



CAPE COD
COMMISSION

Side Path Crossings Inventory

FINAL | SEPTEMBER 2024



Prepared by Cape Cod Commission Staff.

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Side Path Crossing Inventory

FINAL REPORT | September 2024

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The information presented on the maps and figures in this report are for planning purposes only. They are not adequate for legal boundary definition, regulatory interpretation, or parcel level analysis. They should not substitute for actual on-site surveys or supersede deed research.

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Executive Summary

This report, the Side Path Crossing Inventory, is part of the ongoing regional effort to promote safe bicycle and pedestrian accommodations across the Cape Cod region that are consistent with the Cape Cod Regional Transportation Plan (RTP). Building off the successful reception of the Rail Trail Crossing Inventory, released in early 2022, the Side Path Crossing Inventory aims to look at the side path at-grade roadway crossings around Cape Cod and provide recommendations on how to help improve these areas.

Across the Cape, the shared-use path network is expanding. In addition to our regional rail trails, such as the Cape Cod Rail Trail and the Shining Sea Bikeway, there are various multi-use paths and or side paths that are a vital link to town centers and surrounding communities. While these side paths provide a larger than normal width walking surface for pedestrians to use, the at-grade crossings often lack general safety features. With the purpose of making the network safer and more uniform, it is important to make sure that these additional, often overlooked, links are treated with the same level of care as our region's shared-use paths and rail trails. If the at-grade crossings are not perceived as safe, the whole system can fail to achieve its potential of providing better and safer multi-modal connections.

This report contains several sections. First, the Project Description section brings forth the project goals, as well as the purpose and inspiration behind this project. This section also breaks down the structure of the project in greater detail. The Background section covers the history of the shared-use path network on Cape Cod and its growth. This section also has an at-a-look glance of the number of side path at-grade roadway crossings inventoried in each town. The Collected Information section describes the structure of how the side path inventory was conducted and how the data is presented in the report. The Collected Information section includes the Side Path Inventory data. The Side Path Inventory is presented alphabetically by town and includes collected features and information for each side path crossing location as well as photographs of the location.

The Design Guidance for Side Paths section lists basic design guidance along with helpful and relevant diagrams. This section also provides references to formal design guides and other guidance material from such sources as Massachusetts Department of Transportation (MassDOT), the Federal Highway Administration (FHWA), and the American Association of State Highway and Transportation Officials (AASHTO). This section is followed by the Conclusion which offers network-wide recommendations for side paths and next steps.

Project Description

PROJECT GOALS

This project aims to inventory the condition of the at-grade side path crossings across the region's roadway network. This report also provides information on the current industry standards for side paths and multi-use paths, as well as providing an in-depth look at the needs of the at-grade crossings of side paths around the Cape Cod region.

PROJECT PURPOSE AND INSPIRATION

This report follows the success of the Rail Trail Crossing Inventory finalized in 2022. Many of the regions' rail trails are maintained by State agencies (i.e. MassDOT Department of Conservation and Recreation or Army Corp of Engineers), while many of the side paths are maintained and installed by the municipalities. After the release of the Rail Trail Crossing Inventory report, several towns noted the rail trails may not travel through their town and a similar effort could be performed to inventory side path crossings which are equally important for some municipalities.

The purpose of this project is to provide a resource for municipalities in Barnstable County who are often responsible for the design and maintenance of the region's side paths with the goal of creating a better connected and more uniform network that meets the needs of all users.

Background: Side Paths on Cape Cod

A MORE CONNECTED NETWORK

The Cape Cod region is known for its extensive bicycle infrastructure in the form of shared-use paths. A shared-use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared-use paths can provide a low-stress experience for a variety of users using the network for transportation or for recreation. Popular regional shared-use path routes, such as the Cape Cod Rail Trail, allow for users to traverse across the Cape with ease. The rail trails and shared-use paths on the Cape function as the backbone of the bicycle network. However, these routes often pass by points of interest, which is where the need for better connectivity comes from.

Starting in the 1970s, the Cape developed a system of improved bicycle infrastructure, focusing mainly on shared-use paths, with disused rail lines being repurposed into rail trails/shared-use paths. Since then, the network has continued to grow with towns extending the existing rail trails

and adding other infrastructure along roadway corridors. To better connect to the rail trail routes, many towns have constructed side paths along roadway corridors and as a means of connecting to the shared-use path network. As stated in the *AASHTO Guide for the Development Bicycle Facilities* (2012), “Side paths are a specific type of shared-use path that run adjacent to the roadway, where right-of-way and other physical constraints dictate”. These facilities can be an extremely useful way to connect to an existing network and provide users with a safer alternative than riding on the roadway.

Adding a side path along a busy corridor provides an element of separation from motor vehicles and can lead to users feeling safer. In recent years, more towns have begun to expand their side path infrastructure with the hopes of increasing safety and connectivity. The continued expansion of the shared-use path network will make a more connected system and as a result boost regional accessibility for all users. As the shared-use network continues to expand the side path network will expand as well.

As the network expands, the quality of these facilities is also of paramount importance. Features of a side path such as paving quality, evenness, and routine maintenance (for example, clearing mud and tree debris) are important to guarantee a comfortable and safe ride. Additionally, the at-grade street crossings play an important role in the perceived comfort of the overall facility as these are areas of conflict with motorists. Therefore, the uniformity of the network is another area of importance when looking at side paths. The uniformity at crossings across a network allows for pedestrians and motorists alike to recognize, react, and comply with the messages communicated by traffic-control devices installed at these locations.

SURVEYED LOCATIONS

Beginning in the Fall of 2022, staff members from the Cape Cod Commission collected data from locations where side paths crossed (at-grade) with roadways and busy commercial driveways. Data for this inventory was collected across Barnstable County in 6 of the 15 towns. Side paths in Barnstable, Chatham, Dennis, Mashpee, Sandwich, and Yarmouth were collected during site visits and in a few cases during a desktop review. Overall, staff inventoried 149 side path at-grade crossing locations during the data collection period. Table 1 serves as a summary of the number of crossings surveyed and in which town they were inventoried.

| Town | # Of At-grade Intersections |
|--------------|-----------------------------|
| Barnstable | 51 |
| Chatham | 1 |
| Dennis | 37 |
| Mashpee | 27 |
| Sandwich | 10 |
| Yarmouth | 23 |
| Total | 149 |

Table 1: Inventoried Side Paths (by Town, in Alphabetical Order)

The following figures (Figure 1 and 2) are maps showing the location of the at-grade crossing. At-grade crossings are locations where the roadway and the side path cross at the same elevation. These at-grade crossings were chosen to be inventoried as they are the locations that non-motorists encounter motorists and as such the safety features at these locations are significant and should be kept track of. The points are color coded by town with Barnstable in red, Chatham in pink, Dennis in blue, Mashpee in green, Sandwich in orange, and Yarmouth in purple.



Figure 1: Sandwich, Mashpee, and Barnstable At-Grade Side Path Crossings (from left to right)



Figure 2: Yarmouth, Dennis, and Chatham At-Grade Side Path Crossings (from left to right)

Some points in Figures 1 and 2 may appear to be overlapping and/or not appear in their correct geographical location. This is due to the zoom level used to fit all points in a scaled down view for the purpose of display in this report.

Collected Information

Data for this inventory was collected during the Fall and Winter of 2022 into 2023; with spot checks conducted in Spring of 2024. Data was collected through a combination of field visits and desktop studies. Overall, 149 side path at-grade crossings were surveyed and cataloged across six towns.

SIDE PATH INVENTORY STRUCTURE

The following sections are split by town and include a list of the points inventoried as well as individual profiles on each crossing and or group of crossings inventoried. Each crossing profile includes the data collected on the side path approaches, the crossing and adjacent roadways, the related area crash history, and a MassDOT Network Screening Risk Based analysis for pedestrians and bicyclists. At the end of each town section, there is a recommendations list for improvements and or enhancements for the side path crossings surveyed in that town. Additionally, for relevant locations, Cape Cod Commission staff noted other unique aspects of the crossing. For all locations, pictures of the crossing are included, with an effort made to show both the road and side path approaches.

BARNSTABLE CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in the Town of Barnstable.

- Bearses Way @ Alicia Road
- Bearses Way @ Bristol Avenue
- Bearses Way @ Franklin Avenue
- Bearses Way @ General Patton Drive
- Bearses Way @ Hampshire Avenue
- Bearses Way @ HYCC Driveway
- Ocean Avenue @ Keyes Memorial Beach Parking
- Old Stage Road @ Coachman Lane
- Old Stage Road @ Hane Road
- Old Stage Road @ Oak Street
- Old Stage Road @ Race Lane (crossing Old Stage Rd)
- Route 28 @ Arrowhead Drive
- Route 28 @ Barnstable High School/Adult Community Center
- Route 28 @ Barnstable Intermediate School Driveway
- Route 28 @ Bayberry Square
- Route 28 @ Bearses Way (crossing Route 28)
- Route 28 @ Bearses Way Plaza
- Route 28 @ Cape Cod Package Store Driveway
- Route 28 @ Centerville Food Mart Driveway (East)
- Route 28 @ Centerville Food Mart Driveway (West)
- Route 28 @ Centerville Plaza Entrance (East)
- Route 28 @ Centerville Plaza Entrance (West)
- Route 28 @ Cottage Lane
- Route 28 @ Danvers Way
- Route 28 @ Founders Court
- Route 28 @ Garden Lane
- Route 28 @ Garrets Family Market (East)
- Route 28 @ Garrets Family Market (West)
- Route 28 @ Harrison Road (East)
- Route 28 @ Harrison Road (West)
- Route 28 @ Lincoln Road
- Route 28 @ Mark's Path
- Route 28 @ MSPCA Cape Cod Driveway
- Route 28 @ Oakland Road
- Route 28 @ Phinney's Lane (East)
- Route 28 @ Phinney's Lane (West)
- Route 28 @ Pitcher's Way
- Route 28 @ Rockland Trust Driveway
- Route 28 @ Strawberry Hill Road
- Route 28 @ West Main Street (East)
- Route 28 @ West Main Street (West)
- Sea Street @ Angell Road
- Sea Street @ Crescent Drive
- Sea Street @ Gosnold Street
- Sea Street @ Lantern Lane
- Sea Street @ Oak Grove Cemetery Entrance
- Sea Street @ Oak Neck Road (North)
- Sea Street @ Oak Neck Road (South)
- Sea Street @ Ocean Avenue
- Sea Street @ South Street
- Transportation Avenue & Paula George Way

2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ Alicia Road

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 71 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. The northbound approach is 8 feet wide while the southbound approach is 9 feet wide. Both approaches are offset from the roadway by 5 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses Alicia Road, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crosswalk. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 miles per hour (mph).

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of five crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|--|
| 4485587 | 01/12/2018 11:44 AM | No Injury | None | Daylight, Clear |
| 4791072 | 12/13/2019 4:55 PM | No Injury | None | Dark - lighted roadway, Rain/Cloudy |
| 4793792 | 12/23/2019 1:53 PM | No Injury | None | Daylight, Clear |
| 4809198 | 01/23/2020 8:54 AM | Non-fatal Injury | None | Daylight, Clear |
| 4864703 | 07/27/2020 5:37 PM | No Injury | None | Daylight, Clear |



Northbound View



Eastbound View



2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Based on MassDOT's Network Screening Risk Based tool, Bearses Way @ Alicia Road area is categorized as a top risk site for bicyclists and a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ Bristol Avenue

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 40 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Both side path approaches are 8 feet wide and are offset from the roadway by 5 feet. On the southbound path approach there is a telephone pole in the middle of the side path just before the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

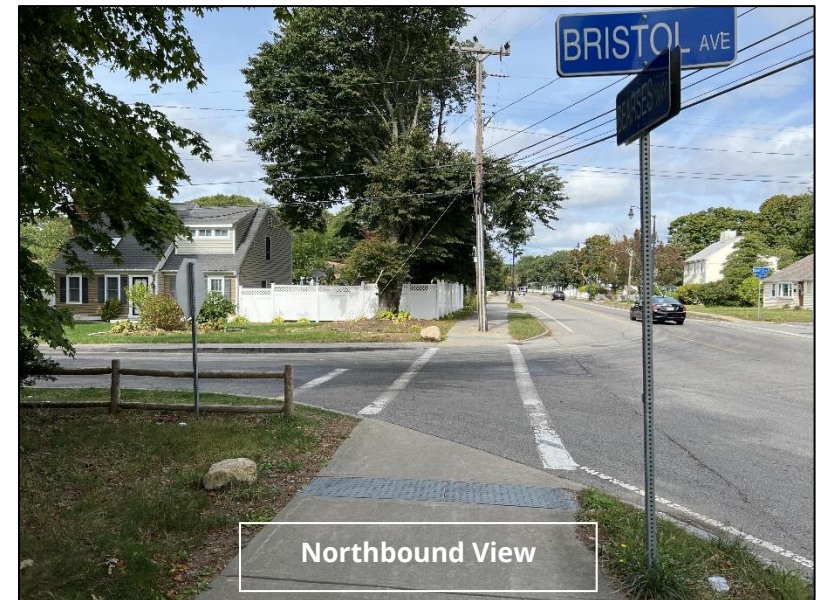
Crossing and Adjacent Roadways

The side path crosses Bristol Avenue, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crosswalk. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of eight crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4485718 | 01/05/2018 3:30 PM | No Injury | None | Daylight, Snow |
| 4496617 | 02/05/2018 10:25 AM | No Injury | None | Daylight, Clear |
| 4529173 | 04/16/2018 1:33 PM | Non-fatal Injury | None | Daylight, Cloudy |
| 4559913 | 06/29/2018 5:35 PM | No Injury | None | Daylight, Clear |
| 4752652 | 09/16/2019 2:49 PM | No Injury | None | Daylight, Clear |





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|---------------------|-----------------------------|---------------------------------|
| 4792601 | 12/20/2019 7:45 PM | No Injury | None | Dark - lighted roadway, Snow |
| 4870945 | 08/09/2020 5:46 PM | Non-fatal Injury | None | Daylight, Clear |
| 4904398 | 11/20/2020 8:54 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Bearses Way @ Bristol Avenue area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ Franklin Avenue

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 40 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Both side path approaches are 8 feet wide and are offset from the roadway by 5 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses Franklin Avenue, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crosswalk. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4638417 | 12/11/2018 8:35 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Bearses Way @ Franklin Avenue area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ General Patton Drive

Town: Barnstable

Date Collected: 12/13/2022

Side Path Approaches

The crossing is 44 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Both side path approaches are 8 feet wide and are offset from the roadway by 5 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses General Patton Drive, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crosswalk. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

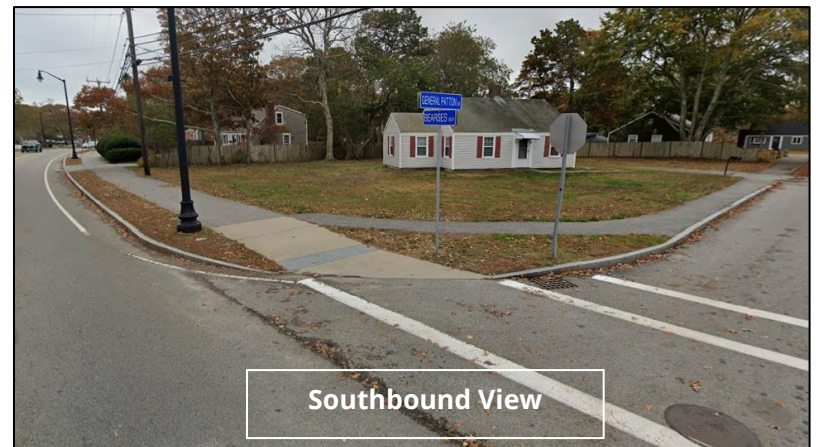
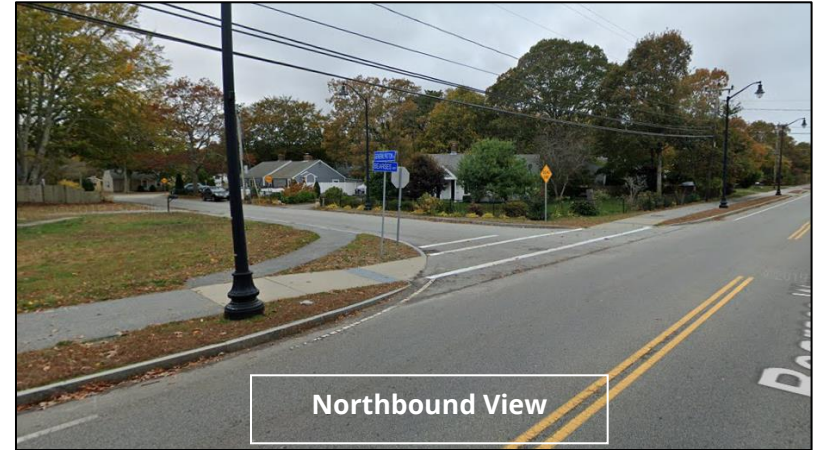
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|---------------------|-----------------------------|----------------------------------|
| 4658206 | 01/25/2019 5:33 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Bearses Way @ General Patton Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ Hampshire Avenue

Town: Barnstable

Date Collected: 12/13/2022

Side Path Approaches

The crossing is 41 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Both side path approaches are 8 feet wide and are offset from the roadway by 5 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

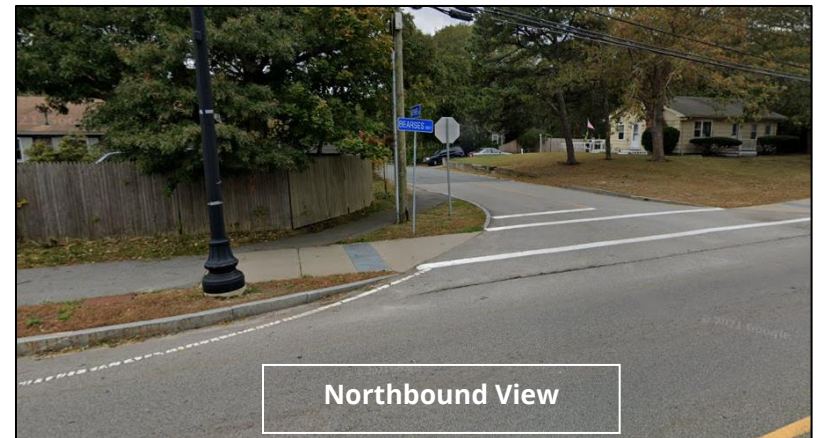
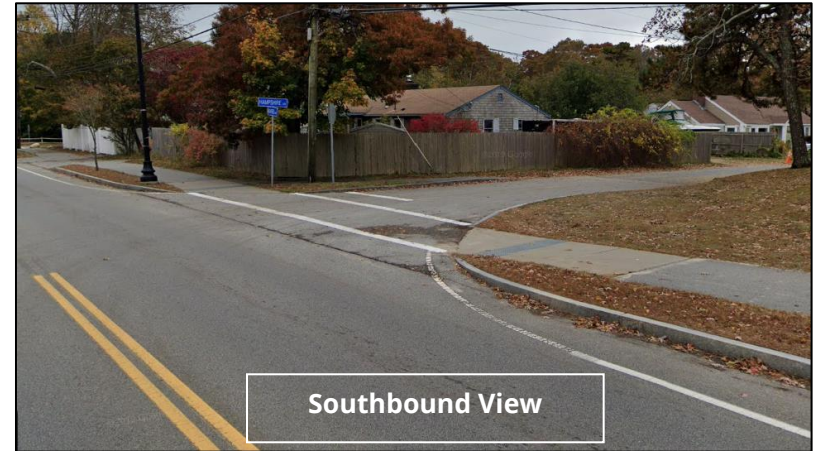
The side path crosses Hampshire Avenue, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crosswalk. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Bearses Way @ General Patton Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Bearses Way @ Hyannis Youth & Community Center Driveway

Town: Barnstable

Date Collected: 09/30/2023

Side Path Approaches

The crossing is 40 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a continental style crossing with cracked pavement markings. The northbound side path approach is 10 feet wide while the southbound approach is 12 feet wide. Both approaches are offset from the rotary and set back from the roadway. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses the Hyannis Youth & Community Center (HYCC) Driveway. There is a yield sign just after the crossing as well as MUTCD W11-2 pedestrian crossing signs on both roadway approaches. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph. The side path is also adjacent to Bassett Lane in this location. Bassett Lane in this area is classified as an urban collector with a posted speed limit of 25 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|--|
| 4532514 | 4/30/2018 12:05 AM | No Injury | None | Dark - lighted roadway, Clear/Unknown |
| 4553503 | 6/10/2018 3:51 PM | No Injury | None | Daylight, Cloudy |
| 4572804 | 7/22/2018 8:37 PM | No Injury | None | Dark - lighted roadway, Rain |
| 4711187 | 6/3/2019 2:29 PM | No Injury | None | Daylight, Clear |



Eastbound View



Southbound View



2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Bearses Way @ HYCC Driveway area is not a top risk site for either pedestrians or bicyclists.



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Ocean Avenue @ Keyes Memorial Beach Parking

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 34 feet across. There is a stop sign on the southbound approach and there are MUTCD R5-3 "No Motor Vehicles" signs on both path approaches. The crosswalk is a continental style crossing with faded pavement markings. Both sides of the path approaches are 8 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There are stop bars on both sides of the side path before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses the driveway for the parking lot of Keyes Memorial Beach. There is no stop sign or stop bar before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Sea Street @ Keyes Memorial Beach Parking area is not categorized as a top risk site for either pedestrians or bicyclists.





2024 SIDE PATH CROSSINGS INVENTORY

Old Stage Road @ Coachman Lane

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 72 feet across. On the southbound side path approach there is a faded stop sign and a faded MUTCD R5-3 "No Motor Vehicles" sign. There are no crosswalk markings. The northbound side path approach is 7 feet wide, and the southbound approach is 8 feet wide. There is a 7-foot offset from the path to the road on the northbound approach and a 6-foot offset on the southbound approach. Both approaches lack detectable warning panels. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Coachman Lane, which is classified as a local road and has no posted speed limit. There is no stop sign or stop bar from this approach. The side path is adjacent to Old Stage Road, which in this area is classified as a rural minor collector with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Stage Road @ Coachman Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Stage Road @ Hane Road

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 29 feet across. There are faded stop signs and faded MUTCD R5-3 “No Motor Vehicles” signs on both path approaches. There are no crosswalk markings. Both side path approaches are 8 feet wide. There is a 9-foot offset from the path to the road on the northbound approach and a 10-foot offset on the southbound approach. Both approaches lack detectable warning panels. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

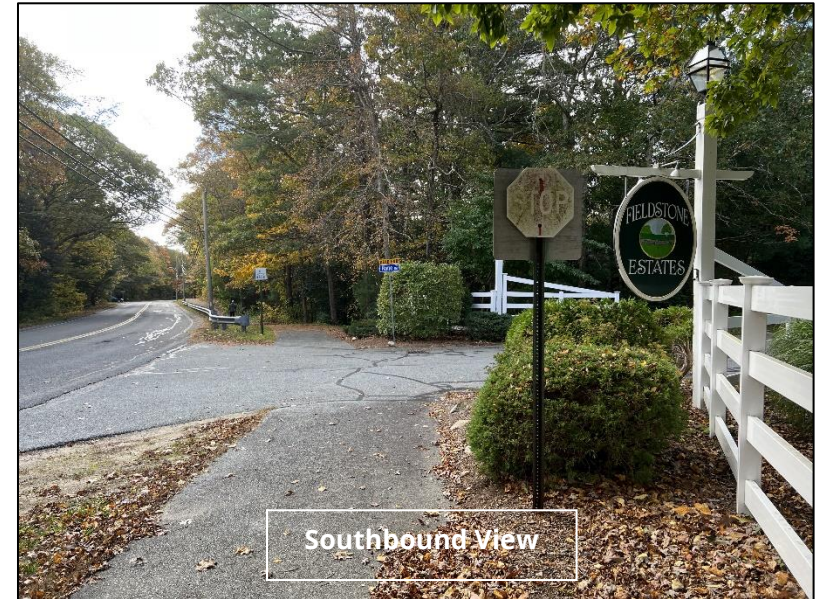
The side path crosses Hane Road, which is classified as a local road and has no posted speed limit. There is no stop sign or stop bar from this approach. The side path is adjacent to Old Stage Road, which in this area is classified as a rural minor collector with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Stage Road @ Hane Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Stage Road @ Oak Street

Town: Barnstable

Date Collected: 9/30/2022

Side Path Approaches

The crossing is 30 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on the path approaches. The crosswalk is a standard style crosswalk with cracked and faded crosswalk markings. The side path approaches are both 8 feet wide. The northbound side path approach has a 4-foot offset from the roadway while the southbound approach is separated by a garden, trees, and grass. The crossing itself is set back a considerable distance from the intersection. There are no detectable warning panels or additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses Oak Street, which in this area is classified as a rural major collector with a posted speed limit of 35 mph. There are pedestrian warning signs before the side path crossing in both directions on Oak Street. There are stop signs and stop bars that are located after the side path crossing at the intersection with Old Stage Road. The side path approaches are adjacent to Old Stage Road, which in this area is classified as a rural minor collector and has a posted speed limit of 35 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4516308 | 3/13/2018 11:19 AM | Non-fatal Injury | None | Daylight, Snow |

MassDOT Network Screening – Risk Based

The Old Stage Road @ Oak Street area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Stage Road @ Race Lane (crossing Old Stage Road)

Town: Barnstable

Date Collected: 9/30/2022

Side Path Approaches

The crossing is a two-stage crossing that is 38 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on the path approaches. The crosswalk is a standard style crosswalk with cracked and faded crosswalk markings. Both side path approaches are 8 feet wide. The crossing itself is set back from the intersection. On the side path approaches, the northbound approach has a 4-foot offset from the roadway and a 4-foot offset on the southbound approach. There are no detectable warning panels or additional pavement markings on either side.

Crossing and Adjacent Roadways

The side path crosses Old Stage Rd, which in this area is classified as a rural minor collector with a posted speed limit of 35 mph. There are pedestrian warning signs before the side path crossing in both directions on Old Stage Road. There is a stop sign that is located after the side path crossing at the intersection with Race Lane, however there is no stop bar present. The side path is adjacent to Race Lane, which in this area is classified as a rural major collector and has a posted speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 12 crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4488713 | 01/19/2018 4:25 PM | No Injury | None | Daylight, Clear |
| 4542724 | 05/18/2018 3:48 PM | Non-fatal injury | None | Daylight, Clear |
| 4591278 | 09/06/2018 8:27 AM | Non-fatal injury | None | Not Reported |



2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|---|
| 4625893 | 11/13/2018 12:41 PM | Non-fatal injury | None | Daylight, Rain |
| 4662819 | 02/07/2019 4:28 PM | Non-fatal injury | None | Daylight, Cloudy/Rain |
| 4687464 | 04/08/2019 5:14 PM | No Injury | None | Daylight, Clear/Cloudy |
| 4714640 | 06/17/2019 2:25 PM | Non-fatal injury | One Pedestrian | Daylight, Clear |
| 4725501 | 06/27/2019 3:35 PM | Non-fatal injury | None | Daylight, Clear |
| 4726376 | 07/16/2019 2:46 PM | No Injury | None | Daylight, Clear/Other |
| 4782151 | 11/13/2019 10:51 AM | Non-fatal injury | None | Daylight, Clear |
| 4797869 | 01/02/2020 6:19 PM | No Injury | None | Dark - unknown roadway lighting, Cloudy |
| 4849988 | 06/10/2020 2:19 PM | Non-fatal injury | None | Daylight, Clear |



MassDOT Network Screening – Risk Based

Old Stage Road @ Race Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Arrowhead Drive

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 29 feet across. The crossing is unmarked. There are stop signs on both path approaches. On the westbound side path approach, there is an MUTCD R5-3 “No Motor Vehicles” sign attached to the back of the side path stop sign. The path is 8 feet wide on approach on both sides. There is a 16-foot offset from the path to the road on the westbound approach and a 17-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

There is a stop sign after the crossing on Arrowhead Drive and a faded stop bar after the crossing. The side path in this location is adjacent to Route 28. Route 28, through this area, is classified as an urban principal arterial with a speed limit of 45 mph. There is an advanced warning sign (MUTCD W11-1) for motorists on Route 28 that there are bicycles in this area.

