	*	*	*	*	*	*	5	6
05:00	*	*	*	*	16	30	16	25	*	*	*	*	*	*	16	28
06:00	*	*	*	*	71	97	67	102	*	*	*	*	*	*	69	100
07:00	*	*	*	*	124	180	125	195	*	*	*	*	*	*	124	188
08:00	*	*	*	*	245	234	193	213	*	*	*	*	*	*	219	224
09:00	*	*	*	*	236	264	230	249	*	*	*	*	*	*	233	256
10:00	*	*	*	*	214	259	194	263	*	*	*	*	*	*	204	261
11:00	*	*	*	*	238	268	216	283	*	*	*	*	*	*	227	276
12:00 PM	*	*	*	*	259	259	271	258	*	*	*	*	*	*	265	258
01:00	*	*	236	225	240	244	*	*	*	*	*	*	*	*	238	234
02:00	*	*	195	229	214	263	*	*	*	*	*	*	*	*	204	246
03:00	*	*	248	263	232	258	*	*	*	*	*	*	*	*	240	260
04:00	*	*	226	278	222	269	*	*	*	*	*	*	*	*	224	274
05:00	*	*	192	245	242	218	*	*	*	*	*	*	*	*	217	232
06:00	*	*	192	164	156	184	*	*	*	*	*	*	*	*	174	174
07:00	*	*	156	157	145	144	*	*	*	*	*	*	*	*	150	150
08:00	*	*	117	99	123	83	*	*	*	*	*	*	*	*	120	91
09:00	*	*	94	61	110	81	*	*	*	*	*	*	*	*	102	71
10:00	*	*	74	25	68	25	*	*	*	*	*	*	*	*	71	25
11:00	*	*	23	30	29	19	*	*	*	*	*	*	*	*	26	24
Total	0	0	1753	1776	3211	3399	1342	1613	0	0	0	0	0	0	3151	3396
Day	0			3529		6610		2955	0	0	0	0	0	0	6547	
AM Peak	-	-	-	-	08:00	11:00	09:00	11:00	-	-	-	-	-	-	09:00	11:00
Vol.	-	-	-	-	245	268	230	283	-	-	-	-	-	-	233	276
PM Peak	-	-	15:00	16:00	12:00	16:00	12:00	12:00	-	-	-	-	-	-	12:00	16:00
Vol.	-	-	248	278	259	269	271	258	-	-	-	-	-	-	265	274

Comb. Total 0 3529 6610 2955 0 0 0 6547

ADT ADT 6,481 AADT 6,481

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

WB, EB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	07/12/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	2	286	103	3	26	3	0	2	0	0	0	0	0	36	461
	14:00	4	269	95	1	24	0	0	3	0	0	0	0	0	28	424
	15:00	6	341	106	0	26	4	0	4	0	0	0	0	0	24	511
	16:00	1	330	110	0	22	2	0	2	0	0	0	0	0	37	504
	17:00	2	294	89	0	20	3	0	2	0	0	0	0	0	27	437
	18:00	5	249	78	0	12	0	0	1	0	0	0	0	0	11	356
	19:00	2	245	47	0	11	1	0	1	0	0	0	0	0	6	313
	20:00	2	163	39	0	7	1	0	0	0	0	0	0	0	4	216
	21:00	0	119	28	0	6	0	0	0	0	0	0	0	0	2	155
	22:00	0	79	18	0	2	0	0	0	0	0	0	0	0	0	99
	23:00	0	42	8	0	3	0	0	0	0	0	0	0	0	0	53
	Total	24	2417	721	4	159	14	0	15	0	0	0	0	0	175	3529
	Percent	0.7%	68.5%	20.4%	0.1%	4.5%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	
AM Peak Vol.																
PM Peak Vol.																
	15:00	15:00	15:00	16:00	13:00	13:00	15:00		15:00						16:00	
	6	341	110	26	3	26	4		4						37	

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

WB, EB		Cars & Trailers		2 Axle Long		Buses	2 Axle 6 Tire		3 Axle Single		4 Axle Single		<5 Axl Double		5 Axle Double		>6 Axl Double		<6 Axl Multi		6 Axle Multi		>6 Axl Multi		Not Classed	Total	
Start Time																											
07/13/16		12	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	
01:00		6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
02:00		6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
03:00		3	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
04:00		5	0	4	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	
05:00		34	0	9	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	46	
06:00		105	1	38	3	3	16	3	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	168	
07:00		201	2	74	3	3	14	3	3	3	1	0	0	0	1	1	0	0	0	0	0	0	0	0	5	304	
08:00		281	8	117	4	4	28	4	2	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	37	479	
09:00		314	5	109	2	2	27	8	8	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	33	500	
10:00		289	8	108	2	2	25	7	7	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	30	473	
11:00		295	5	118	2	2	19	6	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	56	506	
12 PM		311	3	129	0	0	35	7	7	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	30	518	
13:00		285	4	118	1	1	23	2	2	0	0	0	3	1	1	0	0	0	0	0	0	0	0	0	47	484	
14:00		314	2	95	0	0	29	4	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	29	477	
15:00		299	4	105	2	2	19	2	2	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	55	490	
16:00		327	3	97	1	1	29	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	30	491	
17:00		308	0	93	0	0	31	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	26	460	
18:00		233	4	70	1	1	19	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	11	340	
19:00		213	1	54	0	0	14	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	289	
20:00		152	0	39	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	206	
21:00		151	0	27	0	0	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	191	
22:00		73	1	16	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	
23:00		38	0	8	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	
Total		4255	51	1435	21	21	354	50	50	2	2	31	4	4	4	4	0	0	0	0	0	0	0	0	407	6610	
Percent		64.4%	0.8%	21.7%	0.3%	0.3%	5.4%	0.8%	0.8%	0.0%	0.0%	0.5%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.2%			
AM Peak		09:00	8	118	4	4	28	8	8	1	1	5	1	1	1	1	06:00	06:00	06:00	06:00	06:00	06:00	06:00	06:00	11:00		
Vol.		314	8	118	4	4	28	8	8	1	1	5	1	1	1	1									56		
PM Peak		16:00	4	129	2	2	35	7	7	1	1	4	1	1	1	1	13:00	13:00	13:00	13:00	13:00	13:00	13:00	15:00			
Vol.		327	4	129	2	2	35	7	7	1	1	4	1	1	1	1									55		

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

WB, EB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	07/14/16	0	20	1	0	1	0	0	0	0	0	0	0	0	1	23
	01:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
	02:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
	03:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4
	04:00	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
	05:00	0	27	9	0	4	0	0	0	0	0	0	0	0	1	41
	06:00	0	104	38	1	21	0	0	0	0	0	0	0	0	5	169
	07:00	3	179	86	3	29	3	0	4	0	0	0	0	0	13	320
	08:00	7	249	96	5	23	3	0	2	1	0	0	0	0	20	406
	09:00	2	288	112	0	32	1	0	2	3	0	0	0	0	39	479
	10:00	3	294	103	2	29	1	0	3	0	0	0	0	0	22	457
	11:00	5	303	122	1	19	3	0	3	2	0	0	0	0	41	499
	12 PM	6	335	118	3	29	2	0	1	1	0	0	0	0	34	529
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		26	1818	692	15	191	15	0	15	7	0	0	0	0	176	2955
Percent		0.9%	61.5%	23.4%	0.5%	6.5%	0.5%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	6.0%	
AM Peak		08:00	11:00	11:00	08:00	09:00	07:00		07:00	09:00					11:00	
Vol.		7	303	122	5	32	3		4	3					41	
PM Peak		12:00	12:00	12:00	12:00	12:00	12:00		12:00	12:00					12:00	
Vol.		6	335	118	3	29	2		1	1					34	
Grand Total		101	8490	2848	40	704	79	2	61	11	0	0	0	0	758	13094
Percent		0.8%	64.8%	21.8%	0.3%	5.4%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	5.8%	

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace	Number
	Time	20	22	24	26	28	30	32	34	36	38	40	42	44	9999		Speed	in Pace
	07/12/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	144	36	26	20	7	1	1	0	0	0	1	0	0	0	236	17-26	113
	14:00	102	33	29	17	10	3	0	0	1	0	0	0	0	0	195	19-28	101
	15:00	135	46	39	15	8	3	2	0	0	0	0	0	0	0	248	17-26	129
	16:00	114	32	43	22	11	4	0	0	0	0	0	0	0	0	226	17-26	122
	17:00	85	32	28	29	10	4	3	1	0	0	0	0	0	0	192	19-28	109
	18:00	75	34	23	32	13	8	4	1	1	0	1	0	0	0	192	21-30	112
	19:00	58	25	29	16	16	8	3	1	0	0	0	0	0	0	156	21-30	96
	20:00	31	28	21	19	11	6	0	0	1	0	0	0	0	0	117	21-30	86
	21:00	34	12	14	15	12	5	1	0	1	0	0	0	0	0	94	21-30	59
	22:00	22	13	12	14	6	6	1	0	0	0	0	0	0	0	74	21-30	52
	23:00	5	2	3	7	2	2	1	0	0	0	1	0	0	0	23	21-30	16
	Total	805	293	267	206	106	50	16	3	4	0	3	0	0	0	1753		
	Percent	45.9%	16.7%	15.2%	11.8%	6.0%	2.9%	0.9%	0.2%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%			

AM Peak																		
Vol.																		
PM Peak	13:00	15:00	16:00	18:00	19:00	18:00	18:00	18:00	17:00	14:00	13:00						15:00	
Vol.	144	46	43	32	16	8	4	4	1	1	1						248	

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	28	29	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	9999	Total	Pace	Speed	Number in Pace
07/13/16	20	3	1	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	25-34	6	
	01:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	14-23	2		
	02:00	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	22-31	4		
	03:00	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21-30	3		
	04:00	0	2	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4		
	05:00	7	1	4	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	21-30	9		
	06:00	33	13	6	6	7	7	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	71	21-30	38		
	07:00	45	22	24	13	12	11	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	124	21-30	78		
	08:00	138	34	33	23	11	5	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	245	17-26	119		
	09:00	138	27	33	25	9	9	5	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	236	17-26	114		
	10:00	109	35	31	20	11	11	5	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	214	19-28	110		
	11:00	167	28	24	11	6	6	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	238	15-24	103		
	12 PM	155	45	24	23	6	3	3	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	259	17-26	125	
	13:00	142	34	27	16	11	11	6	6	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	240	17-26	107	
	14:00	111	29	31	18	14	14	7	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	19-28	105	
	15:00	134	34	33	15	7	7	2	2	3	3	4	0	0	0	0	0	0	0	0	0	0	0	0	232	17-26	111	
	16:00	107	45	26	17	17	17	7	7	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	222	19-28	118	
	17:00	87	48	55	26	16	16	7	7	2	2	0	0	0	1	0	0	0	0	0	0	0	0	0	242	19-28	156	
	18:00	53	35	22	18	17	17	6	6	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	156	21-30	100	
	19:00	48	24	29	21	10	10	6	6	4	4	1	1	0	0	1	1	1	0	0	0	0	0	0	145	21-30	91	
	20:00	48	23	17	15	15	15	2	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	123	19-28	76	
	21:00	42	15	24	15	6	6	4	4	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	110	21-30	65	
	22:00	11	13	7	20	10	10	4	4	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	68	21-30	54	
23:00	5	6	9	4	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21-30	23		
Total	1587	515	464	313	189	189	83	42	15	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3211				
Percent	49.4%	16.0%	14.5%	9.7%	5.9%	5.9%	2.6%	1.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	10:00	08:00	09:00	07:00	07:00	07:00	10:00	06:00															08:00				
Vol.	167	35	33	25	12	12	6	3	1															245				
PM Peak	12:00	17:00	17:00	17:00	16:00	16:00	14:00	14:00	15:00	15:00	15:00	15:00	17:00	17:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00	19:00	12:00				
Vol.	155	48	55	26	17	17	7	4	4	4	4	4	1	1	1	1	1	1	1	1	1	1	1	259				

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	9999	Total	Pace Speed	Number in Pace
	07/14/16	3	3	4	4	4	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	21-30	8
	01:00	2	2	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21-30	4
	02:00	1	0	1	1	1	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23-32	4
	03:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	29-38	1
	04:00	1	1	1	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	21-30	4
	05:00	7	4	1	1	1	2	2	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	17-26	9
	06:00	25	11	13	13	10	10	6	8	10	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	19-28	43
	07:00	60	15	23	26	26	12	10	8	10	4	4	1	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	125	19-28	65
	08:00	99	35	26	26	26	16	16	10	10	2	2	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	193	18-27	99
	09:00	132	37	25	25	25	20	20	7	7	7	7	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	230	17-26	110
	10:00	103	34	22	22	22	19	19	5	5	4	4	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	17-26	97
	11:00	106	46	26	26	26	17	17	13	13	5	5	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	216	19-28	115
	12 PM	152	46	24	24	24	28	28	12	12	7	7	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	271	17-26	130
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	692	234	166	166	128	128	63	63	35	35	17	17	5	5	2	2	0	0	0	0	0	0	0	0	0	0	0	1342		
	Percent	51.6%	17.4%	12.4%	12.4%	9.5%	9.5%	4.7%	4.7%	2.6%	2.6%	1.3%	1.3%	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	AM Peak	09:00	11:00	08:00	08:00	09:00	09:00	11:00	11:00	09:00	09:00	09:00	10:00	10:00	09:00	09:00	07:00												09:00		
	Vol.	132	46	26	26	20	20	13	13	7	7	7	7	7	2	2	2												230		
	PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00													12:00		
	Vol.	152	46	24	24	28	28	12	12	7	7	7	1	1	1	1													271		
	Total	3084	1042	897	897	647	647	358	358	168	168	75	75	23	23	7	7												6306		
	Percent	48.9%	16.5%	14.2%	14.2%	10.3%	10.3%	5.7%	5.7%	2.7%	2.7%	1.2%	1.2%	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

15th Percentile : 6 MPH
50th Percentile : 20 MPH
85th Percentile : 25 MPH
95th Percentile : 27 MPH

Stats
10 MPH Pace Speed : 19-28 MPH
Number in Pace : 3315
Percent in Pace : 52.6%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 18 MPH

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/12/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	128	32	29	22	8	2	2	1	1	0	0	0	0	0	225	17-26	110
	14:00	120	48	27	24	7	2	1	0	0	0	0	0	0	0	229	17-26	125
	15:00	147	39	47	18	4	6	1	0	1	0	0	0	0	0	263	17-26	136
	16:00	145	47	42	28	10	5	1	0	0	0	0	0	0	0	278	17-26	148
	17:00	108	63	40	17	8	6	1	1	0	1	0	0	0	0	245	17-26	144
	18:00	71	32	30	12	8	3	7	0	0	1	0	0	0	0	164	19-28	91
	19:00	67	33	23	15	10	4	3	2	0	0	0	0	0	0	157	19-28	89
	20:00	42	28	13	9	1	3	1	1	1	0	0	0	0	0	99	17-26	59
	21:00	22	13	9	6	9	1	0	1	0	0	0	0	0	0	61	19-28	40
	22:00	6	5	4	4	2	3	0	1	0	0	0	0	0	0	25	21-30	18
	23:00	12	5	4	4	3	1	1	0	0	0	0	0	0	0	30	21-30	17
	Total	868	345	268	159	70	36	18	7	3	2	0	0	0	0	1776		
	Percent	48.9%	19.4%	15.1%	9.0%	3.9%	2.0%	1.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak																		
Vol.																		
PM Peak	15:00	17:00	15:00	16:00	16:00	16:00	15:00	18:00	19:00	13:00	17:00					16:00		
Vol.	147	63	47	28	10	10	6	7	2	1	1					278		

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	2	0	1	0	0	1	0	0	0	0	0	0	0	0	4	23-32	2
	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21-30	1
	02:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	21-30	2
	03:00	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4	21-30	3
	04:00	4	0	1	1	0	1	0	0	0	0	0	0	0	0	7	23-32	3
	05:00	5	5	7	9	1	1	1	1	0	0	0	0	0	0	30	21-30	23
	06:00	32	21	13	14	11	6	0	0	0	0	0	0	0	0	97	21-30	66
	07:00	50	40	37	26	15	8	4	0	0	0	0	0	0	0	180	21-30	128
	08:00	106	49	38	23	10	4	4	0	0	0	0	0	0	0	234	18-27	133
	09:00	147	40	41	22	7	3	3	1	0	0	0	0	0	0	264	17-26	135
	10:00	138	50	32	22	8	6	3	0	0	0	0	0	0	0	259	17-26	134
	11:00	143	50	43	20	7	5	0	0	0	0	0	0	0	0	268	17-26	144
	12 PM	114	57	37	26	13	10	2	0	0	0	0	0	0	0	259	19-28	147
	13:00	132	42	35	20	5	7	3	0	0	0	0	0	0	0	244	17-26	125
	14:00	119	61	43	20	14	4	0	1	0	0	0	0	0	0	263	19-28	153
	15:00	158	35	32	16	10	4	2	1	0	0	0	0	0	0	258	17-26	116
	16:00	139	49	37	21	16	5	1	1	0	0	0	0	0	0	269	19-28	140
	17:00	104	44	31	23	12	2	1	1	0	0	0	0	0	0	218	19-28	123
	18:00	74	46	35	14	6	8	1	0	0	0	0	0	0	0	184	21-30	111
	19:00	64	25	26	12	12	3	2	0	0	0	0	0	0	0	144	19-28	83
	20:00	37	15	11	14	3	2	0	0	1	0	0	0	0	0	83	17-26	48
	21:00	36	15	11	8	8	0	1	1	0	0	0	1	0	0	81	19-28	46
	22:00	10	6	4	2	0	1	0	2	0	0	0	0	0	0	25	17-26	14
	23:00	6	3	5	2	3	0	0	0	0	0	0	0	0	0	19	19-28	14
	Total	1624	655	523	315	161	82	28	9	1	0	0	1	0	0	3399		
	Percent	47.8%	19.3%	15.4%	9.3%	4.7%	2.4%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	09:00	10:00	11:00	07:00	07:00	07:00	07:00	05:00							11:00		
	Vol.	147	50	43	26	15	8	4	1							268		
	PM Peak	15:00	14:00	14:00	12:00	16:00	12:00	13:00	22:00	20:00			21:00			16:00		
	Vol.	158	61	43	26	16	10	3	2	1			1			269		

Site: 21381
Location: County Rd W of RT 28A
Town: Falmouth
Counter: AP-2

Site Code: 21381
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0		21		23		25		27		29		31		33		35		37		39		41		43		45		Total	Pace Speed	Number in Pace
		20	0	22	21	24	23	26	25	28	27	30	29	32	31	34	33	36	35	38	37	40	39	42	41	44	43	9999				
	07/14/16	5	5	2	1	1	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	21-30	6	
	01:00	0	0	0	0	0	3	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23-32	5		
	02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1-10	2		
	03:00	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2		
	04:00	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	27-36	1		
	05:00	8	4	3	3	3	3	3	5	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	25	19-28	16		
	06:00	27	17	23	15	15	13	13	13	3	3	3	2	2	1	1	1	1	1	0	0	0	0	0	0	0	0	102	20-29	72		
	07:00	57	30	39	36	36	16	16	16	9	9	7	7	0	0	0	0	0	0	0	1	0	0	0	0	0	0	195	21-30	132		
	08:00	102	47	30	21	21	11	11	11	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	213	19-28	121		
	09:00	133	35	43	26	26	7	7	7	2	2	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	249	17-26	133		
	10:00	148	50	27	25	25	10	10	10	2	2	2	2	0	1	1	1	0	0	0	0	0	0	0	0	0	0	263	17-26	134		
	11:00	156	51	43	16	16	11	11	11	5	5	5	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	283	17-26	143		
	12 PM	122	45	46	25	25	13	13	13	3	3	3	3	3	1	1	1	0	0	0	0	0	0	0	0	0	0	258	19-28	144		
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	Total	764	281	257	172	172	88	26	16	16	26	16	16	16	6	6	2	2	0	0	1	1	0	0	0	0	0	1613				
	Percent	47.4%	17.4%	15.9%	10.7%	10.7%	5.5%	1.6%	1.0%	1.0%	1.6%	1.0%	1.0%	1.0%	0.4%	0.4%	0.1%	0.1%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
	AM Peak	11:00	11:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	06:00	06:00	05:00	05:00	05:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	11:00					
	Vol.	156	51	43	36	36	16	9	7	7	9	9	7	7	1	1	1	1	1	1	1	1	1	1	1	1	1	283				
	PM Peak	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00					
	Vol.	122	45	46	25	25	13	3	3	3	3	3	3	3	1	1	6	6	2	2	1	1	1	1	1	1	1	258				
	Total	3256	1281	1048	646	646	319	144	62	62	144	144	62	62	22	22	6	6	2	2	1	1	1	1	1	1	1	6788				
	Percent	48.0%	18.9%	15.4%	9.5%	9.5%	4.7%	2.1%	0.9%	0.9%	2.1%	2.1%	0.9%	0.9%	0.3%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				

15th Percentile : 6 MPH
50th Percentile : 20 MPH
85th Percentile : 24 MPH
95th Percentile : 27 MPH

Stats
10 MPH Pace Speed : 19-28 MPH
Number in Pace : 3688
Percent in Pace : 54.3%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 18 MPH

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21382
Station ID:

[illegible]

Cape Cod Commission

Site: 21382
 Location: Old Main Rd W of Rt 28A
 Town: Falmouth
 Counter: AP-6

3225 Main Street
 Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21382
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	5	3	7	2	*	*	*	*	*	*	6	2
01:00	*	*	*	*	3	3	4	2	*	*	*	*	*	*	4	2
02:00	*	*	*	*	1	0	2	1	*	*	*	*	*	*	2	0
03:00	*	*	*	*	2	2	2	1	*	*	*	*	*	*	2	2
04:00	*	*	*	*	2	4	5	5	*	*	*	*	*	*	4	4
05:00	*	*	*	*	3	12	1	18	*	*	*	*	*	*	2	15
06:00	*	*	*	*	25	22	24	34	*	*	*	*	*	*	24	28
07:00	*	*	*	*	66	72	61	55	*	*	*	*	*	*	64	64
08:00	*	*	*	*	94	79	79	96	*	*	*	*	*	*	86	88
09:00	*	*	*	*	87	86	102	69	*	*	*	*	*	*	94	78
10:00	*	*	*	*	93	65	102	67	*	*	*	*	*	*	98	66
11:00	*	*	*	*	107	75	99	82	*	*	*	*	*	*	103	78
12:00 PM	*	*	97	65	119	77	93	76	*	*	*	*	*	*	103	73
01:00	*	*	86	82	105	55	*	*	*	*	*	*	*	*	96	68
02:00	*	*	78	69	91	56	*	*	*	*	*	*	*	*	84	62
03:00	*	*	124	72	114	74	*	*	*	*	*	*	*	*	119	73
04:00	*	*	117	90	123	94	*	*	*	*	*	*	*	*	120	92
05:00	*	*	114	79	99	75	*	*	*	*	*	*	*	*	106	77
06:00	*	*	102	57	75	60	*	*	*	*	*	*	*	*	88	58
07:00	*	*	84	50	88	55	*	*	*	*	*	*	*	*	86	52
08:00	*	*	73	46	86	52	*	*	*	*	*	*	*	*	80	49
09:00	*	*	61	20	57	39	*	*	*	*	*	*	*	*	59	30
10:00	*	*	34	6	41	15	*	*	*	*	*	*	*	*	38	10
11:00	*	*	14	7	16	11	*	*	*	*	*	*	*	*	15	9
Total	0	0	984	643	1502	1086	581	508	0	0	0	0	0	0	1483	1080
Day	0	0	1627	2588	1089	0	0	0	0	0	0	0	0	0	2563	1080
AM Peak	-	-	-	-	11:00	09:00	09:00	08:00	-	-	-	-	-	-	11:00	08:00
Vol.	-	-	-	-	107	86	102	96	-	-	-	-	-	-	103	88
PM Peak	-	-	15:00	16:00	16:00	16:00	12:00	12:00	-	-	-	-	-	-	16:00	16:00
Vol.	-	-	124	90	123	94	93	76	-	-	-	-	-	-	120	92

Comb. Total 0 1627 2588 1089 0 0 0 2563

ADT ADT 2,555 AADT 2,555

Latitude: 0' 0.0000 Undefined

WB, EB														
Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
07/12/16														
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	1	106	42	0	0	0	0	0	0	0	0	0	4	162
13:00	3	108	42	3	0	0	0	0	0	0	0	0	6	168
14:00	2	94	44	0	0	0	2	0	0	0	0	0	0	147
15:00	3	139	39	0	0	0	0	0	0	0	0	0	6	196
16:00	5	144	38	0	0	0	0	0	0	0	0	0	8	207
17:00	5	144	36	6	0	0	0	0	0	0	0	0	2	193
18:00	3	127	16	9	0	0	1	0	0	0	0	0	3	159
19:00	2	102	24	6	0	0	0	0	0	0	0	0	0	134
20:00	0	91	19	7	0	0	0	0	0	0	0	0	2	119
21:00	0	64	15	2	0	0	0	0	0	0	0	0	0	81
22:00	1	32	7	0	0	0	0	0	0	0	0	0	0	40
23:00	1	16	4	0	0	0	0	0	0	0	0	0	0	21
Total	26	1167	326	71	0	0	3	0	0	0	0	0	31	1627
Percent	1.6%	71.7%	20.0%	4.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
AM Peak														
Vol.														
PM Peak	16:00	16:00	14:00	13:00	16:00		14:00						16:00	
Vol	5	144	44	3	12		2						8	

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21382
Location: Old Main Rd W of Rt 28A
Town: Falmouth
Counter: AP-6

Site Code: 21382
Station ID:

Latitude: 0' 0.0000 Undefined

WB, EB	Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not	Total
	07/13/16	6	0	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	01:00	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	4
	04:00	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	05:00	11	0	2	0	2	0	0	0	0	0	0	0	0	0	0	15
	06:00	27	3	12	1	3	0	0	1	0	0	0	0	0	0	0	47
	07:00	84	2	41	2	6	0	0	0	0	0	0	0	0	0	3	138
	08:00	118	3	39	1	8	0	0	1	0	0	0	0	0	0	3	173
	09:00	104	0	47	0	10	0	0	2	0	0	0	0	0	10	10	173
	10:00	103	2	36	0	15	0	0	1	0	0	0	0	0	1	1	158
	11:00	130	3	42	0	5	0	0	0	0	0	0	0	0	2	2	182
	12 PM	130	3	50	0	9	0	0	0	0	0	0	0	0	4	4	196
	13:00	106	0	40	0	12	0	0	0	0	0	0	0	0	2	2	160
	14:00	94	1	45	0	6	0	0	0	0	0	0	0	0	1	1	147
	15:00	131	3	41	0	11	1	0	0	0	0	0	0	0	0	1	188
	16:00	163	4	38	0	5	0	0	1	0	0	0	0	0	6	6	217
	17:00	124	5	34	0	9	0	0	0	0	0	0	0	0	2	2	174
	18:00	106	5	17	0	7	0	0	0	0	0	0	0	0	0	0	135
	19:00	111	2	25	0	5	0	0	0	0	0	0	0	0	0	0	143
	20:00	102	0	29	0	7	0	0	0	0	0	0	0	0	0	0	138
	21:00	79	0	14	0	2	0	0	0	0	0	0	0	0	1	1	96
	22:00	44	0	10	0	2	0	0	0	0	0	0	0	0	0	0	56
	23:00	23	0	3	0	1	0	0	0	0	0	0	0	0	0	0	27
	Total	1808	36	570	4	127	1	0	6	0	0	0	0	0	36	36	2588
	Percent	69.9%	1.4%	22.0%	0.2%	4.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	1.4%	
	AM Peak	11:00	06:00	09:00	07:00	10:00			09:00								
	Vol.	130	3	47	2	15			2						10	10	
	PM Peak	16:00	17:00	12:00		13:00	15:00		16:00						16:00	16:00	
	Vol.	163	5	50		12	1		1						6	6	

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Latitude: 0' 0.0000 Undefined

WB, EB															
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
07/14/16	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:00	0	13	4	0	1	0	0	0	0	0	0	0	0	1	19
06:00	4	35	16	0	2	0	0	0	0	0	0	0	0	1	58
07:00	3	68	37	0	6	0	0	1	0	0	0	0	0	1	116
08:00	2	111	44	0	13	1	0	0	0	0	0	0	0	4	175
09:00	1	101	57	0	11	0	0	0	0	0	0	0	0	1	171
10:00	1	123	32	0	9	0	0	1	0	0	0	0	0	3	169
11:00	5	124	42	0	7	1	0	1	0	0	0	0	0	1	181
12 PM	0	105	50	0	12	0	0	0	0	0	0	0	0	2	169
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	16	705	286	0	63	2	0	3	0	0	0	0	0	14	1089
Percent	1.5%	64.7%	26.3%	0.0%	5.8%	0.2%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
AM Peak	11:00	11:00	09:00		08:00	08:00		07:00						08:00	
Vol.	5	124	57		13	1		1						4	
PM Peak		12:00	12:00		12:00									12:00	
Vol.		105	50		12									2	
Grand Total	78	3680	1182	7	261	3	0	12	0	0	0	0	0	81	5304
Percent	1.5%	69.4%	22.3%	0.1%	4.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	

Latitude: 0' 0.0000 Undefined

WB	Start Time	1	35	36	40	41	45	46	50	51	55	56	60	61	65	70	71	75	76	80	81	85	86	90	91	95	96	99	Total	85th Percent	95th Percent	
	07/12/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	72	21	21	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	37	39
	13:00	68	16	16	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	36	39
	14:00	59	17	17	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	37	39
	15:00	98	20	20	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	36	39
	16:00	94	19	19	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	36	39
	17:00	94	17	17	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	114	35	39
	18:00	77	22	22	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102	37	39
	19:00	63	17	17	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	37	39
	20:00	62	10	10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73	35	38
	21:00	47	12	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	37	39
	22:00	20	11	11	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	39	42
	23:00	11	1	1	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	39	51
	Total	765	183	183	35	35	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	984		
	Percent	77.7%	18.6%	18.6%	3.6%	3.6%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

AM Peak Vol.	15:00	18:00	22	6	23:00	1
PM Peak Vol.	15:00	18:00	98	22	23:00	1
						15:00
						124

WB

VWD	Start Time	1	36	41	46	51	56	61	66	71	76	81	86	91	96	Total	85th	95th
		35	40	45	50	55	60	65	70	75	80	85	90	95	99		Percent	Percent
07/13/16		2	2	1	0	0	0	0	0	0	0	0	0	0	0	5	41	43
	01:00	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3	43	44
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	33
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	39	39
	04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	29	33
	05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29	33
	06:00	22	1	2	0	0	0	0	0	0	0	0	0	0	0	25	33	41
	07:00	54	12	0	0	0	0	0	0	0	0	0	0	0	0	66	35	38
	08:00	83	9	2	0	0	0	0	0	0	0	0	0	0	0	94	33	38
	09:00	74	13	0	0	0	0	0	0	0	0	0	0	0	0	87	34	38
	10:00	78	14	1	0	0	0	0	0	0	0	0	0	0	0	93	35	38
	11:00	91	15	1	0	0	0	0	0	0	0	0	0	0	0	107	34	38
	12 PM	99	18	2	0	0	0	0	0	0	0	0	0	0	0	119	35	38
	13:00	85	16	4	0	0	0	0	0	0	0	0	0	0	0	105	36	39
	14:00	75	13	2	0	0	0	1	0	0	0	0	0	0	0	91	35	39
	15:00	87	23	3	0	0	0	1	0	0	0	0	0	0	0	114	37	39
	16:00	102	18	3	0	0	0	0	0	0	0	0	0	0	0	123	35	39
	17:00	70	26	2	1	0	0	0	0	0	0	0	0	0	0	99	37	39
	18:00	57	14	3	1	0	0	0	0	0	0	0	0	0	0	75	37	40
	19:00	59	25	4	0	0	0	0	0	0	0	0	0	0	0	88	38	39
	20:00	65	17	3	1	0	0	0	0	0	0	0	0	0	0	86	37	39
	21:00	45	10	2	0	0	0	0	0	0	0	0	0	0	0	57	36	39
	22:00	32	6	3	0	0	0	0	0	0	0	0	0	0	0	41	37	41
23:00	9	3	2	1	0	0	1	0	0	0	0	0	0	0	16	43	55	
Total	1196	257	42	4	0	0	3	0	0	0	0	0	0	0	0	1502		
Percent	79.6%	17.1%	2.8%	0.3%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	01:00													11:00		
Vol.	91	15	2													107		
PM Peak	16:00	17:00	13:00	17:00		14:00										16:00		
Vol.	102	26	4	1		1										123		

Cape Cod Commission

Site: 21382
 Location: Old Main Rd W of Rt 28A
 Town: Falmouth
 Counter: AP-6

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21382
 Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	1	36	41	46	51	56	61	66	71	76	81	86	91	96	Total	85th Percent	95th Percent
	07/14/16	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7	39	43
	01:00	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4	46	48
	02:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	38	39
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	39	39
	04:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	36	38
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	33
	06:00	20	3	1	0	0	0	0	0	0	0	0	0	0	0	24	35	39
	07:00	47	13	0	1	0	0	0	0	0	0	0	0	0	0	61	36	39
	08:00	61	15	2	1	0	0	0	0	0	0	0	0	0	0	79	37	39
	09:00	85	17	0	0	0	0	0	0	0	0	0	0	0	0	102	35	38
	10:00	84	17	1	0	0	0	0	0	0	0	0	0	0	0	102	35	38
	11:00	83	13	3	0	0	0	0	0	0	0	0	0	0	0	99	35	39
	12 PM	71	17	5	0	0	0	0	0	0	0	0	0	0	0	93	37	40
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	463	102	13	3	0	0	0	0	0	0	0	0	0	0	581		
	Percent	79.7%	17.6%	2.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	09:00	09:00	11:00	01:00											09:00		
	Vol.	85	17	3	1											102		
	PM Peak	12:00	12:00	12:00												12:00		
	Vol.	71	17	5												93		
	Grand Total	2424	542	90	7	1	3	0	0	0	0	0	0	0	0	3067		
	Percent	79.0%	17.7%	2.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 6 MPH
 50th Percentile : 22 MPH
 85th Percentile : 36 MPH
 95th Percentile : 39 MPH

10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 888
 Percent in Pace : 29.0%
 Number of Vehicles > 55 MPH : 3
 Percent of Vehicles > 55 MPH : 0.1%
 Mean Speed(Average) : 22 MPH

Statistics

Site Code: 21382
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Latitude: 0' 0.0000 Undefined:

EB	Start Time	1	36	41	46	51	56	61	66	71	76	81	86	91	96	Total	85th Percent	95th Percent		
07/13/16	1	35	40	45	50	55	60	65	70	75	80	85	90	95	99	3	38	39		
	07:13:16	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	39		
	01:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	39		
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
	03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	39		
	04:00	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	43		
	05:00	4	4	3	1	0	0	0	0	0	0	0	0	0	0	0	12	46		
	06:00	9	9	3	1	0	0	0	0	0	0	0	0	0	0	0	22	44		
	07:00	42	23	7	0	0	0	0	0	0	0	0	0	0	0	0	72	42		
	08:00	52	20	6	1	0	0	0	0	0	0	0	0	0	0	0	79	42		
	09:00	63	21	2	0	0	0	0	0	0	0	0	0	0	0	0	86	39		
	10:00	45	17	3	0	0	0	0	0	0	0	0	0	0	0	0	65	39		
	11:00	43	26	6	0	0	0	0	0	0	0	0	0	0	0	0	75	41		
	12 PM	50	23	4	0	0	0	0	0	0	0	0	0	0	0	0	77	38		
	13:00	31	19	3	2	0	0	0	0	0	0	0	0	0	0	0	55	39		
	14:00	30	18	8	0	0	0	0	0	0	0	0	0	0	0	0	56	43		
	15:00	44	28	2	0	0	0	0	0	0	0	0	0	0	0	0	74	39		
	16:00	60	28	6	0	0	0	0	0	0	0	0	0	0	0	0	94	38		
	17:00	43	27	4	1	0	0	0	0	0	0	0	0	0	0	0	75	38		
	18:00	37	19	4	0	0	0	0	0	0	0	0	0	0	0	0	60	41		
	19:00	35	17	3	0	0	0	0	0	0	0	0	0	0	0	0	55	38		
	20:00	39	13	0	0	0	0	0	0	0	0	0	0	0	0	0	52	39		
	21:00	29	9	1	0	0	0	0	0	0	0	0	0	0	0	0	39	37		
22:00	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	15	41			
23:00	1	6	3	0	0	0	1	0	0	0	0	0	0	0	0	11	43	57		
Total	670	339	70	6	0	0	1	0	0	0	0	0	0	0	0	1086				
Percent	61.7%	31.2%	6.4%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	09:00				
AM Peak	09:00	11:00	07:00	05:00															09:00	
Vol.	63	26	7	1															86	
PM Peak	16:00	15:00	14:00	13:00															16:00	
Vol.	60	28	8	2															94	

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21382
Location: Old Main Rd W of Rt 28A
Town: Falmouth
Counter: AP-6

Site Code: 21382
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	1	36	41	46	51	56	61	66	71	76	81	86	91	96	99	Total	85th Percent	95th Percent
	07/14/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	29	33
	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38	39
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	33
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	33
	04:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	43	44
	05:00	8	4	6	0	0	0	0	0	0	0	0	0	0	0	0	18	42	44
	06:00	23	7	3	1	0	0	0	0	0	0	0	0	0	0	0	34	39	43
	07:00	30	22	3	0	0	0	0	0	0	0	0	0	0	0	0	55	38	40
	08:00	57	31	7	1	0	0	0	0	0	0	0	0	0	0	0	96	38	42
	09:00	39	26	4	0	0	0	0	0	0	0	0	0	0	0	0	69	38	40
	10:00	42	21	2	2	0	0	0	0	0	0	0	0	0	0	0	67	38	41
	11:00	54	25	3	0	0	0	0	0	0	0	0	0	0	0	0	82	38	39
	12 PM	40	29	7	0	0	0	0	0	0	0	0	0	0	0	0	76	39	42
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		299	168	37	4	0	0	0	0	0	0	0	0	0	0	0	508		
Percent		58.9%	33.1%	7.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	10:00												08:00		
Vol.		57	31	7	2												96		
PM Peak	12:00	12:00	12:00	12:00													12:00		
Vol.		40	29	7													76		
Grand Total		1352	717	155	12	0	1	0	0	0	0	0	0	0	0	0	2237		
Percent		60.4%	32.1%	6.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 8 MPH
50th Percentile : 28 MPH
85th Percentile : 38 MPH
95th Percentile : 41 MPH

Statistics
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 910
Percent in Pace : 40.7%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 26 MPH

[illegible]

Cape Cod Commission

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21383

Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	3	1	3	3	7	*	*	*	*	*	*	1	4
01:00	*	*	0	1	1	1	2	6	*	*	*	*	*	*	1	3
02:00	*	*	0	2	0	1	0	3	*	*	*	*	*	*	0	2
03:00	*	*	0	0	2	1	1	1	*	*	*	*	*	*	1	1
04:00	*	*	4	1	3	1	2	0	*	*	*	*	*	*	3	1
05:00	*	*	4	6	4	7	10	5	*	*	*	*	*	*	6	6
06:00	*	*	21	29	14	18	17	10	*	*	*	*	*	*	17	19
07:00	*	*	50	47	49	30	56	32	*	*	*	*	*	*	52	36
08:00	*	*	66	63	71	64	67	66	*	*	*	*	*	*	68	64
09:00	*	*	81	60	75	49	73	57	*	*	*	*	*	*	76	55
10:00	*	*	82	79	88	72	83	75	*	*	*	*	*	*	84	75
11:00	*	*	90	71	89	83	106	99	*	*	*	*	*	*	95	84
12:00 PM	*	*	76	84	79	81	*	*	*	*	*	*	*	*	78	82
01:00	*	*	80	75	70	88	*	*	*	*	*	*	*	*	75	82
02:00	*	*	71	68	70	70	*	*	*	*	*	*	*	*	70	70
03:00	*	*	113	99	86	74	*	*	*	*	*	*	*	*	100	86
04:00	*	*	83	75	78	102	*	*	*	*	*	*	*	*	80	88
05:00	64	56	81	71	56	49	*	*	*	*	*	*	*	*	67	59
06:00	45	46	43	50	48	48	*	*	*	*	*	*	*	*	45	48
07:00	19	36	34	55	22	38	*	*	*	*	*	*	*	*	25	43
08:00	26	41	32	39	33	35	*	*	*	*	*	*	*	*	30	38
09:00	14	34	14	28	9	14	*	*	*	*	*	*	*	*	12	25
10:00	8	12	13	10	7	13	*	*	*	*	*	*	*	*	9	12
11:00	2	5	3	8	5	0	*	*	*	*	*	*	*	*	3	4
Total	178	230	1041	1025	960	942	420	361	0	0	0	0	0	0	998	987
Day	408		2066		1902		781		0		0		0		1985	
AM Peak	-	-	11:00	10:00	11:00	11:00	11:00	11:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	90	79	89	83	106	99	-	-	-	-	-	-	95	84
PM Peak	17:00	17:00	15:00	15:00	15:00	16:00	-	-	-	-	-	-	-	-	15:00	16:00
Vol.	64	56	113	99	86	102	-	-	-	-	-	-	-	-	100	88

Comb. Total 408 2066 1902 781 0 0 0 1985

ADT ADT 1,970 AADT 1,970

Vol.	17:00	17:00	17:00	17:00	17:00	18:00
PM Peak	17:00	17:00	17:00	17:00	17:00	18:00
Vol	4	74	25	14	11	11

Cape Cod Commission

Site: 21383
 Location: Scraggy Neck Rd W of Depot Rd
 Town: Bourne
 Counter: AP-15

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21383
 Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/12/16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	2	0	0	1	0	0	0	0	0	0	0	0	0	1	5
	05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	3	10
	06:00	0	21	10	0	4	0	0	1	0	0	0	0	0	0	14	50
	07:00	1	45	25	0	9	0	0	0	0	0	0	0	0	0	17	97
	08:00	4	57	45	0	10	0	0	0	0	0	0	0	0	0	13	129
	09:00	3	74	38	0	10	0	0	1	0	0	0	0	0	0	15	141
	10:00	0	96	33	0	15	1	0	1	0	0	0	0	0	0	15	161
	11:00	3	85	38	0	10	0	0	0	0	0	0	0	0	0	25	161
	12 PM	1	74	50	2	13	0	0	1	0	0	0	0	0	0	19	160
	13:00	1	78	45	0	14	0	0	2	0	0	0	0	0	0	15	155
	14:00	0	79	35	0	8	2	0	1	0	0	0	0	0	0	15	140
	15:00	5	105	52	0	19	0	0	1	0	0	0	0	0	0	30	212
	16:00	1	93	35	0	14	0	0	0	0	0	0	0	0	0	15	158
	17:00	2	89	26	0	14	1	0	0	0	0	0	0	0	0	20	152
	18:00	2	55	25	0	4	0	0	0	0	0	0	0	0	0	7	93
	19:00	0	57	20	0	5	0	0	0	0	0	0	0	0	0	7	89
	20:00	2	44	14	0	4	0	0	0	0	0	0	0	0	0	7	71
	21:00	0	28	7	0	4	0	0	0	0	0	0	0	0	0	3	42
	22:00	0	17	2	0	2	0	0	0	0	0	0	0	0	0	2	23
	23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	Total	26	1116	506	2	161	4	0	8	0	0	0	0	0	0	243	2066
	Percent	1.3%	54.0%	24.5%	0.1%	7.8%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	
	AM Peak	08:00	10:00	08:00		10:00	10:00		06:00							11:00	
	Vol.	4	96	45		15	1		1							25	
	PM Peak	15:00	15:00	15:00	12:00	15:00	14:00		13:00							15:00	
	Vol.	5	105	52	2	19	2		2							30	

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

Site Code: 21383

Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB		Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not	Total
		07/13/16	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
		01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
		02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
		04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
		05:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	2	11
		06:00	0	17	11	0	2	0	0	0	0	0	0	0	0	0	2	32
		07:00	3	38	26	0	4	0	0	1	0	0	0	0	0	0	7	79
		08:00	0	68	45	0	10	0	0	0	0	0	0	0	0	0	12	135
		09:00	1	67	34	0	8	0	0	1	0	0	0	0	0	0	13	124
		10:00	3	82	37	0	14	0	0	1	0	0	0	0	0	0	23	160
		11:00	0	104	40	0	12	0	0	0	0	0	0	0	0	0	16	172
		12 PM	2	81	49	0	11	0	0	0	0	0	0	0	0	0	17	160
		13:00	2	88	43	0	4	1	0	0	0	0	0	0	0	0	19	158
		14:00	0	91	27	0	8	0	0	0	0	0	0	0	0	0	14	140
		15:00	4	86	38	0	13	0	0	1	0	0	0	0	0	0	18	160
		16:00	1	102	46	0	17	0	0	1	0	0	0	0	0	0	13	180
		17:00	0	66	21	0	10	0	0	0	0	0	0	0	0	0	7	105
		18:00	2	61	24	0	4	0	0	0	0	0	0	0	0	0	5	96
		19:00	1	44	9	0	1	0	0	0	0	0	0	0	0	0	5	60
		20:00	2	38	17	0	6	0	0	0	0	0	0	0	0	0	5	68
		21:00	1	17	5	0	0	0	0	0	0	0	0	0	0	0	0	23
		22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1	20
		23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Total			22	1089	479	0	125	1	0	7	0	0	0	0	0	0	179	1902
Percent			1.2%	57.3%	25.2%	0.0%	6.6%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	
AM Peak			07:00	11:00	08:00		10:00			07:00							10:00	
Vol.			3	104	45		14			1							23	
PM Peak			15:00	16:00	12:00		16:00	13:00		13:00							13:00	
Vol.			4	102	49		17	1		1							19	

Latitude: 0' 0.0000 Undefined

[illegible]

3225 Main Street

Barnstable, Massachusetts

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/12/16	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	1	2	0	0	1	0	0	0	0	0	0	0	0	1	1	5
	05:00	0	5	2	0	0	0	0	0	0	0	0	0	0	3	3	10
	06:00	0	21	10	0	4	0	0	1	0	0	0	0	0	14	14	50
	07:00	1	45	25	0	9	0	0	0	0	0	0	0	0	17	17	97
	08:00	4	57	45	0	10	0	0	0	0	0	0	0	0	13	13	129
	09:00	3	74	38	0	10	0	0	1	0	0	0	0	0	15	15	141
	10:00	0	96	33	0	15	1	0	1	0	0	0	0	0	15	15	161
	11:00	3	85	38	0	10	0	0	0	0	0	0	0	0	25	25	161
	12 PM	1	74	50	2	13	0	0	1	0	0	0	0	0	19	19	160
	13:00	1	78	45	0	14	0	0	2	0	0	0	0	0	15	15	155
	14:00	0	79	35	0	8	2	0	1	0	0	0	0	0	15	15	140
	15:00	5	105	52	0	19	0	0	1	0	0	0	0	0	30	30	212
	16:00	1	93	35	0	14	0	0	0	0	0	0	0	0	15	15	188
	17:00	2	89	26	0	14	1	0	0	0	0	0	0	0	20	20	152
	18:00	2	55	25	0	4	0	0	0	0	0	0	0	0	7	7	93
	19:00	0	57	20	0	5	0	0	0	0	0	0	0	0	7	7	89
	20:00	2	44	14	0	4	0	0	0	0	0	0	0	0	7	7	71
	21:00	0	28	7	0	4	0	0	0	0	0	0	0	0	3	3	42
	22:00	0	17	2	0	2	0	0	0	0	0	0	0	0	2	2	23
	23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	Total	26	1116	506	2	161	4	0	8	0	0	0	0	0	243	243	2066
	Percent	1.3%	54.0%	24.5%	0.1%	7.8%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	11.8%	11.8%	
	AM Peak	08:00	10:00	08:00		10:00	10:00		06:00						11:00	11:00	
	Vol.	4	96	45		15	1		1						25	25	
	PM Peak	15:00	15:00	15:00	12:00	15:00	14:00		13:00						15:00	15:00	
	Vol.	5	105	52	2	19	2		2						30	30	

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

Site Code: 21383
Station ID:

Latitude: 0° 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not	Total
	07/13/16	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	05:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	2	11
	06:00	0	17	11	0	2	0	0	0	0	0	0	0	0	0	2	32
	07:00	3	38	26	0	4	0	0	1	0	0	0	0	0	0	7	79
	08:00	0	68	45	0	10	0	0	0	0	0	0	0	0	0	12	135
	09:00	1	67	34	0	8	0	0	1	0	0	0	0	0	0	13	124
	10:00	3	82	37	0	14	0	0	1	0	0	0	0	0	0	23	160
	11:00	0	104	40	0	12	0	0	0	0	0	0	0	0	0	16	172
	12 PM	2	81	49	0	11	0	0	0	0	0	0	0	0	0	17	160
	13:00	2	88	43	0	4	1	0	1	0	0	0	0	0	0	19	158
	14:00	0	91	27	0	8	0	0	0	0	0	0	0	0	0	14	140
	15:00	4	86	38	0	13	0	0	1	0	0	0	0	0	0	18	160
	16:00	1	102	46	0	17	0	0	1	0	0	0	0	0	0	13	180
	17:00	0	66	21	0	10	0	0	1	0	0	0	0	0	0	7	105
	18:00	2	61	24	0	4	0	0	0	0	0	0	0	0	0	5	96
	19:00	1	44	9	0	1	0	0	0	0	0	0	0	0	0	5	60
	20:00	2	38	17	0	6	0	0	0	0	0	0	0	0	0	5	68
	21:00	1	17	5	0	0	0	0	0	0	0	0	0	0	0	0	23
	22:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	1	20
	23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	Total	22	1089	479	0	125	1	0	7	0	0	0	0	0	0	179	1902
	Percent	1.2%	57.3%	25.2%	0.0%	6.6%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.4%	
	AM Peak	07:00	11:00	08:00		10:00			07:00							10:00	
	Vol.	3	104	45		14			1							23	
	PM Peak	15:00	16:00	12:00		16:00	13:00		13:00							13:00	
	Vol.	4	102	49		17	1		1							19	

3225 Main Street

Barnstable, Massachusetts

Barnstable, Massachusetts

www.capedcommission.org

Latitude: 0' 0.0000 Undefined

[illegible]

3225 Main Street

Barnstable, Massachusetts

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

	Vol.	18:00	17:00	17:00	17:00	18:00	17:00	17:00	19:00	17:00
All Peak										
PM Peak		17:00	18:00	17:00	17:00	17:00	17:00	17:00		
Vol.		31	8	11	6	6	2	1	1	64

3225 Main Street

Barnstable, Massachusetts

Barnstable, Massachusetts
www.capecodcommission.org

Counter: AP-15

Latitude: 0' 0.000 Undefined

[illegible]

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
	07/14/16	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	25	25
	01:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	21	21
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23	23
	05:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	10	27	33
	06:00	3	2	4	3	2	1	1	1	0	0	0	0	0	0	17	28	32
	07:00	20	6	7	15	4	3	0	1	0	0	0	0	0	0	56	25	28
	08:00	22	15	11	10	7	2	0	0	0	0	0	0	0	0	67	25	27
	09:00	34	9	13	9	5	1	1	1	0	0	0	0	0	0	73	25	27
	10:00	42	20	12	7	1	1	0	0	0	0	0	0	0	0	83	23	25
	11:00	68	14	9	9	4	2	0	0	0	0	0	0	0	0	106	23	26
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	194	68	60	57	25	10	2	4	0	0	0	0	0	0	420		
	Percent	46.2%	16.2%	14.3%	13.6%	6.0%	2.4%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00	10:00	09:00	07:00	08:00	07:00	06:00	05:00							11:00		
	Vol.	68	20	13	15	7	3	1	1							106		
	PM Peak																	
	Vol.																	
	Grand Total	1212	381	355	296	194	99	40	14	6	2	0	0	0	0	2599		
	Percent	46.6%	14.7%	13.7%	11.4%	7.5%	3.8%	1.5%	0.5%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			

Statistics

10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 1347
 Percent in Pace : 51.8%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 18 MPH

15th Percentile : 6 MPH
 50th Percentile : 20 MPH
 85th Percentile : 25 MPH
 95th Percentile : 28 MPH

Cape Cod Commission

Site: 21383
Location: Scraggy Neck Rd W of Depot Rd
Town: Bourne
Counter: AP-15

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

WB		1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th	95th		
Start Time	20	22	24	26	28	30	32	34	36	38	40	42	44	999			Percent	Percent		
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
17:00	30	4	11	5	3	1	1	1	0	0	0	0	0	0	56	25	28			
18:00	13	7	9	9	5	3	0	0	0	0	0	0	0	0	46	26	28			
19:00	14	8	5	3	2	1	2	1	0	0	0	0	0	0	36	26	31			
20:00	14	8	5	8	4	1	0	0	1	0	0	0	0	0	41	25	27			
21:00	13	7	7	5	0	0	2	0	0	0	0	0	0	0	34	24	30			
22:00	6	1	0	3	1	1	1	0	0	0	0	0	0	0	12	26	28			
23:00	2	2	0	0	0	0	1	0	0	0	0	0	0	0	5	30	31			
Total	92	37	37	33	15	7	6	2	1	0	0	0	0	0	230					
Percent	40.0%	16.1%	16.1%	14.3%	6.5%	3.0%	2.6%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak																				
Vol.																				
PM Peak	17:00	19:00	17:00	18:00	18:00	18:00	19:00	17:00	20:00										17:00	
Vol.	30	8	11	9	5	3	2	1	1										56	