Crash History

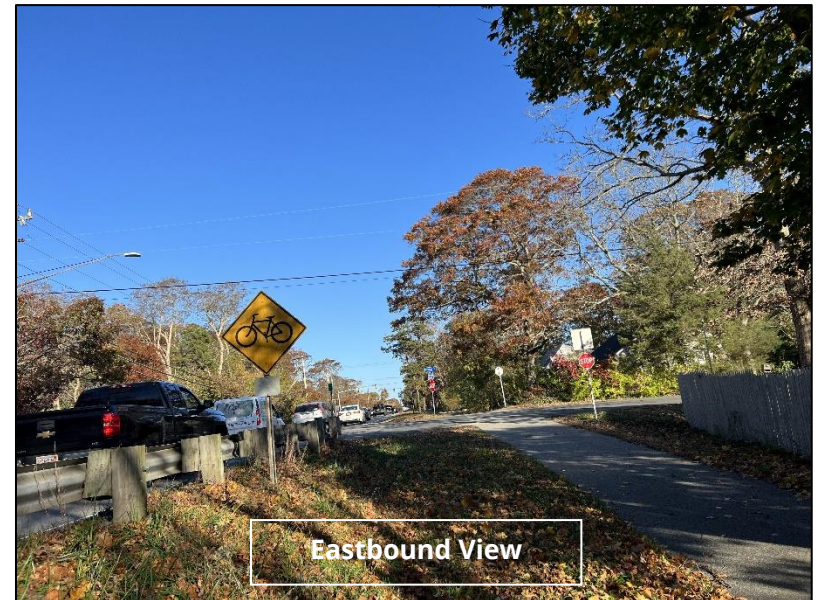
There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Arrowhead Drive crossing is categorized as a primary risk site for bicyclists and a secondary risk site for pedestrians.



Westbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Barnstable High School/Adult Community Center

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 43 feet across. There is a stop sign on the westbound approach and a MUTCD R5-3 “No Motor Vehicles” sign on the eastbound approach. The crosswalk is unmarked. Both side path approaches are 8 feet wide. The eastbound approach is offset from the road by 18 feet while the westbound approach has an offset of 23 feet. There are no detectable warning panels or additional pavement markings on either approach. The side path approaches are in poor condition.

Crossing and Adjacent Roadways

The side path crosses a local road which allows access to Barnstable High School and the Barnstable Adult Community Center from Route 28. There is a stop sign and a faded stop bar both located after the crossing. The side path is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph.

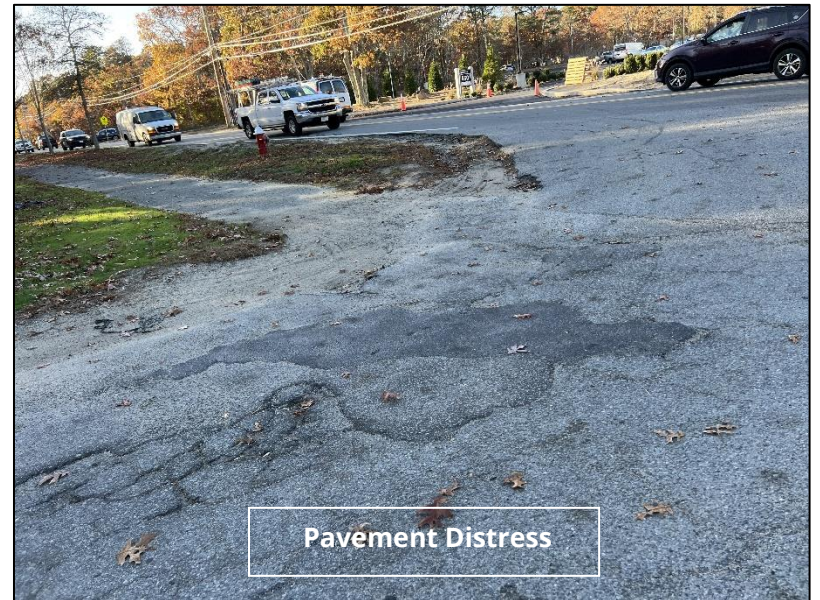
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|--|
| 4595108 | 09/10/2018 9:45 AM | No Injury | None | Daylight, Cloudy |
| 4796908 | 12/26/2019 9:28 PM | No Injury | None | Dark - lighted roadway, Clear/Unknown |
| 4877271 | 09/05/2020 5:50 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Barnstable High School/Adult Community Center area is categorized as a primary risk site for bicyclists and a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Barnstable Intermediate School Driveway

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 60 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is unmarked. Both side path approaches are 8 feet wide and have a 16-foot offset from the roadway. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the Barnstable Intermediate School. On the driveway approach there is a stop sign and a stop bar before the crossing, as well as a splitter island before the crossing. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of seven crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4585501 | 07/24/2018 7:05 PM | No Injury | None | Daylight, Clear |
| 4593661 | 09/10/2018 5:42 PM | Non-fatal Injury | None | Daylight, Clear |
| 4613160 | 10/20/2018 8:59 AM | No Injury | None | Daylight, Cloudy |
| 4624218 | 11/13/2018 2:56 PM | No Injury | None | Daylight, Cloudy/Rain |
| 4716524 | 06/21/2019 5:27 PM | No Injury | None | Daylight, Rain |





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|--------------------------------------|
| 4770132 | 10/21/2019 2:54 PM | No Injury | None | Daylight, Clear |
| 4898747 | 11/12/2020 5:33 PM | No Injury | None | Dark - roadway not lighted, Rain/Fog |

MassDOT Network Screening – Risk Based

Route 28 @ Barnstable Intermediate School area is categorized as a primary risk site for bicyclists and a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Bayberry Square

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 39 feet across. There are no crosswalk markings, no stop signs on the side path approaches and no MUTCD R5-3 “No Motor Vehicles” signs. The westbound side path approach is 8 feet wide, and the eastbound approach is 7 feet wide. There is an 8-foot offset from the path to the road on the westbound approach and an 8-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway of Bayberry Square Plaza. There is no stop sign or stop bar from this driveway approach. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4553724 | 6/8/2018 4:19 PM | No Injury | None | Daylight, Clear |
| 4864865 | 7/22/2020 11:59 AM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Centerville Plaza Driveway (West) area is categorized as a primary risk site for both pedestrians and bicyclists.



Northbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Bearses Way (crossing Route 28)

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 86 feet across and is under signal control with an exclusive pedestrian phase. The crosswalk is a standard style crossing with faded pavement markings. Both side path approaches are 10 feet wide and are offset from the roadway by 5 feet. There are detectable warnings and concrete curb ramps on both approaches. There are no additional pavement markings.

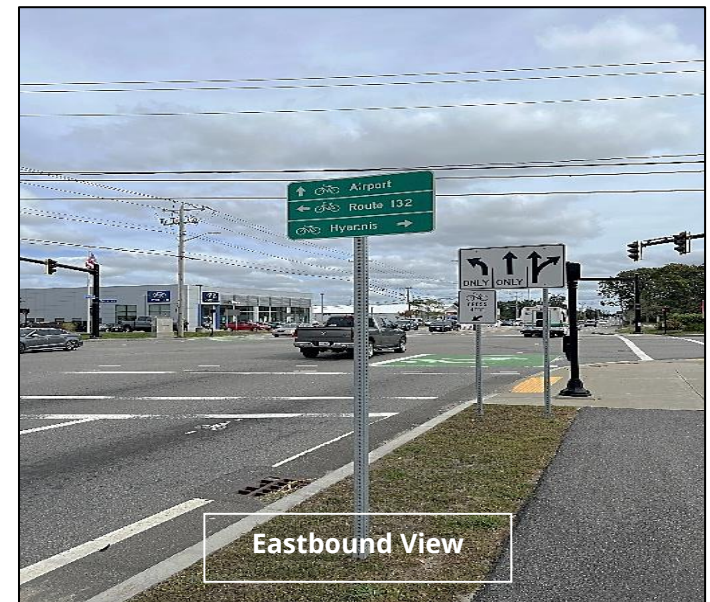
Crossing and Adjacent Roadways

The side path crosses Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph. The intersection is signalized and there is up-to-date pedestrian equipment at the crossing. The side path is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 23 crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|---------------------------------------|
| 4507648 | 01/31/2018 4:52 PM | No Injury | None | Dark - lighted roadway, Clear/Unknown |
| 4512382 | 03/09/2018 9:35 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4522916 | 03/26/2018 4:06 PM | No Injury | None | Daylight, Clear |
| 4525339 | 03/28/2018 2:05 PM | Non-fatal Injury | None | Daylight, Clear |
| 4557140 | 06/21/2018 4:12 PM | No Injury | None | Daylight, Clear |
| 4572785 | 07/16/2018 5:23 PM | No Injury | None | Daylight, Clear |



2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions | | | | | | | | | |
|--------------|------------------------|------------------|--|-------------------------------|------------------------|-----------|------|-----------------|---------|-----------------------|-----------|------|-----------------|
| 4618145 | 11/05/2018 9:08 PM | No Injury | None | Dark - lighted roadway, Rain | | | | | | | | | |
| 4629202 | 11/21/2018 4:27 PM | No Injury | None | Dark - lighted roadway, Clear | | | | | | | | | |
| 4703724 | 05/15/2019 4:59 PM | No Injury | None | Daylight, Clear | | | | | | | | | |
| 4710679 | 06/07/2019 1:43 PM | Non-fatal Injury | None | Daylight, Clear | | | | | | | | | |
| 4734330 | 07/20/2019 3:55 PM | No Injury | None | Daylight, Clear/Cloudy | | | | | | | | | |
| 4734443 | 07/24/2019 11:20 AM | No Injury | None | Daylight, Clear | | | | | | | | | |
| 4737342 | 08/11/2019 10:39 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear | | | | | | | | | |
| 4744668 | 08/18/2019 10:18 AM | Non-fatal Injury | None | Daylight, Clear | | | | | | | | | |
| 4770133 | 10/23/2019 5:13 PM | No Injury | None | Daylight, Clear/Cloudy | | | | | | | | | |
| 4773616 | 11/09/2019 11:59 AM | No Injury | None | Daylight, Clear | | | | | | | | | |
| 4787460 | 12/09/2019 11:14 AM | No Injury | None | Daylight, Clear/Cloudy | | | | | | | | | |
| 4792590 | 12/06/2019 12:03 PM | Non-fatal Injury | None | Daylight, Clear | | | | | | | | | |
| 4849164 | 06/06/2020 5:22 PM | No Injury | None | Daylight, Clear | | | | | | | | | |
| 4862546 | 07/22/2020 8:53 PM | No Injury | None | Dark - lighted roadway, Rain | | | | | | | | | |
| 4877272 | 09/04/2020 12:34 AM | No Injury | None </tr <tr> <td>4897166</td> <td>10/22/2020 10:01 AM</td> <td>No Injury</td> <td>None</td> <td>Daylight, Clear</td> </tr> <tr> <td>4897199</td> <td>11/05/2020 2:22 PM</td> <td>No Injury</td> <td>None</td> <td>Daylight, Clear</td> </tr> | 4897166 | 10/22/2020 10:01 AM | No Injury | None | Daylight, Clear | 4897199 | 11/05/2020 2:22 PM | No Injury | None | Daylight, Clear |
| 4897166 | 10/22/2020 10:01 AM | No Injury | None | Daylight, Clear | | | | | | | | | |
| 4897199 | 11/05/2020 2:22 PM | No Injury | None | Daylight, Clear | | | | | | | | | |



MassDOT Network Screening – Risk Based

Route 28 @ Bearses Way (crossing Route 28) area is categorized as a primary risk site for both pedestrians and bicyclists.

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Bearses Way Plaza

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The Bearses Way Plaza has two driveways which have nearly identical crossings. The northern crossing is 39 feet long with approaches that are 10 feet wide and offset from the roadway by 5 feet. The southern crossing is 50 feet across with 10-foot-wide approaches and is offset from the roadway by 5 feet. Both crossings are standard style crosswalks with detectable warning panels and relatively freshly painted pavement markings. Neither of the crossings have stop signs, MUTCD R5-3 “No Motor Vehicles” signs, or additional pavement markings on any of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the driveways for the plaza at the intersection of Bearses Way and Route 28. The northern driveway is a right-in, right-out driveway. The northern side path crossing is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph. The southern side path crossing is adjacent to Bearses Way, which in this area is classified as an urban principal arterial with a speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 10 crashes at the northern intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4527454 | 04/02/2018 9:06 AM | Non-fatal Injury | None | Daylight, Clear/Rain |
| 4537363 | 05/04/2018 1:53 PM | No Injury | None | Daylight, Clear |
| 4588464 | 09/01/2018 1:09 PM | No Injury | None | Daylight, Clear |
| 4591282 | 09/09/2018 1:34 AM | No Injury | None | Dark - lighted roadway, Clear |



North Crossing Northbound View



North Crossing Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|----------------------------------|
| 4630841 | 11/24/2018 4:50 PM | None | None | Dark - lighted roadway, Clear |
| 4641124 | 12/19/2018 5:16 PM | No Injury | None | Dusk, Clear |
| 4641129 | 12/21/2018 4:48 PM | No Injury | None | Dark - lighted roadway, Rain |
| 4675265 | 03/04/2019 11:08 AM | Non-fatal Injury | None | Daylight, Clear |
| 4853814 | 06/18/2020 7:02 PM | Non-fatal Injury | None | Daylight, Clear |
| 4861869 | 07/14/2020 1:22 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening - Risk Based

Route 28 @ Bearses Way Plaza area is categorized as a top risk site. The northern crossing area is a primary risk site for both pedestrians and bicyclists, while the southern crossing area is only a secondary risk site for pedestrians.



South Crossing Southbound View



South Crossing Eastbound View



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Cape Cod Package Store Driveway

Town: Barnstable

Date Collected: 11/17/2023

Side Path Approaches

The crossing is 44 feet across. There are no crosswalk markings. There are no stop signs on side path approaches and there are no MUTCD R5-3 “No Motor Vehicles” signs. The path approaches are both 6 feet wide. There is an 8-foot offset from the path to the road on the westbound approach and a 3-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The Cape Cod Package Store driveway is marked as a right-in, right-out driveway and has no posted speed limit. There is no stop sign at the driveway before the crossing as well as no stop bar. There is a Right Turn Only sign as well as a No Left Turn sign posted when entering onto Route 28. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Cape Cod Package Store Driveway area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



Northbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Centerville Food Mart Driveway (East)

Town: Barnstable

Date Collected: 11/29/2022

Side Path Approaches

The crossing is 46 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is unmarked and the pavement at the crossing is in poor condition. Both side path approaches are 8 feet wide. The eastbound side path approach has a 5-foot offset from the roadway while the westbound approach has a 7-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway for Centerville Food Mart. There is no stop sign or stop bar at this crossing. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4655854 | 01/24/2019 4:54 PM | Non-fatal Injury | None | Dark-lighted roadway, Rain |
| 4767796 | 10/27/2019 7:00 PM | No injury | None | Dark-lighted roadway, Rain |
| 4904587 | 11/29/2020 1:26 PM | No Injury | None | Daylight, Clear |
| 4906515 | 12/08/2020 1:44 PM | No Injury | None | Daylight, Cloudy |



MassDOT Network Screening – Risk Based

Route 28 @ Centerville Food Mart (East) area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Centerville Food Mart Driveway (West)

Town: Barnstable

Date Collected: 11/29/2022

Side Path Approaches

The crossing is 53 feet across. There are no stop signs and MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is unmarked and the pavement at the crossing is in poor condition. Both side path approaches are 8 feet wide. The eastbound side path approach has an 8-foot offset from the roadway while the westbound approach has a 2-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway for Centerville Food Mart. There is no stop sign or stop bar at this crossing. However, there is a bike route sign on this approach denoting the side path as a bike route. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4578649 | 08/01/2018 1:52 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Centerville Food Mart (West) area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



Eastbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Centerville Plaza Driveway (East)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 49 feet across. There are no crosswalk markings, no stop signs on side path approaches and there are no MUTCD R5-3 "No Motor Vehicles" signs. The westbound side path approach is 6 feet wide, and the eastbound approach is 7 feet wide. There is a 7-foot offset from the path to the road on the westbound approach and an 8-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway of Centerville Plaza. There is no stop sign or stop bar from this driveway approach. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|----------------------|----------------|-----------------------------|----------------------------------|
| 4662635 | 1/23/2019 3:36 PM | No Injury | None | Daylight, Clear |
| 4736539 | 8/1/2019 2:50 PM | No Injury | None | Daylight, Clear |
| 4807750 | 1/18/2020 5:29 PM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening - Risk Based

Route 28 @ Centerville Plaza Driveway (East) area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.





2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Centerville Plaza Driveway (West)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 56 feet across. There are no crosswalk markings. There is a stop sign on the eastbound side path approach. There are no MUTCD R5-3 "No Motor Vehicles" signs. The westbound side path approach is 5 feet wide, and the eastbound approach is 7 feet wide. There is a 6-foot offset from the path to the road on the westbound approach and no offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway of Centerville Plaza. There is no stop sign or stop bar from this driveway approach. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Centerville Plaza Driveway (West) area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Cottage Lane

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 22 feet across. There are no crosswalk markings. There are no stop signs on side path approaches and there are no MUTCD R5-3 “No Motor Vehicles” signs. The path approaches are 9 feet wide on the eastbound approach and 8 feet wide on the westbound approach. There is an 11-foot offset from the path to the road on the westbound approach and a 10-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

Cottage Lane is classified as a local road and has no posted speed limit. There is no stop sign on Cottage Lane as well as no stop bar. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

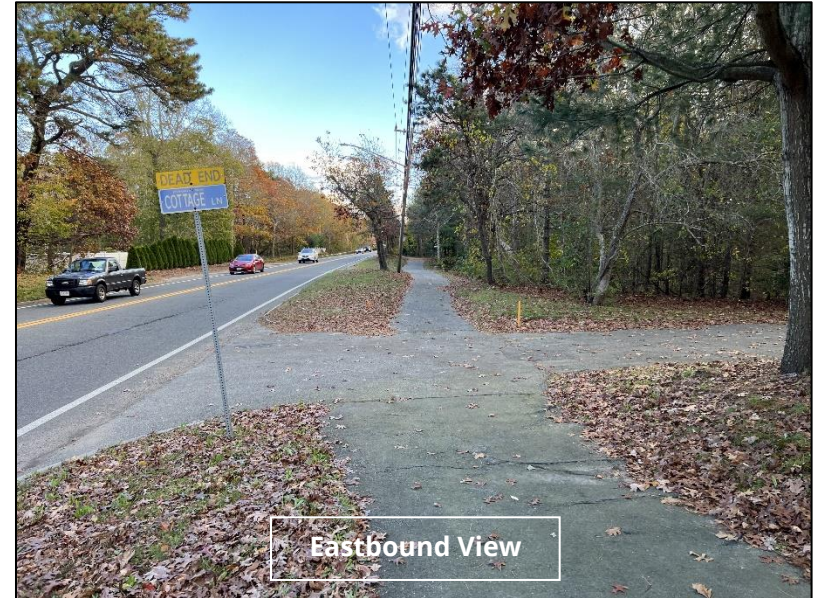
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

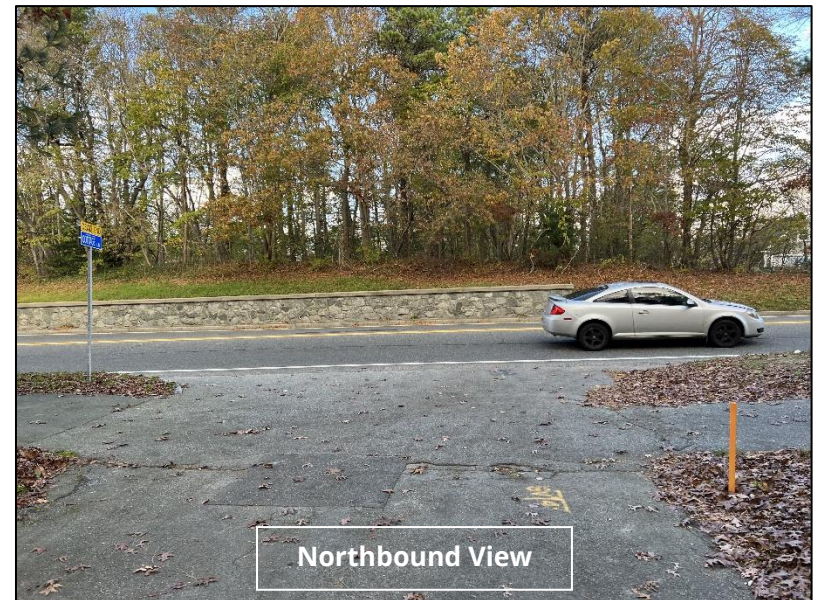
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4522691 | 3/27/2018 11:54 AM | No Injury | None | Daylight, Clear |
| 4595107 | 9/9/2018 11:35 AM | Non-fatal Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Route 28 @ Cottage Lane area is categorized as a secondary risk site for both pedestrians and bicyclists.



Eastbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Danvers Way

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 54 feet across. The crossing is unmarked. There are stop signs on both side path approaches with MUTCD R5-3 “No Motor Vehicles” signs attached to the back of them. The path is 8 feet wide on approach on both sides. There is a 14-foot offset from the path to the road on the westbound approach and a 7-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

Danvers Way is classified as a local road which becomes a cul-de-sac. There is a stop sign before the crossing on Danvers Way, but there is no stop bar painted on the pavement. The side path in this location is adjacent to Route 28, which is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-------------------|----------------|-----------------------------|-------------------------------------|
| 4773607 | 11/5/2019 6:11 PM | No Injury | None | Dark - lighted roadway, Cloudy/Rain |

MassDOT Network Screening – Risk Based

Route 28 @ Danvers Way area is categorized as a primary risk site for both pedestrians and bicyclists.



Westbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Founders Court

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 43 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either of the path approaches. The crosswalk is unmarked. The side path approaches are 10 feet wide and offset from the roadway by 13 feet leading up to the crossing. There are no detectable warnings or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the Founders Court driveway, which is classified as a residential site driveway and has no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph.

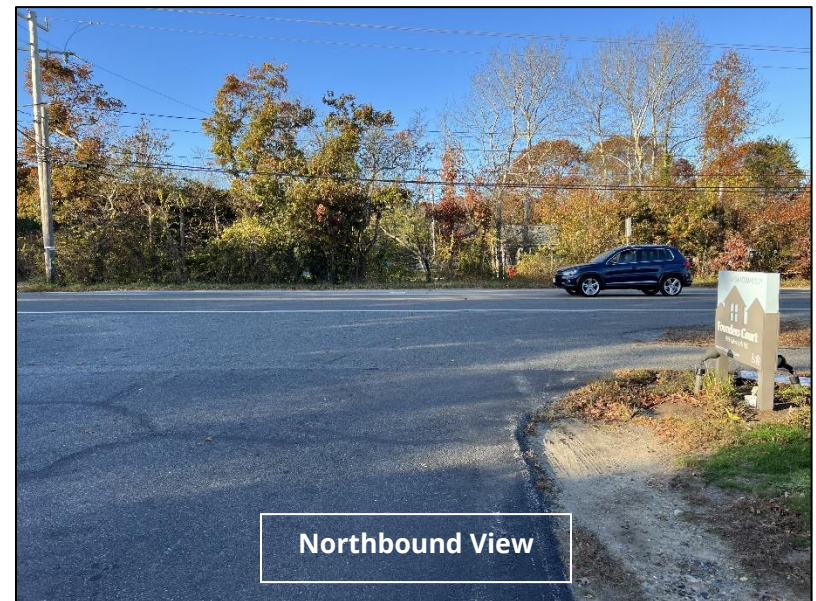
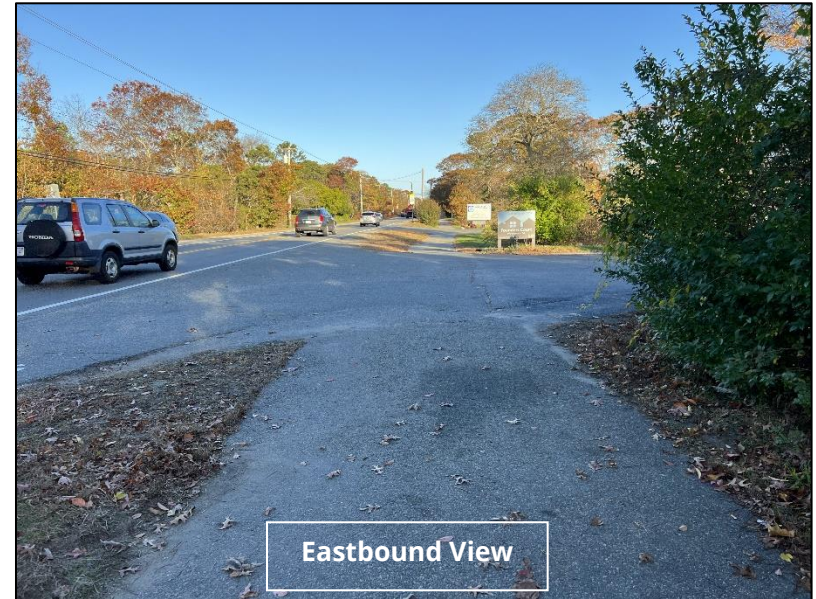
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4485723 | 01/10/2018 9:13 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4635053 | 12/8/2018 9:46 AM | No Injury | None | Daylight, Clear |
| 4661261 | 02/5/2019 8:10 AM | No Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Route 28 @ Founders Court area categorized as a primary risk site for bicyclists and a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Garden Lane

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 34 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on the back on both path approaches. The crosswalk is a standard style crossing with slightly faded markings. Both side path approaches are 10 feet wide and are offset from the roadway by 5 feet. There are detectable warnings and concrete curb ramps on both approaches. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses Garden Lane which is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar located before the crossing. The side path is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4708081 | 05/20/2019 11:22 AM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Garden Way area is categorized as a primary risk site for both pedestrians and bicyclists.



Eastbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Garrett's Family Market (East)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 27 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on the path approaches. The crosswalk is a ladder style crosswalk with cracked and has very faded crosswalk markings. The side path approaches are both 7 feet wide. Both the side path approaches have an 8-foot offset from the roadway. Both approaches have detectable warnings panels and concrete curb ramps. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses the exit-only driveway to Garrett's Family Market. There are two stop signs and a stop bar before the crossing. There are also "Do Not Enter" signs that are located before the side path crossing at the driveway if attempting to enter from Route 28. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

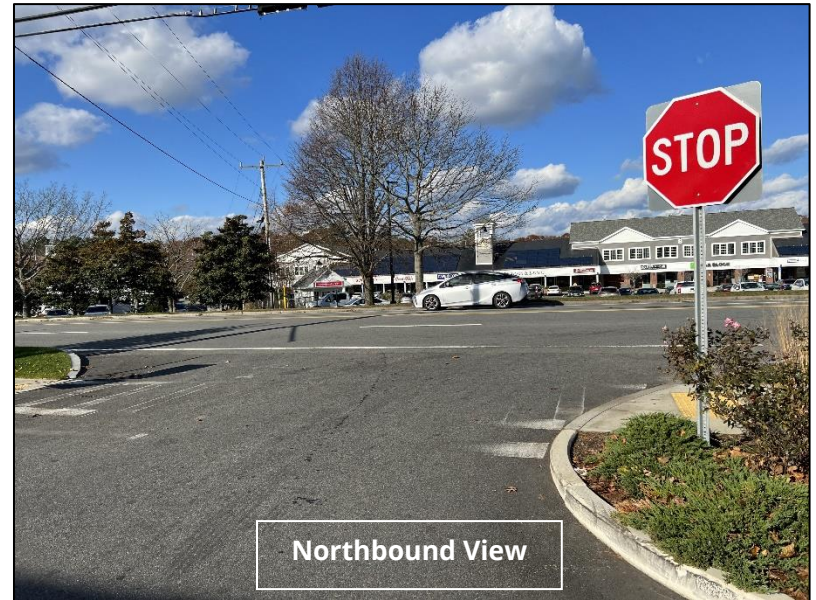
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 11 crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4578582 | 08/02/2018 10:05 AM | No Injury | None | Daylight, Clear |
| 4653872 | 01/19/2019 11:49 AM | Non-fatal Injury | None | Daylight, Cloudy/Sleet |
| 4671377 | 02/24/2019 1:54 PM | No Injury | None | Daylight, Rain |
| 4707181 | 05/23/2019 7:13 AM | No Injury | None | Daylight, Clear |
| 4750014 | 09/14/2019 10:41 AM | Non-fatal Injury | None | Daylight, Clear |
| 4759298 | 09/19/2019 | Unknown | None | Daylight, Clear |



Westbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| | 6:06 PM | | | |
| 4780974 | 11/25/2019 8:01 AM | Non-fatal Injury | None | Daylight, Cloudy |
| 4807749 | 01/18/2020 4:50 PM | No Injury | None | Daylight, Clear/Unknown |
| 4844346 | 05/14/2020 5:00 PM | Non-fatal Injury | None | Daylight, Clear/Cloudy |
| 4867579 | 07/30/2020 4:15 PM | Unknown | None | Daylight, Clear |
| 4916572 | 12/30/2020 4:32 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Garrett’s Family Market (East) area is categorized as primary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Garrett's Family Market (West)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 35 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on the path approaches. The crosswalk is a ladder style crosswalk that is cracked and faded. The side path approaches are both 7 feet wide. The side path approaches have an 8-foot offset from the roadway. Both approaches have detectable warnings panels and concrete curb ramps. There are no additional pavement markings.