3225 Main Street
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Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

WB	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
Start Time	20	22	24	26	28	30	32	34	36	38	40	42	44	46			
07/12/16	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3	29	29
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25	25
02:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	25	25
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
05:00	3	2	0	1	2	0	0	0	0	0	0	0	0	0	6	24	25
06:00	16	4	2	5	4	0	0	0	0	0	0	0	0	0	29	26	26
07:00	34	3	3	3	4	0	0	0	0	0	0	0	0	0	47	23	23
08:00	34	11	11	5	1	0	1	0	0	0	0	0	0	0	63	23	25
09:00	33	10	12	3	2	0	0	0	0	0	0	0	0	0	60	24	25
10:00	49	11	7	7	3	0	1	1	0	0	0	0	0	0	79	24	26
11:00	43	14	6	3	5	0	0	0	0	0	0	0	0	0	71	23	26
12 PM	46	8	12	10	3	2	2	1	0	0	0	0	0	0	84	25	28
13:00	42	7	12	7	2	3	2	0	0	0	0	0	0	0	75	24	28
14:00	43	8	10	5	2	1	0	0	0	0	0	0	0	0	69	23	25
15:00	57	20	5	9	3	2	2	0	0	1	0	0	0	0	99	24	28
16:00	41	13	8	8	2	1	2	0	0	0	0	0	0	0	75	24	27
17:00	27	15	13	7	8	1	0	0	0	0	0	0	0	0	71	25	27
18:00	25	5	5	7	5	3	0	0	0	0	0	0	0	0	50	26	28
19:00	20	8	9	11	7	0	0	0	0	0	0	0	0	0	55	25	27
20:00	16	10	6	3	0	3	1	0	0	0	0	0	0	0	39	24	29
21:00	10	9	3	3	2	1	0	0	0	0	0	0	0	0	28	25	27
22:00	5	1	2	0	1	0	0	0	1	0	0	0	0	0	10	27	35
23:00	4	0	2	2	0	0	0	0	0	0	0	0	0	0	8	24	25
Total	550	159	129	101	53	18	11	2	1	1	0	0	0	0	1025		
Percent	53.7%	15.5%	12.6%	9.9%	5.2%	1.8%	1.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	11:00	09:00	10:00	11:00	00:00	08:00	10:00							10:00		
Vol.	49	14	12	7	5	1	1	1							79		
PM Peak	15:00	15:00	17:00	19:00	17:00	13:00	12:00	12:00	22:00	15:00					15:00		
Vol.	57	20	13	11	8	3	2	1	1	1					99		

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21383
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21383

Location: Scraggy Neck Rd W of Depot Rd

Town: Bourne

Counter: AP-15

Site Code: 21383
Station ID:

Latitude: 0° 0.0000 Undefined

WB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
07/14/16	20	1	2	2	0	0	1	1	0	0	0	0	0	0	0	7	29	31
	01:00	3	1	1	1	0	0	0	0	0	0	0	0	0	0	6	24	25
	02:00	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3	25	25
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	2	1	2	0	0	0	0	0	0	0	0	0	0	0	5	23	23
	06:00	5	0	2	1	1	1	0	0	0	0	0	0	0	0	10	27	29
	07:00	19	6	4	2	1	3	1	0	0	0	0	0	0	0	32	23	25
	08:00	33	11	9	5	4	3	1	0	0	0	0	0	0	0	66	25	28
	09:00	35	12	0	8	2	0	0	0	0	0	0	0	0	0	57	24	25
	10:00	57	4	7	6	1	0	0	0	0	0	0	0	0	0	75	22	25
	11:00	61	16	11	6	2	3	0	0	0	0	0	0	0	0	99	23	26
12 PM		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	218	53	38	31	8	11	8	2	0	0	0	0	0	0	0	361		
Percent	60.4%	14.7%	10.5%	8.6%	3.0%	3.0%	2.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	09:00	08:00	08:00	08:00	00:00								11:00		
Vol.	61	16	11	8	4	4	3	1								99		
PM Peak																		
Vol.																		

Grand Total	1353	388	338	263	127	48	30	7	3	1	0	0	0	0	0	2558		
Percent	52.9%	15.2%	13.2%	10.3%	5.0%	1.9%	1.2%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 5 MPH
 50th Percentile : 18 MPH
 85th Percentile : 24 MPH
 95th Percentile : 27 MPH

Statistics
 10 MPH Pace Speed : 17-26 MPH
 Number in Pace : 1260
 Percent in Pace : 49.3%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 17 MPH

www.capecodcommission.org

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

www.capecodcommission.org

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Comb. Total	292	1039	973	345	0	0	0	993
ADT	ADT 978	AADT 978						

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site: 21384

Location: Red Brook Harbor Rd W of Shore Rd

Town: Bourne

Counter: AP-13

Site Code: 21384
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	6	44	18	1	11	2	0	0	1	0	0	0	0	0	2	85
	17:00	2	38	11	1	6	0	0	0	0	0	0	0	0	0	2	60
	18:00	1	39	7	0	1	0	0	0	0	0	0	0	0	0	1	49
	19:00	0	27	7	0	1	0	0	0	0	0	0	0	0	0	0	35
	20:00	0	24	6	0	2	0	0	0	0	0	0	0	0	0	2	34
	21:00	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
	22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	Total	9	196	53	2	22	2	0	0	1	0	0	0	0	0	7	292
	Percent	3.1%	67.1%	18.2%	0.7%	7.5%	0.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	
AM Peak																	
Vol.																	
	PM Peak	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
	Vol.	6	44	18	1	11	2	0	0	1	0	0	0	0	0	2	2

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21384
Location: Red Brook Harbor Rd W of Shore Rd
Town: Bourne
Counter: AP-13

Site Code: 21384
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not	Total
	07/12/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	06:00	5	0	5	0	6	0	0	0	0	0	0	0	0	0	0	16
	07:00	23	1	11	0	7	0	0	0	0	0	0	0	0	0	0	44
	08:00	56	5	18	0	6	0	0	0	0	0	0	0	0	0	0	85
	09:00	39	7	17	6	8	2	0	1	0	0	0	0	0	0	3	83
	10:00	25	6	10	1	7	1	0	0	0	0	0	0	0	0	2	52
	11:00	52	1	21	2	5	0	0	0	0	0	0	0	0	0	2	83
	12 PM	34	4	26	0	6	0	0	0	0	0	0	0	0	0	1	71
	13:00	53	2	21	3	10	0	0	0	0	0	0	0	0	0	1	90
	14:00	58	1	16	4	11	0	0	0	0	0	0	0	0	0	11	101
	15:00	57	5	28	0	5	0	0	1	0	0	0	0	0	0	2	98
	16:00	37	0	16	0	9	0	0	0	0	0	0	0	0	0	3	65
	17:00	46	2	13	0	8	0	0	0	0	0	0	0	0	0	5	74
	18:00	48	2	8	0	2	1	0	0	0	0	0	0	0	0	1	62
	19:00	24	2	5	0	1	0	0	0	0	0	0	0	0	0	1	33
	20:00	29	0	5	0	3	0	0	0	0	0	0	0	0	0	1	38
	21:00	14	0	1	0	0	0	0	0	0	0	0	0	0	0	2	17
	22:00	12	0	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total		622	38	225	16	95	4	0	2	0	0	0	0	0	0	37	1039
Percent		59.9%	3.7%	21.7%	1.5%	9.1%	0.4%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0	3.6%	
AM Peak	08:00	56	7	21	6	8	2		09:00							09:00	
Vol.		56	7	21	6	8	2		1							3	
PM Peak	14:00	58	5	28	4	11	1		15:00							14:00	
Vol.		58	5	28	4	11	1		1							11	

Cape Cod Commission

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

 Site: 21384
 Location: Red Brook Harbor Rd W of Shore Rd

Town: Bourne

Counter: AP-13

 Site Code: 21384
 Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/13/16	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
	06:00	0	7	2	0	4	0	0	0	0	0	0	0	0	0	0	13
	07:00	1	28	15	0	3	2	0	1	0	0	0	0	0	0	4	53
	08:00	3	41	9	0	3	0	0	1	0	0	0	0	0	0	2	59
	09:00	3	22	19	0	3	0	0	0	0	0	0	0	0	0	2	50
	10:00	1	30	16	2	7	0	0	0	0	0	0	0	0	0	2	58
	11:00	4	36	23	0	12	0	0	2	0	0	0	0	0	0	1	78
	12 PM	2	48	25	0	6	1	0	0	0	0	0	0	0	0	4	86
	13:00	1	39	21	0	5	0	0	0	0	0	0	0	0	0	2	68
	14:00	3	39	14	0	9	1	0	0	0	0	0	0	0	0	1	68
	15:00	4	33	20	1	7	0	0	1	0	0	0	0	0	0	3	67
	16:00	2	49	22	2	9	0	0	0	0	0	0	0	0	0	1	87
	17:00	1	41	12	1	7	0	0	0	0	0	0	0	0	0	1	63
	18:00	3	33	15	0	11	0	0	0	0	0	0	0	0	0	2	64
	19:00	1	36	10	0	4	0	0	0	0	0	0	0	0	0	1	52
	20:00	0	34	12	0	1	0	0	0	0	0	0	0	0	0	2	49
	21:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	1	27
	22:00	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	Total	29	558	248	6	93	4	0	5	0	0	0	0	0	0	30	973
	Percent	3.0%	57.3%	25.5%	0.6%	9.6%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	
	AM Peak	11:00	08:00	11:00	10:00	11:00	07:00		11:00							07:00	
	Vol.	4	41	23	2	12	2		2							4	
	PM Peak	15:00	16:00	12:00	16:00	18:00	12:00		15:00							12:00	
	Vol.	4	49	25	2	11	1		1							4	

Cape Cod Commission

Site: 21384
 Location: Red Brook Harbor Rd W of Shore Rd
 Town: Bourne
 Counter: AP-13

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21384
 Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/14/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	05:00	1	6	2	0	1	0	0	0	0	0	0	0	0	2	2	12
	06:00	0	8	5	0	4	0	0	0	0	0	0	0	0	1	1	18
	07:00	0	25	18	0	4	0	0	0	0	0	0	0	0	0	0	47
	08:00	6	49	15	4	6	0	0	0	0	0	0	0	0	5	5	85
	09:00	1	36	11	3	2	3	0	0	0	0	0	0	0	2	2	58
	10:00	2	35	10	1	3	1	0	0	0	0	0	0	0	0	0	52
	11:00	5	37	15	0	8	2	0	0	0	0	0	0	0	3	3	70
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	15	198	77	8	28	6	0	0	0	0	0	0	0	13	13	345
	Percent	4.3%	57.4%	22.3%	2.3%	8.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.8%	3.8%	
	AM Peak	08:00	08:00	07:00	08:00	11:00	09:00								08:00	08:00	
	Vol.	6	49	18	4	8	3								5	5	
	PM Peak																
	Vol.																
	Grand Total	91	1574	603	32	238	16	0	7	1	0	0	0	0	87	87	2649
	Percent	3.4%	59.4%	22.8%	1.2%	9.0%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	3.3%	

Cape Cod Commission

Site: 21384
Location: Red Brook Harbor Rd W of Shore Rd
Town: Bourne
Counter: AP-13

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21384
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible][illegible]

Cape Cod Commission
 3225 Main Street
 Barnstable, Massachusetts
 www.capecodcommission.org

Site: 21384
 Location: Red Brook Harbor Rd W of Shore Rd
 Town: Bourne
 Counter: AP-13

Site Code: 21384
 Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	999	Total	85th Percent	95th Percent	
	07/12/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	21	*	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	0	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	25	25	
	06:00	3	0	0	4	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	23	23	
	07:00	3	2	0	4	4	4	2	2	4	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	27	30	
	08:00	17	4	4	2	2	2	6	6	2	2	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	34	25	28	
	09:00	16	6	6	6	6	6	3	3	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33	24	26	
	10:00	10	4	4	4	5	5	3	3	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25	29	29	
	11:00	12	8	8	10	10	10	6	6	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43	26	27	
	12 PM	16	6	6	7	7	7	2	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	33	33	23	26	
	13:00	17	11	11	11	18	18	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52	23	25	
	14:00	21	8	8	11	11	12	4	4	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52	24	25	
	15:00	18	11	11	11	12	12	4	4	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	47	47	23	25	
	16:00	16	5	5	5	4	4	5	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35	25	27	
	17:00	10	9	9	14	14	14	5	5	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40	24	28	
	18:00	13	7	7	7	7	7	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33	24	26	
	19:00	9	1	1	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17	24	26	
	20:00	9	4	4	3	3	3	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	25	27	
	21:00	3	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	21	21	
	22:00	5	1	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	25	27	
	23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	23	23	
	Total	198	93	93	112	112	63	63	28	28	11	11	2.2%	0.8%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	510	510			
	Percent	38.8%	18.2%	18.2%	22.0%	22.0%	12.4%	12.4%	5.5%	5.5%	2.2%	2.2%	0.8%	0.8%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00	11:00			
	AM Peak	08:00	11:00	11:00	11:00	11:00	08:00	08:00	11:00	11:00	08:00	08:00	08:00	07:00	07:00															43	43		
	Vol.	17	8	8	10	10	6	6	6	6	3	3	3	1	1																		
	PM Peak	14:00	13:00	13:00	13:00	13:00	14:00	14:00	16:00	16:00	14:00	14:00	14:00	15:00	15:00	12:00	12:00													13:00	13:00		
	Vol.	21	11	11	18	18	10	10	5	5	2	2	2	1	1															52	52		

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EB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th	95th
		20	22	24	26	28	30	32	34	36	38	40	42	44	999		Percent	Percent
	07/14/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	21	21
	05:00	3	2	1	2	1	0	0	0	0	0	0	0	0	0	9	25	27
	06:00	1	3	4	0	1	0	0	0	0	0	0	0	0	0	9	23	27
	07:00	3	5	5	6	2	0	0	0	0	0	0	0	0	0	21	26	26
	08:00	22	6	10	2	2	0	0	0	0	0	0	0	0	0	42	23	25
	09:00	11	3	11	3	2	0	0	0	0	0	0	0	0	0	30	24	26
	10:00	12	4	10	4	0	0	1	0	0	0	0	0	0	0	31	24	25
	11:00	19	12	8	5	0	0	0	0	0	0	0	0	0	0	44	23	25
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	72	36	49	22	8	0	1	0	0	0	0	0	0	0	188		
	Percent	38.3%	19.1%	26.1%	11.7%	4.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	08:00	11:00	09:00	07:00	07:00		10:00								11:00		
	PM Peak	08:00	11:00	09:00	07:00	07:00		10:00								11:00		
	Vol.	22	12	11	6	2		1								44		

Grand Total	494	259	295	170	86	25	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1340
Percent	36.9%	19.3%	22.0%	12.7%	6.4%	1.9%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

15th Percentile : 8 MPH
50th Percentile : 21 MPH
85th Percentile : 25 MPH
95th Percentile : 27 MPH

10 MPH Pace Speed : 19-28 MPH
Number in Pace : 859
Percent in Pace : 64.1%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 19 MPH

Statistics

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WB	Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent
07/11/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	16	5	7	8	4	1	0	0	1	0	0	0	0	0	42	25	27
	17:00	8	2	5	3	6	1	0	0	0	0	0	0	0	0	25	27	27
	18:00	5	4	4	6	3	2	0	0	0	0	0	0	0	0	24	26	28
	19:00	4	3	7	3	1	1	0	0	0	0	0	0	0	0	19	25	28
	20:00	3	2	2	2	1	1	1	0	0	0	0	0	0	0	12	28	30
	21:00	2	3	2	0	0	1	0	0	0	0	0	0	0	0	8	23	29
	22:00	1	2	0	1	0	0	0	0	1	0	0	0	0	0	5	34	35
	23:00	2	1	1	1	0	0	0	0	0	0	0	0	0	0	5	24	25
	Total	41	22	28	24	15	7	1	0	2	0	0	0	0	0	140		
	Percent	29.3%	15.7%	20.0%	17.1%	10.7%	5.0%	0.7%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak																		
Vol.																		
PM Peak	16:00	16:00	16:00	16:00	16:00	17:00	18:00	20:00		16:00						16:00		
Vol.	16	5	7	8	8	6	2	1		1						42		

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WB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
	07/13/16	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25	25
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	23	23
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	25	25
	06:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7	21	21
	07:00	9	8	5	2	3	1	0	0	0	0	0	0	0	0	28	25	27
	08:00	8	4	9	3	1	2	0	0	0	0	0	0	0	0	27	25	28
	09:00	7	7	3	3	4	2	0	0	0	0	0	0	0	0	26	27	28
	10:00	3	6	1	1	7	2	2	2	0	0	0	0	0	0	24	30	32
	11:00	17	2	9	1	3	1	1	1	0	0	0	0	0	0	34	25	28
	12 PM	14	4	10	7	8	3	0	1	1	0	0	0	0	0	48	27	29
	13:00	11	9	7	5	5	2	0	0	0	0	0	0	0	0	39	26	28
	14:00	11	6	6	4	5	1	0	0	0	0	0	0	0	0	33	26	27
	15:00	8	6	6	2	6	1	4	0	0	0	0	0	0	0	33	28	31
	16:00	10	8	14	6	7	3	0	0	0	0	0	1	0	0	49	27	29
	17:00	3	4	8	4	3	2	0	0	0	0	0	0	0	0	24	26	28
	18:00	8	5	6	7	1	1	2	0	0	0	0	0	0	0	30	25	30
	19:00	12	3	3	4	2	3	1	0	0	0	0	0	0	0	28	27	29
	20:00	12	3	4	3	0	1	0	0	0	0	0	0	0	0	23	24	25
	21:00	2	1	2	3	0	1	0	0	0	0	0	0	0	0	9	25	29
	22:00	2	2	3	2	0	0	0	0	0	0	0	0	0	0	9	24	25
	23:00	2	0	1	2	1	0	0	0	0	0	0	0	0	0	6	26	27
	Total	143	83	99	61	56	26	10	3	1	0	0	1	0	0	483		
	Percent	29.6%	17.2%	20.5%	12.6%	11.6%	5.4%	2.1%	0.6%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%			
	AM Peak	11:00	07:00	08:00	08:00	10:00	08:00	10:00	10:00							11:00		
	Vol.	17	8	9	3	7	2	2	2							34		
	PM Peak	12:00	13:00	16:00	12:00	12:00	12:00	15:00	12:00	12:00			16:00			16:00		
	Vol.	14	9	14	7	8	3	4	1	1			1			49		

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WB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
07/14/16	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
	01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	29	29
	06:00	2	4	2	1	0	0	0	0	0	0	0	0	0	0	9	23	25
	07:00	9	7	5	2	2	1	0	0	0	0	0	0	0	0	26	25	27
	08:00	7	8	8	7	6	6	1	0	0	0	0	0	0	0	43	28	29
	09:00	8	3	10	4	2	1	0	0	0	0	0	0	0	0	28	25	27
	10:00	9	3	3	1	1	2	1	1	0	0	0	0	0	0	21	28	31
	11:00	7	3	6	5	1	2	1	0	0	1	0	0	0	0	26	28	31
12 PM		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	42	28	35	22	22	12	13	3	1	0	1	0	0	0	0	157		
Percent	26.8%	17.8%	22.3%	14.0%	14.0%	7.6%	8.3%	1.9%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	09:00	08:00	08:00	08:00	08:00	08:00	10:00		11:00					08:00		
Vol.	9	8	10	7	7	6	6	1	1		1					43		
PM Peak																		
Vol.																		
Grand Total	380	221	277	178	178	143	72	25	7	3	1	1	1	0	0	1309		
Percent	29.0%	16.9%	21.2%	13.6%	13.6%	10.9%	5.5%	1.9%	0.5%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%			

Statistics

10 MPH Pace Speed : 21-30 MPH
 Number in Pace : 891
 Percent in Pace : 68.1%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 21 MPH

15th Percentile : 10 MPH
 50th Percentile : 22 MPH
 85th Percentile : 26 MPH
 95th Percentile : 29 MPH

[illegible]

Cape Cod Commission

Site: 21385
 Location: Shore Rd N of Thaxter Rd
 Town: Bourne
 Counter: AP-3

3225 Main Street
 Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21385
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	7	8	6	7	7	9	*	*	*	*	*	*	7	8
01:00	*	*	3	0	4	10	5	5	*	*	*	*	*	*	4	5
02:00	*	*	1	0	3	0	5	3	*	*	*	*	*	*	3	1
03:00	*	*	3	3	2	0	3	1	*	*	*	*	*	*	3	1
04:00	*	*	1	2	0	0	2	0	*	*	*	*	*	*	1	1
05:00	*	*	9	6	15	5	9	8	*	*	*	*	*	*	11	6
06:00	*	*	32	24	33	29	29	28	*	*	*	*	*	*	31	27
07:00	*	*	92	89	95	83	89	84	*	*	*	*	*	*	92	85
08:00	*	*	107	102	111	87	113	96	*	*	*	*	*	*	110	95
09:00	*	*	106	116	128	97	131	123	*	*	*	*	*	*	122	112
10:00	*	*	118	132	152	113	123	110	*	*	*	*	*	*	131	118
11:00	*	*	117	118	130	180	129	128	*	*	*	*	*	*	125	142
12:00 PM	*	*	112	141	136	173	*	*	*	*	*	*	*	*	124	157
01:00	*	*	149	151	159	155	*	*	*	*	*	*	*	*	154	153
02:00	*	*	118	128	150	146	*	*	*	*	*	*	*	*	134	137
03:00	*	*	158	135	164	153	*	*	*	*	*	*	*	*	161	144
04:00	126	157	143	197	160	208	*	*	*	*	*	*	*	*	143	187
05:00	100	160	144	162	149	163	*	*	*	*	*	*	*	*	131	162
06:00	101	125	102	142	99	151	*	*	*	*	*	*	*	*	101	139
07:00	90	95	121	103	114	125	*	*	*	*	*	*	*	*	108	108
08:00	70	59	85	76	112	96	*	*	*	*	*	*	*	*	89	77
09:00	74	56	70	46	66	63	*	*	*	*	*	*	*	*	70	55
10:00	31	30	39	34	52	23	*	*	*	*	*	*	*	*	41	29
11:00	26	12	22	14	26	22	*	*	*	*	*	*	*	*	25	16
Total	618	694	1859	1929	2066	2089	645	595	0	0	0	0	0	0	1921	1965
Day	1312		3788		4155		1240		0		0		0		3886	
AM Peak	-	-	10:00	10:00	10:00	11:00	09:00	11:00	-	-	-	-	-	-	10:00	11:00
Vol.	-	-	118	132	152	180	131	128	-	-	-	-	-	-	131	142
PM Peak	16:00	17:00	15:00	16:00	15:00	16:00	-	-	-	-	-	-	-	-	15:00	16:00
Vol.	126	160	158	197	164	208	-	-	-	-	-	-	-	-	161	187

Comb. Total 1312 3788 4155 1240 0 0 0 3886

ADT ADT 3,816 AADT 3,816

Latitude: 0' 0.0000 Undefined

[illegible]

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Site: 21385
Location: Shore Rd N of Thaxter Rd
Town: Bourne
Counter: AP-3

Site Code: 21385
Station ID:

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classd	Total
	07/12/16	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	01:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	4	0	1	0	1	0	0	0	0	0	0	0	0	0	6
	04:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	05:00	6	0	8	0	1	0	0	0	0	0	0	0	0	0	15
	06:00	35	1	17	0	2	0	0	0	0	0	0	0	0	1	56
	07:00	102	6	49	1	14	0	0	0	0	0	0	0	0	9	181
	08:00	123	4	55	0	14	0	0	4	0	0	0	0	0	9	209
	09:00	130	3	60	0	14	0	0	0	0	0	0	0	0	15	222
	10:00	150	8	56	1	16	2	0	2	0	0	0	0	0	15	250
	11:00	165	4	54	0	6	0	0	1	0	0	0	0	0	5	235
	12 PM	164	7	61	1	12	0	0	1	0	0	0	0	0	7	253
	13:00	204	4	73	1	16	0	0	0	0	0	0	0	0	2	300
	14:00	165	2	55	1	10	0	0	0	0	0	0	0	0	13	246
	15:00	202	1	68	0	14	0	0	1	0	0	0	0	0	7	293
	16:00	233	2	81	0	13	1	0	2	0	0	0	0	0	8	340
	17:00	212	5	60	0	8	0	0	1	0	0	0	0	0	20	306
	18:00	184	5	41	0	9	0	0	0	0	0	0	0	0	5	244
	19:00	179	5	34	0	4	0	0	0	0	0	0	0	0	2	224
	20:00	129	1	30	0	0	0	0	0	0	0	0	0	0	1	161
	21:00	100	0	11	0	2	0	0	0	0	0	0	0	0	3	116
	22:00	68	0	4	0	1	0	0	0	0	0	0	0	0	0	73
	23:00	30	0	6	0	0	0	0	0	0	0	0	0	0	0	36
	Total	58	2605	825	5	158	3	0	12	0	0	0	0	0	122	3788
	Percent	1.5%	68.8%	21.8%	0.1%	4.2%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	
	AM Peak	10:00	11:00	09:00	07:00	10:00	10:00		08:00						09:00	
	Vol.	8	165	60	1	16	2		4						15	
	PM Peak	12:00	16:00	16:00	12:00	13:00	16:00		16:00						17:00	
	Vol.	7	233	81	1	16	1		2						20	

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Station ID:

Latitude: 0' 0.0000 Undefined

SB, NB	Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/13/16	10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	01:00	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	14
	02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	03:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	12	0	8	0	0	0	0	0	0	0	0	0	0	0	0	20
	06:00	40	1	17	0	1	0	0	1	0	0	0	0	0	0	2	62
	07:00	111	2	50	1	10	1	0	0	0	0	0	0	0	0	3	178
	08:00	138	1	43	0	12	1	0	2	0	0	0	0	0	0	1	198
	09:00	138	0	55	0	20	2	0	0	0	0	0	0	0	0	10	225
	10:00	184	2	65	0	9	1	0	0	0	0	0	0	0	0	4	265
	11:00	177	17	74	0	10	0	0	1	0	0	0	0	0	0	31	310
	12 PM	218	1	63	0	17	2	0	0	0	0	0	0	0	0	8	309
	13:00	212	6	68	0	11	0	0	2	0	0	0	0	0	0	15	314
	14:00	207	3	69	0	11	1	0	1	0	0	0	0	0	0	4	296
	15:00	214	4	76	0	14	1	0	2	0	0	0	0	0	0	6	317
	16:00	265	7	70	0	11	1	0	2	0	0	0	0	0	0	12	368
	17:00	232	6	58	0	7	1	0	2	0	0	0	0	0	0	6	312
	18:00	178	7	48	0	11	0	0	0	0	0	0	0	0	0	6	250
	19:00	200	6	25	0	6	0	0	0	0	0	0	0	0	0	2	239
	20:00	164	4	36	0	3	0	0	0	0	0	0	0	0	0	1	208
	21:00	102	3	20	0	4	0	0	0	0	0	0	0	0	0	0	129
	22:00	59	1	14	0	0	0	0	0	0	0	0	0	0	0	1	75
	23:00	42	1	5	0	0	0	0	0	0	0	0	0	0	0	0	48
	Total	2920	72	869	1	157	11	0	13	0	0	0	0	0	0	112	4155
	Percent	70.3%	1.7%	20.9%	0.0%	3.8%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	
	AM Peak	10:00	11:00	11:00	07:00	09:00	09:00		08:00							11:00	
	Vol.	17	184	74	1	20	2		2							31	
	PM Peak	16:00	16:00	15:00		12:00	12:00		13:00							13:00	
	Vol.	7	265	76		17	2		2							15	

Latitude: 0' 0.0000 Undefined

[illegible]

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Town: Bourne
Counter: AP-3

Site Code: 21385
Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
07/11/16	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48			
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	23	10	15	30	25	15	5	2	1	1	0	0	0	0	0	126	28	30
17:00	7	11	13	23	20	15	8	1	2	2	0	0	0	0	0	100	29	31
18:00	10	10	15	21	19	17	6	3	0	0	0	0	0	0	0	101	29	31
19:00	11	9	15	21	16	10	8	0	0	0	0	0	0	0	0	90	28	30
20:00	10	8	15	17	12	5	2	1	0	0	0	0	0	0	0	70	27	29
21:00	4	9	22	15	10	9	3	1	1	1	0	0	0	0	0	74	28	30
22:00	3	2	2	5	10	4	4	0	1	1	0	0	0	0	0	31	30	31
23:00	4	1	5	3	4	6	1	0	1	1	0	0	0	0	0	26	29	35
Total	72	60	102	135	116	81	37	8	6	6	0	1	0	0	0	618		
Percent	11.7%	9.7%	16.5%	21.8%	18.8%	13.1%	6.0%	1.3%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%			

AM Peak Vol.																		
PM Peak Vol.	16:00	17:00	21:00	16:00	16:00	18:00	17:00	18:00	17:00	17:00	23:00	16:00						
	23	11	22	30	25	17	8	3	2	2	1							

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Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
		20	22	24	26	28	30	32	34	36	38	40	42	44	999			
	07/12/16	0	0	2	0	2	2	1	0	0	0	0	0	0	0	7	29	31
	01:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3	31	31
	02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29	29
	03:00	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	33	33
	04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	25	25
	05:00	0	0	1	3	1	1	0	1	1	1	0	0	0	0	9	35	37
	06:00	2	2	4	6	9	7	2	0	0	0	0	0	0	0	32	29	30
	07:00	11	8	19	18	20	11	5	0	0	0	0	0	0	0	92	28	30
	08:00	17	7	21	15	20	16	4	6	0	0	1	0	0	0	107	29	32
	09:00	19	10	7	25	20	14	8	2	1	0	0	0	0	0	106	29	31
	10:00	36	12	15	19	16	12	6	2	1	0	0	0	0	0	118	28	30
	11:00	17	15	19	27	23	10	2	2	1	1	0	0	0	0	117	27	30
	12 PM	16	13	17	21	19	19	6	1	0	0	0	0	0	0	112	28	30
	13:00	10	21	28	29	30	17	8	5	1	0	0	0	0	0	149	29	31
	14:00	35	14	15	19	13	14	6	1	1	0	0	0	0	0	118	28	30
	15:00	35	17	24	25	22	21	11	1	1	1	0	0	0	0	158	29	31
	16:00	13	15	26	26	32	16	11	3	0	1	0	0	0	0	143	29	31
	17:00	28	11	26	32	20	18	6	3	0	0	0	0	0	0	144	28	30
	18:00	8	6	15	20	22	15	12	3	1	0	0	0	0	0	102	30	31
	19:00	15	14	20	32	20	12	6	2	0	0	0	0	0	0	121	28	30
	20:00	14	11	17	14	11	8	5	4	1	0	0	0	0	0	85	29	32
	21:00	8	9	15	10	11	9	6	1	0	1	0	0	0	0	70	29	31
	22:00	2	2	5	12	7	5	4	1	0	1	0	0	0	0	39	30	32
	23:00	0	1	2	5	4	6	0	1	1	2	0	0	0	0	22	33	36
	Total	286	188	299	360	322	236	110	40	9	8	1	0	0	0	1859		
	Percent	15.4%	10.1%	16.1%	19.4%	17.3%	12.7%	5.9%	2.2%	0.5%	0.4%	0.1%	0.0%	0.0%	0.0%			
	AM Peak	10:00	11:00	08:00	11:00	11:00	08:00	09:00	08:00	05:00	05:00	08:00	08:00	08:00	08:00	10:00		
	Vol.	36	15	21	27	23	16	8	6	1	1	1				118		
	PM Peak	14:00	13:00	13:00	17:00	16:00	15:00	18:00	13:00	13:00	23:00					15:00		
	Vol.	35	21	28	32	32	21	12	5	1	2					158		

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SB	Start Time	1	21	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent		
	07/13/16	0	0	0	0	1	1	1	1	2	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	6	34	35		
	01:00	0	0	0	0	1	1	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	32	33		
	02:00	0	0	0	0	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	29	29		
	03:00	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	31	31	*		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	05:00	0	2	2	2	6	6	4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	27	30	0	
	06:00	3	2	8	8	5	5	9	9	2	3	3	3	2	2	1	1	0	0	0	0	0	0	0	0	0	33	29	31	0	
	07:00	5	8	20	20	15	15	19	19	14	14	8	8	6	4	4	4	0	0	0	0	0	0	0	0	0	95	29	33	0	
	08:00	14	7	16	16	30	30	22	22	12	12	6	6	4	4	0	0	0	0	0	0	0	0	0	0	0	111	28	31	0	
	09:00	17	13	19	19	31	31	16	16	24	24	6	6	1	1	1	1	0	0	0	0	0	0	0	0	0	128	29	30	0	
	10:00	17	12	26	26	29	29	38	38	19	19	7	7	3	3	1	1	0	0	0	0	0	0	0	0	0	152	28	30	0	
	11:00	33	21	20	20	25	25	18	18	9	9	2	2	1	1	0	0	0	0	0	1	0	0	0	0	0	130	27	29	0	
	12 PM	13	11	27	27	34	34	20	20	21	21	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	0	136	29	30	0
	13:00	33	22	22	22	28	28	27	27	18	18	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	159	28	30	0	
	14:00	22	15	25	25	40	40	24	24	15	15	6	6	3	3	0	0	0	0	0	0	0	0	0	0	0	150	28	30	0	
	15:00	16	21	29	29	43	43	32	32	11	11	10	10	2	2	0	0	0	0	0	0	0	0	0	0	0	164	27	30	0	
	16:00	22	17	29	29	34	34	26	26	19	19	11	11	2	2	0	0	0	0	0	0	0	0	0	0	0	160	28	30	0	
	17:00	11	8	21	21	27	27	34	34	28	28	15	15	3	3	1	1	1	1	0	0	0	0	0	0	0	149	29	31	0	
	18:00	9	3	15	15	25	25	19	19	11	11	9	9	5	5	1	1	1	1	1	1	0	0	0	0	0	99	30	33	0	
	19:00	11	17	23	23	20	20	22	22	9	9	8	8	2	2	1	1	1	1	0	0	0	0	0	0	0	114	28	31	0	
	20:00	9	21	27	27	23	23	21	21	5	5	2	2	3	3	1	1	0	0	0	0	0	0	0	0	0	112	27	30	0	
	21:00	8	7	8	8	14	14	15	15	9	9	3	3	0	0	1	1	0	0	1	1	0	0	0	0	0	66	28	31	0	
	22:00	7	6	8	8	8	8	7	7	8	8	6	6	1	1	0	0	1	1	0	0	0	0	0	0	0	52	30	31	0	
	23:00	3	5	5	5	2	2	7	7	2	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	26	28	31	0	
	Total	254	218	350	350	442	442	383	383	239	120	120	120	39	39	14	14	4	4	3	3	0	0	0	0	0	2066				
	Percent	12.3%	10.6%	16.9%	16.9%	21.4%	21.4%	18.5%	18.5%	11.6%	5.8%	5.8%	5.8%	1.9%	1.9%	0.7%	0.7%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%					
	AM Peak	11:00	11:00	10:00	10:00	09:00	09:00	10:00	10:00	09:00	09:00	07:00	07:00	08:00	08:00	07:00	07:00	07:00	07:00	11:00	11:00	0.0%	0.0%	0.0%	0.0%	0.0%	10:00				
	Vol.	33	21	26	26	31	31	38	38	24	8	8	8	4	4	4	4	4	4	1	1						152				
	PM Peak	13:00	13:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	17:00	17:00	17:00	18:00	18:00	17:00	17:00	17:00	17:00	18:00	18:00						15:00				
	Vol.	33	22	29	29	43	43	34	34	28	15	15	15	5	5	1	1	1	1	1	1						164				

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21385
Location: Shore Rd N of Thaxter Rd
Town: Bourne
Counter: AP-3

Site Code: 21385
Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	21	23	25	27	28	29	30	31	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent
	07/14/16	0	0	2	1	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	30	31
	01:00	1	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30	31
	02:00	0	1	0	1	1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5	32	33
	03:00	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27	27
	04:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	25
	05:00	1	0	3	1	2	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	29	35
	06:00	2	4	6	5	4	4	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	29	29	31
	07:00	10	11	24	16	18	21	10	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	89	27	29
	08:00	20	17	23	19	24	21	18	10	2	3	3	2	0	0	0	0	0	0	0	0	0	0	113	27	31
	09:00	88	12	16	7	4	4	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	131	23	26
	10:00	106	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	19	21
	11:00	46	24	13	27	8	8	7	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	129	25	29
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	275	82	92	79	62	62	32	15	15	5	5	3	3	0	0	0	0	0	0	0	0	0	645		
	Percent	42.6%	12.7%	14.3%	12.2%	9.6%	9.6%	5.0%	2.3%	2.3%	0.8%	0.8%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	10:00	11:00	07:00	11:00	08:00	08:00	07:00	06:00	06:00	08:00	08:00	08:00	08:00												09:00
	Vol	106	24	24	27	21	21	10	3	3	3	3	2	2												131

Grand	887	548	843	1016	883	588	282	32	12	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5188		
Total																													
Percent	17.1%	10.6%	16.2%	19.6%	17.0%	11.3%	5.4%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

15th Percentile : 17 MPH
50th Percentile : 24 MPH
85th Percentile : 28 MPH
95th Percentile : 31 MPH

Statistics

10 MPH Pace Speed : 21-30 MPH
Number in Pace : 3878
Percent in Pace : 74.7%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 24 MPH

Cape Cod Commission

Site: 21385
 Location: Shore Rd N of Thaxter Rd
 Town: Bourne
 Counter: AP-3

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21385
 Station ID:

NB

Latitude: 0° 0.0000 Undefined

Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
07/11/16	20	22	24	26	28	30	32	34	36	38	40	42	44	46	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	19	16	16	41	33	18	10	3	1	0	0	0	0	0	157	28	31
17:00	9	13	34	41	37	16	7	2	1	0	0	0	0	0	160	28	30
18:00	6	6	23	30	37	10	7	4	1	1	0	0	0	0	125	28	31
19:00	9	5	17	28	20	12	2	2	0	0	0	0	0	0	95	28	29
20:00	2	3	10	15	13	11	4	1	0	0	0	0	0	0	59	29	31
21:00	0	1	10	14	13	12	5	0	1	0	0	0	0	0	56	29	31
22:00	0	3	2	11	7	3	3	1	0	0	0	0	0	0	30	29	31
23:00	0	1	3	1	3	2	1	1	0	0	0	0	0	0	12	30	32
Total	45	48	115	181	163	84	39	14	4	1	0	0	0	0	694		
Percent	6.5%	6.9%	16.6%	26.1%	23.5%	12.1%	5.6%	2.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%			

AM Peak

Vol.	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
Vol.	19	34	4	4	10	18	16	17:00
Vol.	16	16	1	1	1	1	1	160

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21385
Location: Shore Rd N of Thaxter Rd
Town: Bourne
Counter: AP-3

Site Code: 21385
Station ID:

Latitude: 0' 0.0000 Undefined

NB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
	07/12/16	0	1	0	0	1	2	2	1	1	0	0	0	0	0	8	33	35
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	27	27
	04:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	31	31
	05:00	0	1	2	1	1	0	1	0	0	0	0	0	0	0	6	30	31
	06:00	8	1	5	2	4	4	0	0	0	0	0	0	0	0	24	28	29
	07:00	19	8	11	16	16	11	8	0	0	0	0	0	0	0	89	29	30
	08:00	19	8	13	20	22	12	5	1	2	0	0	0	0	0	102	28	31
	09:00	25	3	17	23	24	16	5	3	0	0	0	0	0	0	116	28	30
	10:00	21	10	27	27	25	13	7	2	0	0	0	0	0	0	132	28	30
	11:00	14	6	17	22	29	9	13	5	3	0	0	0	0	0	118	30	32
	12 PM	16	9	28	43	27	12	5	1	0	0	0	0	0	0	141	27	29
	13:00	10	9	39	37	31	19	6	0	0	0	0	0	0	0	151	28	29
	14:00	27	16	14	33	25	8	3	2	0	0	0	0	0	0	128	27	29
	15:00	6	12	24	44	29	10	8	1	1	0	0	0	0	0	135	27	29
	16:00	6	15	39	55	52	25	2	1	0	2	0	0	0	0	197	28	29
	17:00	21	15	29	37	35	21	4	0	0	0	0	0	0	0	162	28	29
	18:00	13	21	21	38	27	12	9	1	0	0	0	0	0	0	142	28	30
	19:00	9	11	25	18	18	16	4	2	0	0	0	0	0	0	103	28	30
	20:00	4	9	14	22	11	8	5	3	0	0	0	0	0	0	76	29	31
	21:00	3	2	9	11	17	1	3	0	0	0	0	0	0	0	46	27	30
	22:00	1	2	5	9	7	6	3	0	1	0	0	0	0	0	34	29	31
	23:00	0	0	0	5	4	4	0	1	0	0	0	0	0	0	14	29	32
Total		222	159	339	464	408	209	94	24	8	2	0	0	0	0	1929		
Percent		11.5%	8.2%	17.6%	24.1%	21.2%	10.8%	4.9%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak		09:00	10:00	10:00	10:00	11:00	09:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00		
Vol.		25	10	27	27	29	16	13	5	3						132		
PM Peak		14:00	18:00	13:00	16:00	16:00	16:00	18:00	20:00	15:00	16:00	16:00	16:00	16:00	16:00	16:00		
Vol.		27	21	39	55	52	25	9	3	1	2	0	0	0	0	197		

Latitude: 0' 0.0000 Undefined

NB	Start Time	1 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 999	Total	85th Percent	95th Percent	
	07/13/16	0	0	0	0	3	2	1	0	1	0	0	0	0	0	7	31	35	
	01:00	0	1	1	1	2	2	1	2	0	0	0	0	0	0	10	32	33	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5	27	27	
	06:00	7	0	3	7	3	6	3	0	0	0	0	0	0	0	29	29	31	
	07:00	8	7	15	14	20	11	5	2	1	0	0	0	0	0	83	29	31	
	08:00	8	4	10	17	22	18	3	3	1	0	1	0	0	0	29	29	31	
	09:00	8	9	17	17	24	14	7	0	1	0	0	0	0	0	87	29	32	
	10:00	4	10	15	22	28	21	10	2	1	0	0	0	0	0	97	29	30	
	11:00	76	6	24	31	30	9	3	1	0	0	0	0	0	0	113	29	31	
	12 PM	15	22	40	38	34	14	6	3	0	0	0	0	1	0	180	27	28	
	13:00	19	21	28	31	33	12	10	1	0	0	0	0	0	0	173	27	30	
	14:00	15	16	28	41	27	10	8	1	0	0	0	0	0	0	155	27	30	
	15:00	13	15	27	28	38	26	5	1	0	0	0	0	0	0	146	27	30	
	16:00	22	10	32	41	65	19	14	5	0	0	0	0	0	0	153	28	29	
	17:00	9	9	28	32	53	22	6	3	1	0	0	0	0	0	208	28	31	
	18:00	15	20	17	36	31	31	8	1	1	0	0	0	0	0	163	28	30	
	19:00	5	12	30	33	25	17	1	1	1	0	0	0	0	0	151	28	30	
	20:00	4	5	17	31	19	9	9	2	0	0	0	0	0	0	125	28	29	
	21:00	3	2	13	20	14	4	4	3	0	0	0	0	0	0	96	29	31	
	22:00	0	0	4	4	6	7	1	1	0	0	0	0	0	0	63	28	31	
	23:00	1	1	2	5	3	3	2	1	4	0	0	0	0	0	23	29	31	
	Total	232	171	352	450	482	248	107	33	12	0	1	0	1	0	22	34	35	
	Percent	11.1%	8.2%	16.9%	21.5%	23.1%	11.9%	5.1%	1.6%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2089			
	AM Peak	11:00	10:00	11:00	11:00	11:00	10:00	10:00	08:00	00:00	0.0%	08:00	0.0%			11:00			
	Vol.	76	10	24	31	30	21	10	3	1		1				180			
	PM Peak	16:00	12:00	12:00	14:00	16:00	15:00	16:00	16:00	23:00				12:00		16:00			
	Vol.	22	22	40	41	65	26	14	5	4				1		208			

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
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Site Code: 21385
Station ID:

Site: 21385
Location: Shore Rd N of Thaxter Rd
Town: Bourne
Counter: AP-3

Latitude: 0' 0.0000 Undefined

NB		1	21	23	25	27	28	29	31	33	34	35	36	37	38	39	40	41	42	43	44	45	999	Total	85th Percent	95th Percent
Start Time	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70
07/14/16	1	0	0	3	3	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	29	33	
01:00	0	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	30	31	
02:00	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	27	27	
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	29	29	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	
05:00	1	0	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	27	31	
06:00	6	2	4	6	5	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	28	31	
07:00	11	8	10	21	15	11	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84	29	31	
08:00	12	5	16	28	16	15	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	96	28	29	
09:00	99	9	3	5	5	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	21	26	
10:00	97	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	19	21	
11:00	46	15	19	23	20	3	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	128	26	27	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	275	50	55	91	69	34	14	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	595			
Percent	46.2%	8.4%	9.2%	15.3%	11.6%	5.7%	2.4%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak	09:00	11:00	11:00	08:00	11:00	08:00	07:00	07:00	08:00	07:00	07:00	08:00	08:00													11:00
Vol.	99	15	19	28	20	15	6	2	1	2	2	1	1													128

Grand Total	774	428	861	1186	1122	575	254	76	26	3	1	0	1	0	5307
Percent	14.6%	8.1%	16.2%	22.3%	21.1%	10.8%	4.8%	1.4%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

15th Percentile : 20 MPH
50th Percentile : 24 MPH
85th Percentile : 28 MPH
95th Percentile : 30 MPH

Statistics
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 4172
Percent in Pace : 78.6%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 24 MPH

www.capecodcommission.org

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Site: 21386

Location: Shore Rd S of Bennets Neck Dr

Town: Bourne

Counter: AP-4

3225 Main Street

Barnstable, Massachusetts

www.capecodcommission.org

Site Code: 21386

Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	3	3	6	3	1	8	*	*	*	*	*	*	3	5
01:00	*	*	0	2	3	5	4	4	*	*	*	*	*	*	2	4
02:00	*	*	2	2	1	0	4	3	*	*	*	*	*	*	2	2
03:00	*	*	0	0	1	3	1	2	*	*	*	*	*	*	1	2
04:00	*	*	7	1	6	1	8	1	*	*	*	*	*	*	7	1
05:00	*	*	30	7	22	10	23	6	*	*	*	*	*	*	25	8
06:00	*	*	50	40	51	34	60	37	*	*	*	*	*	*	54	37
07:00	*	*	89	89	90	83	85	86	*	*	*	*	*	*	88	86
08:00	*	*	125	104	129	98	143	105	*	*	*	*	*	*	132	102
09:00	*	*	154	107	127	132	162	94	*	*	*	*	*	*	148	111
10:00	*	*	158	109	100	124	153	127	*	*	*	*	*	*	137	120
11:00	*	*	113	129	138	122	168	150	*	*	*	*	*	*	140	134
12:00 PM	*	*	154	140	155	169	*	*	*	*	*	*	*	*	154	154
01:00	*	*	151	143	148	158	*	*	*	*	*	*	*	*	150	150
02:00	*	*	138	154	151	143	*	*	*	*	*	*	*	*	144	148
03:00	163	145	149	132	193	158	*	*	*	*	*	*	*	*	168	145
04:00	171	149	213	170	225	171	*	*	*	*	*	*	*	*	203	163
05:00	152	133	164	178	184	174	*	*	*	*	*	*	*	*	167	162
06:00	119	116	144	122	139	123	*	*	*	*	*	*	*	*	134	120
07:00	98	86	126	132	100	119	*	*	*	*	*	*	*	*	108	112
08:00	71	86	72	97	87	88	*	*	*	*	*	*	*	*	77	90
09:00	41	45	36	55	52	43	*	*	*	*	*	*	*	*	43	48
10:00	19	20	27	25	17	29	*	*	*	*	*	*	*	*	21	25
11:00	22	22	13	20	12	14	*	*	*	*	*	*	*	*	16	19
Total	856	802	2118	1961	2137	2004	812	623	0	0	0	0	0	0	2124	1948
Day	1658		4079		4141		1435		0		0		0		4072	
AM Peak	-	-	10:00	11:00	11:00	09:00	11:00	11:00	-	-	-	-	-	-	09:00	11:00
Vol.	-	-	158	129	138	132	168	150	-	-	-	-	-	-	148	134
PM Peak	16:00	16:00	16:00	17:00	16:00	17:00	-	-	-	-	-	-	-	-	16:00	16:00
Vol.	171	149	213	178	225	174	-	-	-	-	-	-	-	-	203	163

Comb. Total 1658 4079 4141 1435 0 0 0 4072

ADT ADT 3,972 AADT 3,972

Latitude: 0' 0.0000 Undefined

NB, SB																		SB, NB																	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not Classed	Total																			
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*																			
15:00	7	183	81	1	29	0	0	2	0	0	0	0	0	0	5	308																			
16:00	3	203	77	0	29	0	0	4	0	0	0	0	0	0	4	320																			
17:00	10	192	61	0	17	0	0	2	0	0	0	0	0	0	3	285																			
18:00	2	157	55	0	14	0	0	0	0	0	0	0	0	0	7	235																			
19:00	0	128	42	0	8	0	0	3	0	0	0	0	0	0	3	184																			
20:00	1	116	26	0	10	0	0	2	0	0	0	0	0	0	2	157																			
21:00	1	62	19	0	3	0	0	0	0	0	0	0	0	0	1	86																			
22:00	0	29	7	0	1	1	0	0	0	0	0	0	0	0	1	39																			
23:00	0	35	8	0	1	0	0	0	0	0	0	0	0	0	0	44																			
Total	24	1105	376	1	112	1	0	13	0	0	0	0	0	0	26	1658																			
Percent	1.4%	66.8%	22.7%	0.1%	6.8%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%																					
AM Peak																																			
Vol.																																			
PM Peak	17:00	16:00	15:00	15:00	15:00	22:00		16:00							18:00																				
Vol.	10	203	81	1	29	1		4							7																				

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB	Start Time	Cars & Trailers	Bikes	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/12/16	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	01:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	4	0	3	0	1	0	0	0	0	0	0	0	0	0	0	8
	05:00	20	1	12	0	4	0	0	0	0	0	0	0	0	0	0	37
	06:00	51	0	23	1	13	0	0	1	0	0	0	0	0	0	1	90
	07:00	95	8	52	1	18	1	0	0	0	0	0	0	0	0	3	178
	08:00	135	3	62	1	24	0	0	3	0	0	0	0	0	0	1	229
	09:00	165	6	61	0	21	1	0	1	0	0	0	0	0	0	6	261
	10:00	160	9	71	2	17	0	0	1	0	0	0	0	0	0	7	267
	11:00	149	7	57	0	19	0	0	4	1	0	0	0	0	0	5	242
	12 PM	169	5	76	2	33	0	0	5	0	0	0	0	0	0	4	294
	13:00	179	5	77	0	23	2	0	2	0	0	0	0	0	0	6	292
	14:00	185	6	77	3	15	0	0	4	0	0	0	0	0	0	2	281
	15:00	185	3	61	0	26	0	0	0	0	0	0	0	0	0	6	383
	16:00	258	4	75	0	32	1	0	2	0	0	0	0	0	0	11	342
	17:00	228	3	78	0	24	0	0	0	0	0	0	0	0	0	9	266
	18:00	174	7	66	0	10	1	0	1	0	0	0	0	0	0	7	258
	19:00	168	10	63	0	14	0	0	1	0	0	0	0	0	0	2	169
	20:00	108	3	37	0	18	0	0	1	0	0	0	0	0	0	0	91
	21:00	65	1	23	0	2	0	0	0	0	0	0	0	0	0	0	52
	22:00	37	0	12	0	3	0	0	0	0	0	0	0	0	0	0	33
	23:00	25	0	7	0	1	0	0	0	0	0	0	0	0	0	0	4079
	Total	81	2570	995	10	318	6	0	26	1	0	0	0	0	0	72	1.8%
	Percent	2.0%	63.0%	24.4%	0.2%	7.8%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	10:00
	AM Peak	10:00	09:00	10:00	10:00	08:00	07:00		11:00	11:00							7
	Vol.	9	165	71	2	24	1		4	1							16:00
	PM Peak	19:00	16:00	17:00	14:00	12:00	13:00		12:00								11
	Vol.	10	258	78	3	33	2		5								