Crossing and Adjacent Roadways

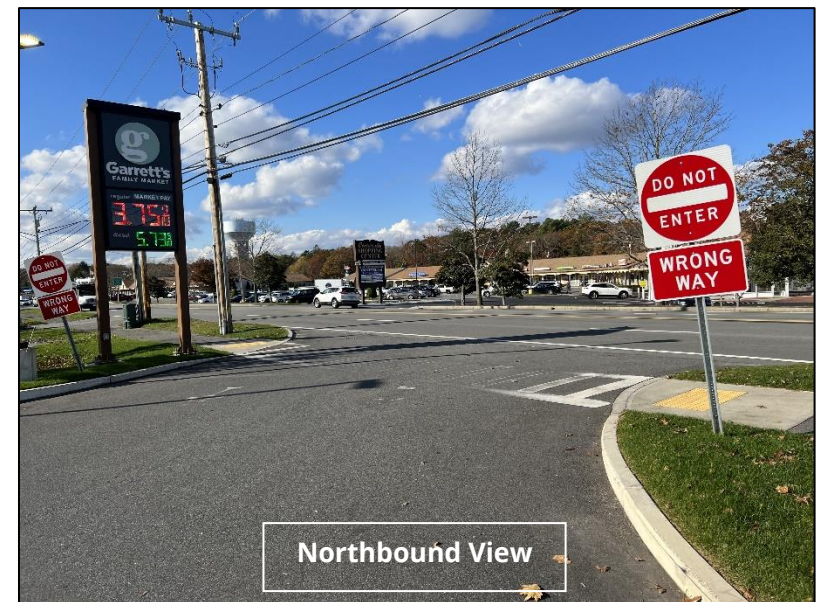
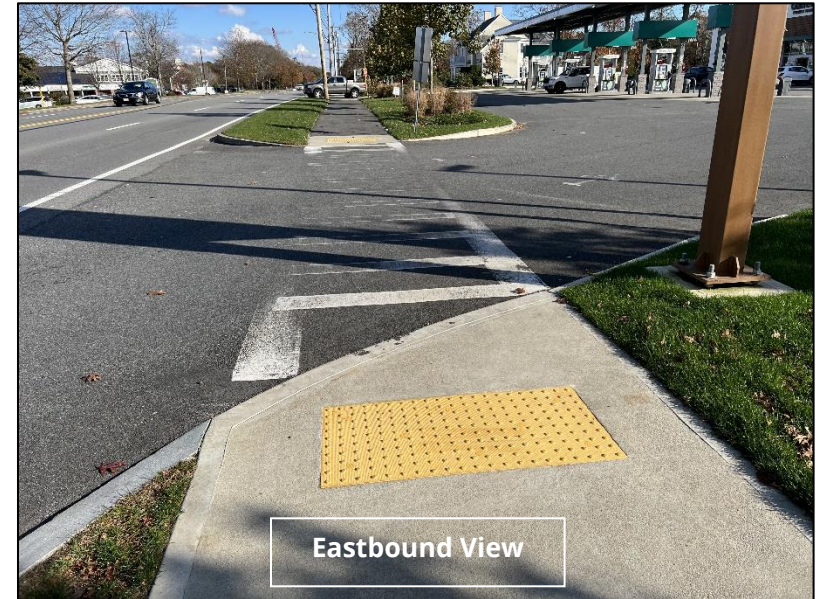
The side path crosses the enter-only driveway to Garrett's Family Market. There are "Do Not Enter" and "Wrong Way" signs that are located before the side path crossing at the driveway. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Garrett's Family Market (West) area is categorized as a primary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Harrison Road (East)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 26 feet across. There is no marked crosswalk and no detectable warning panels. There are stop signs on both path approaches with MUTCD R5-3 “No Motor Vehicles” signs. The path approaches are 8 feet wide on the eastbound approach and 6 feet wide on the westbound approach. There is a 10-foot offset from the path to the road on the westbound approach and a 5-foot offset on the eastbound approach. There are no additional pavement markings.

Crossing and Adjacent Roadways

Harrison Road is classified as a local road and has no posted speed limit. There is a stop sign on Harrison Road but no stop bar. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

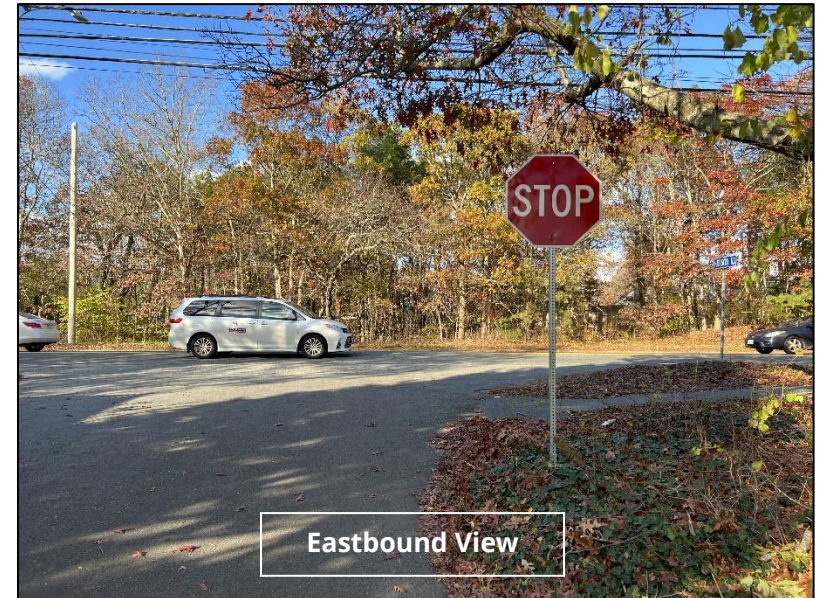
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4513527 | 3/11/2018 10:40 AM | No Injury | None | Daylight, Clear |
| 4546519 | 5/9/2018 8:04 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Harrison Road (East) area is categorized as a secondary risk site for both pedestrians and bicyclists. This area also sits on the edge of a primary risk site for both pedestrians and bicycles.



Westbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Harrison Road (West)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 29 feet across. The crosswalk is a standard style with cracked and faded pavement crosswalk markings. There are stop signs on both path approaches with MUTCD R5-3 “No Motor Vehicles” signs. The path approaches are 8 feet wide on the eastbound approach and 7 feet wide on the westbound approach. There is a 14-foot offset from the path to the road on the westbound approach and an 8-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

Harrison Road is classified as a local road and has no posted speed limit. There is a stop sign on Harrison Road before the crossing and along with a missing a stop bar. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|-------------------------------|
| 4635037 | 11/30/2018 6:08 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4695059 | 4/24/2019 7:49 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening - Risk Based

Route 28 @ Harrison Road (West) area is categorized as a secondary risk site for pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Lincoln Road

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 36 feet across. There are stop signs and MUTCD R5-3 “No Motor Vehicles” signs on both approaches. The crosswalk is a standard style crossing that has very faded markings. Both side path approaches are 8 feet wide. The eastbound approach is offset from the road by 13 feet while the westbound approach has an offset of 10 feet. There are no detectable warning panels or additional pavement markings on either approach.

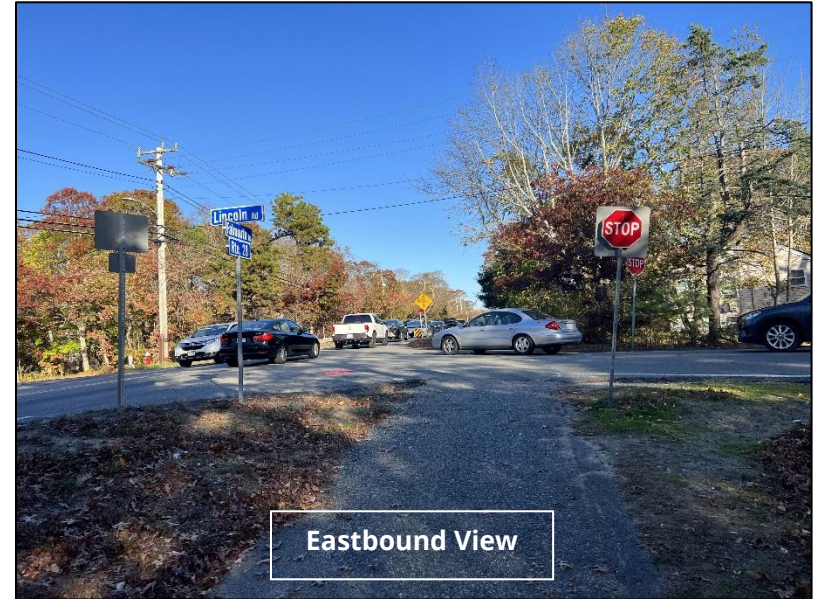
Crossing and Adjacent Roadways

The side path crosses Lincoln Road which is classified as a minor collector with a suggested speed, for a thickly settled area, of 30 mph. There is a stop sign and a faded stop bar both located before the crossing. The side path is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph.

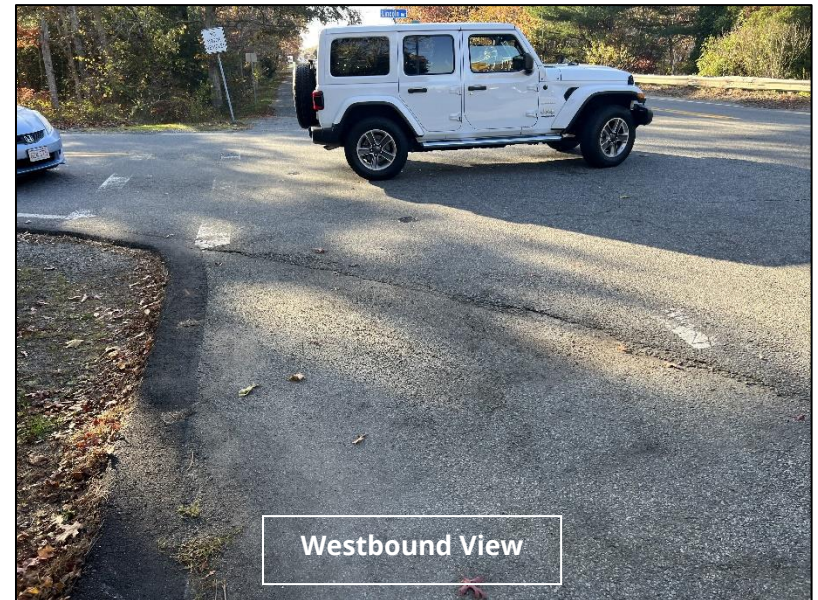
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 15 crashes at this intersection. One of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4513835 | 03/09/2018 8:55 AM | No Injury | None | Daylight, Clear |
| 4531571 | 04/17/2018 3:35 PM | No Injury | None | Daylight, Clear |
| 4560994 | 06/26/2018 6:05 PM | Non-fatal Injury | None | Daylight, Clear |
| 4609234 | 10/12/2018 1:14 PM | No Injury | None | Daylight, Cloudy/Other |
| 4638415 | 12/10/2018 6:40 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4703521 | 05/16/2019 2:54 PM | No Injury | None | Daylight, Clear/Cloudy |



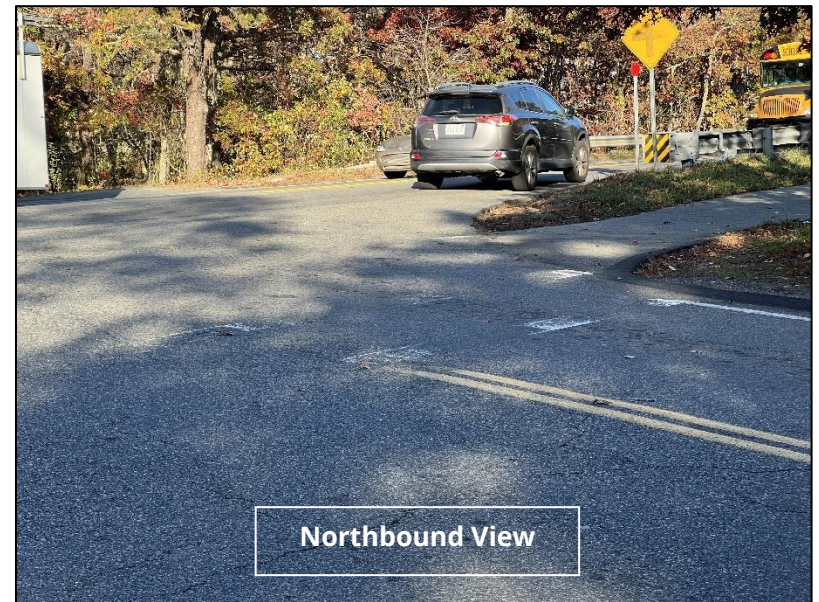
Eastbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|---------------------|-----------------------------|---|
| 4767982 | 10/27/2019 8:55 AM | No Injury | None | Daylight, Cloudy |
| 4772721 | 11/05/2019 4:43 PM | No Injury | None | Dark - lighted roadway, Cloudy/Rain |
| 4796905 | 12/17/2019 4:50 PM | Non-fatal Injury | None | Dark - roadway not lighted, Rain/Unknown |
| 4827926 | 03/05/2020 2:13 PM | No Injury | None | Daylight, Clear |
| 4829274 | 03/09/2020 3:13 PM | Non-fatal Injury | None | Daylight, Clear |
| 4845896 | 05/23/2020 4:21 PM | No Injury | None | Daylight, Cloudy/Rain |
| 4862541 | 07/16/2020 2:08 PM | No Injury | One Cyclist | Daylight, Clear |
| 4873006 | 08/19/2020 3:08 PM | No Injury | None | Daylight, Cloudy/Rain |
| 4914697 | 12/29/2020 2:27 PM | No Injury | None | Daylight, Clear |



MassDOT Network Screening – Risk Based

Route 28 @ Lincoln Road area is categorized as a top risk site. This area is a primary risk site for bicyclists and a secondary risk site for pedestrians.

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Mark's Path

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 36 feet across. There are no pavement markings for a crosswalk. There are stop signs on both path approaches. On both the side path approaches, there are MUTCD R5-3 "No Motor Vehicles" signs attached to the back of the side path stop signs. Both path approaches are 8 feet wide and are offset from each other by 6 feet. There is a 15-foot offset from the path to the road on the westbound approach and a 9-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

Mark's Path is classified as a local road and has no posted speed limit. There is no stop sign or stop bar on Mark's Path. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|--------------------|------------------|-----------------------------|------------------------------|
| 4765891 | 10/22/2019 9:04 PM | No Injury | None | Dark - lighted roadway, Rain |
| 4818846 | 1/26/2020 1:27 PM | No Injury | None | Daylight, Clear |
| 4866300 | 7/30/2020 7:10 AM | Non-fatal injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Mark's Path area is categorized as a top risk. This area is a primary risk site for bicyclists and a secondary risk site for pedestrians.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ MSPCA Cape Cod Driveway

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 36 feet across. There are no crosswalk markings. There are no stop signs on side path approaches and there are no MUTCD R5-3 "No Motor Vehicles" signs. The side path approaches are both 8 feet wide. There is a 9-foot offset from the path to the road on the westbound approach and a 10-foot offset on the eastbound approach. Both approaches have detectable warnings panels and concrete curb ramps. There are no additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses the driveway of the MSPCA of Cape Cod. There is no stop sign or stop bar from the driveway approach. The side path is adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ MSPCA Cape Cod area is categorized as a primary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Oakland Road

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 33 feet across. There are no pavement markings for a crosswalk. There are stop signs on both path approaches. On both the side path approaches, there are MUTCD R5-3 "No Motor Vehicles" signs attached to the back of the side path stop signs. The side path approaches are 8 feet wide on approach on both sides. There is a 12-foot offset from the path to the road on the westbound approach and a 12-foot offset on the eastbound approach. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

There is a stop sign before the crossing on Oakland Road and a faded stop bar before the crossing. The side path in this location is adjacent to Route 28 which, is classified as an urban principal arterial with a speed limit of 45 mph. There is an advanced warning sign (MUTCD W11-1) for motorists on Route 28 that there are bicycles in this area.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Oakland Rd area is categorized as primary risk site for bicyclists and a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Phinney's Lane (East)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 111 feet across. There are stop signs at the crossing in both directions, the westbound approach stop sign is extremely faded. There are MUTCD R5-3 "No Motor Vehicles" signs in both directions on the side path. The crosswalk is a standard style crosswalk with cracked and faded crosswalk markings. The eastbound side path approach is 8 feet wide, and the westbound approach is 7 feet wide. The eastbound side path approach has a 6-foot offset from the roadway while the westbound approach has a 3-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Phinney's Lane, which in this area is classified as an urban minor arterial with a posted speed limit of 25 mph. This crossing crosses Phinney's Lane and has pedestrian signal equipment. However, the pedestrian signal equipment is outdated and not compliant with current ADA standards. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of five crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4493418 | 01/24/2018 11:49 AM | No Injury | None | Daylight, Clear |
| 4496616 | 02/05/2018 8:38 AM | No Injury | None | Daylight, Clear |



Westbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|----------------------------------|
| 4629206 | 11/26/2018 7:06 AM | No Injury | None | Daylight, Clear/Cloudy |
| 4734213 | 07/13/2019 11:36 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4875528 | 08/30/2020 6:51 PM | Non-fatal Injury | None | Dusk, Clear |

MassDOT Network Screening - Risk Based

Route 28 @ Phinney's Way area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Phinney's Lane (West)

Town: Barnstable

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 30 feet across. There is a stop sign at the crossing on the eastbound approach. There is a MUTCD R5-3 "No Motor Vehicles" sign when heading westbound on the side path crossing. The crosswalk is a standard style crosswalk with cracked crosswalk markings. The eastbound side path approach is 7 feet wide and while the westbound approach is 8 feet wide. Both side path approaches have a 6-foot offset from the roadway. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the channelized right turn lane onto Phinney's Lane southbound, which in this area is classified as an urban minor arterial with a posted speed limit of 25 mph. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

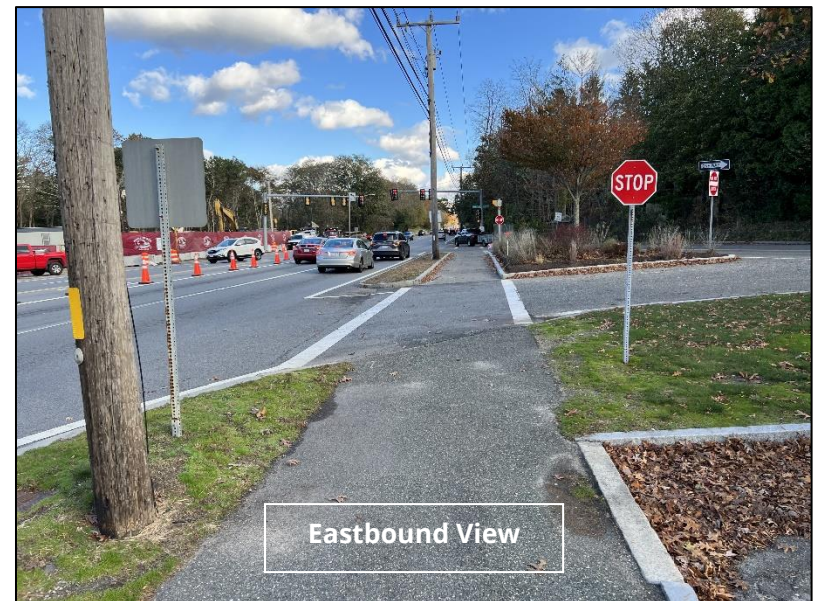
There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 28 @ Phinney's Way crossing is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



Westbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Pitcher's Way

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 58 feet across. There is a stop sign with a MUTCD R5-3 "No Motor Vehicles" sign on the back on the eastbound path approach while the westbound approach has neither. The crosswalk is a standard style crossing with freshly painted markings. Both side path approaches are 8 feet wide. The eastbound approach is offset from the road by 14 feet while the westbound approach has an offset of 10 feet. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Pitcher's Way which is classified as an urban minor arterial with a posted speed of 35 mph. The intersection is signalized and has a stop bar located before the crossing. There is no pedestrian signal equipment. There is a MUTCD W11-1 "Bike Crossing" sign on Pitcher's Way before the crossing. The side path is adjacent to Route 28, which in this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 33 crashes at this intersection. Two of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|---------------------------------------|
| 4481184 | 01/03/2018 2:03 PM | No Injury | None | Daylight, Clear |
| 4488755 | 01/18/2018 5:00 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4511349 | 03/03/2018 2:26 PM | No Injury | None | Daylight, Cloudy/Severe Crosswinds |
| 4523482 | 04/03/2018 6:36 AM | No Injury | None | Daylight, Clear |
| 4529092 | 04/18/2018 11:22 AM | No Injury | None | Daylight, Clear |



Eastbound View



Northbound View



2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|--------------------------------------|
| 4537359 | 04/30/2018 7:31 PM | No Injury | None | Dusk, Cloudy |
| 4537364 | 05/04/2018 2:39 PM | Non-fatal Injury | None | Daylight, Clear |
| 4541745 | 05/16/2018 10:10 PM | No Injury | None | Dark - lighted roadway, Cloudy/Other |
| 4546532 | 05/28/2018 8:54 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4548052 | 06/01/2018 5:21 AM | Non-fatal Injury | None | Daylight, Clear |
| 4572639 | 07/11/2018 7:41 AM | Non-fatal Injury | One Cyclist | Daylight, Clear |
| 4595105 | 09/06/2018 1:33 PM | Non-fatal Injury | None | Daylight, Clear |
| 4595115 | 09/14/2018 6:13 PM | No Injury | None | Daylight, Clear |
| 4600660 | 09/24/2018 4:51 PM | Non-fatal Injury | None | Daylight, Clear |
| 4615458 | 10/29/2018 10:21 AM | Non-fatal Injury | None | Daylight, Rain/Cloudy |
| 4635051 | 12/07/2018 6:40 AM | No Injury | None | Daylight, Cloudy |
| 4641133 | 12/23/2018 6:28 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4668336 | 02/14/2019 7:05 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4687465 | 04/08/2019 7:51 PM | No Injury | None | Dark - roadway not lighted, Cloudy |
| 4695064 | 04/26/2019 3:24 PM | Non-fatal Injury | None | Daylight, Cloudy/Rain |
| 4718655 | 06/24/2019 6:56 AM | No Injury | None | Daylight, Clear |
| 4725506 | 07/03/2019 3:51 PM | Non-fatal Injury | None | Daylight, Clear |

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|-------------------------------------|
| 4725512 | 07/10/2019 9:43 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4750007 | 09/10/2019 2:17 PM | Non-fatal Injury | One Pedestrian | Daylight, Clear |
| 4760449 | 10/08/2019 3:51 PM | No Injury | None | Daylight, Clear |
| 4760450 | 10/08/2019 6:58 PM | No Injury | None | Dark - lighted roadway, Cloudy |
| 4771495 | 11/05/2019 7:01 PM | No Injury | None | Dark - lighted roadway, Rain/Cloudy |
| 4773606 | 11/05/2019 5:15 PM | No Injury | None | Dark - roadway not lighted, Rain |
| 4849159 | 06/05/2020 5:17 PM | No Injury | None | Daylight, Clear |
| 4872995 | 08/09/2020 6:19 AM | No Injury | None | Daylight, Clear |
| 4886009 | 09/27/2020 1:14 PM | No Injury | None | Daylight, Clear |
| 4897182 | 10/29/2020 3:27 PM | No Injury | None | Daylight, Rain |
| 4897198 | 11/05/2020 12:55 PM | No Injury | None | Daylight, Cloudy |



MassDOT Network Screening – Risk Based

Route 28 @ Pitcher’s Way area is categorized as a primary risk site for both pedestrians and bicyclists.

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Rockland Trust Driveway

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 50 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is a standard style crosswalk with freshly painted markings. The eastbound side path approach is 8 feet wide, and the westbound approach is 7 feet wide. The eastbound side path approach has a 12-foot offset from the roadway while the westbound approach has a 14-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway for Rockland Trust. The driveway is designed as a right-in, right-out driveway with an island to separate both approaches. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

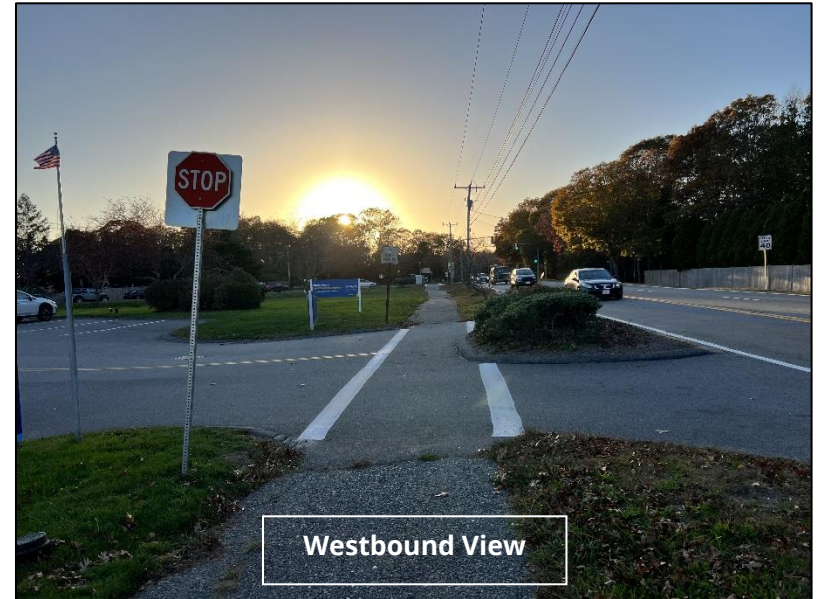
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

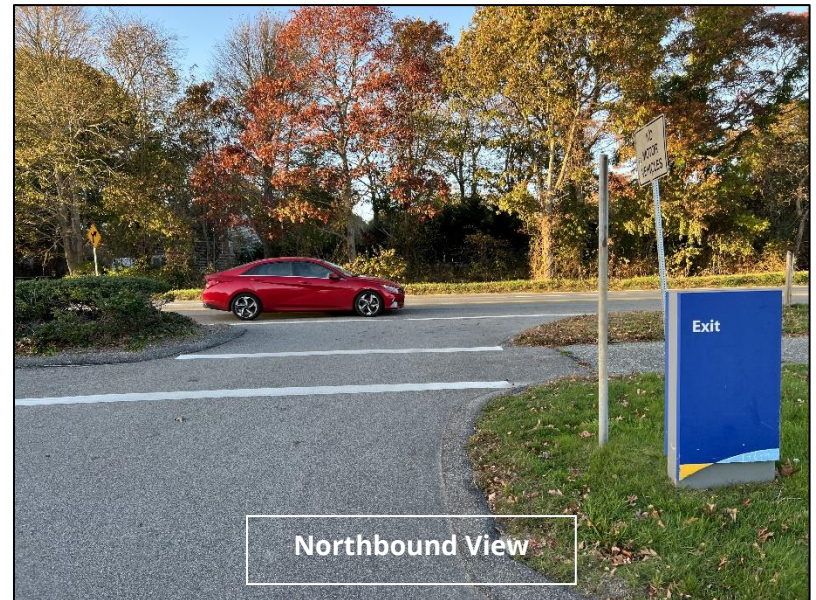
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4876519 | 08/15/2020 8:25 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Rockland Trust Driveway area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



Westbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ Strawberry Hill Road

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 71 feet across. There are no stop signs on either approach. However, there are MUTCD R5-3 “No Motor Vehicles” signs and MUTCD R9-5 “Bikes Use Ped Signal” on both side path approaches. The crosswalk is a continental style crosswalk with cracked pavement markings. Both side path approaches are 8 feet wide and have an 8-foot offset from the roadway. There are detectable warnings panels and concrete curb ramps. There are no additional pavement markings.