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

NB, SB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	01:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
	05:00	1	8	0	3	0	0	0	0	0	0	0	0	0	3	32
	06:00	44	26	1	11	0	0	1	0	0	0	0	0	0	0	85
	07:00	100	37	1	27	0	0	1	0	0	0	0	0	0	2	173
	08:00	132	60	0	25	0	0	4	0	0	0	0	0	0	3	227
	09:00	153	64	0	24	1	0	2	0	0	0	0	0	0	8	259
	10:00	133	66	1	13	1	0	3	0	0	0	0	0	0	5	224
	11:00	160	70	2	18	0	0	2	0	0	0	0	0	0	5	260
	12 PM	185	85	1	33	1	0	4	0	0	0	0	0	0	7	324
	13:00	210	50	0	25	0	0	6	0	0	0	0	0	0	7	306
	14:00	178	64	0	33	1	0	1	0	0	0	0	0	0	10	294
	15:00	201	105	0	28	3	0	4	0	0	0	0	0	0	6	351
	16:00	256	92	0	31	1	0	1	0	0	0	0	0	0	10	396
	17:00	222	96	0	24	2	0	2	0	0	0	0	0	0	4	358
	18:00	177	56	0	15	0	0	0	0	0	0	0	0	0	2	262
	19:00	149	44	0	15	0	0	1	0	0	0	0	0	0	4	219
	20:00	134	25	0	11	0	0	0	0	0	0	0	0	0	4	175
	21:00	57	26	0	8	0	0	0	0	0	0	0	0	0	1	95
	22:00	33	7	0	5	0	0	1	0	0	0	0	0	0	0	46
	23:00	16	7	0	3	0	0	0	0	0	0	0	0	0	0	26
Total		84	2579	7	352	10	0	33	0	0	0	0	0	0	81	4141
Percent		62.3%	24.0%	0.2%	8.5%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%		2.0%	
AM Peak		11:00	11:00	11:00	07:00	09:00		08:00							09:00	
Vol.		7	160	2	27	1		4							8	
PM Peak		18:00	15:00	12:00	12:00	15:00		13:00							14:00	
Vol.		12	256	1	33	3		6							10	

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21386
Station ID:

NB

Latitude: 0' 0.0000 Undefined

Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	6	0	0	0	0	0	0	0	2	2	6	6	12	8	28	32	35	35	37	37	20	20	12	12	3	3	2	163	39	41
16:00	5	0	0	0	0	0	0	0	0	0	4	4	8	8	32	32	29	29	44	44	31	31	9	9	6	6	3	171	39	41
17:00	3	0	0	0	0	0	1	1	1	1	5	5	12	12	32	32	27	27	33	33	19	19	11	11	7	7	1	152	39	41
18:00	3	0	0	0	0	0	0	0	2	2	1	1	11	11	28	28	32	32	18	18	15	15	7	7	0	0	2	119	38	40
19:00	0	0	0	0	0	0	0	0	1	1	3	3	7	7	20	20	18	18	18	18	16	16	6	6	5	5	4	98	39	42
20:00	1	0	0	0	0	0	2	2	4	4	2	2	4	4	17	17	21	21	9	9	6	6	3	3	1	1	1	71	37	40
21:00	1	0	0	0	0	0	0	0	1	1	2	2	6	6	9	9	11	11	6	6	2	2	1	1	0	0	2	41	37	39
22:00	1	0	0	0	0	0	2	2	0	0	1	1	2	2	1	1	3	3	4	4	3	3	1	1	0	0	1	19	38	40
23:00	0	0	0	0	0	0	0	0	1	1	2	2	0	0	3	3	5	5	5	5	1	1	2	2	0	0	3	22	38	41
Total	20	0	0	0	0	0	5	5	12	12	26	26	62	62	170	170	181	181	174	174	113	113	52	52	22	22	19	856		
Percent	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%	1.4%	1.4%	3.0%	3.0%	7.2%	7.2%	19.9%	19.9%	21.1%	21.1%	20.3%	20.3%	13.2%	13.2%	6.1%	6.1%	2.6%	2.6%	2.2%			
AM Peak																														
Vol.																														
PM Peak	15:00						20:00	20:00	20:00	20:00	15:00	15:00	15:00	15:00	16:00	16:00	15:00	15:00	16:00	16:00	16:00	16:00	15:00	15:00	17:00	17:00	19:00	16:00		
Vol.	6						2	2	4	4	6	6	12	12	32	32	35	35	44	44	31	31	12	12	7	7	4	171		

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

NB		1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent
Start Time	20	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	3	39	39
07/12/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	41	41
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
04:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	2	2	0	0	2	2	0	0	1	7	41	41
05:00	0	0	0	0	0	0	0	0	0	0	3	3	9	3	3	11	11	4	4	4	1	1	3	3	0	2	30	37	37	41
06:00	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	39	39	41
07:00	2	0	0	0	0	0	0	0	2	2	8	8	12	12	17	25	15	15	20	20	13	13	5	4	2	3	89	37	37	39
08:00	1	0	0	1	2	1	2	2	12	12	11	11	24	32	41	29	29	15	15	16	9	9	4	4	2	1	125	35	35	37
09:00	6	0	0	1	3	1	3	3	6	6	14	14	32	41	49	22	22	15	15	15	5	5	0	0	1	1	154	36	36	37
10:00	8	0	0	0	1	0	1	1	9	9	12	12	26	49	26	21	21	14	14	15	6	6	9	9	0	0	158	37	37	40
11:00	3	0	0	0	2	0	2	2	5	5	9	9	18	18	26	26	21	21	14	14	6	6	8	8	0	1	113	37	37	40
12 PM	1	0	0	1	2	1	2	2	5	5	21	21	19	19	27	31	31	29	29	29	7	7	8	8	2	1	154	37	37	40
13:00	5	0	0	0	0	0	0	0	2	2	8	8	20	20	28	28	38	38	25	25	13	13	6	6	5	1	151	38	38	41
14:00	2	1	0	0	1	0	1	1	5	5	8	8	25	25	29	29	28	28	18	18	8	8	6	6	5	2	138	37	37	41
15:00	3	0	0	0	1	0	1	1	2	2	6	6	16	16	22	22	35	35	25	25	23	23	10	10	4	2	149	39	39	41
16:00	6	0	0	2	0	0	0	0	4	4	16	16	30	39	39	39	51	51	32	32	15	15	11	11	3	4	213	37	37	40
17:00	6	0	0	0	0	0	0	0	2	2	6	6	15	15	35	35	26	26	39	39	22	22	7	7	3	3	164	38	38	40
18:00	4	0	0	0	0	0	0	0	1	1	7	7	7	7	30	30	41	41	26	26	15	15	11	11	2	0	144	38	38	41
19:00	2	0	0	0	1	0	1	1	4	4	5	5	16	16	20	20	25	25	25	25	20	20	4	4	2	2	126	38	38	39
20:00	0	0	0	0	0	0	0	0	2	2	6	6	11	11	17	17	9	9	11	11	5	5	3	3	4	4	72	38	38	42
21:00	1	0	0	0	1	0	1	1	1	1	2	2	5	5	8	8	8	8	5	5	2	2	2	2	0	1	36	37	37	40
22:00	0	0	0	0	0	0	2	2	0	0	1	1	3	3	6	6	3	3	5	5	4	4	1	1	2	0	27	39	39	42
23:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2	5	5	2	2	0	0	2	2	0	1	13	40	40	41
Total	51	1	1	5	16	16	64	64	148	148	291	291	418	418	429	429	429	429	338	338	180	180	107	107	40	30	2118			
Percent	2.4%	0.0%	0.0%	0.2%	0.8%	0.8%	3.0%	3.0%	7.0%	7.0%	13.7%	13.7%	19.7%	19.7%	20.3%	20.3%	20.3%	20.3%	16.0%	16.0%	8.5%	8.5%	5.1%	5.1%	1.9%	1.4%				
AM Peak	10:00			08:00		09:00	08:00	09:00	08:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00	09:00	09:00	07:00	07:00	07:00	07:00	10:00	06:00	06:00	07:00	10:00			
Vol.	8			1	3	3	12	12	14	14	32	32	49	32	49	29	29	29	20	20	13	13	9	9	2	3	158			
PM Peak	16:00	14:00	16:00	16:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	15:00	15:00	16:00	16:00	13:00	13:00	16:00	16:00		
Vol.	6	1	2	2	2	2	5	5	5	5	21	21	30	30	39	39	51	51	39	39	23	23	11	11	5	4	213			

Cape Cod Commission

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Site: 21386
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Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

NB		1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent
07/13/16		0	0	0	0	0	1	1	1	1	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	0	1	6	40	41
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	41	41
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	33	33
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	37	37
04:00		0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	1	1	0	0	0	0	2	0	0	6	43	43
05:00		1	0	0	0	0	0	0	1	1	0	0	3	3	6	6	5	5	3	3	0	0	2	2	1	0	0	22	37	41
06:00		0	0	0	0	0	1	1	2	2	1	1	5	5	7	7	13	13	8	8	5	5	6	6	2	1	1	51	40	41
07:00		2	1	0	0	0	0	0	2	2	3	6	8	8	22	22	22	26	14	14	10	10	4	4	2	1	1	90	38	40
08:00		2	0	0	0	0	2	2	3	3	6	7	24	24	28	33	26	26	22	19	11	11	2	2	2	1	1	129	37	39
09:00		7	0	0	0	0	2	2	7	7	6	6	14	14	22	22	25	25	19	6	6	9	4	4	0	0	3	127	36	38
10:00		2	0	0	0	0	2	2	9	9	6	6	14	14	22	22	25	25	6	6	9	4	4	1	1	0	0	100	37	40
11:00		4	1	0	0	0	0	0	4	4	8	8	32	32	21	21	21	21	26	26	12	12	8	8	1	0	0	138	38	40
12 PM		7	0	0	0	0	3	3	1	1	2	2	15	15	33	33	32	32	21	21	22	22	11	11	5	3	3	155	39	41
13:00		6	0	0	0	0	0	0	3	3	8	8	14	14	18	18	33	33	24	24	21	21	7	7	7	7	7	148	39	41
14:00		9	0	0	0	0	1	1	1	1	5	5	19	19	23	23	33	33	26	26	22	22	5	4	4	3	3	151	38	40
15:00		3	1	0	0	0	1	1	1	1	8	8	18	18	46	46	44	44	29	29	20	20	13	13	5	4	4	193	38	41
16:00		5	0	0	0	0	0	0	3	3	7	7	21	21	34	34	51	51	39	39	33	33	17	17	6	9	9	225	39	41
17:00		4	0	0	0	0	0	0	2	2	7	7	14	14	32	32	38	38	43	43	25	25	13	13	3	3	3	184	39	41
18:00		3	1	0	0	0	5	5	0	0	1	1	8	8	21	21	26	26	39	39	19	19	9	9	7	0	0	139	39	42
19:00		3	0	0	0	0	0	0	1	1	3	3	15	15	15	15	15	15	22	22	10	10	9	3	3	4	4	100	39	41
20:00		4	0	0	0	0	0	0	0	0	6	6	11	11	21	21	19	19	15	15	5	5	3	1	1	2	2	87	37	39
21:00		1	0	0	0	0	0	0	0	0	1	1	10	10	6	6	8	8	11	11	6	6	5	4	2	3	3	52	39	41
22:00		0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	4	3	3	1	1	4	2	2	1	1	17	41	43
23:00		0	0	0	0	0	0	0	0	0	1	1	0	0	4	4	2	2	1	1	2	2	1	0	0	1	1	12	39	40
Total		63	4	0.2%	0	0.0%	18	0.8%	42	2.0%	82	3.8%	246	11.5%	394	18.4%	445	20.8%	373	17.5%	239	11.2%	130	6.1%	54	2.5%	47	2137	2.2%	2.2%
Percent		2.9%	0.2%	0.0%	0.8%	0.0%	0.8%	0.8%	2.0%	10.0%	3.8%	11.5%	11.5%	11.5%	18.4%	9.0%	20.8%	17.5%	11.2%	6.1%	11.2%	6.1%	6.1%	2.5%	2.5%	2.2%	2.2%	2.2%	2.2%	2.2%
AM Peak		09:00	07:00				08:00	08:00	10:00	10:00	11:00	11:00	11:00	11:00	09:00	09:00	08:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	04:00	09:00	11:00	11:00	11:00	11:00
Vol.		7	1				2	2	9	9	8	8	32	32	33	33	26	26	26	26	12	12	8	2	2	3	3	138	138	138
PM Peak		14:00	15:00				18:00	18:00	13:00	13:00	13:00	13:00	16:00	16:00	15:00	15:00	16:00	17:00	17:00	17:00	16:00	16:00	16:00	13:00	16:00	16:00	16:00	16:00	16:00	16:00
Vol.		9	1				5	5	3	3	8	8	21	21	46	46	51	51	43	43	33	33	17	7	7	9	9	225	225	225

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Latitude: 0' 0.0000 Undefined

NB		Start Time	1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent	
		07/14/16	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	31	31	
		01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	0	0	1	0	0	0	4	40	41	
		02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	37	37	
		03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39	39	
		04:00	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	8	42	43	
		05:00	1	0	0	0	0	0	0	0	0	0	0	0	2	2	2	8	8	2	2	5	0	0	0	1	1	1	23	39	39	
		06:00	2	0	0	0	0	0	0	0	0	0	0	0	7	6	6	12	12	15	6	6	6	3	3	3	1	1	60	39	42	
		07:00	6	0	0	0	0	0	0	0	0	0	0	0	8	11	11	17	17	20	9	9	2	4	4	2	2	85	38	40		
		08:00	4	1	0	0	0	0	0	0	1	0	0	0	16	32	32	25	25	27	16	16	3	10	10	5	3	143	39	41		
		09:00	16	0	0	0	1	2	0	4	4	6	6	3	17	17	17	39	39	25	23	23	0	9	9	3	0	162	38	40		
		10:00	5	0	0	0	0	1	0	2	2	8	8	8	20	31	31	38	38	21	21	19	1	6	6	1	1	153	38	39		
		11:00	7	0	0	0	0	1	0	1	1	8	8	17	17	31	31	30	30	39	39	17	2	13	13	2	2	168	38	41		
		12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		Total	42	1	1	1	6	15	33	89	131	170	150	97	47	11	812															
		Percent	5.2%	0.1%	0.1%	0.1%	0.7%	1.8%	4.1%	11.0%	16.1%	20.9%	18.5%	11.9%	5.8%	1.4%																
		AM Peak	09:00	08:00	09:00	09:00	09:00	09:00	10:00	10:00	08:00	09:00	11:00	09:00	11:00	08:00	08:00															
		Vol	16	1	1	1	2	4	8	20	32	39	39	23	13	5	3	168														

Grand Total	176	6	6	6	45	133	289	688	1113	1225	1035	629	336	135	107	5923
Percent	3.0%	0.1%	0.1%	0.1%	0.8%	2.2%	4.9%	11.6%	18.8%	20.7%	17.5%	10.6%	5.7%	2.3%	1.8%	

15th Percentile: 30 MPH
50th Percentile: 34 MPH
85th Percentile: 38 MPH
95th Percentile: 41 MPH

Statistics
10 MPH Pace Speed: 31-40 MPH
Number in Pace: 4690
Percent in Pace: 79.2%
Number of Vehicles > 55 MPH: 0
Percent of Vehicles > 55 MPH: 0.0%
Mean Speed(Average): 35 MPH

Cape Cod Commission

Site: 21386
 Location: Shore Rd S of Bennetts Neck Dr
 Town: Bourne
 Counter: AP-4

3225 Main Street

Barnstable, Massachusetts

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Site Code: 21386

Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent	
	07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	0	0	0	0	3	0	0	0	1	1	7	3	20	14	27	27	29	35	26	29	16	10	10	3	3	3	3	145	38	41	
	16:00	0	0	0	0	0	0	0	0	0	0	3	4	5	5	21	25	27	35	29	26	24	12	12	5	13	2	2	1	149	39	42
	17:00	3	3	3	3	3	0	0	0	0	0	4	4	5	5	25	26	27	27	26	26	20	12	12	5	2	2	2	2	133	39	41
	18:00	4	4	4	4	0	0	1	1	1	1	3	3	8	8	26	17	17	17	17	17	20	12	12	5	5	5	5	2	116	39	41
	19:00	3	3	3	3	0	0	2	2	0	0	3	3	6	6	11	16	16	16	16	18	17	6	6	1	3	3	3	3	86	39	40
	20:00	2	2	2	2	1	1	1	1	1	1	5	5	10	10	13	16	16	16	12	12	10	10	2	2	3	3	2	2	86	40	41
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6	10	10	10	14	14	8	8	2	2	2	2	1	1	45	39	41
	22:00	0	0	0	0	1	1	0	0	1	1	0	0	0	0	3	3	0	0	6	6	7	0	0	1	1	1	1	1	20	39	42
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	3	3	135	135	151	151	154	154	133	62	62	31	31	31	15	0	22	41	41
Total		12	12	0	0	8	8	4	4	4	4	25	25	68	68	135	135	151	151	154	154	133	62	62	31	31	31	15	802			
Percent		1.5%	1.5%	0.0%	0.0%	1.0%	1.0%	0.5%	0.5%	0.5%	0.5%	3.1%	3.1%	8.5%	8.5%	16.8%	16.8%	18.8%	18.8%	19.2%	19.2%	16.6%	7.7%	7.7%	3.9%	3.9%	3.9%	1.9%				
AM Peak Vol.																																
PM Peak Vol.			18:00	4			15:00	3	19:00	2	15:00	1	15:00	7	15:00	20	15:00	27	16:00	35	16:00	29	16:00	28	17:00	12	16:00	13	15:00	3	16:00	149

Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Latitude: 0' 0.0000 Undefined

SB		1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th	95th
Start Time	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48		Percent	Percent
07/12/16	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	3	39	39
01:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	39	39
02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	43	43
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	43	43
05:00	0	0	0	0	0	0	1	0	3	0	1	1	0	0	1	7	40	41
06:00	0	0	0	0	0	1	7	8	6	6	19	3	3	1	2	40	39	41
07:00	3	0	0	0	3	0	7	6	20	15	19	8	4	4	4	89	39	41
08:00	4	0	0	0	0	4	12	15	16	20	17	10	3	3	3	104	39	41
09:00	3	0	0	2	1	6	14	13	20	17	16	10	1	4	4	107	39	41
10:00	5	0	0	0	0	5	8	19	17	25	12	13	3	2	2	109	39	41
11:00	3	0	0	3	2	5	10	26	31	20	17	7	4	1	1	129	39	41
12 PM	3	0	0	0	1	1	11	26	38	29	16	6	6	3	3	140	38	41
13:00	1	0	1	0	2	1	9	27	31	35	25	5	4	2	2	143	39	40
14:00	2	0	0	0	1	4	27	20	28	31	26	10	3	2	2	154	39	41
15:00	6	0	0	1	2	3	9	24	28	29	17	7	3	3	3	132	38	40
16:00	5	0	0	3	2	7	17	26	24	44	29	9	3	1	1	170	39	40
17:00	4	0	0	0	2	3	20	39	38	42	15	8	4	3	3	178	38	40
18:00	4	0	0	0	1	5	5	26	27	23	17	12	2	0	0	122	39	41
19:00	1	0	0	1	4	9	15	33	16	26	16	5	2	4	0	132	38	40
20:00	3	0	0	0	2	7	12	13	24	15	9	7	5	0	0	97	39	42
21:00	0	0	0	0	0	6	3	10	10	10	4	5	4	3	3	55	40	42
22:00	0	0	0	0	0	0	0	3	8	7	1	2	3	1	1	25	41	43
23:00	0	0	0	0	0	0	1	4	2	3	3	4	0	3	3	20	40	41
Total	47	0	1	10	23	67	188	339	387	398	268	133	57	43	2	1961		
Percent	2.4%	0.0%	0.1%	0.5%	1.2%	3.4%	9.6%	17.3%	19.7%	20.3%	13.7%	6.8%	2.9%	2.2%				
AM Peak	10:00			11:00	07:00	09:00	09:00	11:00	11:00	10:00	07:00	10:00	07:00	07:00	07:00	11:00		
Vol	5			3	3	6	14	26	31	25	19	13	4	4	4	129		
PM Peak	15:00		13:00	16:00	19:00	19:00	14:00	17:00	12:00	16:00	16:00	18:00	12:00	19:00	19:00	17:00		
Vol	6		1	3	4	9	27	39	38	44	29	12	6	4	4	178		

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	999	Total	85th Percent	95th Percent
	07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	39	39
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	41
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	41	41
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	37	39
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	40	41
	07:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	38	41
	08:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	39	41
	09:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	37	40
	10:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124	38	39
	11:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122	38	40
	12 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	169	39	41
	13:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	39	41
	14:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	143	38	40
	15:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	158	38	41
	16:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171	39	41
	17:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	39	41
	18:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	123	40	42
	19:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119	38	40
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	38	40
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	40	42
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	39	40
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	39	41
	Total	49	4	4	4	5	5	13	13	29	29	74	74	175	175	354	354	439	439	370	370	272	272	125	125	48	48	47	2004			
	Percent	2.4%	0.2%	0.2%	0.2%	0.2%	0.2%	0.6%	0.6%	1.4%	1.4%	3.7%	3.7%	8.7%	8.7%	17.7%	17.7%	21.9%	21.9%	18.5%	18.5%	13.6%	13.6%	6.2%	6.2%	2.4%	2.4%	2.3%				
	AM Peak	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	10:00	10:00	10:00	10:00	07:00	07:00	11:00	11:00	11:00	11:00	08:00	08:00	07:00	07:00	09:00	09:00	09:00	09:00	
	Vol.	8	1	2	2	3	3	6	6	6	6	5	5	13	13	27	27	28	28	25	25	17	17	8	8	4	4	7	7	132		
	PM Peak	13:00	12:00	16:00	16:00	13:00	13:00	14:00	14:00	14:00	14:00	14:00	14:00	15:00	15:00	13:00	13:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	18:00	18:00	14:00	14:00	17:00		
	Vol.	6	1	1	1	2	2	7	7	7	7	10	10	19	19	35	35	44	44	40	40	32	32	16	16	8	8	5	5	174		

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21386
Location: Shore Rd S of Bennetts Neck Dr
Town: Bourne
Counter: AP-4

Site Code: 21386
Station ID:

Latitude: 0' 0.0000 Undefined

SB	Start Time	1	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	Percent	85th Percent	95th Percent
		1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0				
	07/14/16	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	0	0	4	8	38	39
	01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	4	41	41	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	3	37	37	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	41	41	
	04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	27	27	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	1	1	2	0	0	0	0	6	41	41	
	06:00	0	0	0	0	0	0	0	0	0	1	0	0	1	1	4	8	8	8	8	8	7	7	3	0	0	0	5	37	39	40	
	07:00	1	0	0	0	0	0	0	0	0	0	7	7	7	6	16	23	23	23	20	20	2	2	7	2	2	1	86	37	37	41	
	08:00	5	0	0	0	0	0	0	0	3	3	3	2	6	10	17	21	21	21	20	20	17	17	9	6	4	2	105	39	39	41	
	09:00	4	0	0	0	0	0	1	1	1	1	2	2	10	13	13	19	19	21	21	10	10	6	6	4	3	94	39	39	41		
	10:00	3	0	0	0	0	2	1	1	0	0	7	7	13	13	26	25	25	22	22	19	19	6	6	1	2	127	38	38	40		
	11:00	9	1	0	0	0	0	0	0	2	2	7	7	14	14	20	37	37	32	32	15	15	7	7	4	2	150	38	38	41		
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		23	2	2	2	2	2	2	2	9	9	26	26	54	54	98	134	134	125	125	73	73	42	42	13	13	20	623				
Percent		3.7%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%	1.4%	1.4%	4.2%	4.2%	8.7%	8.7%	15.7%	21.5%	21.5%	20.1%	20.1%	11.7%	11.7%	6.7%	6.7%	2.1%	2.1%	3.2%					
AM Peak		11:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	
Vol.		9	1	2	2	2	2	7	7	3	3	7	7	14	14	26	37	37	32	32	19	19	9	9	4	4	5	150				

Statistics
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 4315
Percent in Pace : 80.1%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 35 MPH

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site: 21387
Location: Valley Bars Cir W of Shore Rd
Town: Bourne
Counter: AP-12

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Page 1

Site: 21387
Location: Valley Bars Cir W of Shore Rd
Town: Bourne
Counter: AP-12

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21387
Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	0	0	1	1	*	*	*	*	*	*	0	0
01:00	*	*	0	0	1	1	0	0	*	*	*	*	*	*	0	0
02:00	*	*	1	1	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	1	1	*	*	*	*	*	*	0	0
04:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
06:00	*	*	2	3	2	5	0	2	*	*	*	*	*	*	1	3
07:00	*	*	3	5	7	6	4	6	*	*	*	*	*	*	5	6
08:00	*	*	4	1	5	13	5	2	*	*	*	*	*	*	5	5
09:00	*	*	1	3	8	7	7	10	*	*	*	*	*	*	5	7
10:00	*	*	5	9	7	8	0	0	*	*	*	*	*	*	4	6
11:00	*	*	8	9	7	8	*	*	*	*	*	*	*	*	8	8
12:00 PM	*	*	9	7	16	10	*	*	*	*	*	*	*	*	12	8
01:00	*	*	4	10	8	10	*	*	*	*	*	*	*	*	6	10
02:00	*	*	11	14	9	11	*	*	*	*	*	*	*	*	10	12
03:00	8	8	18	11	(18)	(16)	*	*	*	*	*	*	*	*	(15)	(12)
04:00	9	9	12	6	12	9	*	*	*	*	*	*	*	*	(11)	(8)
05:00	12	12	7	9	13	9	*	*	*	*	*	*	*	*	11	10
06:00	8	10	8	7	4	3	*	*	*	*	*	*	*	*	7	7
07:00	4	7	15	20	5	8	*	*	*	*	*	*	*	*	8	12
08:00	17	6	15	6	7	4	*	*	*	*	*	*	*	*	13	5
09:00	5	4	3	2	4	2	*	*	*	*	*	*	*	*	4	3
10:00	1	1	2	0	2	2	*	*	*	*	*	*	*	*	2	1
11:00	2	1	0	1	0	0	*	*	*	*	*	*	*	*	1	1
Total	66	58	128	124	135	132	18	22	0	0	0	0	0	0	(128)	(124)
Day	124			252		267		40		0		0		0	252	
AM Peak	-	-	11:00	10:00	09:00	08:00	09:00	09:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	8	9	8	13	7	10	-	-	-	-	-	-	8	8
PM Peak	20:00	17:00	15:00	19:00	15:00	15:00	-	-	-	-	-	-	-	-	15:00	14:00
Vol.	17	12	18	20	18	16	-	-	-	-	-	-	-	-	15	12

Comb. Total 124 252 267 40 0 0 0 252

ADT ADT 253 AADT 253

Site: 21387
Location: Valley Bars Cir W of Shore Rd
Town: Bourne
Counter: AP-12

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21387
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Latitude: 0' 0.0000 Undefined

[illegible]