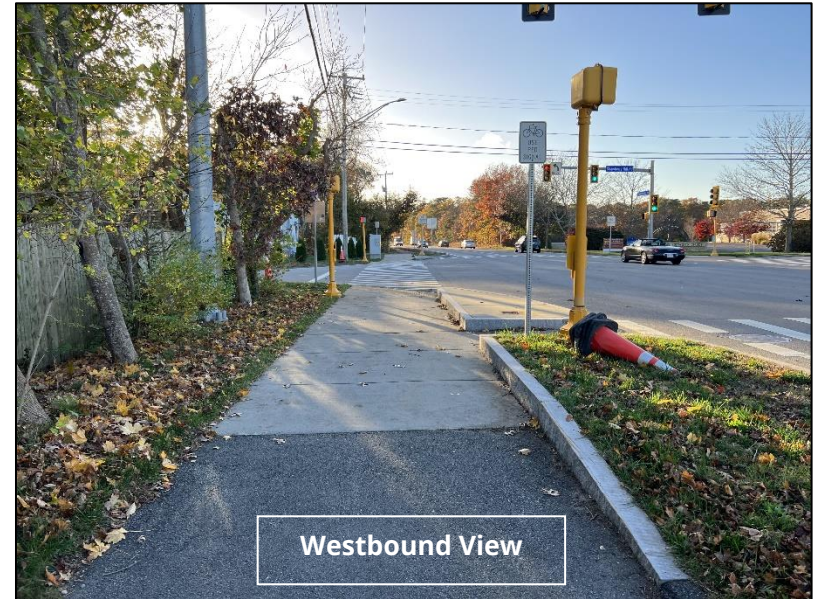
Crossing and Adjacent Roadways

The side path crosses Strawberry Hill Road, which in this area is classified as a minor arterial with a posted speed limit of 25 mph. This intersection is signalized and has standard pedestrian signal equipment. There is a MUTCD R10-11b “No Turn on Red” sign for motorists attached to the signal mast arm. There is also a stop bar located before the crossing on Strawberry Hill Road. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 16 crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4485719 | 01/07/2018 12:59 PM | No Injury | None | Daylight, Clear |
| 4541739 | 05/12/2018 1:47 PM | No Injury | None | Daylight, Cloudy |
| 4542722 | 05/12/2018 6:30 PM | Non-fatal Injury | None | Daylight, Rain |
| 4663570 | 02/11/2019 4:35 PM | No Injury | None | Daylight, Clear |
| 4697593 | 05/02/2019 1:16 PM | Non-fatal Injury | None | Daylight, Clear |

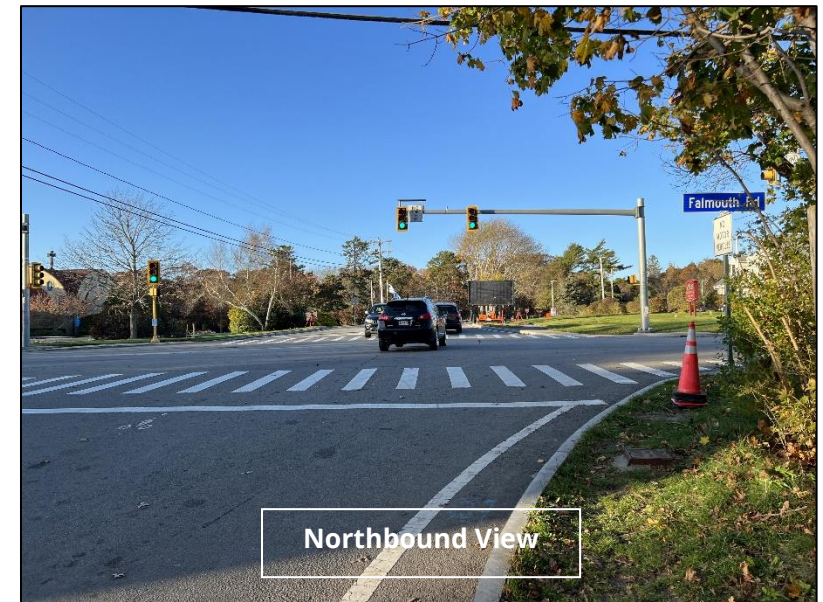
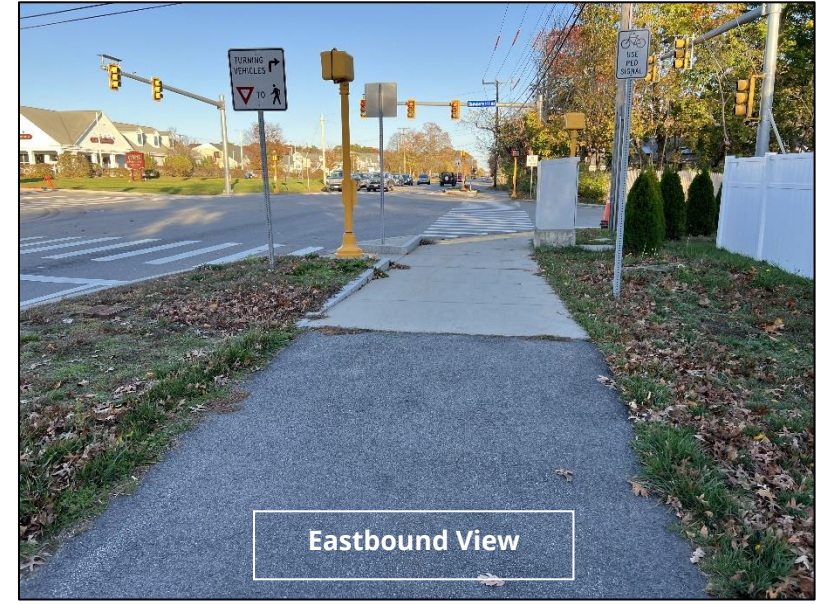


2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|---------------------------------------|
| 4722063 | 07/01/2019 4:27 PM | Non-fatal Injury | None | Daylight, Clear |
| 4734430 | 07/19/2019 3:50 PM | No Injury | None | Daylight, Cloudy |
| 4747174 | 09/06/2019 6:39 AM | Non-fatal Injury | None | Daylight, Clear/Cloudy |
| 4752706 | 09/23/2019 12:14 PM | Non-fatal Injury | None | Daylight, Clear |
| 4776156 | 11/15/2019 4:49 PM | No Injury | None | Dark - lighted roadway, Clear/Unknown |
| 4782771 | 12/02/2019 1:53 PM | Non-fatal Injury | None | Daylight, Cloudy/Rain |
| 4822457 | 02/25/2020 4:45 PM | No Injury | None | Daylight, Clear |
| 4844349 | 05/17/2020 4:59 PM | No Injury | None | Daylight, Clear/Unknown |
| 4870952 | 08/13/2020 9:13 AM | No Injury | None | Daylight, Clear |
| 4878996 | 09/14/2020 5:23 PM | No Injury | None | Daylight, Clear |
| 4889017 | 10/18/2020 7:11 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ Strawberry Hill Road area is categorized as a secondary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ West Main Street (East)

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 79 feet across. There is a stop sign with a MUTCD R5-3 “No Motor Vehicles” sign on the back on the westbound path approach while the eastbound approach has neither. The crosswalk is a standard style crosswalk with freshly painted markings. The eastbound side path approach is 9 feet wide, and the westbound approach is 7 feet wide. The eastbound side path approach has a 15-foot offset from the roadway while the westbound approach has a 14-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses West Main Street, which in this area is classified as an urban principal arterial with a posted speed limit of 30 mph. The intersection is signalized but there is no pedestrian equipment at this crossing. There is a stop bar located before the crossing on West Main Street. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4873000 | 08/22/2020 12:17 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 28 @ West Main Street (East) area is categorized as a primary risk site for pedestrians and a secondary risk site for bicyclists.



Westbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 28 @ West Main Street (West)

Town: Barnstable

Date Collected: 11/10/2022

Side Path Approaches

The crossing is 21 feet across. There is a stop sign and a MUTCD R5-3 “No Motor Vehicles” sign at the crossing on westbound approach which are mounted separately. The crosswalk is a standard style crosswalk with freshly painted markings. The eastbound side path approach is 6 feet wide, and the westbound approach is 9 feet wide. The eastbound side path approach does not have an offset from the roadway while the westbound approach has a large 18-foot offset. There are no detectable warning panels or additional pavement markings on either approach.

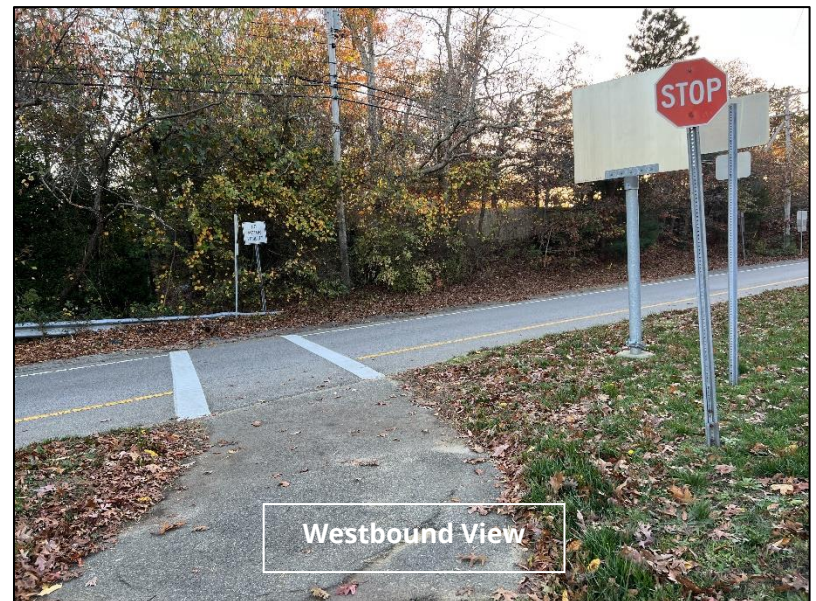
Crossing and Adjacent Roadways

The side path crosses the free right turn lane to West Main Street. West Main Street in this area is classified as an urban principal arterial with a posted speed limit of 30 mph. There is a trail crossing sign just before the crosswalk. The side path approaches are adjacent to Route 28, which through this area is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4581811 | 08/10/2018 1:13 PM | No Injury | None | Daylight, Clear |
| 4668296 | 02/15/2019 4:17 PM | No Injury | None | Dusk, Cloudy/Rain |
| 4706197 | 05/23/2019 4:20 PM | Non-fatal Injury | None | Daylight, Clear |
| 4750011 | 09/12/2019 8:39 AM | No Injury | None | Daylight, Cloudy/Rain |

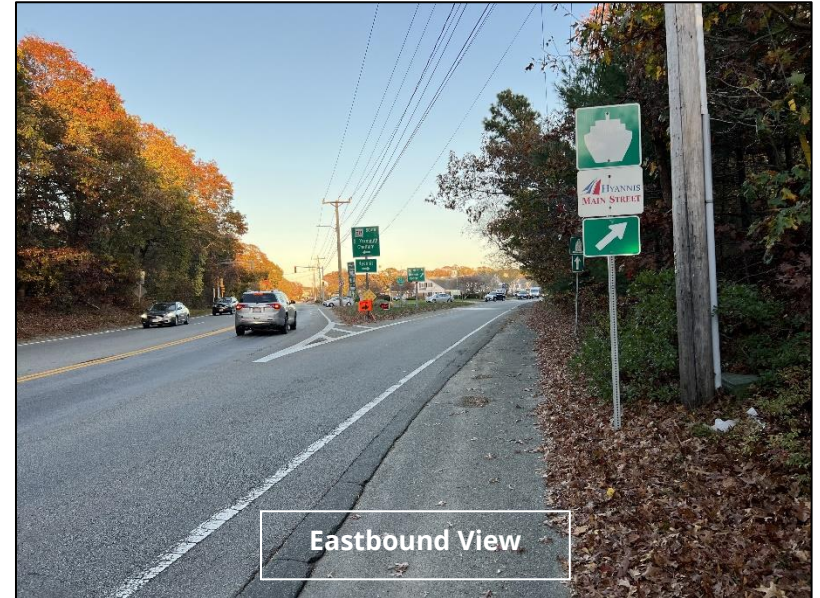




2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Route 28 @ West Main Street (West) area is located at a primary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Angell Road

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 29 feet across. There is a yield sign on the northbound side path approach and a stop sign on the southbound approach. There are no MUTCD R5-3 "No Motor Vehicles" signs on either side. The crosswalk is a continental style crossing with cracked pavement markings. The side path approaches are 8 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There is a yield line on the northbound approach and a stop bar on the southbound approach before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Angell Road, which in this area is classified as a local road with no posted speed. There is a stop sign and a stop bar just before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Sea Street @ Angell Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Crescent Drive

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 25 feet across. There is a yield sign on the northbound side path approach and a stop sign on the southbound approach. There are no MUTCD R5-3 "No Motor Vehicles" signs on either side. The crosswalk is a continental style crossing with cracked pavement markings. The path approaches are both 8 feet wide and offset from the roadway by 3 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There is a yield line on the northbound approach and a stop bar on the southbound approach before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Crescent Drive, which in this area is classified as a local road with no posted speed. There is a stop sign and a stop bar just before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Sea Street @ Crescent Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Gosnold Street

ID# B41

Date Collected: 09/30/2023

Side Path Approaches

The crossing is 46 feet across. There are stop signs on both side path approaches and a MUTCD R5-3 “No Motor Vehicles” sign on the back of the stop sign heading northbound. The crosswalk is a continental style crossing with faded and cracked pavement markings. The side path approaches are both 12 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There are stop bars on both path approaches before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Gosnold Street, which in this area is classified as a major collector with no posted speed. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|--|
| 4609231 | 10/11/2018 11:23 PM | No Injury | None | Dark - lighted roadway, Rain/Cloudy |
| 4871264 | 08/17/2020 11:19 PM | No Injury | None | Dark - lighted roadway, Cloudy |

MassDOT Network Screening – Risk Based

Sea Street @ Gosnold Street area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Lantern Lane

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 19 feet across. There is a yield sign on the northbound side path approach and there are no MUTCD R5-3 “No Motor Vehicles” signs on either side. The southbound approach has no control signage. The crosswalk is a continental style crossing with faded and cracked pavement markings. The side path approaches are 8 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There is a yield line on the northbound approach before the concrete curb ramp.

Crossing and Adjacent Roadways

The side path crosses Lantern Lane, which in this area is classified as a local road with no posted speed. There is a stop sign and a faded stop bar before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

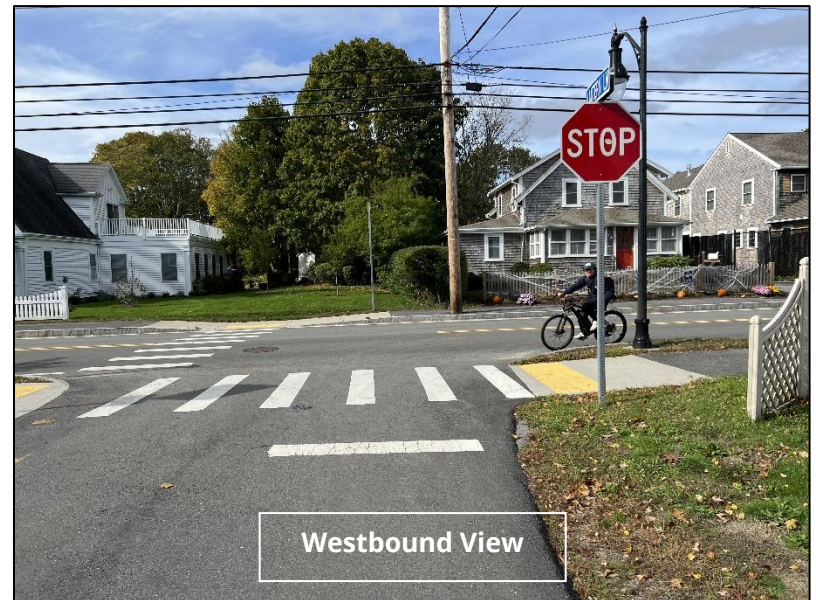
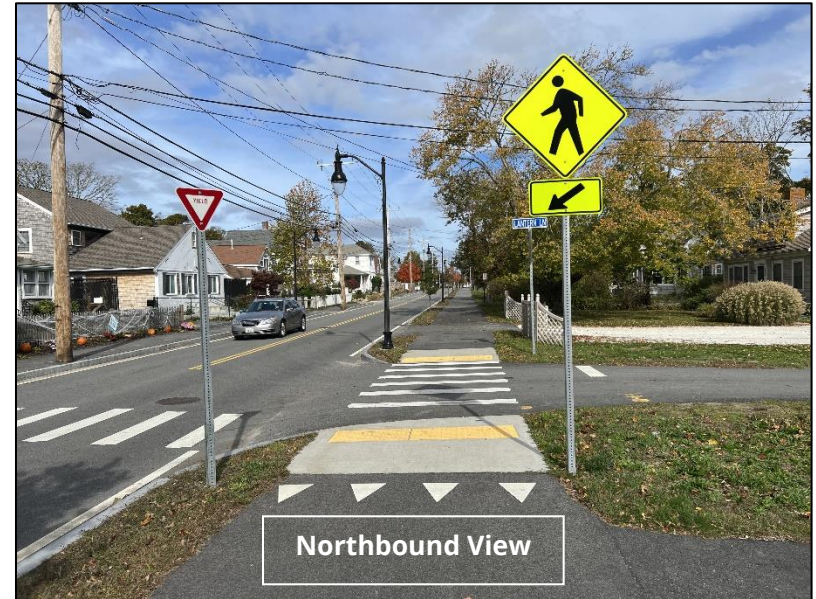
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4807838 | 01/15/2020 7:02 AM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Sea Street @ Lantern Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Oak Grove Cemetery Entrance

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 45 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approaches. The crosswalk is a continental style crossing with faded pavement markings. Both side path approaches are 8 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are detectable warnings panels and concrete curb ramps on both approaches. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the driveway for Oak Grove Cemetery. There is no stop sign or stop bar before the crossing, however there is a MUTCD W11-2 “Pedestrian Warning” sign before the crossing on the driveway for Oak Grove Cemetery. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

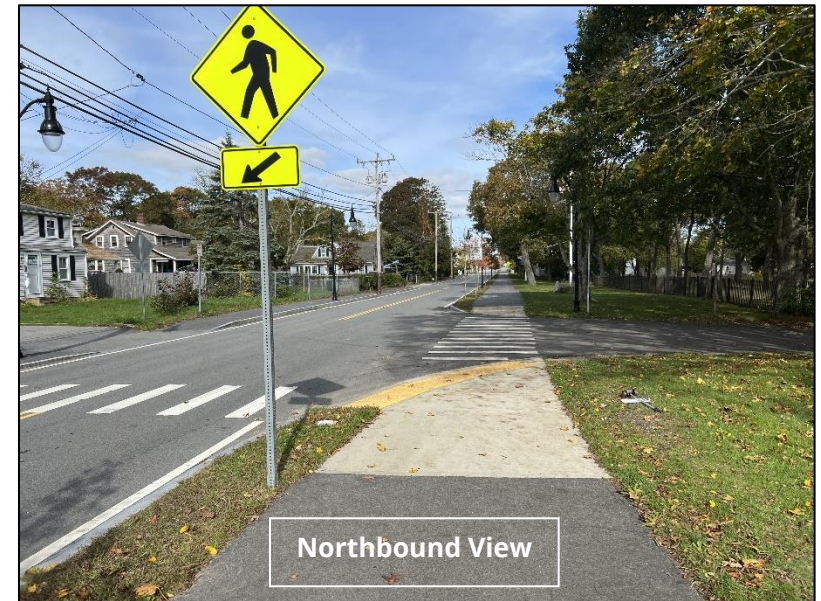
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. One of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4763769 | 10/16/2019 9:13 PM | No Injury | None | Unknown, Rain |
| 4904408 | 11/26/2020 5:24 PM | Non-fatal Injury | One Pedestrian | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Sea Street @ Oak Grove Cemetery Entrance area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Oak Neck Road (North)

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 25 feet across. There is a yield sign on the northbound side path approach and there are no MUTCD R5-3 “No Motor Vehicles” signs on either side. The southbound approach does not have any control signage. The crosswalk is a continental style crossing with faded and cracked pavement markings. Both path approaches are 8 feet wide and offset from the roadway by 3 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There is a stop bar on the southbound path approach and a yield line on the northbound approach before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Oak Neck Road, which in this area is classified as a local road with no posted speed. There is a stop sign and a faded stop bar just before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

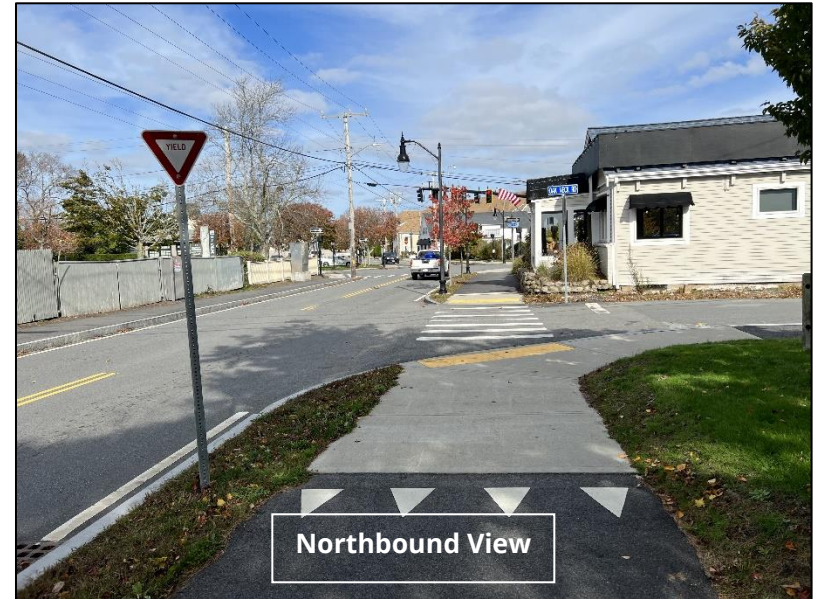
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|----------------------------------|
| 4646859 | 12/31/2018 12:04 AM | Non-fatal Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Sea Street @ Oak Neck Road (North) area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Oak Neck Road (South)

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 37 feet across. There are stop signs on both path approaches. There are no MUTCD R5-3 “No Motor Vehicles” signs on either side. The crosswalk is a continental style crossing with cracked pavement markings. The side path approaches are 8 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There are stop bars on both approaches before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Oak Neck Road, which in this area is classified as a local road with no posted speed. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

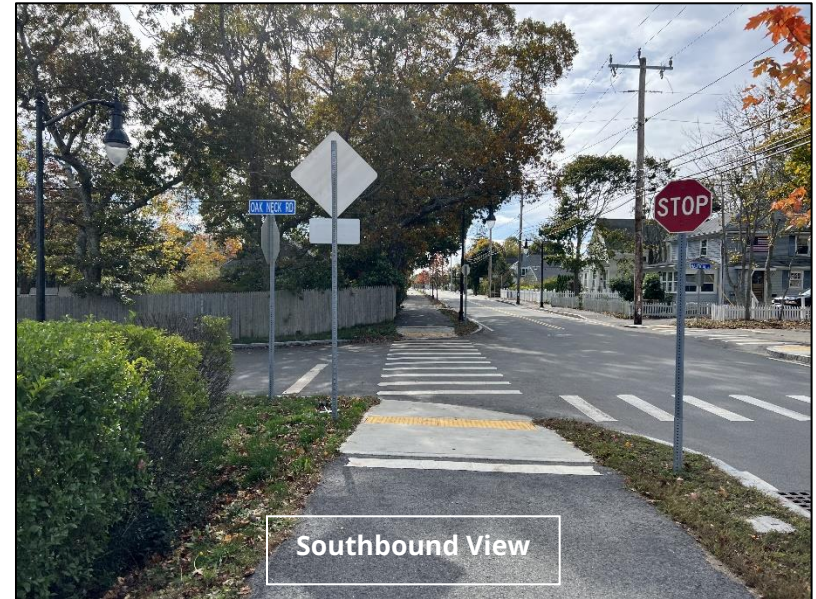
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

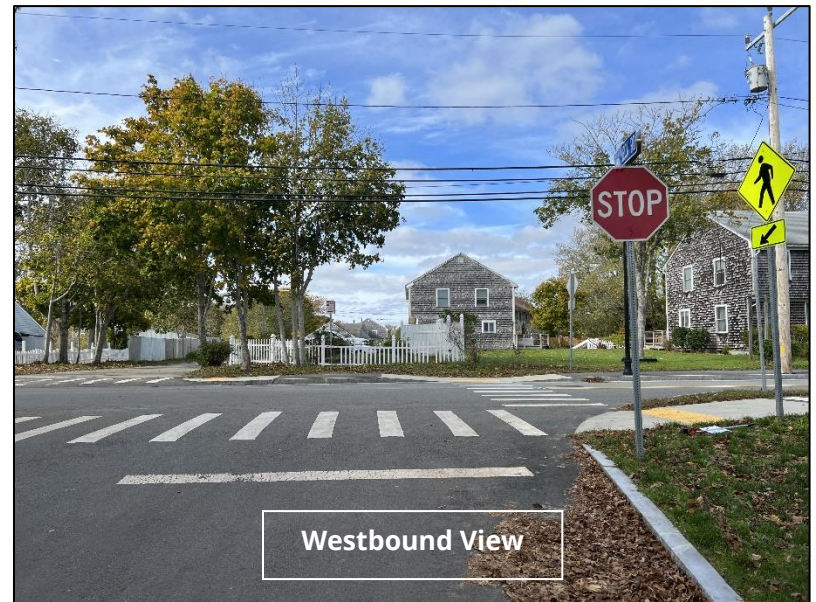
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|----------------------------------|
| 4554515 | 06/15/2018 8:30 PM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Sea Street @ Oak Neck Road (South) area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ Ocean Avenue

Town: Barnstable

Date Collected: 10/28/2022

Side Path Approaches

The crossing is 28 feet across. There are stop signs and MUTCD R5-3 “No Motor Vehicles” signs on both path approaches. The crosswalk is a continental style crossing with pavement markings. The side path approaches are 8 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are detectable warning panels and concrete curb ramps on both approaches. There are stop bars on both approaches before the concrete curb ramps.

Crossing and Adjacent Roadways

The side path crosses Sea Street and is adjacent to both Sea Street and Ocean Avenue in this location. There is a stop sign and a stop bar before the crossing. The side path is adjacent to two roads in this area, one of which is Sea Street, which in this location is classified as an urban collector with a speed limit of 30 mph. The other adjacent roadway is Ocean Avenue, which in this area is classified as an urban minor arterial with a posted speed limit of 25 mph.

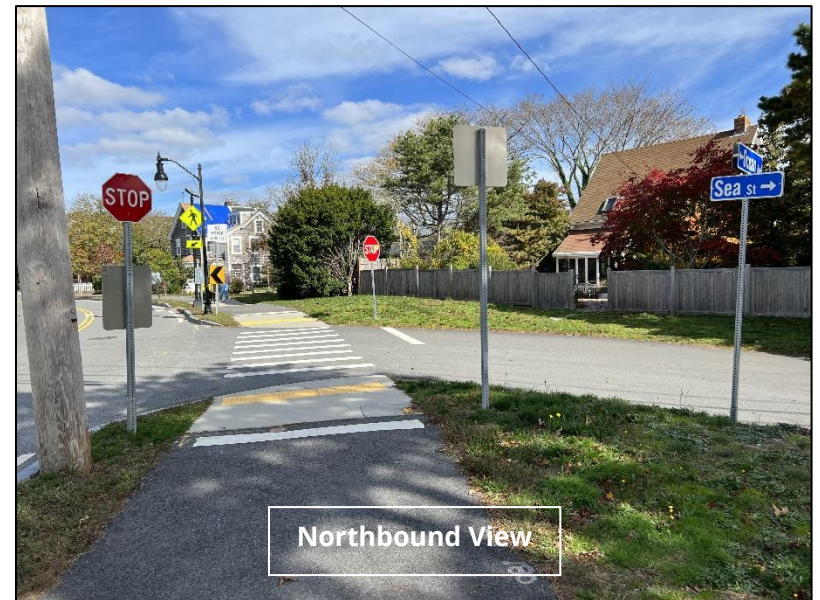
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|----------------------------------|
| 4759294 | 10/5/2019 10:36 PM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Sea Street @ Ocean Avenue area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Sea Street @ South Street

Town: Barnstable

Date Collected: 09/30/2023

Side Path Approaches

The crossing is 33 feet across. There are no stop signs with MUTCD R5-3 “No Motor Vehicles” signs on the back on either path approach. The crosswalk is a continental style crossing with faded and cracked pavement markings. The southbound side path approach leading up to the intersection is 6 feet wide while the northbound approach is 8 feet wide. Both approaches are offset by 2 feet from the roadway. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings.

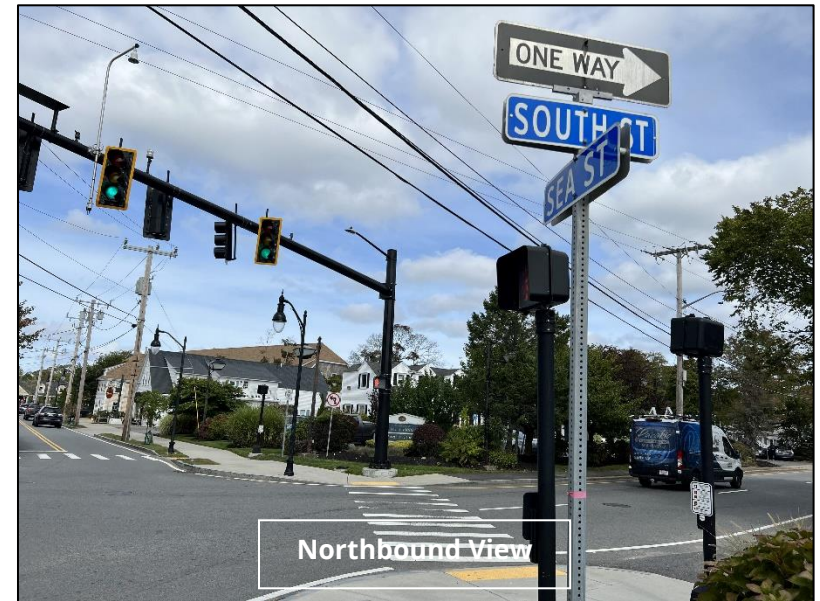
Crossing and Adjacent Roadways

The side path crosses South Street, which is one-way in this area and classified as an urban principal arterial with a posted speed limit of 30 mph. The intersection is signalized and has standard pedestrian signals with an exclusive pedestrian phase. The side path is adjacent to Sea Street, which in this area is classified as an urban collector with a speed limit of 30 mph.

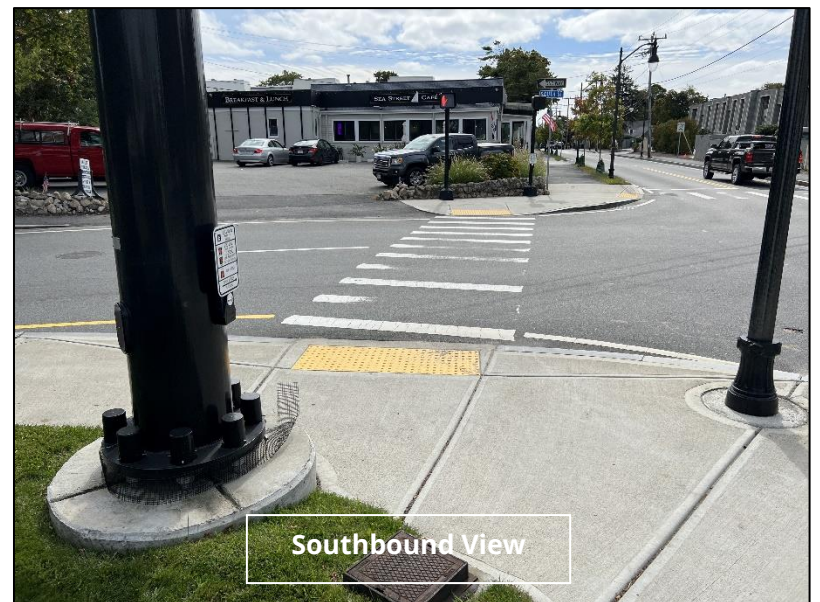
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. One of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4544369 | 05/26/2018 9:18 AM | Non-fatal Injury | One Pedestrian | Daylight, Clear |
| 4655851 | 01/23/2019 8:57 AM | No Injury | None | Daylight, Clear/Other |
| 4676072 | 03/13/2019 7:29 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4872999 | 8/25/2020 9:14 PM | No Injury | None | Dark - lighted roadway, Clear |



Northbound View



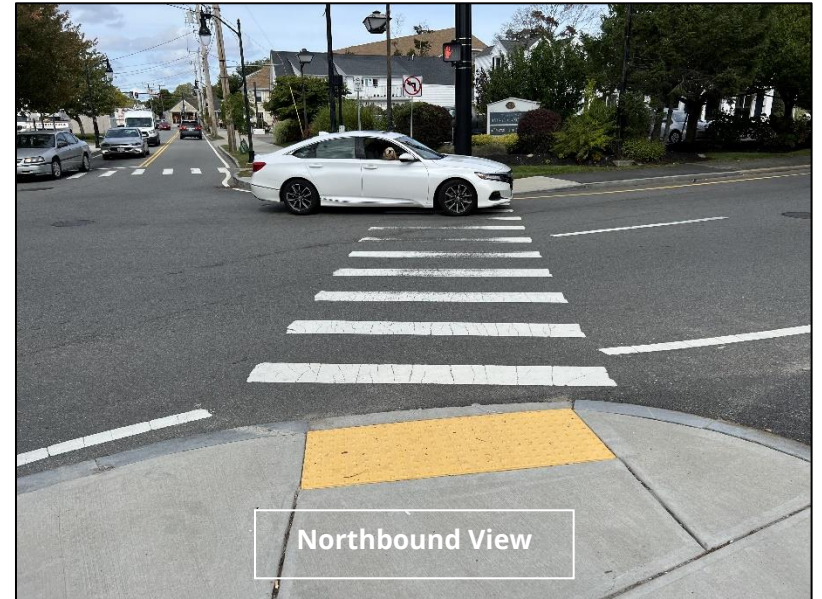
Southbound View



2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Sea Street @ South Street area is categorized as a primary risk site for bicyclists and is a secondary risk site for pedestrians.



2024 SIDE PATH CROSSINGS INVENTORY

Transportation Avenue @ Paula George Way

Town: Barnstable

Date Collected: 09/30/2022

Side Path Approaches

The crossing is 50 feet across. There is an extremely faded stop sign on the northbound path approach. There are no MUTCD R5-3 "No Motor Vehicles" signs on either approach. The crosswalk is a standard style crossing with faded pavement markings. The side path approaches are 10 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are no detectable warning panels on either side, however there are concrete curb ramps on both approaches. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

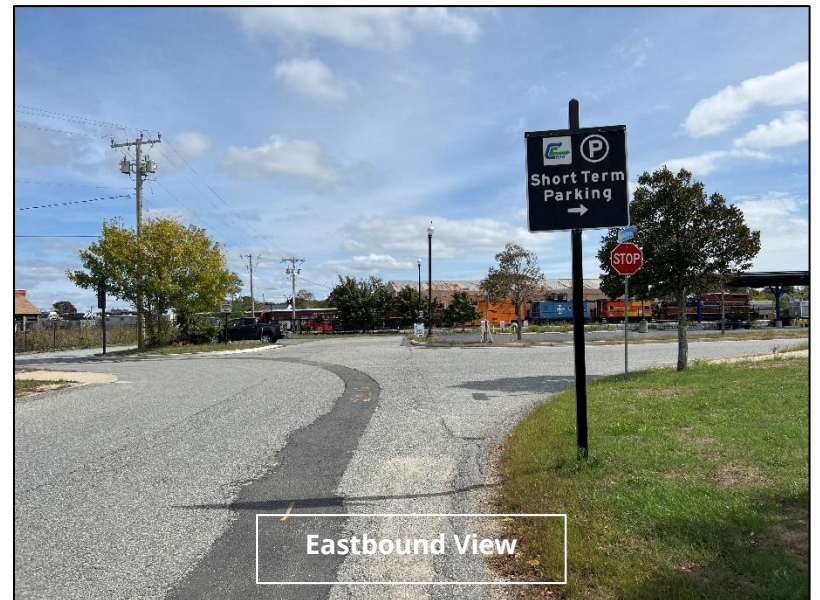
The side path crosses Paula George Way, which is classified as a local road and has no posted speed limit. There is a stop sign but no stop bar before the crossing. The side path is adjacent to Transportation Avenue, which in this area is classified as a local road with a posted speed limit of 15 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Transportation Avenue @ Paula George Way area is not categorized as a top risk site for either pedestrians or bicyclists.



BARNSTABLE CROSSING RECOMMENDATIONS

The table below shows the Barnstable side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 2: Barnstable Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|---|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|-----------------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage in Area | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Bearses Way | Alicia Road | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Bearses Way | Bristol Avenue | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Bearses Way | Franklin Avenue | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Bearses Way | General Patton Drive | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Bearses Way | Hampshire Avenue | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Bearses Way | HYCC Driveway | S | NA | S | E | S | NA | S | S | E | ≥ | NA | E | E |
| Ocean Avenue | Keyes Memorial Beach Parking | S | S | S | R | S | S | S | E | NA | ≥ | NA | E | E |
| Old Stage Road | Coachman Lane | S | S | S | S | S | R | S | R | NA | ≥ | NA | S | S |
| Old Stage Road | Hane Road | S | S | S | S | R | S | S | R | NA | ≥ | NA | S | S |
| Old Stage Road | Oak Street | S | S | S | R | E | E | S | E | E | < | NA | S | S |
| Old Stage Road | Race Lane (crossing Old Stage Rd) | S | S | S | R | E | E | S | E | E | < | NA | S | S |
| Route 28 | Arrowhead Drive | S | R | S | S | E | E | S | S | E | ≥ | NA | S | S |
| Route 28 | Barnstable High School/Adult Community Center | S | R | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Route 28 | Barnstable Intermediate School Driveway | S | R | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Route 28 | Bayberry Square | S | N | S | S | S | S | S | S | NA | ≥ | NA | S | S |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|---------------------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|-----------------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage in Area | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Route 28 | Bearses Way (crossing Route 28) | S | R | S | R | S | NA | S | S | NA | ≥ | E | E | E |
| Route 28 | Bearses Way Plaza | S | E | S | E | S | E | S | S | NA | ≥ | NA | E | E |
| Route 28 | Cape Cod Package Store Driveway | S | S | S | S | S | S | S | S | NA | < | NA | S | S |
| Route 28 | Centerville Food Mart Driveway (East) | N | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 28 | Centerville Food Mart Driveway (West) | S | S | S | S | S | S | S | S | NA | < | NA | S | S |
| Route 28 | Centerville Plaza Entrance (East) | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 28 | Centerville Plaza Entrance (West) | S | S | S | S | S | S | S | S | NA | < | NA | S | S |
| Route 28 | Cottage Lane | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 28 | Danvers Way | S | S | S | S | E | P | S | E | NA | ≥ | NA | S | S |
| Route 28 | Founders Court | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 28 | Garden Lane | S | R | S | R | E | E | S | E | NA | ≥ | NA | E | E |
| Route 28 | Garrets Family Market (East) | S | R | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Route 28 | Garrets Family Market (West) | S | NA | S | R | S | NA | S | S | NA | ≥ | NA | E | E |
| Route 28 | Harrison Road (East) | S | S | S | S | E | S | S | E | NA | ≥ | NA | S | S |
| Route 28 | Harrison Road (West) | S | S | S | R | E | S | S | E | NA | ≥ | NA | S | S |
| Route 28 | Lincoln Road | S | R | S | R | E | E | S | E | NA | ≥ | NA | S | S |
| Route 28 | Mark's Path | S | S | S | S | E | S | S | E | NA | ≥ | NA | S | S |
| Route 28 | MSPCA Cape Cod | S | S | S | S | S | S | S | S | NA | ≥ | NA | E | E |
| Route 28 | Oakland Road | S | R | S | S | E | E | S | E | E | ≥ | NA | S | S |
| Route 28 | Phinney's Lane (East) | S | R | S | R | R | NA | S | E | NA | < | S | S | S |
| Route 28 | Phinney's Lane (West) | S | NA | S | E | S | NA | S | S | NA | ≥ | NA | S | S |
| Route 28 | Pitcher's Way | S | E | S | E | S | NA | S | S | NA | ≥ | S | S | S |
| Route 28 | Rockland Trust Driveway | S | S | S | E | E | S | S | E | NA | ≥ | NA | S | S |
| Route 28 | Strawberry Hill Road | NA | E | S | E | NA | NA | S | E | E | ≥ | E | E | E |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-----------------------|-----------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|-----------------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage in Area | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Route 28 | West Main Street (East) | S | E | S | E | S | NA | S | S | NA | ≥ | S | S | S |
| Route 28 | West Main Street (West) | S | NA | S | E | S | NA | S | S | E | < | NA | S | S |
| Sea Street | Angell Road | S | R | S | E | S | E | S | S | NA | < | NA | E | E |
| Sea Street | Crescent Drive | S | E | S | E | S | E | S | S | NA | < | NA | E | E |
| Sea Street | Gosnold Street | E | E | S | R | E | E | S | E | NA | < | NA | E | E |
| Sea Street | Lantern Lane | S | E | S | E | S | E | S | S | E | < | NA | E | E |
| Sea Street | Oak Grove Cemetery Entrance | S | S | S | E | S | S | S | S | E | ≥ | NA | E | E |
| Sea Street | Oak Neck Road (North) | S | S | S | S | S | E | S | S | NA | < | NA | E | E |
| Sea Street | Oak Neck Road (South) | E | E | S | E | E | E | S | S | E | < | NA | E | E |
| Sea Street | Ocean Avenue | E | E | S | E | E | E | S | E | E | < | NA | E | E |
| Sea Street | South Street | S | R | S | R | S | NA | S | S | NA | < | E | E | E |
| Transportation Avenue | Paula George Way | S | S | S | R | R | E | S | S | NA | ≥ | NA | E | S |

CHATHAM CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in Chatham.

- George Ryder Road @ Ocean State Job Lot

2024 SIDE PATH CROSSINGS INVENTORY

George Ryder Road @ Ocean State Job Lot

Town: Chatham

Date Collected: 10/03/2022

Side Path Approaches

The crossing is 34 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either of the path approaches. The crosswalk is unmarked. The side path approaches are 10 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. There are wayfinding signs on the side path when heading south toward Route 28.

Crossing and Adjacent Roadways

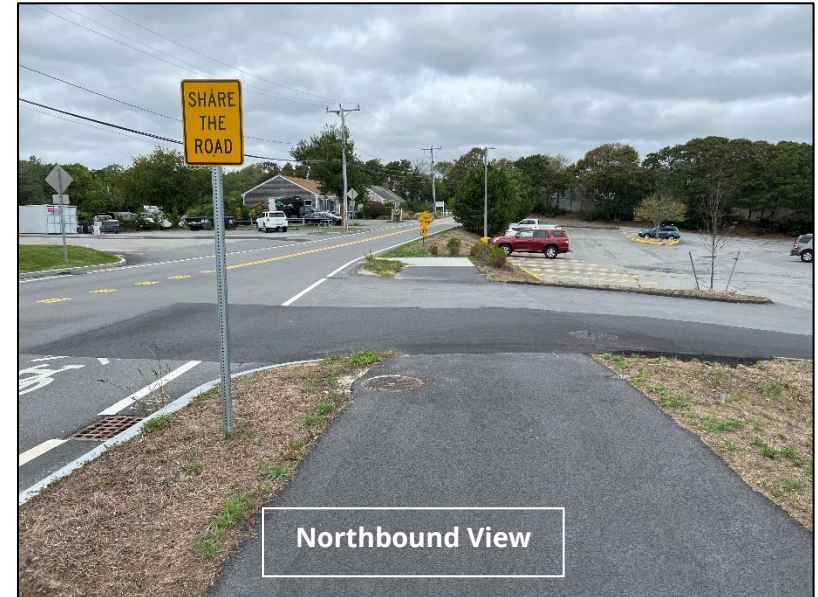
The side path crosses the driveway for Ocean State Job Lot. There is no stop sign or stop bar before the crossing. The side path is adjacent to George Ryder Road, which in this area is classified as a urban minor arterial with an advisory speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

George Ryder Road @ Ocean State Job Lot area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Southbound View

CHATHAM CROSSING RECOMMENDATIONS

The table below shows the Chatham side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 3: Chatham Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|---------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| George Ryder Road | Ocean State Job Lot | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |

DENNIS CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in Dennis.

- Bob Crowell Road @ Dennis Town Hall Driveway
- Old Bass River Road @ Asack Drive
- Old Bass River Road @ Blackberry Lane
- Old Bass River Road @ Bob Crowell Road
- Old Bass River Road @ Captain Walsh Drive
- Old Bass River Road @ Debbie Lane
- Old Bass River Road @ Dennis Water District Entrance
- Old Bass River Road @ Hokum Rock Road
- Old Bass River Road @ Jay's Drive
- Old Bass River Road @ John Lane
- Old Bass River Road @ Johnny A. Kelly Recreation Area
- Old Bass River Road @ Mahoney Lane
- Old Bass River Road @ Old Chatham Road
- Old Bass River Road @ Oldbury Place
- Old Bass River Road @ Paddocks Path
- Old Bass River Road @ Phyllis Road
- Old Bass River Road @ Primrose Street
- Old Bass River Road @ Seagrove Road
- Old Bass River Road @ Setucket Road
- Old Bass River Road @ Tuckoosa Road
- Old Chatham Road @ Wixon School Driveway (South)
- Route 134 @ Brassie Road
- Route 134 @ Dennis COA Driveway
- Route 134 @ Dennis Town Hall Driveway
- Route 134 @ Hokum Rock Road
- Route 134 @ Homer Lane
- Route 134 @ Niblick Street
- Route 134 @ Old Chatham Road
- Route 134 @ Setucket Road
- Route 134 @ Strawberry Lane
- Route 134 @ Wixon School Driveway (North)
- Setucket Road @ Acorn Road
- Setucket Road @ Lady Slipper Drive
- Setucket Road @ Old Bass River Road
- Setucket Road @ Perseverance Path
- Setucket Road @ Route 134
- Setucket Road @ Simmons Pond Road West

2024 SIDE PATH CROSSINGS INVENTORY

Bob Crowell Road @ Dennis Town Hall Driveway

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 44 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. The eastbound side path approach is 5 feet wide while the westbound path approach is 8 feet wide. The eastbound approach is offset from the adjacent roadway by 14 feet and the westbound approach is offset by over 30 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the driveway for Dennis Town Hall. There is no stop sign or stop bar before the crossing. The side path is adjacent to Bob Crowell Road, which in this area is classified as an urban minor arterial with no posted speed limit signs.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4563322 | 06/28/2018 4:42 PM | No Injury | None | Daylight, Cloudy |
| 4585227 | 08/20/2018 4:34 PM | No Injury | None | Daylight, Clear |
| 4820475 | 01/16/2020 2:00 PM | No Injury | None | Daylight, Severe Crosswinds |

MassDOT Network Screening – Risk Based

Route 134 @ Dennis Town area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Asack Drive

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 44 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 9 feet wide and have no offset from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Asack Drive which is a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The stop bar pavement markings are cracked and faded. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4871439 | 06/02/2020 1:15 PM | Non-fatal Injury | One Cyclist | Daylight, Clear |

MassDOT Network Screening – Risk Based

Old Bass River Road @ Asack Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Blackberry Lane

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 28 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is a continental style crossing which is in good condition. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 4 feet while the southbound path approach is offset by 3 feet of pavement which is sloped upward to account for the change in level of the side path. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Blackberry Lane, which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Blackberry Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Bob Crowell Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 44 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 14 feet and the southbound approach is offset by 15 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Bob Crowell Road, which in this area is classified as an urban minor arterial with no posted speed limit signs. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with speed limit of 35 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of five crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|----------------------------------|
| 4563314 | 07/02/2018 10:45 AM | No Injury | None | Daylight, Clear |
| 4638236 | 12/09/2018 6:58 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4800195 | 12/07/2019 12:10 PM | Non-fatal Injury | None | Daylight, Clear |
| 4820483 | 02/19/2020 3:33 PM | No Injury | None | Daylight, Clear |
| 4909114 | 11/20/2020 1:59 PM | No Injury | None | Daylight, Clear/Cloudy |



Northbound View



Westbound View



2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Old Bass River Road @ Bob Crowell Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Captain Walsh Drive

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 30 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 4 feet while the southbound path approach is offset by 6 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Captain Walsh Drive which has no outlet and is classified as a local road and has no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4658053 | 01/18/2019 1:05 PM | Non-fatal Injury | None | Daylight, Rain |

MassDOT Network Screening – Risk Based

Old Bass River Road @ Captain Walsh Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Debbie Lane

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 80 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide and have no offset from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. The side path and crosswalk in this location are slightly lower than the height of the roadway.

Crossing and Adjacent Roadways

The side path crosses Debbie Lane which is a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. There is also a median leading up to the crossing on Debbie Lane, vehicles entering from Old Bass River Road are advised to stay to the right. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Debbie Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Dennis Water District Entrance

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing here is about 55 feet across with no crosswalk markings. The side path does not go any further south past the Dennis Water District Entrance. There are no crosswalks to the other side of the road where there is sidewalk that continues further south. There is a northbound facing MUTCD R5-3 "No Motor Vehicles" sign on the path. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

The side path terminates at the driveway to the Dennis Water District Offices. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with speed limit of 35 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Dennis Water District Entrance area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Hokum Rock Road

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 52 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 5 feet wide, and the side path is not offset from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the west end of Hokum Rock Road which is classified as an urban collector with an advisory speed limit of 30 mph. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Hokum Rock Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Jay's Drive

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 44 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. The northbound side path approach is 10 feet wide and has no offset from the adjacent roadway. The southbound side path approach is 8 feet wide and is offset from the adjacent roadway by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Jay's Drive which is a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

The Old Bass River Road @ Jay's Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ John Lane

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 40 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 11 feet wide, and the side path is not offset from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses John Lane which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with an advisory speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ John Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Johnny A. Kelly Recreation Area

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 48 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and has cracked and faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide and are both offset from the adjacent roadway by 9 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the entrance to the Johnny A. Kelly Recreation Area. Leading up to the crossing there is a median at the entrance to the Recreation Area parking lot. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with speed limit of 35 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Johnny A. Kelly Recreation Area location is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Mahoney Lane

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 29 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound path approach is offset from the adjacent roadway by 4 feet while the southbound path approach is offset by 3 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Mahoney Lane which is classified as a local road and has no posted speed limit. There is no stop sign or stop bar before the crosswalk. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 35 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4820462 | 12/18/2019 4:25 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Old Bass River Road @ Mahoney Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Old Chatham Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 50 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 8 feet wide and offset by 4 feet from the adjacent road. There are no detectable warnings panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Old Chatham Road which is an urban collector with a speed limit of 30 mph. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, an urban minor arterial with an advisory speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4569937 | 07/09/2018 2:52 PM | No Injury | None | Daylight, Clear |
| 4760631 | 09/06/2019 12:24 PM | No Injury | None | Daylight, Cloudy |
| 4843634 | 03/16/2020 8:00 AM | No Injury | None | Daylight, Clear |
| 4843651 | 04/17/2020 12:51 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Old Bass River Rd @ Old Chatham Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Oldbury Place

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 25 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 3 feet while the southbound approach is offset by 10 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. During the site visit, there was a significant amount of water that had pooled on the southbound side of the crossing.

Crossing and Adjacent Roadways

The side path crosses Oldbury Place which is a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with an advisory speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Oldbury Place area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Paddocks Path

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing at Paddocks Path is a unique crossing as it's a combination of two crossing styles, continental and standard. The continental section is 58 feet long and the standard section is 103 feet long. The continental section crosses Paddocks Path while the standard section crosses one of the driveways for Cape Cod Sand and Recycling. Overall, the crosswalk is 161 feet long. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 6 feet while the southbound path approach is not offset from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Paddocks Path, which is classified as a local road with no posted speed limit. The side path also crosses the driveway for Cape Cod Sand and Recycling. On Paddocks Path, there is a stop sign before the crossing, but no stop bar. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Paddocks Path area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Phyllis Road

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 30 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Phyllis Road which is a dead-end dirt road. Phyllis Road is classified as a local road and has no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Phyllis Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Primrose Street

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 25 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 4 feet while the southbound approach is offset by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Primrose Street which is a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with an advisory speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Primrose Street area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Seagrove Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 26 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style and has cracked pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 4 feet while the southbound approach is offset by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Seagrove Road which is a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with an advisory speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4525483 | 03/30/2018 8:36 AM | No Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Old Bass River Road @ Seagrove Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Setucket Road

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 35 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, the northbound side path approach is 8 feet wide and offset by 4 feet from the adjacent road. The southbound approach is 10 feet wide and offset by 5 feet from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There is a large landing with no curb edges on the westbound approach. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Setucket Road which is an urban minor arterial with a speed limit of 35 mph. There are two stop signs and one stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of six crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4489631 | 01/10/2018 3:46 PM | No Injury | None | Dusk, Clear |
| 4573687 | 07/20/2018 5:26 PM | No Injury | None | Daylight, Clear |
| 4698821 | 05/09/2019 6:07 PM | No Injury | None | Daylight, Clear |



Northbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4726131 | 07/11/2019 8:14 PM | No Injury | None | Dusk, Clear |
| 4734370 | 07/26/2019 12:42 PM | No Injury | None | Daylight, Clear |
| 4820484 | 02/19/2020 3:58 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Old Bass River Rd @ Setucket Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Bass River Road @ Tuckoosa Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 39 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and is in good condition. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 9 feet while the southbound approach is offset by 6 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

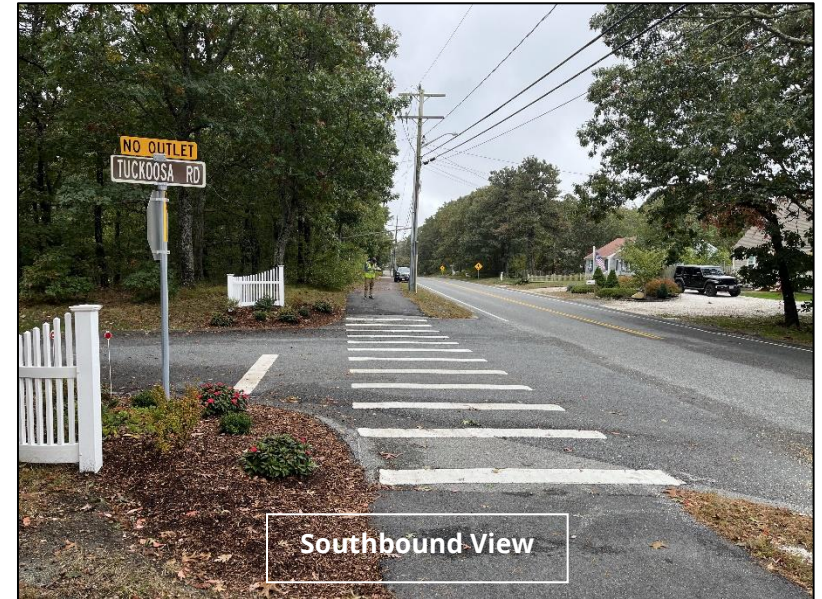
The side path crosses Tuckoosa Road which is a local road with no outlet and a speed limit of 30 mph. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Bass River Road, which in this area is classified as an urban minor arterial with a speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Bass River Road @ Tuckoosa Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Chatham Road @ Wixon School Driveway (South)

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 46 feet across. There are no stop signs and MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is a continental style crosswalk which is in good condition. The side path approaches are both 8 feet wide leading up to the crossing. The westbound path approach is offset from the adjacent roadway by 5 feet while the eastbound path approach is offset by 6 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

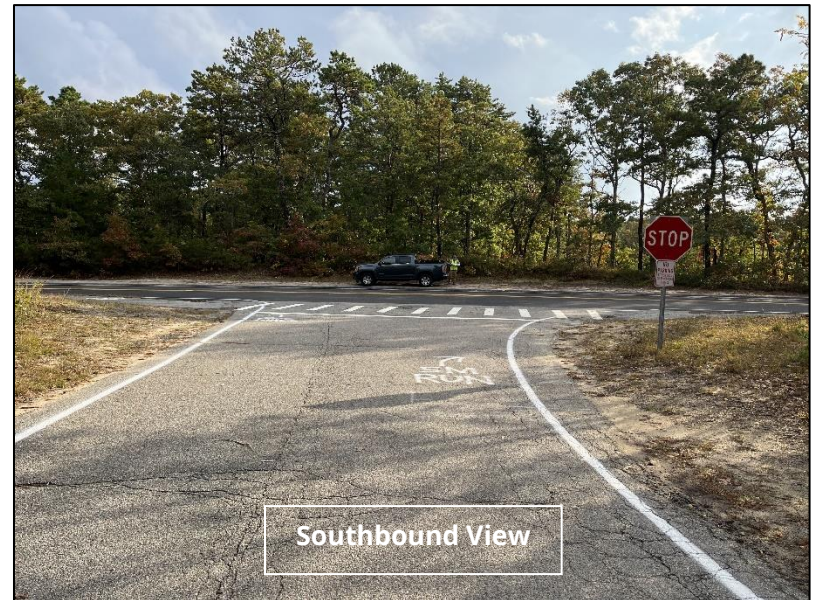
The side path crosses the driveway for the Nathaniel H. Wixon Innovation School. This driveway is a one way only driveway and functions as the exit for most of the traffic from the school. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Old Chatham Road, which in this area is classified as an urban minor arterial with a posted speed limit of 30 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Old Chatham Road @ Wixon School Driveway (South) area is not categorized as a top risk site for pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Brassie Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 46 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is unmarked. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 3 feet while the southbound path approach is offset by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. On the northbound path approach, there is a utility pole in the center of the side path.

Crossing and Adjacent Roadways

The side path crosses Brassie Road, which in this area is classified as a local road with no posted speed limit. There is a stop sign and stop bar before the crossing. The side path is adjacent to Route 134, which in this area is classified as an urban minor arterial with a posted speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 134 @ Brassie Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Dennis COA Driveway

Town: Dennis

Date Collected: 10/19/2022

Side Path Approaches

The crossing is 30 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 9 feet while the southbound path approach is offset by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the driveway for the Dennis COA Driveway. There is a stop sign and stop bar before the crossing. The side path is adjacent to Route 134, which in this area is classified as an urban minor arterial with a posted speed limit of 40 mph.