Latitude: 0' 0.0000 Undefined

EB		Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace	Number	
		20	22	24	26	28	30	32	34	36	38	40	42	44	9999			Speed	in Pace	
	07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	5	0	1	2	0	0	0	0	0	0	0	0	0	0	0	8	17-26	4	
	16:00	4	2	2	0	1	0	0	0	0	0	0	0	0	0	0	9	21-30	5	
	17:00	9	1	0	2	0	0	0	0	0	0	0	0	0	0	0	12	12-21	5	
	18:00	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	8	12-21	3	
	19:00	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	21-30	2	
	20:00	10	0	2	2	0	1	0	0	1	1	1	0	0	0	0	17	17-26	6	
	21:00	3	1	0	0	0	0	0	0	0	0	0	1	0	0	0	5	14-23	2	
	22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13-22	1	
	23:00	2	0	0	6	3	1	0	0	0	0	0	0	0	0	0	2	*	1	
	Total	42	6	5	6	3	1	0	0	0	1	1	0	1	0	0	66			
	Percent	63.6%	9.1%	7.6%	9.1%	4.5%	1.5%	0.0%	0.0%	0.0%	1.5%	1.5%	0.0%	1.5%	0.0%	0.0%				
	AM Peak																			
	Vol.																			
	PM Peak	20:00	16:00	16:00	15:00	16:00	20:00				20:00	20:00		21:00			20:00			
	Vol.	10	2	2	2	1	1				1	1		1			17			

Site: 21387
 Location: Valley Bars Cir W of Shore Rd
 Town: Bourne
 Counter: AP-12

Site Code: 21387
 Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace	Number in Pace
	07/12/16	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3	33-42	1
	08:00	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4	25-34	2
	09:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*
	10:00	2	0	1	1	1	0	0	0	0	0	0	0	0	0	5	23-32	3
	11:00	6	0	1	1	0	0	0	0	0	0	0	0	0	0	8	17-26	3
	12 PM	5	1	1	1	0	0	0	0	1	0	0	0	0	0	9	17-26	4
	13:00	5	0	0	1	0	0	1	0	0	0	0	0	0	0	4	25-34	2
	14:00	5	4	2	0	0	0	0	0	0	0	0	0	0	0	11	15-24	8
	15:00	12	1	3	1	1	1	0	0	0	0	0	0	0	0	18	15-24	8
	16:00	5	1	3	1	1	1	0	0	0	0	0	0	0	0	12	21-30	7
	17:00	4	1	2	0	0	0	0	0	0	0	0	0	0	0	7	16-25	4
	18:00	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8	12-21	4
	19:00	11	3	0	1	0	0	0	0	0	0	0	0	0	0	15	13-22	7
	20:00	8	2	3	0	1	0	1	0	0	0	0	0	0	0	15	16-25	7
	21:00	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3	29-38	1
	22:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	27-36	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	Total	78	14	16	8	5	2	2	2	1	0	0	0	0	0	128		
	Percent	60.9%	10.9%	12.5%	6.3%	3.9%	1.6%	1.6%	1.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00		10:00	08:00	10:00			07:00							11:00		
	Vol.	6		1	1	1			1							8		
	PM Peak	15:00	14:00	15:00	12:00	15:00	16:00	13:00		12:00						15:00		
	Vol.	12	4	3	1	1	1	1		1						18		

Site: 21387
Location: Valley Bars Cir W of Shore Rd
Town: Bourne
Counter: AP-12

Site Code: 21387
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	5	1	0	1	0	0	0	0	0	0	0	0	0	0	2	21-30	1
	08:00	2	2	0	0	1	0	0	0	0	0	0	0	0	0	7	17-26	3
	09:00	5	1	1	0	1	0	0	0	0	0	0	0	0	0	5	21-30	3
	10:00	5	0	1	1	0	0	0	0	0	0	0	0	0	0	8	15-24	4
	11:00	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7	17-26	3
	12 PM	8	4	3	0	0	1	0	0	0	0	0	0	0	0	16	19-28	3
	13:00	4	0	2	1	1	0	0	0	0	0	0	0	0	0	8	15-24	10
	14:00	4	1	1	1	1	0	0	0	0	0	0	0	0	0	9	23-32	4
	15:00	10	3	0	0	2	1	1	0	0	1	0	0	1	0	18	21-30	4
	16:00	7	2	2	0	1	0	0	0	0	0	0	0	0	0	12	13-22	7
	17:00	5	3	2	0	0	0	2	1	0	0	0	0	0	0	13	15-24	6
	18:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	7
	19:00	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5	14-23	2
	20:00	6	0	0	0	1	0	0	0	0	0	0	0	0	0	7	*	3
	21:00	1	0	0	0	0	0	2	0	0	0	0	1	0	0	4	31-40	2
	22:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2	31-40	1
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	Total	77	20	12	5	9	2	6	1	0	1	0	1	1	0	135		
	Percent	57.0%	14.8%	8.9%	3.7%	6.7%	1.5%	4.4%	0.7%	0.0%	0.7%	0.0%	0.7%	0.7%	0.0%			
	AM Peak	07:00	08:00	09:00	07:00	08:00										09:00		
	Vol.	5	2	1	1	1										8		
	PM Peak	15:00	12:00	12:00	13:00	15:00	12:00	17:00	17:00	14:00	21:00	15:00	15:00	15:00	15:00			
	Vol.	10	4	3	1	2	1	2	1	1	1	1	1	1	18			

Site: 21387
Location: Valley Bars Cir W of Shore Rd
Town: Bourne
Counter: AP-12

Site Code: 21387
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/14/16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	21-30	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	2	1	0	0	0	1	0	0	0	0	0	0	0	0	4	21-30	2
	08:00	1	2	1	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4
	09:00	3	2	0	0	2	0	0	0	0	0	0	0	0	0	7	21-30	4
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	7	5	1	1	2	2	0	0	0	0	0	0	0	0	18		
	Percent	38.9%	27.8%	5.6%	5.6%	11.1%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	09:00	08:00	08:00	08:00	09:00	03:00									09:00		
	Vol.	3	2	1	1	2	1									7		
	PM Peak																	
	Vol.																	

Total	204	45	34	20	19	7	8	3	2	2	0	2	1	0	347
Percent	58.8%	13.0%	9.8%	5.8%	5.5%	2.0%	2.3%	0.9%	0.6%	0.6%	0.0%	0.6%	0.3%	0.0%	
15th Percentile :					5 MPH										
50th Percentile :					17 MPH										
85th Percentile :					25 MPH										
95th Percentile :					30 MPH										
10 MPH Pace Speed :					16-25 MPH										
Number in Pace :					142										
Percent in Pace :					40.9%										
Number of Vehicles > 55 MPH :					0										
Percent of Vehicles > 55 MPH :					0.0%										
Mean Speed(Average) :					17 MPH										

Stats

Latitude: 0' 0.0000 Undefined

[illegible]

Latitude: 0' 0.0000 Undefined

WB	Start Time	0		21		23		25		27		29		31		33		35		37		39		41		43		45		Pace Speed	Number in Pace
		20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total			
	07/12/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*		
	02:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23-32	1	
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	06:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	2	
	07:00	2	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	13-22	3	
	08:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*	*	
	09:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2	2	
	10:00	5	1	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	15-24	5	5	
	11:00	5	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	19-28	5	5	
	12 PM	3	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	17-26	7	7	
	13:00	3	3	2	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	21-30	13	13	
	14:00	1	3	3	5	4	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	21-30	7	7	
	15:00	5	3	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	17-26	4	4	
	16:00	2	0	2	2	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23-32	6	6	
	17:00	3	3	1	1	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	21-30	3	3	
	18:00	6	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	*	*	*	
	19:00	13	3	2	2	1	0																								

Latitude: 0' 0.0000 Undefined

[illegible]

Site: 21387
 Location: Valley Bars Cir W of Shore Rd
 Town: Bourne
 Counter: AP-12

Site Code: 21387
 Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/14/16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13-22	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	13-22	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	0	0	3	1	1	1	0	0	0	0	0	0	0	0	2	14-23	2
	08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	6	20-29	6
	09:00	5	3	2	0	0	0	0	0	0	0	0	0	0	0	2	18-27	2
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	15-24	7
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	5	6	7	1	2	1	0	0	0	0	0	0	0	0	22		
	Percent	22.7%	27.3%	31.8%	4.5%	9.1%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	09:00	09:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	07:00	09:00		
	Vol.	5	3	3	1	1	1	1	1	1	1	1	1	1	1	10		
	PM Peak																	
	Vol.																	
	Total	144	64	68	27	22	4	7	0	0	0	0	0	0	0	336		
	Percent	42.9%	19.0%	20.2%	8.0%	6.5%	1.2%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 7 MPH
 50th Percentile : 20 MPH
 85th Percentile : 24 MPH
 95th Percentile : 27 MPH

Stats

10 MPH Pace Speed : 19-28 MPH
 Number in Pace : 199
 Percent in Pace : 59.2%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 18 MPH

Cape Cod Commission

Site: 21389
Location: Emmons Rd W of Shore Rd
Town: Bourne
Counter: AP-5

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

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Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	2	2	2	2	4	1	*	*	*	*	*	*	3	2
01:00	*	*	1	1	1	1	4	1	*	*	*	*	*	*	2	1
02:00	*	*	1	1	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	0	1	2	2	1	1	*	*	*	*	*	*	1	1
04:00	*	*	0	2	0	0	0	1	*	*	*	*	*	*	0	1
05:00	*	*	6	4	2	1	3	4	*	*	*	*	*	*	4	3
06:00	*	*	4	5	8	10	7	9	*	*	*	*	*	*	6	8
07:00	*	*	9	15	18	23	6	10	*	*	*	*	*	*	11	16
08:00	*	*	32	42	26	44	35	46	*	*	*	*	*	*	31	44
09:00	*	*	25	30	33	33	30	34	*	*	*	*	*	*	29	32
10:00	*	*	24	39	31	34	27	24	*	*	*	*	*	*	27	32
11:00	*	*	42	59	40	55	*	*	*	*	*	*	*	*	41	57
12:00 PM	*	*	42	62	43	69	*	*	*	*	*	*	*	*	42	66
01:00	*	*	49	50	61	64	*	*	*	*	*	*	*	*	55	57
02:00	*	*	51	41	45	27	*	*	*	*	*	*	*	*	48	34
03:00	22	31	50	26	49	35	*	*	*	*	*	*	*	*	40	31
04:00	44	36	65	37	63	41	*	*	*	*	*	*	*	*	57	38
05:00	27	20	34	32	39	39	*	*	*	*	*	*	*	*	33	30
06:00	18	21	23	24	21	26	*	*	*	*	*	*	*	*	21	24
07:00	31	26	32	35	40	23	*	*	*	*	*	*	*	*	34	28
08:00	44	32	31	24	29	23	*	*	*	*	*	*	*	*	35	26
09:00	8	9	9	10	5	10	*	*	*	*	*	*	*	*	7	10
10:00	8	4	6	4	7	6	*	*	*	*	*	*	*	*	7	5
11:00	1	1	5	3	2	5	*	*	*	*	*	*	*	*	3	3
Total	203	180	543	549	567	573	117	131	0	0	0	0	0	0	537	549
Day	383		1092		1140		248		0		0		0		1086	
AM Peak	-	-	11:00	11:00	11:00	11:00	08:00	08:00	-	-	-	-	-	-	11:00	11:00
Vol.	-	-	42	59	40	55	35	46	-	-	-	-	-	-	41	57
PM Peak	16:00	16:00	16:00	12:00	16:00	12:00	-	-	-	-	-	-	-	-	16:00	12:00
Vol.	44	36	65	62	63	69	-	-	-	-	-	-	-	-	57	66

Comb. Total 383 1092 1140 248 0 0 0 1086

ADT ADT 1,070 AADT 1,070

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21389
Location: Emmons Rd W of Shore Rd
Town: Bourne
Counter: AP-5

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB		Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Classed	Not	Total
		07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
		15:00	0	23	20	0	9	0	0	0	0	0	0	0	0	0	1	53
		16:00	0	45	20	0	8	0	0	1	0	0	0	0	0	0	6	80
		17:00	2	24	9	0	8	0	0	0	0	0	0	0	0	0	4	47
		18:00	0	14	16	0	3	0	0	2	0	0	0	0	0	0	4	39
		19:00	0	25	14	0	11	0	0	2	0	0	0	0	0	0	5	57
		20:00	2	50	14	0	9	0	0	1	0	0	0	0	0	0	0	76
		21:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
		22:00	1	4	3	0	3	0	0	1	0	0	0	0	0	0	0	12
		23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
		Total	5	201	98	0	52	0	0	7	0	0	0	0	0	0	20	383
		Percent	1.3%	52.5%	25.6%	0.0%	13.6%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.2%	
		AM Peak Vol.																
		PM Peak Vol.	17:00	20:00	15:00		19:00			18:00							16:00	
			2	50	20		11			2							6	

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Town: Bourne
Counter: AP-5

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/12/16	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	6	0	1	0	0	0	0	0	0	0	0	0	0	10
	06:00	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	9
	07:00	0	13	10	0	1	0	0	0	0	0	0	0	0	0	0	24
	08:00	0	33	30	0	9	0	0	2	0	0	0	0	0	0	0	74
	09:00	2	32	11	0	3	1	0	3	0	0	0	0	0	3	3	55
	10:00	0	39	12	0	10	0	0	0	0	0	0	0	0	2	2	63
	11:00	0	51	37	0	7	0	0	2	0	0	0	0	0	4	4	101
	12 PM	0	62	33	0	5	0	0	3	0	0	0	0	0	1	1	104
	13:00	3	57	30	0	5	1	0	0	0	0	0	0	0	3	3	99
	14:00	0	45	27	0	12	0	0	3	0	0	0	0	0	5	5	92
	15:00	0	41	22	0	7	1	0	1	0	0	0	0	0	4	4	76
	16:00	0	59	26	0	9	0	0	0	0	0	0	0	0	8	8	102
	17:00	4	32	20	0	10	0	0	0	0	0	0	0	0	0	0	66
	18:00	1	22	15	0	5	0	0	1	0	0	0	0	0	3	3	47
	19:00	3	43	14	0	5	0	0	1	0	0	0	0	0	1	1	67
	20:00	0	41	4	0	6	0	0	1	0	0	0	0	0	3	3	55
	21:00	0	17	0	0	2	0	0	0	0	0	0	0	0	0	0	19
	22:00	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
	23:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
	Total	13	612	310	0	100	3	0	17	0	0	0	0	0	0	37	1092
	Percent	1.2%	56.0%	28.4%	0.0%	9.2%	0.3%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%		3.4%	
	AM Peak	09:00	11:00	11:00		10:00	09:00		09:00							11:00	
	Vol.	2	51	37		10	1		3							4	
	PM Peak	17:00	12:00	12:00		14:00	13:00		12:00							16:00	
	Vol.	4	62	33		12	1		3							8	

Cape Cod Commission

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Barnstable, Massachusetts
www.capecodcommission.org

Site: 21389
Location: Emmons Rd W of Shore Rd
Town: Bourne
Counter: AP-5

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
07/13/16	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	1	5	3	0	9	0	0	0	0	0	0	0	0	0	0	18
07:00	0	17	11	0	8	0	0	2	0	0	0	0	0	0	3	41
08:00	0	33	23	0	9	0	0	2	0	0	0	0	0	0	1	70
09:00	0	42	21	0	2	0	0	0	0	0	0	0	0	0	1	66
10:00	0	36	22	0	6	0	0	0	0	0	0	0	0	0	1	65
11:00	0	58	28	0	7	1	0	0	0	0	0	0	0	0	1	95
12 PM	1	43	42	0	16	1	0	2	0	0	0	0	0	0	7	112
13:00	2	65	47	0	6	0	0	1	0	0	0	0	0	0	4	125
14:00	0	40	26	0	6	0	0	0	0	0	0	0	0	0	0	72
15:00	0	46	21	0	11	1	0	0	0	0	0	0	0	0	5	84
16:00	4	55	36	0	5	0	0	0	0	0	0	0	0	0	4	104
17:00	2	56	18	0	2	0	0	0	0	0	0	0	0	0	0	78
18:00	0	34	5	0	4	0	0	0	0	0	0	0	0	0	4	47
19:00	2	37	13	0	9	0	0	0	0	0	0	0	0	0	2	63
20:00	0	39	8	0	5	0	0	0	0	0	0	0	0	0	0	52
21:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	12	649	329	0	105	3	0	7	0	0	0	0	0	0	35	1140
Percent	1.1%	56.9%	28.9%	0.0%	9.2%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%		3.1%	
AM Peak	06:00	11:00	11:00		06:00	11:00		07:00							07:00	
Vol.	1	58	28		9	1		2							3	
PM Peak	16:00	13:00	13:00		12:00	12:00		12:00							12:00	
Vol.	4	65	47		16	1		2							7	

**3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org**

Latitude: 0' 0.0000 Undefined

Grand Total	30	1585	818	0	287	6	0	36	0	0	0	0	2863
Percent	1.0%	55.4%	28.6%	0.0%	10.0%	0.2%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	3.5%

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Vol.	20:00	15:00	19:00	16:00	16:00
PM Peak	37	4	3	1	44
Vol	37	4	3	1	44

Latitude: 0' 0.0000 Undefined

EB		Start Time	1	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	85th Percent	95th Percent	
		07/12/16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	21	
		01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19	
		02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19	
		03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
		04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
		05:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	21	21	
		06:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19	
		07:00	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	19	21	
		08:00	23	6	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	21	22	
		09:00	18	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	21	21	
		10:00	17	4	1	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	21	25	
		11:00	34	4	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	20	23	
		12 PM	37	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	19	21	
		13:00	39	7	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	20	25	
		14:00	39	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	20	21	
		15:00	42	7	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	20	21	
		16:00	47	11	0	6	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	21	23	
		17:00	23	7	1	1	0	1	1	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	34	21	28	
		18:00	12	7	2	2	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	22	25	
		19:00	27	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	20	22	
		20:00	23	5	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	21	22	
		21:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	19		
		22:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	17	19		
		23:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	21		
		Total	418	90	21	21	7	4	4	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	543			
		Percent	77.0%	16.6%	3.9%	3.9%	1.3%	0.7%	0.7%	0.4%	0.4%	0.2%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
		AM Peak	11:00	08:00	08:00	08:00	11:00	10:00																					11:00			
		Vol.	34	6	3	3	2	1																					42			
		PM Peak	16:00	14:00	16:00	16:00	13:00	13:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00														16:00			
		Vol.	47	12	6	6	1	2	1	1	2	1	1	1	1														65			

Latitude: 0' 0.0000 Undefined

EB	Start Time	1	21	23	25	27	28	29	30	31	33	34	35	36	37	38	39	40	41	42	43	44	45	999	Total	Percent	85th Percent	95th Percent
		20	22	24	26	28	28	30	32	32	34	34	36	36	38	38	40	40	42	42	44	44	45					
	07/13/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19	
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	23	23	
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	03:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25	25		
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	
	05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19		
	06:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	17	19		
	07:00	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19	22		
	08:00	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	21	21		
	09:00	28	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	20	22		
	10:00	27	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	19	21		
	11:00	36	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	18	21		
	12 PM	33	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	21	22		
	13:00	46	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	20	21		
	14:00	39	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	19	21		
	15:00	34	11	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	21	23		
	16:00	51	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	20	22		
	17:00	27	5	4	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	22	26		
	18:00	15	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	21	24		
	19:00	31	7	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	20	24		
	20:00	23	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	20	23		
	21:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20	21		
	22:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	19		
	23:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19		
	Total	451	79	25	9	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	567				
	Percent	79.5%	13.9%	4.4%	1.6%	0.4%	0.4%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
	AM Peak	11:00	08:00	09:00	03:00																			11:00				
	Vol.	36	6	3	1																			40				
	PM Peak	16:00	13:00	17:00	18:00	17:00	17:00	17:00	17:00															16:00				
	Vol.	51	12	4	2	1	1	1	1															63				

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21389
Location: Emmons Rd W of Shore Rd
Town: Bourne
Counter: AP-5

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
	07/14/16	20	21	23	25	27	29	31	33	35	37	39	41	43	45			
		2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	21	21
	01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	21	21
	06:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	16	19
	07:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	21	21
	08:00	29	4	1	1	0	0	0	0	0	0	0	0	0	0	35	20	22
	09:00	23	6	1	0	0	0	0	0	0	0	0	0	0	0	30	20	21
	10:00	23	3	1	0	0	0	0	0	0	0	0	0	0	0	27	19	21
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	95	18	3	1	0	0	0	0	0	0	0	0	0	0	117		
	Percent	81.2%	15.4%	2.6%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	08:00	08:00	08:00	08:00											08:00		
	Vol.	29	6	1	1											35		
	PM Peak																	
	Vol.																	

Grand Total	1132	207	58	21	8	3	1	0	0	0	0	0	0	0	0	1430
Percent	79.2%	14.5%	4.1%	1.5%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

15th Percentile : 3 MPH
50th Percentile : 12 MPH
85th Percentile : 20 MPH
95th Percentile : 22 MPH

Statistics	10 MPH Pace Speed	13-22 MPH
Number in Pace	660	
Percent in Pace	46.2%	
Number of Vehicles > 55 MPH	0	
Percent of Vehicles > 55 MPH	0.0%	
Mean Speed(Average)	13 MPH	

Latitude: 0' 0.0000 Undefined

WB		1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent	
Start Time		20	22	24	26	28	30	32	34	36	38	40	42	44	999		Percent	Percent	
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	24	5	1	1	1	0	0	0	0	0	0	0	0	0	0	31	20	22	
16:00	33	1	0	2	2	0	0	0	0	0	0	0	0	0	0	36	18	24	
17:00	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	20	17	22	
18:00	19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	21	18	22	
19:00	24	1	1	0	1	0	0	0	0	0	0	0	0	0	0	26	18	21	
20:00	22	7	2	2	1	0	0	0	0	0	0	0	0	0	0	32	21	23	
21:00	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	20	21	
22:00	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4	24	25	
23:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19	
Total	151	17	7	5	5	0	0	0	0	0	0	0	0	0	0	180			
Percent	83.9%	9.4%	3.9%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
AM Peak																			
Vol.																			
PM Peak	16:00	20:00	18:00	16:00															16:00
Vol.	33	7	2	2															36

Latitude: 0' 0.0000 Undefined

WB		1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
Start Time	20	22	24	26	28	30	32	34	36	38	40	42	44	46				
07/12/16	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	25	25
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	21
02:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	21	21
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	17	19
05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	20	21
06:00	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	22	23
07:00	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	15	20	22
08:00	36	4	2	0	0	0	0	0	0	0	0	0	0	0	0	42	19	21
09:00	25	4	0	1	0	0	0	0	0	0	0	0	0	0	0	30	20	21
10:00	37	2	0	0	0	0	0	0	0	0	0	0	0	0	0	39	17	20
11:00	48	8	3	0	0	0	0	0	0	0	0	0	0	0	0	59	20	22
12 PM	51	7	3	0	1	0	0	0	0	0	0	0	0	0	0	62	20	22
13:00	36	10	2	2	0	0	0	0	0	0	0	0	0	0	0	50	21	23
14:00	36	3	0	2	0	0	0	0	0	0	0	0	0	0	0	41	19	21
15:00	24	2	0	0	0	0	0	0	0	0	0	0	0	0	0	26	18	20
16:00	27	6	3	1	0	0	0	0	0	0	0	0	0	0	0	37	21	23
17:00	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	32	20	21
18:00	20	1	3	0	0	0	0	0	0	0	0	0	0	0	0	24	20	23
19:00	32	3	0	0	0	0	0	0	0	0	0	0	0	0	0	35	18	20
20:00	18	3	1	1	1	0	0	0	0	0	0	0	0	0	0	24	21	25
21:00	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	20	21
22:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	19
23:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	21	21
Total	454	66	19	8	2	0	0	0	0	0	0	0	0	0	0	549		
Percent	82.7%	12.0%	3.5%	1.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	11:00	11:00	00:00												11:00		
Vol.	48	8	3	1												59		
PM Peak	12:00	13:00	12:00	13:00	12:00											12:00		
Vol.	51	10	3	2	1											62		

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

3225 Main Street
Barnstable, Massachusetts
www.capecodcommission.org

Site: 21389
Location: Emmons Rd W of Shore Rd
Town: Bourne
Counter: AP-5

Site Code: 21389
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	1	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	85th Percent	95th Percent
07/14/16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
	01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	21	21
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	19
	04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	19
	05:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	20	21
	06:00	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9	16	19
	07:00	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10	21	25
	08:00	44	2	0	0	0	0	0	0	0	0	0	0	0	0	46	17	19
	09:00	26	5	3	0	0	0	0	0	0	0	0	0	0	0	34	21	22
	10:00	21	0	2	1	0	0	0	0	0	0	0	0	0	0	24	19	23
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	114	10	5	2	2	0	0	0	0	0	0	0	0	0	0	131		
Percent	87.0%	7.6%	3.8%	1.5%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	09:00	09:00	07:00														
Vol.	44	5	3	1												08:00		
PM Peak																		
Vol.																46		

Grand Total	1172	184	52	22	3	0	0	0	0	0	0	0	0	0	0	1433		
Percent	81.8%	12.8%	3.6%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 3 MPH
50th Percentile : 12 MPH
85th Percentile : 20 MPH
95th Percentile : 22 MPH

Statistics
10 MPH Pace Speed : 13-22 MPH
Number in Pace : 653
Percent in Pace : 45.6%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 13 MPH

Cape Cod Commission

Site: 21390
Location: Worcester Av W of Thomas Philbrick Rd
Town: Bourne
Counter: AP-7

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21390
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Site: 21390

Location: Worcester Av W of Thomas Philbrick Rd

Town: Bourne

Counter: AP-7

3225 Main St.

Barnstable, MA 02630

www.capecodcommission.org

Site Code: 21390

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Comb. Total	285	522	225	0	0	0	0	533
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ADT	ADT 516	AADT 516
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Cape Cod Commission

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site: 21390
Location: Worcester Av W of Thomas Philbrick Rd
Town: Bourne
Counter: AP-7

Site Code: 21390
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	07/11/16														
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	3	10	0	1	0	0	0	0	0	0	0	0	6	34
	15:00	2	7	0	4	0	0	0	0	0	0	0	0	16	40
	16:00	2	11	0	2	0	0	0	0	0	0	0	0	18	44
	17:00	2	14	0	3	0	0	0	0	0	0	0	0	17	44
	18:00	3	15	0	2	0	0	0	0	0	0	0	0	15	40
	19:00	1	8	0	0	0	0	0	0	0	0	0	0	11	38
	20:00	2	8	0	2	0	0	0	0	0	0	0	0	8	29
	21:00	0	2	0	0	0	0	0	0	0	0	0	0	1	11
	22:00	0	1	0	1	0	0	0	0	0	0	0	0	0	3
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	Total	15	87	0	15	0	0	0	0	0	0	0	0	92	285
	Percent	5.3%	30.5%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	32.3%	

AM Peak	Vol.	14:00	19:00	18:00	15:00	16:00
		3	18	15	4	18
PM Peak	Vol.					