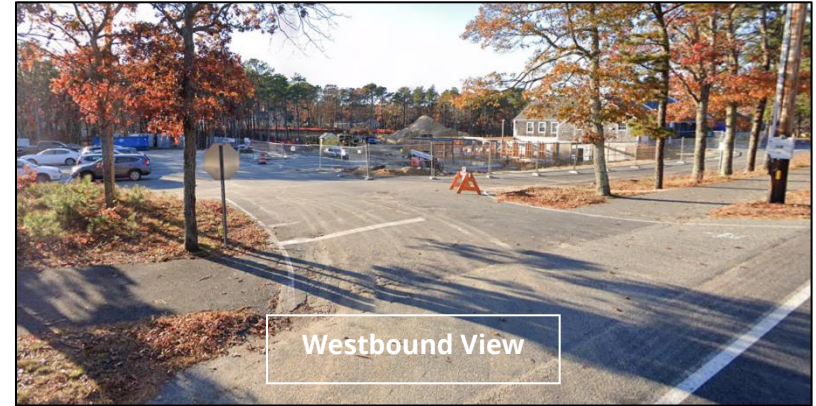
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4606744 | 09/21/2018 11:47 AM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 134 @ Dennis COA Driveway area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Dennis Town Hall Driveway

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 33 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. Leading up to the crossing, both side path approaches are 9 feet wide. The northbound approach is offset from the adjacent roadway by 12 feet and the southbound approach is offset by 16 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. During the site visit, there was a significant amount of water that had pooled on the southbound side of the crossing.

Crossing and Adjacent Roadways

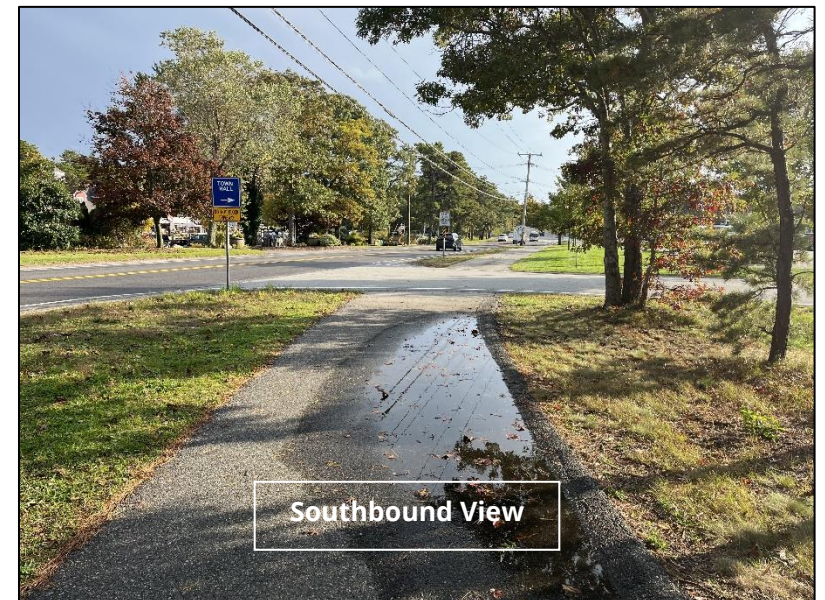
The side path crosses the driveway for the parking lot for Dennis Town Hall. There is no stop sign or stop bar before the crossing. The side path is adjacent to Route 134 (East-West Dennis Road), which in this area is classified as an urban minor arterial and has a posted speed limit of 40 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 134 @ Dennis Town Hall Driveway area is categorized as a top risk site. The area is listed as a secondary risk site for both pedestrians and bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Hokum Rock Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The side path that crosses Hokum Rock Road is split by a median island. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalks are unmarked. The first crossing, heading northbound, is 62 feet across. The path approaching this crossing is 8 feet wide and offset from the adjacent roadway by 4 feet. The side path on the median island, between the two crossings, is 8 feet wide and is not offset from the adjacent roadway. The second crossing is 52 feet across. There is no side path heading in the southbound direction and the second crossing terminates just at the edge of the roadway. There are no detectable warning panels, concrete curb ramps or additional pavement markings.

Crossing and Adjacent Roadways

The side path crosses Hokum Rock Road, which is classified as an urban collector with an advisory speed limit of 30 mph. There are stop signs and stop bars before each of the crossings. The side path is adjacent to Route 134, which in this area is classified as an urban principal arterial with a posted speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|-----------------------------------|
| 4594180 | 09/01/2018 8:18 PM | Unknown | None | Dark - roadway not lighted, Clear |

MassDOT Network Screening – Risk Based

Route 134 @ Hokum Rock Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Homer Lane

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 33 feet across. There are no stop signs and MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 6 feet while the southbound path approach is offset by 18 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Homer Lane, which in this area is classified as a local road with no posted speed limit. The stop bar and stop sign are in the crossing, vehicles that stop on the stop bar are in the crosswalk. The side path is adjacent to Route 134, which in this area is classified as an urban principal arterial with a posted speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of five crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-------------------------------|
| 4515331 | 03/16/2018 1:33 AM | Non-fatal injury | None | Dark - lighted roadway, Clear |
| 4694034 | 04/12/2019 4:23 PM | Non-fatal injury | None | Daylight, Clear |
| 4699037 | 05/04/2019 5:34 AM | Non-fatal injury | None | Dawn, Rain |
| 4704832 | 05/16/2019 4:24 PM | No Injury | None | Daylight, Clear |
| 4896260 | 06/25/2020 2:06 PM | No Injury | None | Daylight, Clear |



Southbound View



Southbound Before Crossing



2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Route 134 @ Homer Lane crossing is not categorized as a top risk site for pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Niblick Street

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 32 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. The side path approaches are both 8 feet wide leading up to the crossing. The northbound path approach is offset from the adjacent roadway by 6 feet while the southbound path approach is offset by 2 feet. There are no detectable warning panels or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Niblick Street, which in this area is classified as a local road with no posted speed limit. There is a stop sign and stop bar before the crossing. The side path is adjacent to Route 134, which in this area is classified as an urban principal arterial with a posted speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

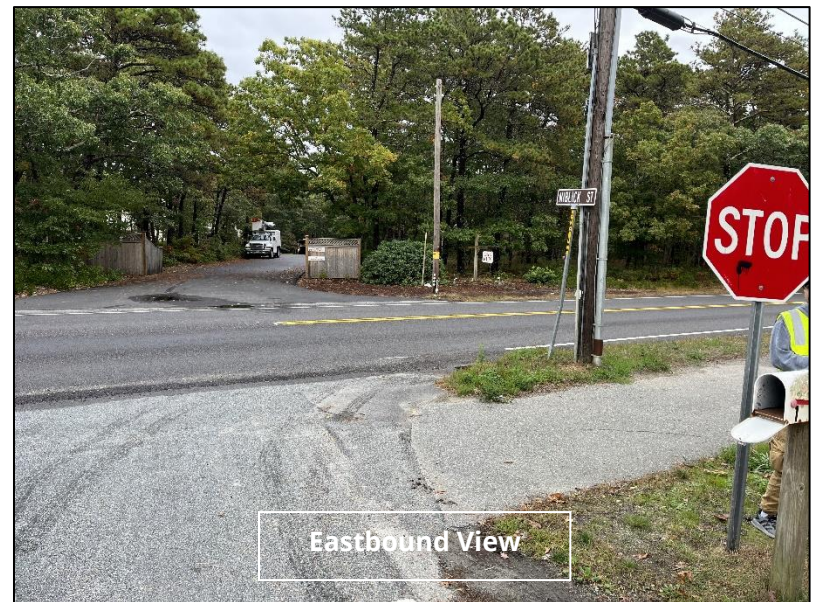
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4587545 | 08/28/2018 4:31 PM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 134 @ Niblick Street area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Eastbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Old Chatham Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 55 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, the northbound approach is 4 feet wide and offset from the adjacent roadway by 8 feet. The southbound approach is 8 feet wide and offset by 13 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Old Chatham Road which is an urban collector with a speed limit of 30 mph. There is a stop sign and stop bar before the crosswalk. The side path is adjacent to Route 134 (East-West Dennis Road), which is an urban principal arterial and with a speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4569937 | 07/09/2018 2:52 PM | No Injury | None | Daylight, Clear |
| 4760631 | 09/06/2019 12:24 PM | No Injury | None | Daylight, Cloudy |
| 4843634 | 03/16/2020 8:00 AM | No Injury | None | Daylight, Clear |
| 4843651 | 04/17/2020 12:51 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 134 @ Old Chatham Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Setucket Road

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 49 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is standard style. Leading up to the crossing, the eastbound side path approach is 10 feet wide and offset by 6 feet from the adjacent road. The westbound approach is 8 feet wide and offset by 6 feet from the adjacent roadway. There are no detectable warning panels or concrete curb ramps on either side. There is a large landing area with curb edges on the eastbound approach before the crossing. There are no additional pavement markings on either of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Route 134 (East-West Dennis Road), which in this area is classified as an urban principal arterial and has a posted speed limit of 40 mph. This intersection is signalized and there is a stop bar before the crossing. There is pedestrian equipment present at the crossing, however it is not currently up to date. The side path is adjacent to Setucket Road which is an urban minor collector with a speed limit of 35 mph.

Crash History

The Crash History at the Route 134 @ Setucket Road crossing is the same as Setucket Road @ Route 134 since they are close in proximity and at the same intersection. Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. One of the crashes involved a non-motorist.

MassDOT Network Screening – Risk Based

Route 134 @ Setucket Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Strawberry Lane

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 37 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is unmarked. The side path approaches are both 9 feet wide leading up to the crossing and both path approaches are offset from the adjacent roadway by 8 feet. There are no detectable warnings or concrete curb ramps on either side. There are no additional pavement markings on the side path approaches. There were drainage issues observed at the crossing, there was significant puddling on Strawberry Lane in the crosswalk.

Crossing and Adjacent Roadways

The side path crosses Strawberry Lane, which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Route 134, which in this area is classified as an urban principal arterial with a posted speed limit of 40 mph.

Crash History

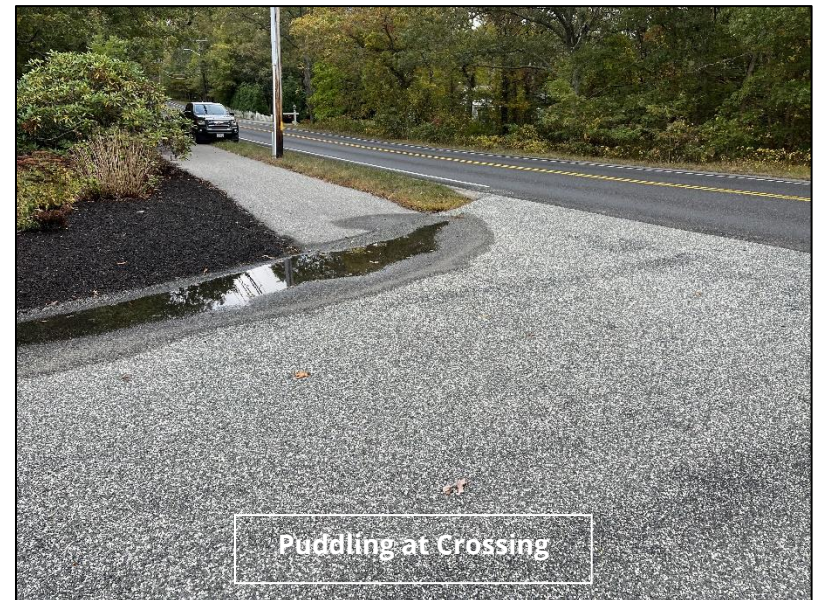
There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 134 @ Strawberry Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Puddling at Crossing

2024 SIDE PATH CROSSINGS INVENTORY

Route 134 @ Wixon School Driveway (North)

Town: Dennis

Date Collected: 10 /18/2022

Side Path Approaches

The crossing is 45 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 9 feet wide and offset from the adjacent roadway by over 30 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

The side path crosses the driveway of the Nathaniel H. Wixon School. There is a stop sign and stop bar after the crosswalk. The side path is adjacent to Route 134 (East-West Dennis Road), which in this area is classified as an urban principal arterial and has a posted speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4699031 | 04/29/2019 4:46 PM | No Injury | None | Daylight, Clear |
| 4711733 | 06/06/2019 8:45 AM | Non-fatal Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Route 134 @ Wixon School Driveway (North) area is not categorized as a top risk site for either pedestrians or bicyclists.



Westbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Acorn Road

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 24 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both sides of the path approaches. The crosswalk is a standard style crosswalk with extremely faded and cracked markings. The side path approaches are both 10 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

The side path crosses Acorn Road, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a cracked stop bar before the crossing. The side path is adjacent to Setucket Road, which in this area is classified as an urban minor collector with a posted speed limit of 35 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|-----------------------------------|
| 4620189 | 10/26/2018 5:45 AM | No Injury | None | Dark - roadway not lighted, Clear |
| 4896157 | 06/17/2020 4:05 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Setucket Road @ Acorn Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Lady Slipper Drive

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 57 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both sides of the path approaches. The crosswalk is a standard style crosswalk with extremely faded and cracked markings. The side path approaches are both 10 feet wide leading up to the crossing. The westbound path approach is offset from the adjacent roadway by 6 feet while the eastbound path approach is offset by 4 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

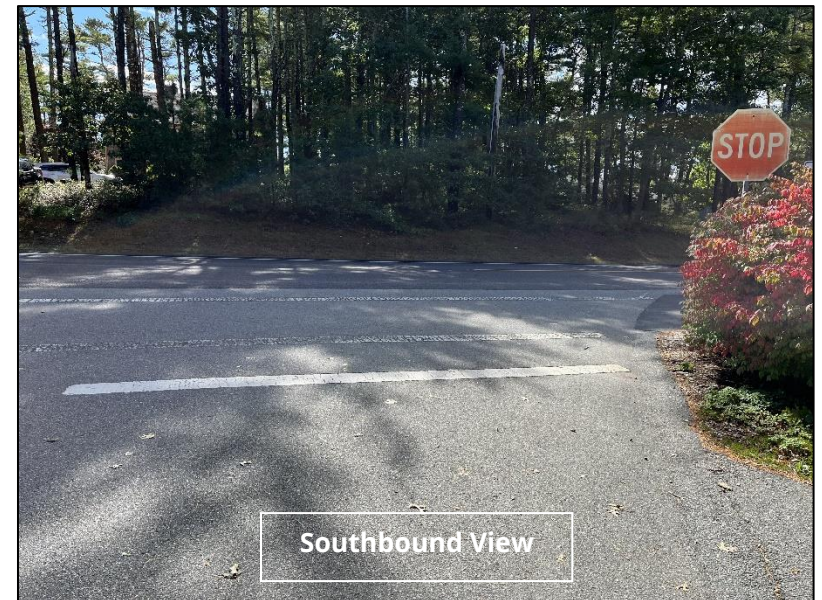
The side path crosses Lady Slipper Drive, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a cracked stop bar before the crossing. The side path is adjacent to Setucket Road, which in this area is classified as an urban minor collector with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Lady Slipper Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Old Bass River Road

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 38 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side of the path approaches, however, the stop signs on the roadway approaches are visible to path users. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 8 feet wide and offset from the adjacent roadway by 10 feet. There is a large landing with no curb edges on the westbound approach. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Old Bass River Road, which in this area is classified as an urban minor collector with a posted speed limit of 30 mph. There are two stop signs and one stop bar before the crossing. The side path is adjacent to Setucket Road which is an urban minor collector with a speed limit of 35 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of six crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4489631 | 01/10/2018 3:46 PM | No Injury | None | Dusk, Clear |
| 4573687 | 07/20/2018 5:26 PM | No Injury | None | Daylight, Clear |
| 4698821 | 05/09/2019 6:07 PM | No Injury | None | Daylight, Clear |



2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4726131 | 07/11/2019 8:14 PM | No Injury | None | Dusk, Clear |
| 4734370 | 07/26/2019 12:42 PM | No Injury | None | Daylight, Clear |
| 4820484 | 02/19/2020 3:58 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening - Risk Based

Setucket Road @ Old Bass River Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Perseverance Path

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 29 feet across. There are no stop signs on either path approach. There are MUTCD R5-3 "No Motor Vehicles" signs on both sides of the path approaches. The crosswalk is a standard style crosswalk with extremely faded and cracked markings. The side path approaches are both 11 feet wide and offset from the roadway by 5 feet leading up to the crossing. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

The side path crosses Perseverance Path, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a faded stop bar before the crossing. The side path is adjacent to Setucket Road, which in this area is classified as an urban minor collector with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Perseverance Path area is not categorized as a top risk site for either pedestrians or bicyclists.



Eastbound View



Westbound View

2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Route 134

Town: Dennis

Date Collected: 10/18/2022

Side Path Approaches

The crossing is 61 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either approach. The crosswalk is standard style. Leading up to the crossing, the northbound approach is 9 feet wide and offset by 4 feet from the adjacent road. The southbound approach is 6 feet wide and offset by 7 feet from the adjacent roadway. There is a large landing area with curb edges on the southbound approach before the crossing. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approach.

Crossing and Adjacent Roadways

The side path crosses Setucket Road which is an urban minor arterial with a speed limit of 35 mph. This intersection is signalized and there is a stop bar before the crossing. There is pedestrian equipment present at the crossing, however it is not currently up to date. The side path is adjacent to Route 134, which is an urban principal arterial and with a speed limit of 40 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. One of the crashes involved a non-motorist.

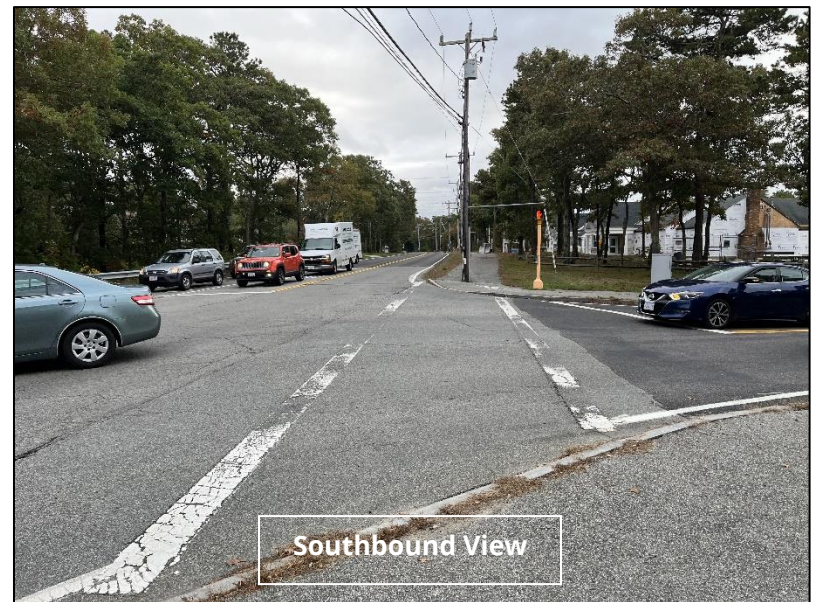
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4843633 | 03/14/2020 3:36 PM | No Injury | None | Daylight, Clear |
| 4843697 | 04/30/2020 2:02 PM | Non-fatal Injury | None | Daylight, Clear |
| 4928815 | 12/28/2020 2:12 PM | Non-fatal Injury | One Cyclist | Daylight, Clear |

MassDOT Network Screening – Risk Based

Setucket Road @ Route 134 crossing is not categorized as a top risk site for either pedestrians or bicyclists.



Pedestrian Signal



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Simmons Pond Road West

Town: Dennis

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 26 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both sides of the path approaches. The crosswalk is a standard style crosswalk with extremely faded and cracked markings. The side path approaches are both 10 feet wide and offset from the roadway by 4 feet leading up to the crossing. There are no detectable warning panels, concrete curb ramps or additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

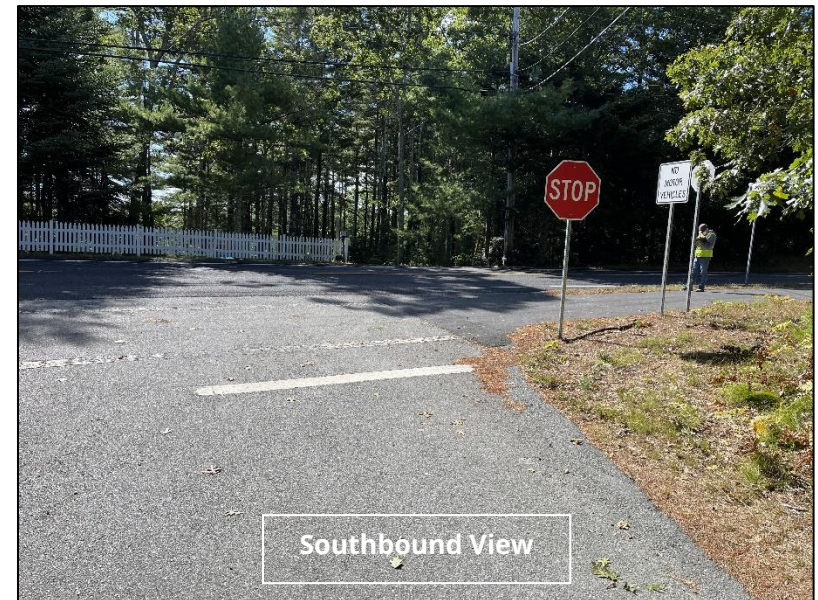
The side path crosses Simmons Pond Road West, which in this area is classified as a local road with no posted speed limit. There is a stop sign and a cracked stop bar before the crossing. The side path is adjacent to Setucket Road, which in this area is classified as an urban minor arterial with a posted speed limit of 35 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Simmons Pond Road West area is not categorized as a top risk site for either pedestrians or bicyclists.



DENNIS CROSSING RECOMMENDATIONS

The table below shows the Dennis side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 4: Dennis Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|---------------------|---------------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Bob Crowell Road | Dennis Town Hall Driveway | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Old Bass River Road | Asack Drive | S | R | S | R | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Blackberry Lane | S | S | S | E | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Bob Crowell Road | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Old Bass River Road | Captain Walsh Drive | S | S | S | E | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Debbie Lane | S | E | S | E | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Dennis Water District Entrance | S | S | S | S | S | S | S | E | NA | < | NA | S | S |
| Old Bass River Road | Hokum Rock Road | S | E | S | E | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Jay's Drive | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Old Bass River Road | John Lane | S | E | S | E | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Johnny A. Kelly Recreation Area | S | S | S | R | S | S | S | S | NA | ≥ | NA | S | S |
| Old Bass River Road | Mahoney Lane | S | S | S | E | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Old Chatham Road | S | E | S | E | S | E | S | S | NA | < | NA | S | S |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|---------------------|-------------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Old Bass River Road | Oldbury Place | S | S | S | R | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Paddocks Path | S | S | S | R | S | E | S | S | NA | < | NA | S | S |
| Old Bass River Road | Phyllis Road | S | S | S | R | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Primrose Street | S | S | S | R | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Seagrove Road | S | S | S | E | S | S | S | S | NA | < | NA | S | S |
| Old Bass River Road | Setucket Road | S | E | S | R | S | E | S | S | NA | ≥ | NA | S | S |
| Old Bass River Road | Tuckoosa Road | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Old Chatham Road | Wixon School Driveway (South) | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Route 134 | Brassie Road | S | S | S | S | S | S | S | S | NA | < | NA | S | S |
| Route 134 | Dennis COA Driveway | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Route 134 | Dennis Town Hall Driveway | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 134 | Hokum Rock Road | S | E | S | S | S | E | S | S | NA | < | NA | S | S |
| Route 134 | Homer Lane | S | R | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Route 134 | Niblick Street | S | E | S | S | S | E | S | S | NA | < | NA | S | S |
| Route 134 | Old Chatham Road | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Route 134 | Setucket Road | S | E | S | E | NA | NA | S | S | NA | ≥ | S | S | S |
| Route 134 | Strawberry Lane | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 134 | Wixon School Driveway (North) | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Setucket Road | Acorn Road | S | R | S | R | E | E | S | E | NA | ≥ | NA | S | S |
| Setucket Road | Lady Slipper Drive | S | R | S | R | E | R | S | E | NA | < | NA | S | S |
| Setucket Road | Old Bass River Road | S | E | S | E | S | E | S | S | NA | ≥ | NA | S | S |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Setucket Road | Perseverance Path | S | R | S | R | S | E | S | E | NA | ≥ | NA | S | S |
| Setucket Road | Route 134 | S | E | S | R | NA | NA | S | S | NA | < | S | S | S |
| Setucket Road | Simmons Pond Road West | S | R | S | R | E | E | S | E | NA | < | NA | S | S |

MASHPEE CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in Mashpee.

- Donna's Lane @ Commercial Street
- Great Neck Road South @ Cape Cod Children's Museum
- Great Neck Road South @ Donna's Lane/Blue Spruce
- Great Neck Road South @ Great Neck Woods Cemetery
- Great Neck Road South @ Great Pines Drive
- Great Neck Road South @ Life Driveway
- Great Neck Road South @ Mashpee Wampanoag Govt. Center (North)
- Great Neck Road South @ Mashpee Wampanoag Govt. Center (South)
- Great Neck Road South @ Mercantile Way
- Great Neck Road South @ Pow Wow Road
- Great Neck Road South @ Sea Mist Resort
- Great Neck Road South @ Sugar Pine Circle
- Old Barnstable Road @ Southport Drive
- Route 130 @ Ashumet Road
- Route 130 @ Baker's Road/Sturgis Lane
- Route 130 @ Center Street
- Route 130 @ Emma Oakley Mills Way
- Route 130 @ Great Neck Road North
- Route 130 @ Heritage Park Entrance
- Route 130 @ Jonas Drive
- Route 130 @ Lovell's Lane
- Route 130 @ Mashpee Recreation Department Entrance
- Route 130 @ Nicoletta's Way
- Route 130 @ Park Place Way
- Route 130 @ Sunset Strip
- Route 130 @ Town Hall
- Route 151 Side Path

2024 SIDE PATH CROSSINGS INVENTORY

Donna's Lane @ Commercial Street

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 61 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is continental style. Leading up to the crossing, both side path approaches are 8 feet wide. The eastbound approach is offset from the adjacent roadway by 15 feet while the westbound approach is offset by 18 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of approaches.

Crossing and Adjacent Roadways

The side path crosses Commercial Street which provides access to a shopping plaza and has no posted speed limit. There is a stop sign but no stop bar before the crossing, there is also a painted median before the crossing. The side path in this area is adjacent to Donna's Lane, which in this area is classified as a local road and has no posted speed limit.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of eight crashes at this intersection. One of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4515216 | 3/7/2018 5:17 PM | No Injury | None | Dusk, Rain/Cloudy |
| 4595063 | 8/20/2018 3:18 PM | No Injury | None | Daylight, Cloudy |
| 4714511 | 6/2/2019 12:29 PM | Unknown | None | Daylight, Cloudy |
| 4753190 | 8/28/2019 8:19 AM | No Injury | None | Daylight, Cloudy |
| 4812874 | 12/30/2019 5:18 PM | Non-fatal Injury | One Pedestrian | Dusk, Rain |





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|------------------------------|
| 4843809 | 4/21/2020 8:00 AM | No Injury | None | Daylight, Clear |
| 4888683 | 10/1/2020 6:02 PM | No Injury | None | Daylight, Clear |
| 4900840 | 11/03/2020 11:37 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Donna's Lane @ Commercial Street area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Cape Cod Children's Museum

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 30 feet across. There is a bollard with a stop sign and a caution driveway crossing sign on the southbound approach just before the crossing. There are no MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is continental style and has cracked and faded pavement markings. Leading up to the crossing, the side path approaches are 8 feet wide. The side path starts at this crossing and then continues to the north. The southbound path approach is offset from the roadway by 3 feet. There are no detectable warning panels or concrete curb ramps on either side. There is an additional pavement marking on the southbound approach that says "Caution", and it is very faded.

Crossing and Adjacent Roadways

The side path crosses the exit driveway for Cape Cod Children's Museum. There is no stop sign or stop bar before the crossing. The side path is adjacent to Great Neck Road South, which in this area is classified as an urban minor arterial with speed limit of 40 mph in this location.

Crash History

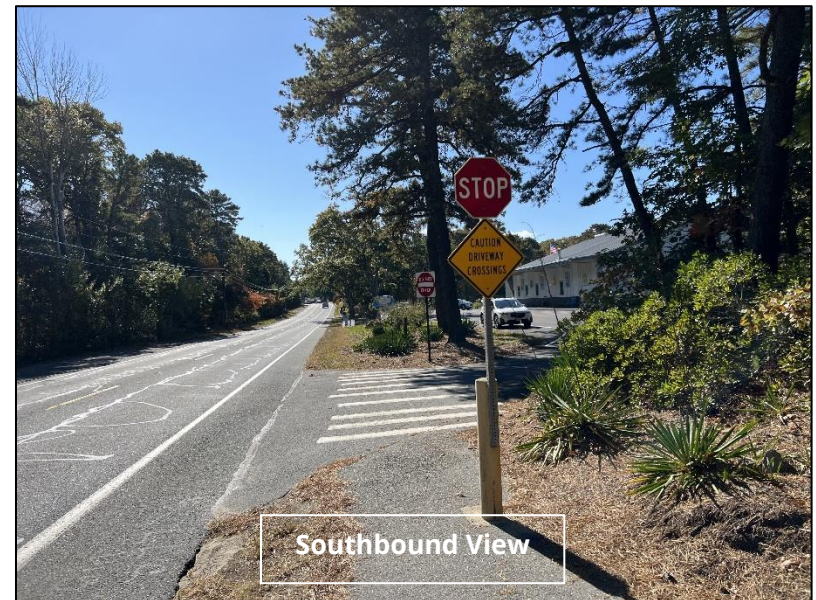
There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Cape Cod Children's Museum area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound Faded Marking



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Donna's Lane/Blue Spruce

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 53 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. There are push button controlled, rectangular rapid flashing beacons (RRFB) at the crossing. The crosswalk is ladder style which has very faded pavement markings. The eastbound path approach is 6 feet wide while the westbound path approach is 8 feet wide. The eastbound side path approach has a large offset from the adjacent roadway, however there is no offset on the westbound approach. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of approaches.

Crossing and Adjacent Roadways

The side path crosses Great Neck Road South as a mid-block crosswalk with an RRFB. Great Neck Road South is classified as an urban minor arterial with a speed limit of 40 mph in this location. The side path in this area is adjacent to Donna’s Lane and the entrance to Blue Spruce Way, which in this area are classified as local roads and have no posted speed limits.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of eight crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4653068 | 01/07/2019 3:03 PM | No Injury | None | Daylight, Clear |
| 4675003 | 02/22/2019 3:48 PM | No Injury | None | Daylight, Clear |
| 4714629 | 06/15/2019 4:26 PM | No Injury | None | Daylight, Clear |
| 4730896 | 07/26/2019 12:28 PM | No Injury | None | Daylight, Clear |
| 4835642 | 01/31/2020 2:03 PM | Non-fatal Injury | None | Daylight, Clear |



2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4875497 | 08/06/2020 6:55 PM | Non-fatal Injury | None | Daylight, Clear |
| 4878520 | 09/11/2020 4:34 PM | Non-fatal Injury | None | Daylight, Clear |
| 4923170 | 12/20/2020 11:40 AM | No Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Great Neck Road South @ Donna's Lane/Blue Spruce area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Great Neck Woods Cemetery

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 52 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side path approach. The crosswalk is a ladder style crosswalk and has faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 8 feet while the southbound approach in this area is offset by 6 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of approaches.

Crossing and Adjacent Roadways

The side path crosses the driveway for Great Neck Woods Cemetery. There is no stop sign or stop bar before the crossing and there is a median leading up to the crosswalk on the cemetery driveway. The side path in this area is adjacent to Great Neck Road South which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Great Neck Woods Cemetery area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Great Pines Drive

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 70 feet across. There are stop signs with “Caution Driveway Crossing” signs on both approaches before the crossing, however there are no MUTCD R5-3 “No Motor Vehicles” signs on either side. The crosswalk is ladder style and has faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 6 feet, while the southbound approach has no offset but is separated by curbing. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of approaches.

Crossing and Adjacent Roadways

The side path crosses Great Pines Drive which is classified as a local road and has no posted speed limit. There is no stop sign or stop bar before the crossing, however there is a median before the crossing. The side path is adjacent to Great Neck Road South, which in this area is classified as an urban minor arterial with speed limit of 40 mph in this location.

Crash History

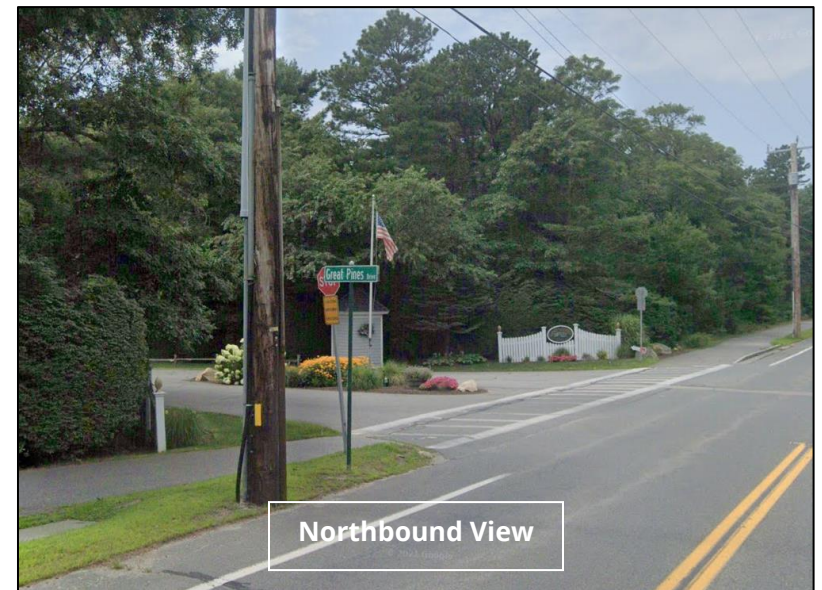
There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Great Pines Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Life Driveway

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 26 feet across. There is a stop sign with “Caution Driveway Crossing” sign on the southbound approach before the crossing but not on the northbound approach. There are no MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is ladder style and has very faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide and are both offset from the adjacent roadway by 6 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway for Living Independently Forever (Life), there is no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Great Neck Road South, which in this area is classified as an urban minor arterial with speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Life driveway area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Mashpee Wampanoag Govt. Center (North)

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 60 feet across the Mashpee Wampanoag Govt. Center driveway (North). There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either of the path approaches. There is a “Caution Driveway Crossing” sign on the southbound side path approach before the crossing. The crosswalk is a zebra style crosswalk with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound approach is offset from the adjacent roadway by 4 feet while the southbound approach in this area is offset by 5 feet. There are no detectable warning panels or concrete curb ramps on either side. There is a pavement marking that says “Caution” on the southbound approach which is very faded. There is also a standard style mid-block crosswalk that starts at the southbound side path approach and crosses east across Great Neck Road South.

Crossing and Adjacent Roadways

The side path crosses the northern driveway for the Mashpee Wampanoag Government Center. There is a stop bar before the crossing at the driveway, but no stop sign. The side path in this area is adjacent to Great Neck Road South which is an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|---------------------------------|
| 4627635 | 11/05/2018 11:49 PM | Non-fatal Injury | None | Dark - lighted roadway, Rain |

MassDOT Network Screening – Risk Based

Great Neck Road South @ Mashpee Wampanoag Govt. Center (North) area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View and Faded Markings



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Mashpee Wampanoag Govt. Center (South)

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 57 feet across the Mashpee Wampanoag Govt. Center driveway (South). There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is a zebra style crosswalk with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 5 feet while the southbound approach in this area is offset by 4 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the southern driveway for the Mashpee Wampanoag Government Center. There is a stop sign and a stop bar before the crossing at the driveway. The side path in this area is adjacent to Great Neck Road South which is an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Mashpee Wampanoag Govt. Center (South) area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Mercantile Way

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 56 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a ladder style crosswalk with very faded pavement markings. Approaching the crosswalk, the northbound approach is 9 feet wide and an offset from the adjacent roadway by 37 feet. The southbound approach is 8 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Mercantile Way which is classified as local road with a posted speed limit of 25 mph. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Great Neck Road South which is an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------------|
| 4582921 | 08/11/2018 9:18 PM | No Injury | None | Dark - roadway not lighted, Cloudy |
| 4731288 | 07/21/2019 2:47 PM | Non-fatal Injury | None | Daylight, Clear |
| 4834011 | 01/29/2020 7:48 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Great Neck Road South @ Mercantile Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Pow Wow Road

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 43 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is standard style and has faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide and are both offset from the adjacent roadway by 3 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Pow Wow Road which is a local access way that connects to the Mashpee Wampanoag Govt Center. There is a stop sign and stop bar before the crossing. The side path is adjacent to Great Neck Road South, which in this area is classified as an urban minor arterial with speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Pow Wow Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Sea Mist Resort

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 29 feet across. There are stop signs with “Caution Driveway Crossing” signs on both side path approaches. There are no MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is ladder style. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 5 feet, while the southbound approach is offset by 9 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach. There are drainage grates in the crosswalk on both sides of the side path.

Crossing and Adjacent Roadways

The side path crosses the driveway for the Sea Mist Resort. There is a stop sign and a stop bar before the crossing. The side path in this area is adjacent to Great Neck Road South which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Sea Mist Resort area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Great Neck Road South @ Sugar Pine Circle

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 29 feet across. There is a stop sign with “Caution Driveway Crossing” sign on the southbound approach before the crossing but not on the northbound approach. There are no MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is ladder style and has faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 8 feet, while the southbound approach is offset by 6 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Sugar Pine Circle which is classified as a local road and has no posted speed limit. There is only a stop sign before the crossing, the stop sign is really faded and in poor condition. The side path is adjacent to Great Neck Road South, which in this area is classified as an urban minor arterial with speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Great Neck Road South @ Sugar Pine Circle area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Old Barnstable Road @ Southport Drive

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 40 feet across Old Barnstable Road. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either approach. The crosswalk is a ladder style crosswalk and has very faded pavement markings. Approaching the crosswalk, the eastbound approach is 8 feet wide and is offset from the adjacent roadway by 4 feet. The westbound approach in this area is 5 feet wide and offset by 15 feet. There is a detectable warning pad only on the westbound approach. There are no additional pavement markings on either of the approaches.

Crossing and Adjacent Roadways

The side path crosses Old Barnstable Road, which is classified as an urban collector and has a posted speed limit of 30 mph. There is a MUTCD W11-2 pedestrian warning sign in fluorescent yellow before the crossing on the northbound roadway approach of Old Barnstable Road. The side path in this area is adjacent to Old Barnstable Road and crosses just before Southport Drive and the driveway for Bridges by EPOCH. Southport Drive is a local road that provides access to a 55 and older housing development and the driveway for Bridges by EPOCH provides access to the memory care assisted living facility.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4535435 | 05/01/2018 7:32 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Old Barnstable Road @ Southport Drive area is not a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Ashumet Road

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 67 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is ladder style and has very faded pavement markings. There are drainage grates in the middle of the side path on each of the approaches, immediately before the crosswalk. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound approach is offset from the adjacent roadway by 8 feet while the southbound approach is offset by 10 feet. The crosswalk pavement markings are offset from the approaches and do not extend all the way to the receiving ramp. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Ashumet Road which is a local dead-end road with a speed limit of 30 mph. There is a stop sign and a stop bar before the crossing. The side path in this area is adjacent to Main Street/Route 130, which in this area is classified as an urban principal arterial and has a posted speed limit of 35 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4595058 | 08/03/2018 3:38 PM | Non-fatal Injury | None | Daylight, Clear |
| 4627637 | 11/07/2018 8:47 AM | Non-fatal Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Ashumet Road area is not a top risk site for either pedestrians or bicyclists.



Southbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Baker's Road/Sturgis Lane

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The side path crossing is 36 feet across and crosses Route 130. The crossing is an east/west crosswalk that connects a north/south side path. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side path approach. The crosswalk is ladder style and has very faded pavement markings. Leading up to the crossing, both side path approaches are 10 feet wide. The northbound side path approach is offset from the adjacent roadway by 30 feet, while the southbound side path approach is offset by 6 feet. There are detectable warning panels on both sides of the crossing. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Baker's Road and then across Route 130. The crossing is also right next to Sturgis Lane. Where the side path crosses Baker's Road, the crossing is unmarked and there are no additional safety features. However, Baker's Road is a private roadway with a low volume of motorists. There is no stop sign or stop bar before the crossing on Baker's Road, however there is a stop sign and stop bar on Sturgis Lane which is adjacent to the crossing. Sturgis Lane is classified as a local road. Both Baker's Road and Sturgis Lane have no posted speed limit. The side path in this area is adjacent to Main Street/Route 130, which in this area is classified as an urban principal arterial with speed limit of 45 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 130 @ Baker's Road/Sturgis Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



Eastbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Center Street

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 76 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The crosswalk is standard style and has very faded pavement markings. Leading up to the crossing, the northbound side path approach is 9 feet wide and offset from the adjacent roadway by 4 feet. The southbound side path approach leading up to the crossing is 8 feet wide and offset from the adjacent roadway by 4 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach. There is also a crosswalk that crosses Route 130 and intercepts the crosswalk across Center Street around the midpoint. This crosswalk is a very faded, continental style crosswalk.

Crossing and Adjacent Roadways

The side path crosses Center Street which is classified as a local road and has no posted speed limit. There is no stop sign or stop bar before the crossing, however there is a small brick median. The side path in this area is adjacent to Main Street/Route 130, which in this area is classified as an urban principal arterial and has a posted speed limit of 35 mph in this location. There are MUTCD W11-2 pedestrian signs, on both approaches, before the Route 130 mid-block crosswalk.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of three crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4690153 | 04/04/2019 5:48 PM | No Injury | None | Daylight, Clear |
| 4757134 | 09/23/2019 7:52 AM | Non-fatal Injury | None | Daylight, Clear |
| 4878489 | 08/14/2020 10:12 AM | No Injury | None | Daylight, Clear |





2024 SIDE PATH CROSSINGS INVENTORY

MassDOT Network Screening – Risk Based

Route 130 @ Center Street area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Emma Oakley Mills Way

Town: Mashpee

Date Collected: 07/11/2023

Side Path Approaches

The crossing is 46 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. There are warning signs on both the southbound side path approach and on Emma Oakley Mills Way for the crosswalk. The crosswalk is a ladder style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 7 feet wide. The northbound side path approach is offset from the adjacent roadway by 7 feet and the southbound approach is offset by 6 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Emma Oakley Mills Way, classified as a local dead-end road with no posted speed limit. Emma Oakley Mills Way is directly across from Cotuit Road which is a busy urban minor arterial. There is a stop sign and stop bar located before the crossing. The side path in this area is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of six crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|-----------------------------------|
| 4496598 | 01/03/2018 7:38 PM | Non-fatal injury | None | Dark - lighted roadway, Clear |
| 4690222 | 04/13/2019 12:22 AM | No Injury | None | Dark - lighted roadway, Cloudy |
| 4706420 | 05/18/2019 10:26 PM | Non-fatal injury | None | Dark - lighted roadway, Clear |
| 4821387 | 02/12/2020 6:15 PM | Non-fatal injury | None | Dark - roadway not lighted, Clear |





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|----------------|-----------------------------|----------------------------------|
| 4875506 | 07/23/2020 3:37 PM | No Injury | None | Daylight, Clear |
| 4903825 | 11/26/2020 12:11 AM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening - Risk Based

Route 130 @ Emma Oakley Mills Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Great Neck Road North

Town: Mashpee

Date Collected: 04/02/2024

Side Path Approaches

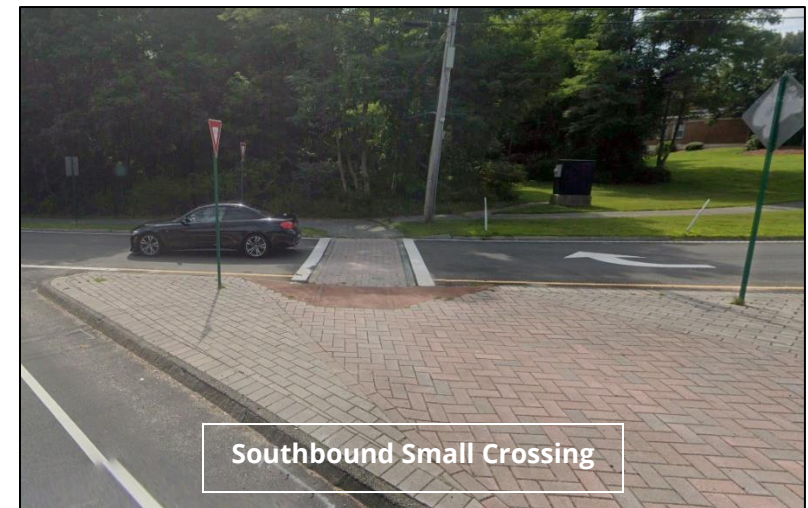
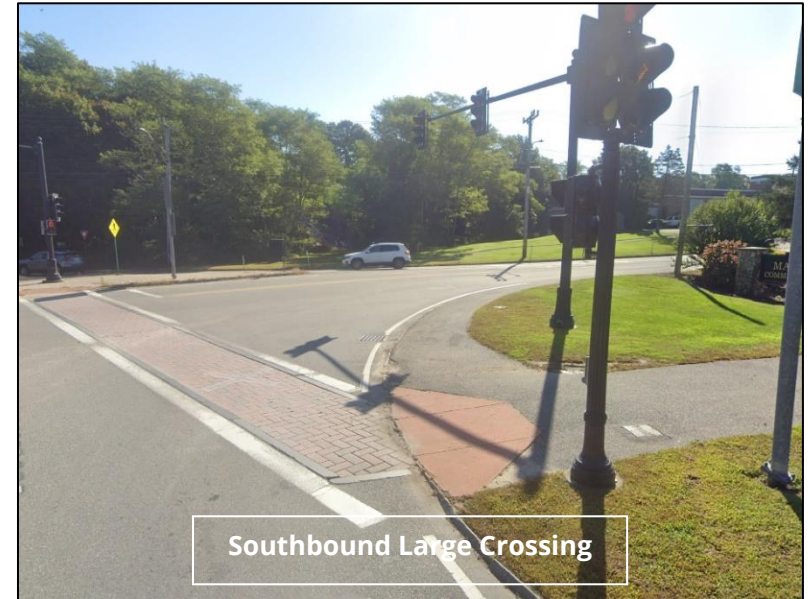
The crossing is a two-stage crossing that is made up of a large section that is 68 feet across the northbound through/left lanes and a smaller section that is 18 feet across the channelized northbound right turn lane. The crosswalks are standard style with red stamped concrete and have faded markings. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either side path approach. The eastbound approach is 8 ft wide and has a large offset from the adjacent roadway. The westbound approach is 6 feet wide and is set back from the adjacent roadway by 6 feet. The large section has concrete curb ramps on both sides, while the smaller section only has a concrete curb ramp on the eastbound side. There are no detectable warning panels at either of the sections. There are no additional pavement markings on either of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Great Neck Road North which is classified as an urban minor arterial with a posted speed limit of 30 mph in this location. The side path crosses Great Neck Road North at the intersection with Main Street/Route 130, which is a signalized intersection. There is a stop bar on the northbound approach. There is a MUTCD W11-2 “Pedestrian Crossing” sign before the crosswalk in the channelized right turn lane with two Yield signs after the crossing. The side path in this area is adjacent to Main Street/Route 130, which in this area is classified an urban principal arterial and has a posted speed limit of 35 mph in this location. The town is considering redeveloping this intersection into a rotary, which would include improvements to the pedestrian and bicycle facilities in the immediate area.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of 20 crashes at this intersection. None of the crashes involved a non-motorist.





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|---------------------|-----------------------------|----------------------------------|
| 4531989 | 04/25/2018 9:19 AM | No Injury | None | Daylight, Cloudy/Rain |
| 4531990 | 04/25/2018 1:53 PM | No Injury | None | Daylight, Cloudy/Rain |
| 4582916 | 08/07/2018 10:18 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4583325 | 08/07/2018 8:55 AM | No Injury | None | Daylight, Clear |
| 4595057 | 07/28/2018 6:41 AM | Non-fatal Injury | None | Daylight, Clear |
| 4595061 | 08/08/2018 8:41 AM | Non-fatal Injury | None | Daylight, Cloudy |
| 4606005 | 10/01/2018 9:57 AM | No Injury | None | Daylight, Clear |
| 4627772 | 11/24/2018 12:40 PM | Non-fatal Injury | None | Daylight, Clear |
| 4644488 | 12/19/2018 7:11 AM | No Injury | None | Daylight, Clear |
| 4663091 | 02/09/2019 7:40 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4719237 | 06/28/2019 7:54 PM | No Injury | None | Dusk, Clear |
| 4731286 | 07/20/2019 12:04 PM | No Injury | None | Daylight, Clear |
| 4739479 | 08/12/2019 4:32 PM | No Injury | None | Daylight, Clear |
| 4812981 | 01/06/2020 5:54 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4821385 | 02/08/2020 8:02 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4829338 | 02/29/2020 11:43 AM | No Injury | None | Daylight, Clear |

2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|-------------------------------|
| 4865138 | 07/15/2020 12:47 PM | No Injury | None | Daylight, Clear |
| 4875503 | 08/02/2020 8:44 AM | No Injury | None | Daylight, Clear |
| 4875508 | 07/21/2020 8:59 PM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4878504 | 08/26/2020 9:06 PM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Great Neck Road North area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Heritage Park Entrance

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is about 30 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 14 feet while the southbound approach is offset by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway to Heritage Park. There is no stop sign before the crossing, however there is a stop bar located after the crossing. The side path in this area is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph in this location.

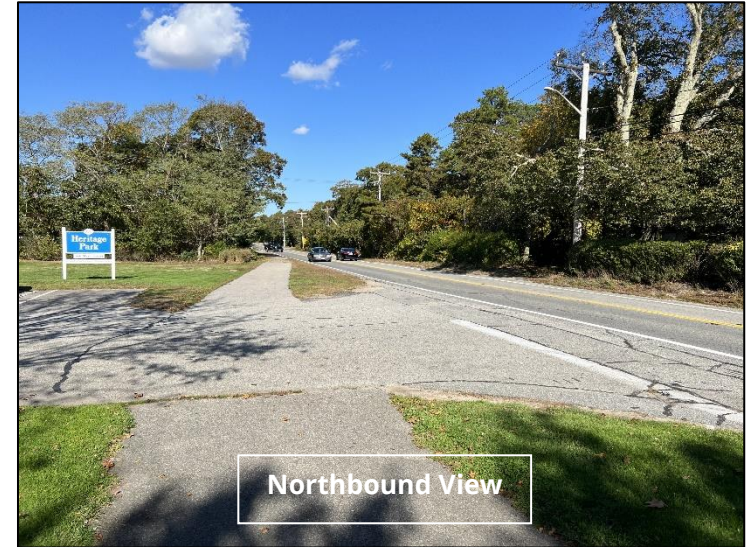
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4570124 | 07/16/2018 9:30 AM | No Injury | None | Daylight, Clear |
| 4888686 | 10/04/2020 9:09 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Heritage Park Entrance area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Jonas Drive

Town: Mashpee

Date Collected: 07/11/2023

Side Path Approaches

The crossing is 49 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is a ladder style crossing and has very faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and are offset by 3 feet from the adjacent roadway. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Jonas Drive which is a local road with no posted speed limit. There is no stop sign or stop bar located before the crossing. The side path in this area is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 130 @ Jonas Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Lovell's Lane

Town: Mashpee

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 60 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side path approach. The crosswalk is ladder style and has very faded pavement markings. Leading up to the crossing, the northbound side path approach is 6 feet wide and offset from the adjacent roadway by 5 feet. The southbound side path approach leading up to the crossing is 7 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Lovell's Lane which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing, as well as a "Bicycles Crossing Ahead" warning sign. The side path in this area is adjacent to Main Street/Route 130, which in this area is classified as an urban principal arterial and has a posted speed limit of 35 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4714516 | 06/06/2019 4:46 PM | No Injury | None | Daylight, Cloudy |
| 4878492 | 08/16/2020 1:48 PM | Non-fatal Injury | None | Daylight, Cloudy/Rain |

MassDOT Network Screening - Risk Based

Route 130 @ Lovell's Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Mashpee Recreation Department Entrance

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 20 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a ladder style with very cracked pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and are offset from the adjacent roadway by 17 feet. There are no detectable warning panels or concrete curb ramps on either approach. There are no additional pavement markings on either of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses the driveway to the Mashpee Recreation Department. There is no stop sign before the crossing, however there is a stop bar located after the crossing. The side path in this area is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph in this location.

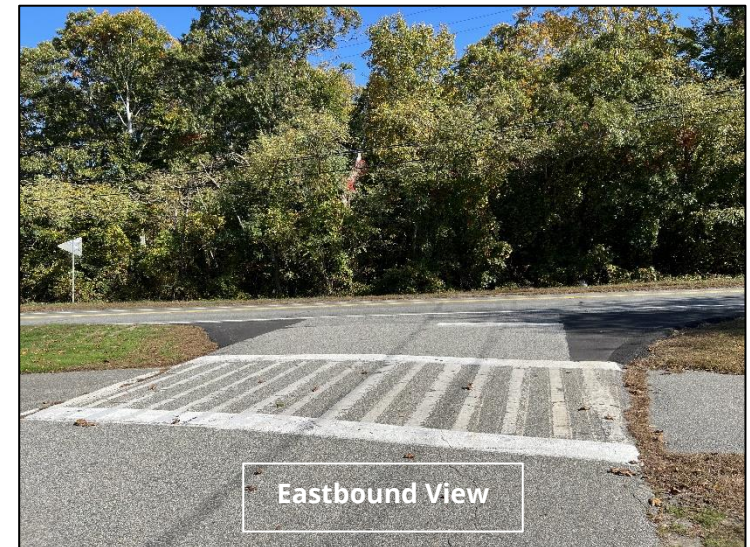
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|---------------|----------------|-----------------------------|-----------------------------------|
| 4767967 | 10/24/2019 | No Injury | None | Dark - roadway not lighted, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Mashpee Recreation Department Entrance area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Nicoletta's Way

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is 31 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either side of the path approaches. The crosswalk is standard style and has cracked and faded pavement markings. Leading up to the crossing, both side path approaches are 8 feet wide. The northbound path approach is not offset from the roadway but is separated by a granite curb. The southbound path approach is offset by 26 feet from the adjacent roadway. There is a detectable warning pad on the southbound approach, however there are no concrete curb ramps on either side. The northbound approach is made up of concrete bricks which slope toward the crossing; the bricks create a textured surface on that side of the crossing. There are no additional pavement markings on either of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Nicoletta's Way, which is classified as a local road and has no posted speed limit. There is a stop sign before the crossing, however there is no stop bar. The side path is adjacent to Main Street/Route 130, which in this area is classified as an urban principal arterial with speed limit of 45 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 130 @ Nicoletta's Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Park Place Way

Town: Mashpee

Date Collected: 07/11/2023

Side Path Approaches

The crossing is 58 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. There is an intersection ahead sign on the northbound side path approaching the crossing. The crosswalk is a standard style with faded pavement markings. Approaching the crosswalk, the northbound side path approach is 6 feet wide and is offset from the adjacent roadway by 5 feet. The southbound approach is 8 feet wide and offset from the adjacent roadway by 3 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Park Place Way which in this area is classified as a local road with no posted speed limit. There is a stop sign and stop bar located before the crossing. The side path is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Route 130 @ Park Place Way area is not categorized as a top risk site for either pedestrians or bicyclists.



Signage South of Crossing



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Sunset Strip

Town: Mashpee

Date Collected: 07/11/2023

Side Path Approaches

The crossing is 42 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide. The northbound side path approach is offset from the adjacent roadway by 5 feet and the southbound approach is offset by 4 feet. There are no detectable warning panels or concrete curb ramps on either side. There are curb edges at the crosswalk on each side path approaches. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Sunset Strip which in this area is classified as a local road with no posted speed limit. There is a stop sign and stop bar located before the crossing. The side path is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 45 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|-----------------|-----------------------------|----------------------------------|
| 4748182 | 08/24/2019 10:14 PM | Possible Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Sunset Strip area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 130 @ Town Hall

Town: Mashpee

Date Collected: 10/21/2022

Side Path Approaches

The crossing is about 36 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, both side path approaches are 8 feet wide and offset from the adjacent roadway by 10 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of the side path approach.

Crossing and Adjacent Roadways

The side path crosses the town employee driveway to Mashpee Town Hall. There is a stop sign and a faded stop bar before the crossing. The side path is adjacent to Route 130 which is classified as an urban principal arterial with a speed limit of 35 mph in this location.