[illegible]

Latitude: 0' 0.0000 Undefined

[illegible]

Vol.	17:00	17:00	17:00	17:00
PM Peak				
Vol.	23	1	1	25

Latitude: 0' 0.0000 Undefined

EB		0		21		23		25		27		29		31		33		35		37		39		41		43		45		Total		Pace		Number	
Start	Time	20	21	22	21	23	24	23	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	9999			Speed	In	Pace
07/12/16		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*			
01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*				
05:00		4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	*				
06:00		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	*				
07:00		7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3	12-21				
08:00		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	6	1-10				
09:00		18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	9	11-20				
10:00		19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	11	11-20				
11:00		22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	11	11-20				
12 PM		22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	11	11-20				
13:00		15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	11-20				
14:00		22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	11	11-20				
15:00		15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	7	11-20				
16:00		24	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	12	*				
17:00		18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	9	11-20				
18:00		12	0	0	0	0</																													

3225 Main St.

Barnstable, MA 02630

www.capedcommission.org

Site Code: 21390
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Stats

10 MPH Pace Speed :	11-20 MPH
Number in Pace :	252
Percent in Pace :	49.1%
of Vehicles > 55 MPH :	0
of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	11 MPH

Percent in Acc:	43.17%
Number of Vehicles > 55 MPH:	0
Percent of Vehicles > 55 MPH:	0.0%
Mean Speed(Average):	11 MPH

[illegible]

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission 3225 Main St Barnstable, MA 02630 www.capecodcommission.org

Site: 21390
 Location: Worcester Av W of Thomas Philbrick Rd
 Town: Bourne
 Counter: AP-7

Site Code: 21390
 Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time		0	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	9999	Total	Pace Speed	Number in Pace
			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07/13/16	01:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	02:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	03:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	04:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	05:00		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	06:00		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	07:00		9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	08:00		14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	09:00		17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10:00		28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11:00		16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12 PM		26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	13:00		15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	14:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	15:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	16:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	17:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	18:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	19:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	20:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	21:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	22:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
	23:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total			126	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent			96.9%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak			10:00	10:00	11:00	11:00	09:00																										
Vol.			28	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
PM Peak			12:00																														
Vol.			26																														
Total			537	2	1	1	1	1	2	2	2	2	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent			98.4%	0.4%	0.2%	0.2%	0.2%	0.4%	0.4%	0.4%	0.4%	0.4%	0.2%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

15th Percentile : 3 MPH
 50th Percentile : 10 MPH
 85th Percentile : 17 MPH
 95th Percentile : 19 MPH

Stats
 10 MPH Pace Speed : 11-20 MPH
 Number in Pace : 268
 Percent in Pace : 49.1%
 Number of Vehicles > 55 MPH : 0
 Percent of Vehicles > 55 MPH : 0.0%
 Mean Speed(Average) : 11 MPH

Cape Cod Commission

Site: 21391

Location: Evergreen Hill Rd W of Shore Rd

Town: Bourne

Counter: AP-9

3225 Main St.

Barnstable, MA 02630

www.capecodcommission.org

Site Code: 21391

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Site: 21391

Location: Evergreen Hill Rd W of Shore Rd

Town: Bourne

Counter: AP-9

3225 Main St.

Barnstable, MA 02630

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Site Code: 21391

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Comb. Total	82	176	71	0	0	0	0	160
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ADT ADT 161 AADT 161

Site Code: 21391
Station ID:

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[illegible]

3225 Main St.
Barnstable, MA 02630
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Site Code: 21391
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

3225 Main St.
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Site: 21391
Location: Evergreen Hill Rd W of Shore Rd
Town: Bourne
Counter: AP-9

Site Code: 21391
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	05:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*
	06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	07:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	*
	08:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12-21	*
	09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	*
	10:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	*
	11:00	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12	11-20	*
	12 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1-10	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	31	0	0	0	0	0	0	0	0	0	0	0	0	0	31		
	Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00														11:00		
	Vol.	12														12		
	PM Peak	12:00														12:00		
	Vol.	3														3		
	Total	167	1	0	0	0	0	0	0	0	0	0	0	0	0	168		
	Percent	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

Stats
10 MPH Pace Speed : 11-20 MPH
Number in Pace : 83
Percent in Pace : 49.4%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 11 MPH

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21391
Station ID:

Latitude: 0' 0.0000 Undefined

EB																															
Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace	Number in Pace														
	20	22	24	26	28	30	32	34	36	38	40	42	44	9999																	
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
13:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1-10	2														
14:00	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	12-21	3														
15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	3														
16:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1-10	2														
17:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12-21	2														
18:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6	11-20	3														
19:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	1														
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
21:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*														
22:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*														
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
Total	34	0	0	0	0	0	0	0	0	0	0	0	0	0	34																
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	
AM Peak																															
Vol.																															
PM Peak	14:00																14:00														
Vol.	7																7														

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission
3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site: 21391
Location: Evergreen Hill Rd W of Shore Rd
Town: Bourne
Counter: AP-9

Site Code: 21391
Station ID:

Latitude: 0' 0.0000 Undefined

EB																															
Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace	Number														
	20	22	24	26	28	30	32	34	36	38	40	42	44	9999		Speed	in Pace														
07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*														
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29	*														
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	*														
06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	*	*														
07:00	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	*	*														
08:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1-10	*														
09:00	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	*														
10:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	12-21	*														
11:00	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	1-10	*														
12 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	*	*														
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*														
Total	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40																
Percent	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	
AM Peak	11:00														11:00																
Vol.	11														11																
PM Peak	12:00														12:00																
Vol.	4														4																
Total	160	1	0	0	0	0	0	0	0	0	0	0	0	0	161																
Percent	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																	

15th Percentile : 3 MPH
50th Percentile : 10 MPH
85th Percentile : 17 MPH
95th Percentile : 19 MPH

Stats
10 MPH Pace Speed : -1-8 MPH
Number in Pace : 80
Percent in Pace : 49.7%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 11 MPH

Cape Cod Commission

Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

3225 Main St.
Barnstable, MA 02630

www.capecodcommission.org

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Site: 21393
 Location: Monument Neck Rd E of Presidents Rd
 Town: Bourne
 Counter: AP-10

3225 Main St.
 Barnstable, MA 02630
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Site Code: 21393
 Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	5	8	0	4	*	*	*	*	*	*	*	*	2	6
01:00	*	*	0	2	1	4	*	*	*	*	*	*	*	*	0	3
02:00	*	*	0	2	1	0	*	*	*	*	*	*	*	*	0	1
03:00	*	*	4	0	1	1	*	*	*	*	*	*	*	*	2	0
04:00	*	*	5	0	5	1	*	*	*	*	*	*	*	*	5	0
05:00	*	*	22	4	23	4	*	*	*	*	*	*	*	*	22	4
06:00	*	*	43	11	62	5	*	*	*	*	*	*	*	*	52	8
07:00	*	*	94	37	93	44	*	*	*	*	*	*	*	*	94	40
08:00	*	*	128	66	124	77	*	*	*	*	*	*	*	*	126	72
09:00	*	*	103	90	122	91	*	*	*	*	*	*	*	*	112	90
10:00	*	*	119	92	108	97	*	*	*	*	*	*	*	*	114	94
11:00	115	115	104	119	112	108	*	*	*	*	*	*	*	*	110	114
12:00 PM	105	114	79	112	*	*	*	*	*	*	*	*	*	*	92	113
01:00	107	103	87	115	*	*	*	*	*	*	*	*	*	*	97	109
02:00	83	106	96	86	*	*	*	*	*	*	*	*	*	*	90	96
03:00	95	111	86	101	*	*	*	*	*	*	*	*	*	*	90	106
04:00	83	109	92	113	*	*	*	*	*	*	*	*	*	*	(88)	(111)
05:00	72	111	(105)	(140)	*	*	*	*	*	*	*	*	*	*	88	126
06:00	80	100	99	100	*	*	*	*	*	*	*	*	*	*	90	100
07:00	51	62	66	91	*	*	*	*	*	*	*	*	*	*	58	76
08:00	27	70	51	63	*	*	*	*	*	*	*	*	*	*	39	66
09:00	15	35	31	43	*	*	*	*	*	*	*	*	*	*	23	39
10:00	9	22	4	28	*	*	*	*	*	*	*	*	*	*	6	25
11:00	4	10	5	10	*	*	*	*	*	*	*	*	*	*	4	10
Total	846	1068	1428	1433	652	436	0	0	0	0	0	0	0	0	(1404)	(1409)
Day	1914		2861		1088		0		0		0		0		2813	
AM Peak	11:00	11:00	08:00	11:00	08:00	11:00	-	-	-	-	-	-	-	-	08:00	11:00
Vol.	115	115	128	119	124	108	-	-	-	-	-	-	-	-	126	114
PM Peak	13:00	12:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	13:00	17:00
Vol.	107	114	105	140	-	-	-	-	-	-	-	-	-	-	97	126

Comb. Total 1914 2861 1088 0 0 0 0 2813

ADT ADT 2,804 AADT 2,804

Cape Cod Commission

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
	07/11/16															
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	0	150	50	0	21	1	0	2	0	0	0	0	0	6	230
	12 PM	1	134	58	0	16	3	0	2	0	0	0	0	0	5	219
	13:00	0	135	47	0	22	1	0	1	1	0	0	0	0	3	210
	14:00	0	114	50	0	18	1	0	1	0	0	0	0	0	5	189
	15:00	2	113	57	0	21	1	0	3	0	0	0	0	0	9	206
	16:00	0	125	49	0	9	0	0	1	0	0	0	0	0	8	192
	17:00	1	123	37	0	18	0	0	1	0	0	0	0	0	3	183
	18:00	2	124	39	0	9	0	0	1	0	0	0	0	0	5	180
	19:00	0	78	25	0	5	1	0	0	0	0	0	0	0	4	113
	20:00	2	68	22	0	4	0	0	0	0	0	0	0	0	1	97
	21:00	1	38	8	0	3	0	0	0	0	0	0	0	0	0	50
	22:00	1	25	3	0	1	0	0	1	0	0	0	0	0	0	31
	23:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
	Total	10	1238	447	0	148	8	0	13	1	0	0	0	0	49	1914
	Percent	0.5%	64.7%	23.4%	0.0%	7.7%	0.4%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	2.6%	
	AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	
	Vol.	150	150	50	21	21	1	1	2	13:00	13:00	13:00	13:00	13:00	6	
	PM Peak	15:00	13:00	12:00	13:00	13:00	12:00	12:00	15:00	13:00	13:00	13:00	13:00	13:00	15:00	
	Vol.	2	135	58	22	22	3	3	3	1	1	1	1	1	9	

Cape Cod Commission

3225 Main St.

Barnstable, MA 02630

www.capecodcommission.org

Site: 21393

Location: Monument Neck Rd E of Presidents Rd

Town: Bourne

Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/12/16	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	02:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	03:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	04:00	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
	05:00	13	8	0	5	0	0	0	0	0	0	0	0	0	0	26
	06:00	27	16	0	6	2	0	0	0	0	0	0	0	0	1	54
	07:00	78	35	0	14	0	0	2	0	0	0	0	0	0	4	131
	08:00	125	36	0	23	0	0	0	0	0	0	0	0	0	8	194
	09:00	110	61	0	16	0	0	1	0	0	0	0	0	0	4	193
	10:00	132	56	0	15	1	0	1	0	0	0	0	0	0	5	211
	11:00	148	55	0	11	4	0	0	0	0	0	0	0	0	4	223
	12 PM	120	57	0	12	0	0	1	0	0	0	0	0	0	0	191
	13:00	120	62	0	11	0	0	0	0	0	0	0	0	0	3	202
	14:00	114	43	0	13	0	0	1	0	0	0	0	0	0	5	182
	15:00	104	44	0	25	1	0	2	0	0	0	0	0	0	7	187
	16:00	137	49	0	13	0	0	0	0	0	0	0	0	0	5	205
	17:00	158	61	0	13	0	0	0	0	0	0	0	0	0	10	245
	18:00	135	49	0	11	0	0	0	0	0	0	0	0	0	3	199
	19:00	114	34	0	5	0	0	0	0	0	0	0	0	0	2	157
	20:00	83	22	0	8	0	0	0	0	0	0	0	0	0	0	114
	21:00	57	13	0	3	0	0	0	0	0	0	0	0	0	1	74
	22:00	29	1	0	1	0	0	0	0	0	0	0	0	0	0	32
	23:00	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	Total	1835	712	0	205	8	0	8	0	0	0	0	0	0	62	2861
	Percent	64.1%	24.9%	0.0%	7.2%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		2.2%	
	AM Peak	11:00	09:00		08:00	11:00		08:00							08:00	
	Vol.	148	61		23	4		2							8	
	PM Peak	17:00	13:00		15:00	15:00		15:00							17:00	
	Vol.	158	62		25	1		2							10	

Cape Cod Commission

3225 Main St.
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Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
	07/13/16	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	04:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
	05:00	0	13	8	0	6	0	0	0	0	0	0	0	0	0	27
	06:00	0	38	20	0	7	0	0	1	0	0	0	0	0	1	67
	07:00	0	81	33	0	20	0	0	1	0	0	0	0	0	2	137
	08:00	2	124	52	2	14	1	0	1	0	0	0	0	0	5	201
	09:00	1	149	49	0	10	3	0	0	0	0	0	0	0	1	213
	10:00	2	127	47	0	17	1	0	0	0	0	0	0	0	11	205
	11:00	3	141	43	3	18	2	0	2	0	0	0	0	0	8	220
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total		8	687	255	5	93	7	0	5	0	0	0	0	0	28	1088
Percent		0.7%	63.1%	23.4%	0.5%	8.5%	0.6%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
AM Peak		11:00	09:00	08:00	11:00	07:00	09:00		11:00						10:00	
Vol.		3	149	52	3	20	3		2						11	
PM Peak																
Vol.																
Grand Total		49	3760	1414	5	446	23	0	26	1	0	0	0	0	139	5863
Percent		0.8%	64.1%	24.1%	0.1%	7.6%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	

Cape Cod Commission

3225 Main St.
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Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	10	11	18	24	33	12	7	0	0	0	0	0	0	0	115	21-30	98
	12 PM	17	11	21	16	28	7	3	2	0	0	0	0	0	0	105	21-30	84
	13:00	11	18	28	15	19	11	3	2	0	0	0	0	0	0	107	21-30	91
	14:00	8	7	23	16	11	11	4	2	0	0	1	0	0	0	83	21-30	68
	15:00	10	6	21	21	17	11	3	4	1	0	0	1	0	0	95	21-30	76
	16:00	13	11	11	14	17	11	4	2	0	0	0	0	0	0	83	21-30	64
	17:00	11	6	15	12	11	10	4	3	0	0	0	0	0	0	72	21-30	54
	18:00	14	10	12	15	14	7	5	2	1	0	0	0	0	0	80	21-30	58
	19:00	8	6	10	7	11	6	2	1	0	0	0	0	0	0	51	21-30	40
	20:00	1	3	4	12	4	2	1	0	0	0	0	0	0	0	27	21-30	25
	21:00	4	1	2	3	4	1	0	0	0	0	0	0	0	0	15	21-30	11
	22:00	1	0	1	2	3	2	0	0	0	0	0	0	0	0	9	23-32	8
	23:00	0	1	1	0	1	0	1	0	0	0	0	0	0	0	4	19-28	3
	Total	108	91	167	157	173	91	37	18	2	0	1	1	0	0	846		
	Percent	12.8%	10.8%	19.7%	18.6%	20.4%	10.8%	4.4%	2.1%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%			
	AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00								11:00		
	Vol.	10	11	18	24	33	12	7								115		
	PM Peak	12:00	13:00	13:00	15:00	12:00	13:00	18:00	15:00	15:00		14:00	15:00			13:00		
	Vol.	17	18	28	21	28	11	5	4	1		1	1			107		

Cape Cod Commission

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total	Pace Speed	Number in Pace	
	07/12/16	0	0	1	1	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	17-26	5	*
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25-34	2	5
	03:00	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5	19-28	5	18
	04:00	0	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	23-32	22	35
	05:00	2	2	2	2	4	4	5	5	4	4	3	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	43	21-30	43	82
	06:00	7	7	5	5	5	5	11	11	7	7	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	94	21-30	94	100
	07:00	8	17	12	12	12	12	21	21	17	17	15	15	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0	128	23-32	128	84
	08:00	13	12	12	12	23	23	23	23	23	23	16	16	15	15	2	2	1	0	0	0	0	0	0	0	0	0	0	103	21-30	103	99
	09:00	11	11	13	13	17	17	26	26	15	15	13	13	7	7	1	1	0	0	0	0	0	0	0	0	0	0	0	119	21-30	119	84
	10:00	7	13	13	13	21	21	28	28	21	21	16	16	9	9	4	4	0	0	0	0	0	0	0	0	0	0	0	104	21-30	104	68
	11:00	7	14	14	14	23	23	19	19	17	17	11	11	8	8	3	3	2	0	0	0	0	0	0	0	0	0	0	79	21-30	79	68
	12 PM	7	11	11	11	13	13	17	17	10	10	11	11	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	87	23-32	87	67
	13:00	7	7	7	7	14	14	16	16	19	19	10	10	9	9	3	3	1	0	0	1	1	0	0	0	0	0	0	96	21-30	96	72
	14:00	11	11	11	10	13	13	12	12	24	24	16	16	7	7	2	2	0	0	0	0	0	0	0	0	0	0	0	86	21-30	86	67
	15:00	9	9	10	10	14	14	15	15	17	17	11	11	8	8	2	2	0	0	0	0	0	0	0	0	0	0	0	92	23-32	92	72
	16:00	9	9	5	5	18	18	14	14	23	23	11	11	6	6	5	5	0	0	0	1	1	0	0	0	0	0	0	105	21-30	105	83
	17:00	11	11	12	12	17	17	19	19	20	20	15	15	8	8	3	3	0	0	0	1	1	0	0	0	0	0	0	99	21-30	99	78
	18:00	11	11	12	12	19	19	21	21	19	19	7	7	7	7	2	2	0	0	1	0	0	0	0	0	0	0	0	66	21-30	66	50
	19:00	10	10	7	7	12	12	13	13	8	8	10	10	5	5	0	0	1	0	0	0	0	0	0	0	0	0	0	51	21-30	51	41
	20:00	6	6	3	3	8	8	10	10	14	14	6	6	1	1	2	2	0	0	1	1	0	0	0	0	0	0	0	31	23-32	31	24
	21:00	5	5	1	1	7	7	6	6	8	8	2	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	4	21-30	4	4
	22:00	0	0	1	1	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	20-29	5	4
	23:00	0	0	1	1	1	1	0	0	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1428			
	Total	142	158	158	158	244	244	284	284	268	268	183	183	105	105	34	34	6	6	4	4	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	
	Percent	9.9%	11.1%	11.1%	11.1%	17.1%	17.1%	19.9%	19.9%	18.8%	18.8%	12.8%	12.8%	7.4%	7.4%	2.4%	2.4%	0.4%	0.4%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	AM Peak	08:00	07:00	07:00	07:00	08:00	08:00	10:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00	10:00	10:00	11:00	11:00										08:00			
	Vol.	13	17	17	17	23	23	28	28	23	23	16	16	15	15	4	4	2	2										128			
	PM Peak	14:00	17:00	17:00	17:00	18:00	18:00	18:00	18:00	14:00	14:00	14:00	14:00	13:00	13:00	16:00	16:00	13:00	13:00	13:00	13:00							17:00				
	Vol.	11	12	12	12	19	19	21	21	24	24	16	16	9	9	5	5	1	1										105			

Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 9999	Total	Pace Speed	Number in Pace
07/13/16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	21-30	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	17-26	1
04:00	0	1	0	0	1	2	0	1	0	0	0	0	0	0	0	5	19-28	4
05:00	2	0	0	5	7	4	1	3	1	0	0	0	0	0	0	23	23-32	20
06:00	5	8	9	10	10	17	6	4	2	1	0	0	0	0	0	62	21-30	50
07:00	9	6	21	21	24	17	8	7	4	0	0	0	0	0	0	93	23-32	74
08:00	15	10	21	21	24	25	16	9	3	1	0	0	0	0	0	124	21-30	97
09:00	15	14	20	25	25	28	9	6	3	0	1	1	0	0	0	122	21-30	97
10:00	12	15	21	21	21	17	14	5	1	1	1	0	0	0	0	108	21-30	88
11:00	12	15	21	24	24	23	9	5	2	1	0	0	0	0	0	112	21-30	92
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	70	69	118	135	135	133	64	40	16	4	2	1	0	0	0	652		
Percent	10.7%	10.6%	18.1%	20.7%	20.4%	20.4%	9.8%	6.1%	2.5%	0.6%	0.3%	0.2%	0.0%	0.0%	0.0%			
AM Peak	08:00	10:00	07:00	09:00	09:00	09:00	08:00	08:00	07:00	06:00	09:00	09:00				08:00		
Vol.	15	15	21	25	25	28	16	9	4	1	1	1				124		
PM Peak																		
Vol.																		
Total	320	318	529	576	574	574	338	182	68	12	6	2	1	0	0	2926		
Percent	10.9%	10.9%	18.1%	19.7%	19.6%	19.6%	11.6%	6.2%	2.3%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%			

	Stats
10 MPH Pace Speed :	21-30 MPH
Number in Pace :	2347
Percent in Pace :	80.2%
Number of Vehicles > 55 MPH :	0
Percent of Vehicles > 55 MPH :	0.0%
Mean Speed(Average) :	25 MPH

Cape Cod Commission

Site: 21393
 Location: Monument Neck Rd E of Presidents Rd
 Town: Bourne
 Counter: AP-10

3225 Main St.
 Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21393
 Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
07/11/16		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00		*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00		8	11	20	17	24	15	10	5	3	2	0	0	0	0	115	21-30	87
12 PM		11	8	17	21	18	18	11	7	2	1	0	0	0	0	114	23-32	85
13:00		3	5	17	22	16	14	13	9	3	1	0	0	0	0	103	23-32	82
14:00		4	3	10	14	23	28	15	7	2	0	0	0	0	0	106	23-32	90
15:00		9	5	9	12	22	20	20	9	4	1	0	0	0	0	111	25-34	83
16:00		10	6	14	20	18	14	14	5	7	1	0	0	0	0	109	23-32	80
17:00		8	9	14	22	27	20	9	1	1	0	0	0	0	0	111	23-32	92
18:00		5	7	17	15	14	20	11	9	1	1	0	0	0	0	100	23-32	77
19:00		3	3	12	7	10	10	13	2	0	1	1	0	0	0	62	23-32	52
20:00		6	3	13	13	14	12	5	1	1	2	0	0	0	0	70	23-32	57
21:00		2	1	7	9	8	5	1	1	1	0	0	0	0	0	35	23-32	30
22:00		3	2	2	3	4	2	5	0	0	0	1	0	0	0	22	23-32	16
23:00		2	0	0	1	2	0	2	2	0	1	0	0	0	0	10	25-34	7
Total		74	63	152	176	200	178	129	58	25	11	2	0	0	0	1068		
Percent		6.9%	5.9%	14.2%	16.5%	18.7%	16.7%	12.1%	5.4%	2.3%	1.0%	0.2%	0.0%	0.0%	0.0%			
AM Peak		11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00					11:00		
Vol.		8	11	20	17	24	15	10	5	3	2					115		
PM Peak		12:00	17:00	12:00	13:00	17:00	14:00	15:00	13:00	16:00	20:00	19:00				12:00		
Vol.		11	9	17	22	27	28	20	9	7	2	1				114		

3225 Main St.
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Latitude: 0' 0.0000 Undefined

WB	Start Time										WB										Pace	Number in Pace
	0 20	21 22	23 24	25 26	27 28	29 30	31 32	33 34	35 36	37 38	39 40	41 42	43 44	45 9999	Total	Speed						
07/12/16	2	0	1	0	1	1	1	2	0	0	0	0	0	0	8	27-36	5					
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	18-27	2					
02:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	16-25	2					
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*					
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*					
05:00	0	0	1	1	0	1	1	1	0	0	0	0	0	0	4	23-32	3					
06:00	3	0	1	3	3	1	1	0	0	0	0	0	0	0	11	23-32	8					
07:00	5	3	4	7	11	6	5	2	0	0	0	0	0	0	37	23-32	26					
08:00	7	3	8	14	22	12	14	2	1	0	0	0	0	0	66	23-32	51					
09:00	8	4	10	17	22	12	11	4	0	2	0	0	0	0	90	23-32	75					
10:00	7	5	5	12	22	24	11	4	0	2	0	0	0	0	92	23-32	74					
11:00	10	4	6	20	29	15	11	11	5	0	0	0	0	0	119	25-34	94					
12 PM	4	4	13	21	25	17	16	7	2	1	1	0	1	0	112	23-32	92					
13:00	9	7	5	25	27	19	10	8	5	0	0	0	0	0	115	25-34	89					
14:00	5	3	8	12	14	22	5	5	3	2	0	0	0	0	86	23-32	68					
15:00	12	7	5	16	17	13	13	5	2	3	0	0	0	0	101	25-34	72					
16:00	3	4	10	22	23	16	16	7	2	1	0	0	0	0	113	23-32	95					
17:00	10	7	9	25	28	15	15	13	5	2	0	0	0	0	140	25-34	107					
18:00	3	10	4	19	27	15	9	7	0	2	0	0	0	0	100	25-34	81					
19:00	8	7	9	17	15	20	13	4	1	0	0	1	0	0	91	23-32	70					
20:00	1	8	6	16	14	8	2	4	1	2	0	0	1	0	63	21-30	52					
21:00	1	4	9	10	6	8	1	4	0	0	0	0	0	0	43	21-30	37					
22:00	1	2	5	3	7	5	4	1	0	0	0	0	0	0	28	23-32	24					
23:00	0	1	1	3	1	2	2	0	0	0	0	0	0	0	10	23-32	9					
Total	99	85	120	264	297	262	166	92	27	16	1	2	2	0	1433							
Percent	6.9%	5.9%	8.4%	18.4%	20.7%	18.3%	11.6%	6.4%	1.9%	1.1%	0.1%	0.1%	0.1%	0.0%								
AM Peak	11:00	10:00	09:00	11:00	11:00	10:00	11:00	11:00	11:00	10:00					11:00							
Vol.	10	5	10	20	29	24	15	11	5	2					119							
PM Peak	15:00	18:00	12:00	13:00	17:00	17:00	12:00	17:00	13:00	15:00	12:00	16:00	12:00		17:00							
Vol.	12	10	13	25	28	26	16	13	5	3	1	1	1		140							

Cape Cod Commission

3225 Main St.
Barnstable, MA 02630
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Site: 21393
Location: Monument Neck Rd E of Presidents Rd
Town: Bourne
Counter: AP-10

Site Code: 21393
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4	21-30	4
	01:00	0	0	1	1	0	1	1	0	0	0	0	0	0	0	4	22-31	4
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25-34	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17-26	1
	05:00	1	0	1	1	0	0	0	0	0	0	0	0	0	0	4	23-32	3
	06:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	25-34	5
	07:00	3	3	4	10	8	7	3	4	2	0	0	0	0	0	44	25-34	32
	08:00	7	6	8	13	18	13	12	7	1	1	0	0	0	0	77	23-32	59
	09:00	3	3	17	18	18	16	10	5	3	2	0	0	0	0	91	23-32	76
	10:00	9	3	12	16	19	16	12	5	3	2	0	0	0	0	97	23-32	75
	11:00	10	7	14	17	15	20	15	8	2	0	0	0	0	0	108	23-32	81
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	33	22	57	78	81	69	54	30	9	3	0	0	0	0	436		
	Percent	7.6%	5.0%	13.1%	17.9%	18.6%	15.8%	12.4%	6.9%	2.1%	0.7%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00	11:00	09:00	09:00	10:00	11:00	11:00	11:00	10:00	10:00					11:00		
	Vol.	10	7	17	18	19	20	15	8	3	2					108		
	PM Peak																	
	Vol.																	
	Total	206	170	329	518	578	509	349	180	61	30	3	2	2	0	2937		
	Percent	7.0%	5.8%	11.2%	17.6%	19.7%	17.3%	11.9%	6.1%	2.1%	1.0%	0.1%	0.1%	0.1%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 26 MPH
85th Percentile : 31 MPH
95th Percentile : 33 MPH

Stats
10 MPH Pace Speed : 23-32 MPH
Number in Pace : 2291
Percent in Pace : 78.0%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 27 MPH

www.capecodcommission.org

Station ID:

Latitude: 0' 0.0000 Undefined

[illegible]

Cape Cod Commission

Page 1

Site: 21394
Location: Bell Rd W of Old Monument Neck Rd
Town: Bourne
Counter: AP-16

3225 Main St.
Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

Start Time	11-Jul-16		Tue		Wed		Thu		Fri		Sat		Sun		Weekday Ave	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	3	3	2	2	*	*	*	*	*	*	*	*	2	2
01:00	*	*	1	2	2	3	*	*	*	*	*	*	*	*	2	2
02:00	*	*	2	2	0	0	*	*	*	*	*	*	*	*	1	1
03:00	*	*	0	1	3	1	*	*	*	*	*	*	*	*	2	1
04:00	*	*	6	0	4	2	*	*	*	*	*	*	*	*	5	1
05:00	*	*	11	7	11	4	*	*	*	*	*	*	*	*	11	6
06:00	*	*	20	18	20	23	*	*	*	*	*	*	*	*	20	20
07:00	*	*	23	22	27	14	*	*	*	*	*	*	*	*	25	18
08:00	*	*	27	26	30	39	*	*	*	*	*	*	*	*	28	32
09:00	*	*	39	43	42	27	*	*	*	*	*	*	*	*	40	35
10:00	*	*	35	27	*	*	*	*	*	*	*	*	*	*	35	27
11:00	35	47	(50)	(43)	*	*	*	*	*	*	*	*	*	*	42	45
12:00 PM	28	25	45	38	*	*	*	*	*	*	*	*	*	*	36	32
01:00	50	31	31	35	*	*	*	*	*	*	*	*	*	*	40	33
02:00	47	35	40	35	*	*	*	*	*	*	*	*	*	*	44	35
03:00	35	48	29	42	*	*	*	*	*	*	*	*	*	*	32	45
04:00	38	35	42	35	*	*	*	*	*	*	*	*	*	*	(40)	(35)
05:00	37	37	44	33	*	*	*	*	*	*	*	*	*	*	40	35
06:00	34	32	31	44	*	*	*	*	*	*	*	*	*	*	32	38
07:00	24	38	32	28	*	*	*	*	*	*	*	*	*	*	28	33
08:00	23	25	20	32	*	*	*	*	*	*	*	*	*	*	22	28
09:00	5	7	12	10	*	*	*	*	*	*	*	*	*	*	8	8
10:00	4	5	2	3	*	*	*	*	*	*	*	*	*	*	3	4
11:00	3	2	3	4	*	*	*	*	*	*	*	*	*	*	3	3
Total	363	367	548	533	141	115	0	0	0	0	0	0	0	0	(541)	(519)
Day	730		1081		256		0		0		0		0		1060	
AM Peak	11:00	11:00	11:00	09:00	09:00	08:00	-	-	-	-	-	-	-	-	11:00	11:00
Vol.	35	47	50	43	42	39	-	-	-	-	-	-	-	-	42	45
PM Peak	13:00	15:00	12:00	18:00	-	-	-	-	-	-	-	-	-	-	14:00	15:00
Vol.	50	48	45	44	-	-	-	-	-	-	-	-	-	-	44	45

Comb. Total 730 1081 256 0 0 0 0 1060

ADT ADT 1,035 AADT 1,035

Cape Cod Commission

3225 Main St.

Barnstable, MA 02630

www.capecodcommission.org

Site: 21394

Location: Bell Rd W of Old Monument Neck Rd

Town: Bourne

Counter: AP-16

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Classed	Not	Total
	07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	11:00	8	29	27	0	13	0	0	0	0	0	0	0	0	0	5	82
	12 PM	0	27	13	0	11	1	0	0	0	0	0	0	0	0	1	53
	13:00	0	38	20	0	16	0	0	0	0	0	0	0	0	0	7	81
	14:00	2	34	28	0	12	0	0	1	0	0	0	0	0	0	5	82
	15:00	2	46	26	0	5	0	0	0	0	0	0	0	0	0	4	83
	16:00	6	41	10	0	13	0	0	0	0	0	0	0	0	0	3	73
	17:00	6	28	25	0	10	0	0	0	0	0	0	0	0	0	5	74
	18:00	6	38	14	0	5	0	0	0	0	0	0	0	0	0	3	66
	19:00	2	29	10	0	18	0	0	0	0	0	0	0	0	0	3	62
	20:00	0	31	11	0	5	0	0	0	0	0	0	0	0	0	1	48
	21:00	0	9	1	0	2	0	0	0	0	0	0	0	0	0	0	12
	22:00	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
	23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	Total	32	360	188	0	111	1	0	1	0	0	0	0	0	0	37	730
	Percent	4.4%	49.3%	25.8%	0.0%	15.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	
	AM Peak	11:00	11:00	11:00		11:00										11:00	
	Vol.	8	29	27		13										5	
	PM Peak	16:00	15:00	14:00		19:00	12:00		14:00							13:00	
	Vol.	6	46	28		18	1		1							7	

Cape Cod Commission

3225 Main St.

Barnstable, MA 02630

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Site: 21394

Location: Bell Rd W of Old Monument Neck Rd

Town: Bourne

Counter: AP-16

Site Code: 21394

Station ID:

Latitude: 0' 0.0000 Undefined

EB, WB	Start Time	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
	07/12/16	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	02:00	2	2	0	0	0	0	0	0	0	0	0	0	0	4
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	4	0	2	0	0	0	0	0	0	0	0	0	6
	05:00	8	5	0	5	0	0	0	0	0	0	0	0	0	18
	06:00	15	15	0	6	0	0	0	0	0	0	0	0	0	38
	07:00	18	17	2	5	0	0	0	0	0	0	0	0	1	45
	08:00	33	10	0	2	0	0	0	0	0	0	0	0	1	53
	09:00	32	27	0	10	0	0	0	0	0	0	0	0	8	82
	10:00	34	12	0	7	0	0	0	0	0	0	0	0	4	62
	11:00	37	31	0	12	0	0	0	0	0	0	0	0	6	93
	12 PM	49	13	0	13	0	0	0	0	0	0	0	0	7	83
	13:00	39	10	0	13	0	0	2	0	0	0	0	0	0	66
	14:00	42	27	0	3	0	0	0	0	0	0	0	0	2	75
	15:00	44	12	0	4	0	0	1	0	0	0	0	0	6	71
	16:00	50	15	0	4	0	0	0	0	0	0	0	0	2	77
	17:00	30	24	0	14	0	0	0	0	0	0	0	0	5	77
	18:00	35	12	0	19	0	0	0	0	0	0	0	0	3	75
	19:00	32	13	0	9	0	0	0	0	0	0	0	0	2	60
	20:00	13	9	0	11	0	0	0	0	0	0	0	0	0	52
	21:00	3	2	0	0	0	0	0	0	0	0	0	0	0	22
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	23:00	4	1	0	2	0	0	0	0	0	0	0	0	0	7
	Total	54	272	2	141	0	0	3	0	0	0	0	0	49	1081
	Percent	5.0%	25.2%	0.2%	13.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	
	AM Peak	08:00	11:00	07:00	11:00									09:00	
	Vol.	7	31	2	12									8	
	PM Peak	16:00	14:00		18:00			13:00						12:00	
	Vol.	6	27		19			2						7	

FR WB Latitude: 0° 0.0000 Undefined

[illegible]

	Grand Total	Percent	109 4.9%	1121 50.6%	574 25.9%	3 0.1%	299 13.5%	3 0.1%	0 0.0%	5 0.2%	0 0.0%	0 0.0%	0 0.0%	0 0.0%	101 4.6%	2215
--	-------------	---------	-------------	---------------	--------------	-----------	--------------	-----------	-----------	-----------	-----------	-----------	-----------	-----------	-------------	------

EB																		Pace	
Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Speed	Number in Pace		
	20	22	24	26	28	30	32	34	36	38	40	42	44	9999					
07/11/16	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	12	2	7	2	4	5	1	2	0	0	0	0	0	0	35	21-30	20		
12 PM	2	1	6	5	2	5	6	1	0	0	0	0	0	0	28	23-32	24		
13:00	13	7	7	8	7	5	0	2	0	1	0	0	0	0	50	21-30	34		
14:00	13	3	7	5	7	7	5	0	0	0	0	0	0	0	47	23-32	31		
15:00	8	1	5	9	5	4	1	1	1	0	0	0	0	0	35	23-32	24		
16:00	7	1	7	6	7	8	1	1	0	0	0	0	0	0	38	23-32	29		
17:00	10	5	7	7	3	2	2	1	0	0	0	0	0	0	37	21-30	24		
18:00	7	4	6	8	1	2	4	2	0	0	0	0	0	0	34	23-32	21		
19:00	3	6	3	6	2	3	0	0	1	0	0	0	0	0	24	21-30	20		
20:00	3	2	2	5	3	2	4	1	1	0	0	0	0	0	23	23-32	16		
21:00	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5	21-30	5		
22:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	16-25	4		
23:00	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3	21-30	3		
Total	78	35	60	65	41	45	24	11	3	1	0	0	0	0	363				
Percent	21.5%	9.6%	16.5%	17.9%	11.3%	12.4%	6.6%	3.0%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%					
AM Peak	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00							11:00				
Vol.	12	2	7	2	4	5	1	2							35				
PM Peak	13:00	13:00	13:00	15:00	13:00	16:00	12:00	13:00	15:00	13:00					13:00				
Vol.	13	7	7	9	7	8	6	2	1	1					50				

Site: 21394
Location: Bell Rd W of Old Monument Neck Rd
Town: Bourne
Counter: AP-16

Barnstable, MA 02630
www.capecodcommission.org

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0		21		23		25		27		29		31		33		35		37		39		41		43		45		Total	Pace Speed	Number in Pace
		20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64	66	68	70	72	74			
	07/12/16	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	19:28	3		
	01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20:29	1			
	02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	25:34	2			
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*	1		
	04:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	23:32	6			
	05:00	0	2	0	3	1	2	1	3	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	25:34	9			
	06:00	7	1	0	2	2	2	2	3	3	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	23:32	12			
	07:00	4	1	5	3	3	4	3	3	4	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	23:32	18			
	08:00	4	2	3	3	4	4	4	5	4	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	23:32	19			
	09:00	7	0	4	10	7	4	4	4	7	4	4	1	2	2	1	1	1	2	0	0	0	0	0	0	0	39	23:32	29			
	10:00	10	1	4	6	4	6	6	6	4	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	23:32	24			
	11:00	8	3	3	7	9	9	9	9	9	5	9	5	5	3	5	3	1	0	0	0	0	0	0	0	0	50	25:34	35			
	12 PM	7	3	2	7	9	9	9	7	9	5	9	5	3	3	2	3	0	0	0	0	0	0	0	0	0	45	25:34	33			
	13:00	3	1	2	8	8	6	6	10	8	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	25:34	25			
	14:00	5	4	9	5	3	4	4	5	3	3	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	40	21:30	35			
	15:00	4	4	3	4	8	3	4	6	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	21:30	19			
	16:00	9	3	8	6	8	6	6	7	3	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	21:30	31			
	17:00	9	4	5	7	3	3	3	4	3	6	3	2	2	2	2	2	2	2	2	2	2	0	0	0	0	44	21:30	25			
	18:00	10	2	8	5	1	1	1	5	1	2	2	1	1	1	1	0	0	0	0	0	1	0	0	0	0	31	21:30	18			
	19:00	6	10	7	4	1	3	3	4	1	3	3	0	0	0	0	1	1	0	0	0	0	0	0	0	0	32	21:30	25			
	20:00	2	4	4	3	0	0	0	3	0	3	3	1	1	1	3	0	1	0	0	0	0	0	0	0	0	20	21:30	14			
	21:00	2	3	1	3	2	0	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	12	21:30	9			
	22:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	23:32	1				
	23:00	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	15:24	2				
	Total	102	48	75	93	76	76	76	93	76	40	24	24	7	40	24	4	7	13	4	4	3	0	0	0	0	548					
	Percent	18.6%	8.8%	13.7%	17.0%	13.9%	13.9%	13.9%	17.0%	13.9%	7.3%	4.4%	4.4%	1.3%	7.3%	4.4%	1.3%	0.7%	0.5%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	11:00					
	AM Peak	10:00	11:00	07:00	09:00	11:00	11:00	11:00	09:00	11:00	08:00	11:00	09:00	09:00	08:00	11:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	09:00	50					
	Vol.	10	3	5	10	9	9	9	10	9	5	5	5	1	5	5	1	1	1	1	1	1	1	1	1	1	12:00					
	PM Peak	18:00	19:00	14:00	14:00	12:00	12:00	12:00	14:00	12:00	12:00	12:00	12:00	17:00	12:00	12:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00	45						
	Vol.	10	10	9	10	9	9	9	10	9	5	5	5	2	5	5	2	2	2	2	2	2	2	2	2	2	45					

Cape Cod Commission

3225 Main St.
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Site: 21394
Location: Bell Rd W of Old Monument Neck Rd
Town: Bourne
Counter: AP-16

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

EB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1
	01:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	27-36	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	03:00	1	0	0	0	0	1	0	1	0	0	0	0	0	0	3	29-38	2
	04:00	0	1	1	0	0	1	1	0	0	0	0	0	0	0	4	21-30	3
	05:00	0	0	1	2	4	0	2	1	0	1	0	0	0	0	11	23-32	9
	06:00	2	3	4	4	3	2	0	2	0	0	0	0	0	0	20	21-30	16
	07:00	3	2	5	4	4	4	4	1	0	0	0	0	0	0	27	23-32	21
	08:00	10	3	2	4	5	4	2	0	0	0	0	0	0	0	30	21-30	18
	09:00	9	5	7	9	6	4	1	1	0	0	0	0	0	0	42	21-30	31
	10:00	11	2	8	4	6	2	1	1	0	0	0	0	0	0	35	21-30	22
	11:00	11	7	5	4	3	6	2	1	0	0	0	0	0	0	39	21-30	25
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	50	23	33	31	32	24	13	8	0	1	0	0	0	0	215		
	Percent	23.3%	10.7%	15.3%	14.4%	14.9%	11.2%	6.0%	3.7%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	10:00	11:00	10:00	09:00	09:00	11:00	07:00	06:00		05:00					09:00		
	Vol.	11	7	8	9	6	6	4	2		1					42		

PM Peak Vol.	11	7	8	9	6	6	6	4	2									
Total	230	106	168	189	149	145	145	77	43	10	6	3	0	0	0	1126		
Percent	20.4%	9.4%	14.9%	16.8%	13.2%	12.9%	12.9%	6.8%	3.8%	0.9%	0.5%	0.3%	0.0%	0.0%	0.0%			

15th Percentile :	15 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	764
	Percent in Pace :	67.9%
	Number of Vehicles > 55 MPH :	0
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	24 MPH

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Site: 21394
Location: Bell Rd W of Old Monument Neck Rd
Town: Bourne
Counter: AP-16

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0 21 23 25 27 29 31 33 35 37 39 41 43 45																Pace Speed	Number in Pace
		20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50		
	07/12/16	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	3	31-40
	01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	20-29
	02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13-22
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20-29
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*
	05:00	1	1	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	*
	06:00	6	1	3	3	4	0	1	0	0	0	0	0	0	0	0	0	7	27-36
	07:00	4	5	3	4	5	2	1	1	0	0	0	0	0	0	0	0	18	19-28
	08:00	11	3	3	4	12	4	2	1	0	0	0	0	0	0	0	0	22	21-30
	09:00	12	3	4	6	12	7	3	1	0	0	0	0	0	0	0	0	26	21-30
	10:00	5	2	3	2	3	4	8	1	0	0	0	0	0	0	0	0	43	21-30
	11:00	11	9	4	4	2	8	1	0	2	1	1	0	0	0	0	0	27	23-32
	12 PM	10	4	5	8	3	4	0	0	1	1	1	0	0	0	0	0	43	21-30
	13:00	10	1	3	10	6	5	0	1	0	0	0	0	0	0	0	0	38	21-30
	14:00	14	3	3	6	5	3	0	0	0	0	0	0	0	0	0	0	35	21-30
	15:00	14	7	8	3	5	2	2	1	0	0	0	0	0	0	0	0	35	21-30
	16:00	11	5	6	3	5	3	1	1	0	0	0	0	0	0	0	0	42	21-30
	17:00	7	9	6	5	2	3	0	0	0	0	0	1	0	0	0	0	33	21-30
	18:00	12	4	5	7	9	3	2	2	0	0	0	0	0	0	0	0	44	21-30
	19:00	11	6	2	4	1	4	0	0	0	0	0	0	0	0	0	0	28	21-30
	20:00	8	5	3	7	6	2	1	0	0	0	0	0	0	0	0	0	32	21-30
	21:00	3	0	2	2	2	0	0	0	1	0	0	0	0	0	0	0	10	23-32
	22:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	13-22
	23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	21-30
	Total	155	74	65	75	74	52	17	9	5	2	3	1	0	0	0	0	533	
	Percent	29.1%	13.9%	12.2%	14.1%	13.9%	9.8%	3.2%	1.7%	0.9%	0.4%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%		
	AM Peak	09:00	11:00	09:00	09:00	09:00	11:00	10:00	07:00	11:00	11:00	10:00						09:00	
	Vol.	12	9	4	6	12	8	3	1	2	1	1						43	
	PM Peak	14:00	17:00	15:00	13:00	18:00	12:00	15:00	18:00	12:00	12:00	12:00	17:00					18:00	
	Vol.	14	9	8	10	9	4	4	2	1	1	1	1					44	

Site: 21394
Location: Bell Rd W of Old Monument Neck Rd
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Counter: AP-16

Site Code: 21394
Station ID:

Latitude: 0' 0.0000 Undefined

WB	Start Time	0	21	23	25	27	29	31	33	35	37	39	41	43	45	Total	Pace Speed	Number in Pace
	07/13/16	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	27-36	1
	01:00	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3	25-34	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
	04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	20-29	2
	05:00	0	0	1	1	1	0	0	0	1	0	0	0	0	0	2	18-27	2
	06:00	7	4	2	4	2	2	2	0	0	0	0	0	0	0	4	19-28	3
	07:00	4	2	5	6	5	1	1	0	0	0	0	0	0	0	23	21-30	14
	08:00	12	8	5	7	1	3	2	0	1	0	0	0	0	0	14	21-30	9
	09:00	8	3	2	7	1	1	2	0	0	1	0	0	0	0	39	19-28	26
	10:00	12	10	3	7	1	2	0	0	0	0	0	0	0	0	27	21-30	16
	11:00	14	8	5	4	6	2	0	0	0	0	0	0	0	0	35	21-30	23
	12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	39	21-30	25
	13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Total	61	36	23	30	19	11	6	0	2	1	0	0	0	0	189		
	Percent	32.3%	19.0%	12.2%	15.9%	10.1%	5.8%	3.2%	0.0%	1.1%	0.5%	0.0%	0.0%	0.0%	0.0%			
	AM Peak	11:00	10:00	07:00	09:00	11:00	09:00	06:00		05:00	09:00							
	Vol.	14	10	5	7	6	3	2		1	1					08:00		
	PM Peak															39		
	Vol.																	

Total	343	159	151	150	147	76	36	11	7	4	3	1	0	0	1	1089
Percent	31.5%	14.6%	13.9%	13.8%	13.5%	7.0%	3.3%	1.0%	0.6%	0.4%	0.3%	0.1%	0.0%	0.0%	0.1%	
15th Percentile : 9 MPH 50th Percentile : 22 MPH 85th Percentile : 27 MPH 95th Percentile : 30 MPH																

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 693
Percent in Pace : 63.6%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 21 MPH

APPENDIX F: Bicycle/Pedestrian Counting Data

Multi-Use Path Bicycle & Pedestrian Counts

BPSite#	5213	Cape Cod Canal Path North			W of	Herring Pond Recreation		
7/5/2011		7:00 AM	to	7:00 PM	% Helmet			Bourne
EB	385	Bicyclists	570	39.1	Walkers	105	"N" denotes not performed by CCC <div></div>	
WB	386	Skaters	45	11.1	Joggers	24		
All Total	771	Other	11		Child In Carrier	11		
					Wheelchairs	5		

BPSite#	5006	Cape Cod Canal Path South			@	West End	
6/30/2015		7:00 AM	to	7:00 PM	% Helmet	Bourne	
EB	306	Bicyclists	299	69.2	Walkers	290	"N" denotes not performed by CCC
WB	320	Skaters	12	41.7	Joggers	16	
All Total		Other	2		Child In Carrier	5	
					Wheelchairs	2	

BPSite#	5011	Cape Cod Canal Path South			@	East End	
7/6/2016	7:00 AM	to	7:00 PM	% Helmet	Sandwich		
EB	518	Bicyclists	497	61.4	Walkers	414	"N" denotes not performed by CCC <div></div>
WB	499	Skaters	16	12.5	Joggers	58	
All Total	1,017	Other	8		Child In Carrier	24	
					Wheelchairs	0	

BPSite#	5011	Cape Cod Canal Path South			@	East End	
7/18/2010		7:00 AM	to	7:00 PM	% Helmet	Sandwich	
EB	768	Bicyclists	815	71.5	Walkers	487	"N" denotes not performed by CCC
WB	772	Skaters	33	63.6	Joggers	50	
All Total	1,540	Other	128		Child In Carrier	26	
					Wheelchairs	1	

BPSite#	5012	Shining Sea Path			S of	County Rd	
6/30/2015	7:00 AM	to	7:00 PM	% Helmet	Falmouth		
NB	404	Bicyclists	709	90.7	Walkers	91	“N” denotes not performed by CCC
SB	436	Skaters	9	77.8	Joggers	17	
		Other	1		Child In Carrier	13	
All Total	840				Wheelchairs	0	

BPSite#	5018	Shining Sea Path			S of	Locust St	
7/6/2016	7:00 AM	to	7:00 PM	% Helmet	Falmouth		
NB	968	Bicyclists	1,675	66.9	Walkers	170	“N” denotes not performed by CCC
SB	980	Skaters	16	93.8	Joggers	64	
All Total	1,948	Other	2		Child In Carrier	18	
					Wheelchairs	3	

Multi-Use Path Bicycle & Pedestrian Counts

BPSite#	5018	Shining Sea Path	S of	Locust St
7/3/2012	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	1,103	Bicyclists	1,999	65.2
SB	1,225	Skaters	28	64.3
All Total	2,328	Other	1	
			Walkers	183
			Joggers	95
			Child In Carrier	22
			Wheelchairs	0

"N" denotes not performed by CCC

BPSite#	5018	Shining Sea Path	S of	Locust St
7/12/2011	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	652	Bicyclists	1,200	70.6
SB	826	Skaters	22	77.3
All Total	1,478	Other		
			Walkers	191
			Joggers	55
			Child In Carrier	7
			Wheelchairs	3

"N" denotes not performed by CCC

BPSite#	5018	Shining Sea Path	S of	Locust St
7/7/2011	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	1,242	Bicyclists	2,016	75.0
SB	1,047	Skaters	19	73.7
All Total	2,289	Other		
			Walkers	177
			Joggers	67
			Child In Carrier	8
			Wheelchairs	2

"N" denotes not performed by CCC

BPSite#	5018	Shining Sea Path	S of	Locust St
5/12/2009	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	239	Bicyclists	283	74.9
SB	249	Skaters	43	46.5
All Total	488	Other		
			Walkers	139
			Joggers	21
			Child In Carrier	
			Wheelchairs	2

"N" denotes not performed by CCC

BPSite#	5018	Shining Sea Path	S of	Locust St
5/9/2009	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	241	Bicyclists	264	70.8
SB	238	Skaters	23	60.9
All Total	479	Other		
			Walkers	147
			Joggers	41
			Child In Carrier	
			Wheelchairs	4

"N" denotes not performed by CCC

BPSite#	5018	Shining Sea Path	S of	Locust St
7/2/2008	7:00 AM	to 7:00 PM	% Helmet	Falmouth
NB	605	Bicyclists	936	60.1
SB	561	Skaters	43	20.9
All Total	1,166	Other		
			Walkers	126
			Joggers	57
			Child In Carrier	
			Wheelchairs	4

"N" denotes not performed by CCC

Multi-Use Path Bicycle & Pedestrian Counts

BPSite#	5029	Shining Sea Path		@	South End	
7/3/2012	7:00 AM	to	7:00 PM	% Helmet	Falmouth	
NB	1,411	Bicyclists	2,481	63.4	Walkers	391
SB	1,635	Skaters	35	48.6	Joggers	97
All Total	3,046	Other	2		Child In Carrier	38
					Wheelchairs	2

"N" denotes not performed by CCC



BPSite#	5029	Shining Sea Path		@	South End	
7/2/2008	7:00 AM	to	7:00 PM	% Helmet	Falmouth	
SB	944	Bicyclists	1,401	61.5	Walkers	256
NB	821	Skaters	42	35.7	Joggers	66
All Total	1,765	Other			Child In Carrier	
					Wheelchairs	0

"N" denotes not performed by CCC



BPSite#	5212	Shining Sea Path		N of	Old Dock Rd	
8/22/2009	7:00 AM	to	7:00 PM	% Helmet	Falmouth	
NB	859	Bicyclists	1,363	68.2	Walkers	276
SB	913	Skaters	42	50.0	Joggers	90
All Total	1,772	Other			Child In Carrier	
					Wheelchairs	1

"N" denotes not performed by CCC



CAPE COD COMMISSION

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