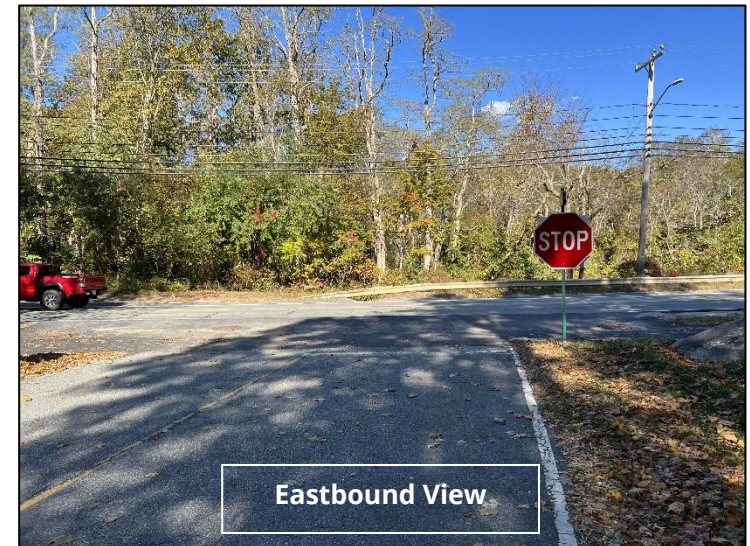
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4570119 | 07/07/2018 3:51 PM | Non-fatal Injury | One Cyclist | Daylight, Clear |

MassDOT Network Screening – Risk Based

Route 130 @ Town Hall area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Route 151 Side Path

Town: Mashpee

Date Collected: 01/23/2024

Side Path Approaches

The side path is still under construction as of January 2024. There are stop signs as well as MUTCD R5-3 “No Motor Vehicles” signs before the side path reaches the intersections. Additionally, “Bicycle Yield to Peds” signs are mounted on the stop signpost at some crossings. The crosswalks have yet to be painted (old crosswalk markings are still visible) but will most likely be marked as a standard style. Approaching the intersections, both path approaches appear to be 8 feet wide. The side path is offset more than 5 feet from the adjacent roadway in most areas. At each of the intersections, there are detectable warning panels on the concrete curb ramps on both sides of the crossing. Currently, there are no additional pavement markings on the side path approaches.

Crossings and Adjacent Roadways

The side path in this area has been in the process of being reconstructed to be more in line with current standards for shared-use side paths. Some of the major intersections that the side path interacts with are Route 151 @ Market Street (Mashpee Commons), Route 151 @ Frank E. Hicks Drive/Job’s Fishing Road, and Route 151 @ Old Barnstable Road. Each of these intersections along Route 151 are signalized and have newly installed ADA accommodations and pedestrian signal equipment. There is signage at these intersections stating that the “Bicycles Use Ped Signal”. Route 151 along this area is classified as an urban principal arterial and has a posted speed limit of 50 mph.

Crash History

There were multiple crashes observed at each of these intersections during 2018-2020. Of the multiple crashes during this time frame, include a crash involving a bicyclist at Route 151 @ Old Barnstable Road in 2019 and a crash involving a pedestrian at Route 151 @ Market Street (Mashpee Commons) in 2018.

MassDOT Network Screening – Risk Based

The area of Route 151 @ Old Barnstable Road is categorized as a primary risk site for both pedestrians and bicyclists. The area of Route 151 @ Frank E. Hicks Drive/Job’s Fishing Road is categorized as a secondary risk site for both pedestrians and bicyclists. The area of Route 151 @ Market Street (Mashpee Commons) is not categorized as a risk site for either pedestrians or bicyclists, however it is close to the area of Route 151 @ Frank E. Hicks Drive/Job’s Fishing Road which is categorized as such.



New Signage and Pedestrian Signals



New Crosswalks

MASHPEE CROSSING RECOMMENDATIONS

The table below shows the Mashpee side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 5: Mashpee Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-----------------------|--|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Donna's Lane | Commercial Street | S | S | S | E | S | E | S | S | NA | ≥ | NA | S | S |
| Great Neck Road South | Cape Cod Children's Museum | S | S | S | R | E | S | S | S | E | < | NA | S | S |
| Great Neck Road South | Donna's Lane / Blue Spruce | S | NA | S | R | S | NA | S | S | E | < | NA | S | S |
| Great Neck Road South | Great Neck Woods Cemetery | S | S | S | R | S | S | S | S | NA | ≥ | NA | S | S |
| Great Neck Road South | Great Pines Drive | S | S | S | R | E | S | S | S | E | < | NA | S | S |
| Great Neck Road South | Life Driveway | S | S | S | R | E | S | S | S | E | ≥ | NA | S | S |
| Great Neck Road South | Mashpee Wampanoag Govt. Center (North) | S | E | S | R | S | S | S | S | E | < | NA | S | S |
| Great Neck Road South | Mashpee Wampanoag Govt. Center (South) | S | E | S | R | S | E | S | S | NA | < | NA | S | S |
| Great Neck Road South | Mercantile Way | S | E | S | R | S | E | S | S | NA | ≥ | NA | S | S |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-----------------------|--|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Great Neck Road South | Pow Wow Road | S | E | S | E | S | E | S | S | NA | < | NA | S | S |
| Great Neck Road South | Sea Mist Resort | S | E | S | E | E | E | S | S | E | ≥ | NA | S | S |
| Great Neck Road South | Sugar Pine Circle | S | S | S | E | E | R | S | S | E | ≥ | NA | S | S |
| Old Barnstable Road | Southport Drive | S | S | S | R | S | NA | S | S | E | < | NA | S | S |
| Route 130 | Ashumet Road | S | E | S | R | S | E | S | S | NA | ≥ | NA | S | S |
| Route 130 | Baker's Road / Sturgis Lane | S | NA | S | R | S | NA | S | S | NA | ≥ | NA | S | E |
| Route 130 | Center Street | S | S | S | R | S | S | S | S | E | < | NA | S | S |
| Route 130 | Emma Oakley Mills Way | S | E | S | E | S | E | S | S | E | < | NA | S | S |
| Route 130 | Great Neck Road North | S | E | S | R | S | NA | S | S | E | ≥ | S | R | S |
| Route 130 | Heritage Park Entrance | S | E | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Route 130 | Jonas Drive | S | S | S | R | S | S | S | S | NA | < | NA | S | S |
| Route 130 | Lovell's lane | S | E | S | R | S | E | S | S | E | ≥ | NA | S | S |
| Route 130 | Mashpee Recreation Department Entrance | S | E | S | R | S | S | S | S | NA | ≥ | NA | S | S |
| Route 130 | Nicoletta's Way | S | S | S | R | S | E | S | S | NA | < | NA | S | S |
| Route 130 | Park Place Way | S | E | S | E | S | E | S | S | E | < | NA | S | S |
| Route 130 | Sunset Strip | S | E | S | E | S | E | S | S | NA | < | NA | S | S |
| Route 130 | Town Hall | S | R | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Route 151 Side Path | Multiple | E | E | S | E | E | NA | S | E | E | ≥ | E | E | E |

SANDWICH CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in Sandwich.

- Quaker Meetinghouse Road @ Chapaquoit Way
- Quaker Meetinghouse Road @ Cobblestone Way
- Quaker Meetinghouse Road @ Corpus Christi Parish
- Quaker Meetinghouse Road @ Easterly Drive
- Quaker Meetinghouse Road @ Kiahs Way
- Quaker Meetinghouse Road @ Mill Road
- Quaker Meetinghouse Road @ Oak Ridge Road
- Quaker Meetinghouse Road @ Pinkham Road
- Quaker Meetinghouse Road @ Samoset Road
- Quaker Meetinghouse Road @ Woodridge Road

2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Chapaquoit Way

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 28 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Chapaquoit Way which is classified as a local road with no posted speed limit. There is no stop sign, however there is a stop bar before the crossing. The side path in this area is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Chapaquoit Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Cobblestone Way

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 49 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, the northbound side path approach is 8 feet wide and offset from the adjacent roadway by 12 feet. The southbound side path approach is 8 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Cobblestone Way which is classified as a local road with no posted speed limit. There is a stop sign but no stop bar before the crossing. The side path is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Cobblestone Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Corpus Christi Parish

Town: Sandwich

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 60 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, the northbound approach is 6 feet wide and is offset by 5 feet from the adjacent roadway. The southbound approach is 7 feet wide and is offset by 5 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway to the Corpus Christi Parish. There is a very faded stop sign as well as a faded stop bar located before the crossing. The side path is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|-------------------------------|
| 4552383 | 06/10/2018 11:41 AM | No Injury | None | Daylight, Clear |
| 4677174 | 03/13/2019 9:47 AM | No Injury | None | Daylight, Clear/Unknown |
| 4717687 | 06/23/2019 2:17 AM | Non-fatal Injury | None | Dark - lighted roadway, Clear |
| 4871096 | 08/15/2020 10:26 AM | No Injury | None | Daylight, Clear/Cloudy |



MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Corpus Christi Parish area is not categorized as a top risk site for either pedestrians or bicyclists.

2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Easterly Drive

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 49 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both sides. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Easterly Drive which is classified as a local road with no posted speed limit. There is no stop sign, however there is a stop bar located before the crossing. The side path in this area is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4567263 | 07/07/2018 1:10 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Easterly Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Kiahs Way

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 82 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, the northbound side path approach is 8 feet wide and offset from the adjacent roadway by 4 feet. The southbound side path approach is 8 feet wide and offset from the adjacent roadway by 12 feet. There are detectable warning panels and concrete curb ramps on both approaches as well as curb edges. There are no additional pavement markings on either approach.

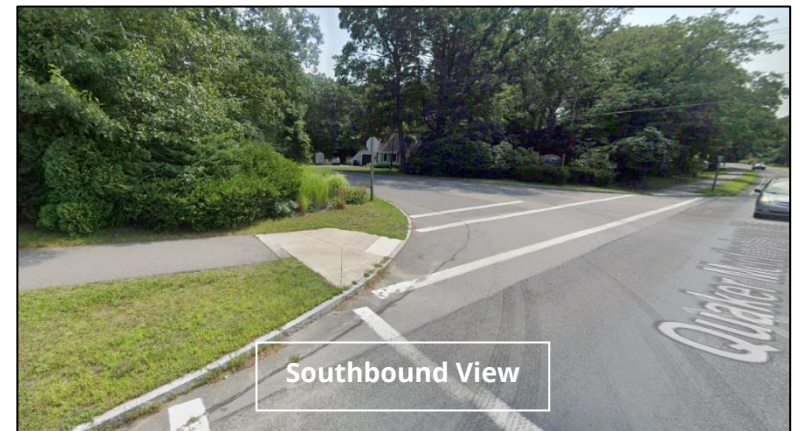
Crossing and Adjacent Roadways

The side path crosses Kiahs Way which is classified as a local road with no posted speed limit. There is no stop sign, however there is a stop bar before the crossing. The side path is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of seven crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------------|
| 4501256 | 02/12/2018 3:56 PM | No Injury | None | Daylight, Clear/Unknown |
| 4627375 | 11/13/2018 5:42 PM | No Injury | None | Dark - roadway not lighted, Cloudy |
| 4636712 | 11/30/2018 5:52 PM | No Injury | None | Dark - lighted roadway, Clear |
| 4702465 | 05/02/2019 1:31 PM | No Injury | None | Daylight, Clear |
| 4722874 | 07/09/2019 5:32 PM | No Injury | None | Daylight, Clear |





2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|-----------------------------------|
| 4730128 | 07/20/2019 2:02 AM | No Injury | None | Dark - roadway not lighted, Clear |
| 4910909 | 12/07/2020 3:46 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Kiahs Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Mill Road

Town: Sandwich

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 128 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 6 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings on either of the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Mill Road which is classified as a local road with no posted speed limit. There is a stop sign as well as a stop bar located before the crossing, there is also a raised median before the crossing on Mill Road. The side path in this area is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Mill Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Oak Ridge Road

Town: Sandwich

Date Collected: 09/26/2022

Side Path Approaches

The crossing is 38 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, the northbound side path approach is 6 feet wide and is offset by 13 feet from the adjacent roadway. The southbound approach is 6 feet wide and is offset by 11 feet. There are detectable warning panels and concrete curb ramps on both sides. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Oak Ridge Road which is the driveway to the Oak Ridge School. There is a stop sign as well as a stop bar located after the crossing, there is a median just after the crosswalk as well. The side path in this area is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

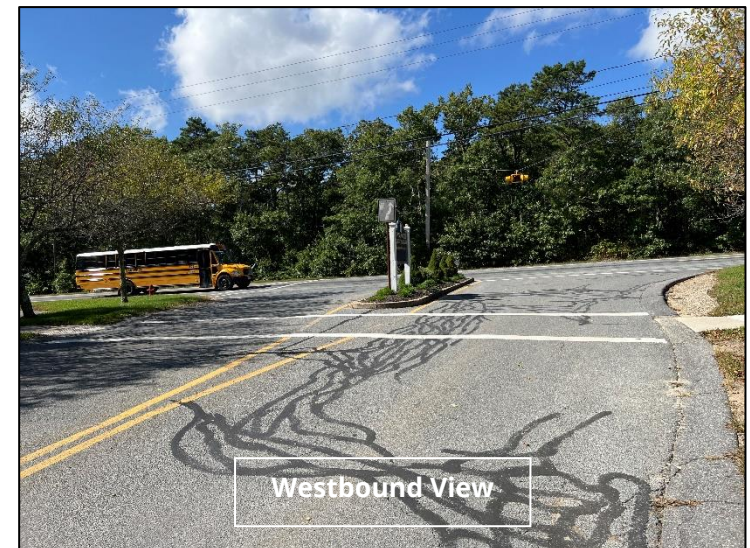
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4636587 | 11/26/2018 5:52 PM | No Injury | None | Dusk, Clear |

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Oak Ridge Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Pinkham Road

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 49 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both sides. There are no additional pavement markings on the side path approaches.

Crossing and Adjacent Roadways

The side path crosses Pinkham Road which is classified as an urban collector with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

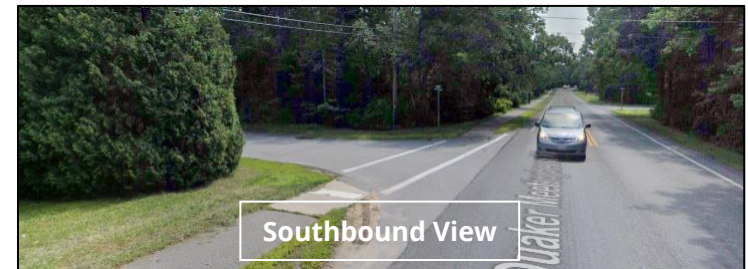
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4774570 | 11/11/2019 4:59 PM | No Injury | One Cyclist | Dusk, Clear |

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Pinkham Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Samoset Road

Town: Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 34 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Samoset Road which is classified as a local road with no posted speed limit. There is no stop sign, however there is a stop bar before the crossing. The side path in this area is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

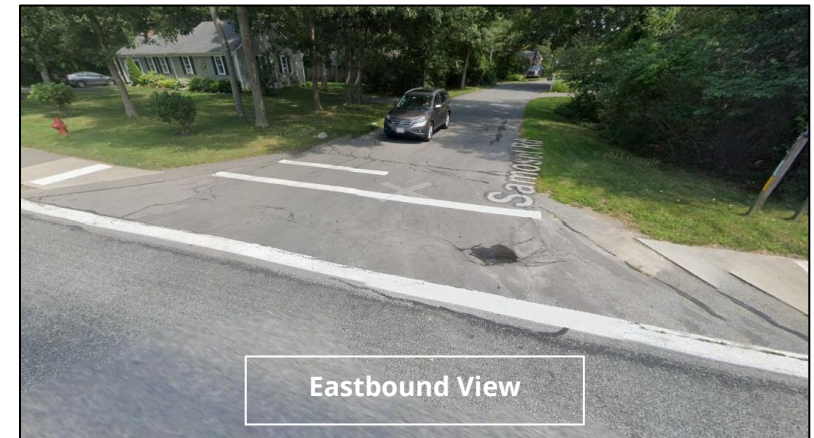
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|----------------------------------|
| 4602701 | 09/29/2018 6:50 PM | No Injury | None | Dark - lighted roadway, Clear |

MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Samoset Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Quaker Meetinghouse Road @ Woodridge Road

Sandwich

Date Collected: 12/12/2022

Side Path Approaches

The crossing is 28 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is a standard style crossing with faded pavement markings. Approaching the crosswalk, both side path approaches are 8 feet wide and offset from the adjacent roadway by 4 feet. There are detectable warning panels and concrete curb ramps on both approaches. There are no additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Woodridge Road which is classified as a local road with no posted speed limit. There is no stop sign, however there is a stop bar before the crossing. The side path is adjacent to Quaker Meetinghouse Road which is classified as an urban minor arterial with a speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4651547 | 01/09/2019 4:02 PM | No Injury | None | Daylight, Clear |



MassDOT Network Screening – Risk Based

Quaker Meetinghouse Road @ Woodridge Road area is not categorized as a top risk site for either pedestrians or bicyclists.

SANDWICH CROSSING RECOMMENDATIONS

The table below shows the Sandwich side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 6: Sandwich Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|--------------------------|-----------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Quaker Meetinghouse Road | Chapaquoit Way | S | E | S | R | S | S | S | S | NA | < | NA | E | E |
| Quaker Meetinghouse Road | Cobblestone Way | S | S | S | R | S | E | S | S | NA | ≥ | NA | S | S |
| Quaker Meetinghouse Road | Corpus Christi Parish | S | E | S | R | S | R | S | S | NA | ≥ | NA | E | E |
| Quaker Meetinghouse Road | Easterly Drive | S | E | S | R | S | S | S | S | NA | < | NA | E | E |
| Quaker Meetinghouse Road | Kiahs Way | S | E | S | R | S | S | S | S | NA | < | NA | E | E |
| Quaker Meetinghouse Road | Mill Road | S | E | S | R | S | E | S | S | NA | < | NA | E | E |

2024 SIDE PATH CROSSINGS INVENTORY

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|--------------------------|----------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Quaker Meetinghouse Road | Oak Ridge Road | S | E | S | R | S | E | S | S | NA | ≥ | NA | E | E |
| Quaker Meetinghouse Road | Pinkham Road | S | S | S | R | S | S | S | S | NA | < | NA | E | E |
| Quaker Meetinghouse Road | Samoset Road | S | E | S | R | S | S | S | S | NA | < | NA | E | E |
| Quaker Meetinghouse Road | Woodridge Road | S | E | S | R | S | S | S | S | NA | < | NA | E | E |

YARMOUTH CROSSINGS

The following list shows all the side path at-grade roadway crossings inventoried in Yarmouth.

- Forest Road @ Captain Bearse Road
- Forest Road @ Captain Noyes Road
- Forest Road @ Captain Simmons Road
- Forest Road @ Dancing Brook Road
- Forest Road @ Historic Brook Road
- Forest Road @ Lower Brook Road
- Forest Road @ Swift Brook Road
- Forest Road @ Winding Brook Road
- Forest Road @ Winslow Gray Road
- Forest Road @ Yarmouth Senior Center
- Higgins Crowell Road @ Brad Erickson Way (Yarmouth Police)
- Higgins Crowell Road @ Chickadee Lane
- Higgins Crowell Road @ Horse Pond Trailhead Parking
- Higgins Crowell Road @ Marguerite E Small Elementary (North)
- Higgins Crowell Road @ Marguerite E Small Elementary (South)
- Higgins Crowell Road @ Matacheese Middle School
- Setucket Road @ Apache Drive
- Setucket Road @ Covey Drive
- Setucket Road @ Nicholas Drive
- Setucket Road @ Nimble Hill Drive
- Setucket Road @ North Dennis Road
- Setucket Road @ Plymouth Road
- Setucket Road @ Trophy Lane

2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Captain Bearse Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 20 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 10 feet wide and is offset from the adjacent roadway by 15 feet. The southbound side path approach is 10 feet wide and is offset from the adjacent roadway by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Captain Bearse Road which is classified as a local road which has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Forest Road @ Captain Bearse Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Captain Noyes Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 38 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 12 feet wide and is offset from the adjacent roadway by 8 feet. The southbound side path approach is 12 feet wide and is offset from the adjacent roadway by 11 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach. Leading up to the crossing, both side path approaches curve toward the adjacent roadway and do not intersect perpendicular to the adjacent roadway.

Crossing and Adjacent Roadways

The side path crosses Captain Noyes Road which is classified as a local road which has a posted speed limit of 30 mph. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4547045 | 05/23/2018 2:22 PM | No Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Forest Road @ Captain Noyes Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Captain Simmons Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 24 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 8 feet wide and is offset from the adjacent roadway by 8 feet. The southbound side path approach is 8 feet wide and is offset from the adjacent roadway by 6 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Captain Simmons Road which is classified as a local road which has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|----------------------|----------------|-----------------------------|-----------------------------------|
| 4742071 | 8/27/2019 1:03 AM | No Injury | None | Dark - roadway not lighted, Clear |

MassDOT Network Screening – Risk Based

Forest Road @ Captain Simmons Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Dancing Brook Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 24 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 10 feet wide and offset from the adjacent roadway by 10 feet. The southbound side path approach is 10 feet wide and offset from the adjacent roadway by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Dancing Brook Road which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Forest Road @ Dancing Brook Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Northbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Historic Brook Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 40 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 10 feet wide and is offset from the adjacent roadway by 11 feet. The southbound side path approach is 11 feet wide and offset from the adjacent roadway by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Historic Brook Road which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Forest Road @ Historic Brook Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Lower Brook Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 43 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 13 feet wide and is part of a small side road. The approach is denoted from the dead-end roadway by a very faded white line. The northbound approach is offset from the adjacent roadway by 19 feet. The southbound side path approach is 12 feet wide and offset from the adjacent roadway by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Lower Brook Road which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Forest Road @ Lower Brook Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Swift Brook Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 30 feet across. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, both side path approaches are 12 feet wide and offset from the adjacent roadway by 12 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach. Leading up to the crossing, both side path approaches curve toward the adjacent roadway and do not intersect perpendicular to the adjacent roadway.

Crossing and Adjacent Roadways

The side path crosses Swift Brook Road which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Forest Road @ Swift Brook Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Winding Brook Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 29 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 10 feet wide and offset from the adjacent roadway by 10 feet. The southbound side path approach is 14 feet wide and offset from the adjacent roadway by 10 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Winding Brook Road which is classified as a local road and has no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

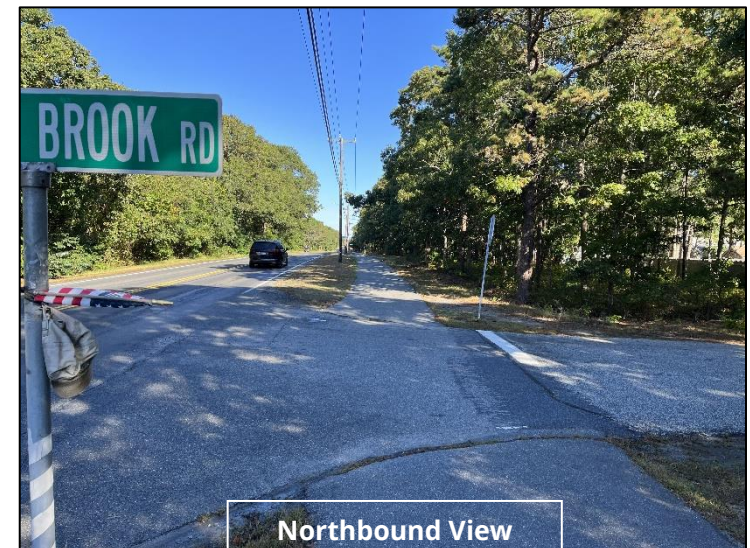
| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4713826 | 6/16/2019 12:02 PM | No Injury | None | Daylight, Cloudy |

MassDOT Network Screening – Risk Based

Forest Road @ Winding Brook Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Southbound View



Northbound View

2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Winslow Gray Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 38 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crossing is pedestrian push button controlled since the intersection is signalized. The crosswalk is marked as a standard style crossing which has been colored red and has an asphalt texture. Approaching the crosswalk, the northbound side path approach is 9 feet wide and offset from the adjacent roadway by 13 feet. The southbound side path approach is 8 feet wide and offset from the adjacent roadway by 19 feet. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either of the side path approaches. There is a bollard before the crosswalk on the eastbound approach.

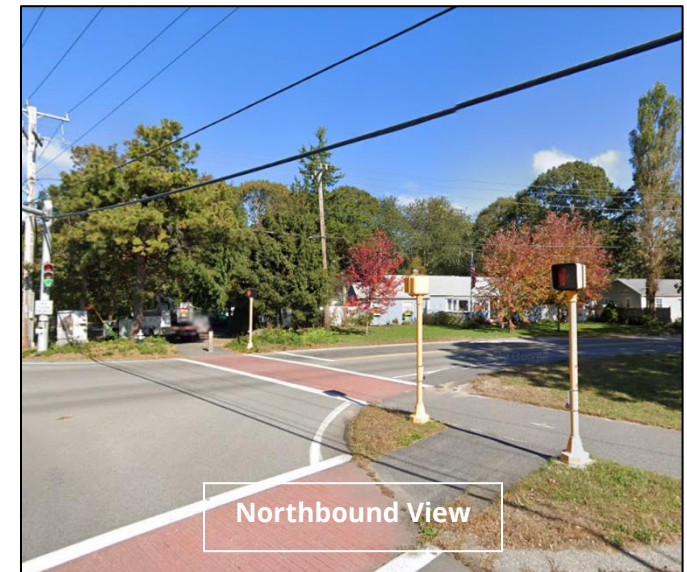
Crossing and Adjacent Roadways

The side path crosses Winslow Gray Road which is classified as an urban minor arterial and has no posted speed limit. This intersection is signalized and has pedestrian push buttons, there is also a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of eight crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4483534 | 01/12/2018 9:08 AM | Non-fatal Injury | None | Daylight, Cloudy |
| 4554391 | 06/18/2018 11:00 AM | No Injury | None | Daylight, Clear |
| 4564778 | 07/12/2018 3:37 PM | No Injury | None | Daylight, Clear |
| 4627351 | 11/26/2018 8:11 AM | No Injury | None | Daylight, Clear |
| 4764230 | 10/21/2019 3:06 PM | Non-fatal Injury | None | Daylight, Clear |

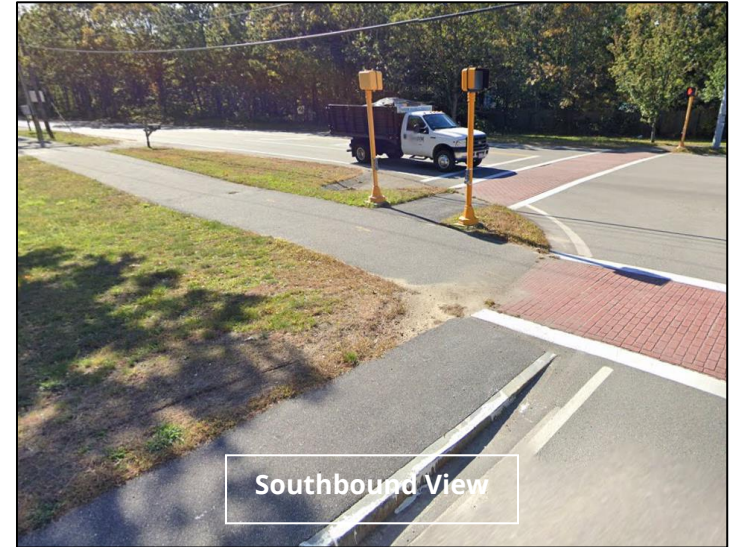


2024 SIDE PATH CROSSINGS INVENTORY

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|------------------------|------------------|-----------------------------|------------------------------|
| 4779525 | 11/20/2019 5:04 PM | No Injury | None | Dusk, Rain |
| 4850738 | 06/08/2020 12:41 PM | Non-fatal Injury | None | Daylight, Cloudy |
| 4871776 | 08/16/2020 4:18 PM | No Injury | None | Daylight, Rain |

MassDOT Network Screening - Risk Based

Forest Road @ Winslow Gray Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Forest Road @ Yarmouth Senior Center

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 22 feet across. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the northbound side path approach is 19 feet wide and has no offset from the adjacent roadway. The southbound side path approach is 11 feet wide and is offset from the adjacent roadway by 9 feet. There is a bollard just before the crossing on the southbound approach. There are no detectable warning panels, concrete curb ramps or additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses the driveway for the Yarmouth Senior Center. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Forest Road which is classified as an urban minor arterial and has a posted speed limit of 45 mph.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|-----------------------------------|
| 4835266 | 02/14/2020 6:45 AM | No Injury | None | Daylight, Clear |
| 4896190 | 11/03/2020 8:09 PM | Non-fatal Injury | None | Dark - roadway not lighted, Clear |

MassDOT Network Screening – Risk Based

Forest Road @ Yarmouth Senior Center area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Brad Erickson Way (Yarmouth Police)

Town: Yarmouth

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 39 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is marked as a continental style and is new in condition. Approaching the crosswalk, both side path approaches are 10 feet wide. The northbound approach is offset from the adjacent roadway by 9 feet while the southbound approach is offset by 12 feet. There are detectable warning panels and concrete curb ramps on the approaching sides. On both approaches, there are stop bars before the crosswalk. The side path in this area is marked with a centerline and there are bollards on each approach before the crossing. The crossing has recently had stop signs with flashing LEDs on the edges installed on the side path at both approaches before the crosswalk.

Crossing and Adjacent Roadways

The side path crosses Brad Erickson Way which is the driveway to the Yarmouth Police Department. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is an urban minor arterial and has a posted speed limit of 40 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist. No new crash data has been observed here since the side path was installed.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4734387 | 8/5/2019 2:43 PM | No Injury | None | Daylight, Clear |
| 4839178 | 4/28/2020 11:43 AM | No Injury | None | Daylight, Cloudy/Other |

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Brad Erickson Way area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Chickadee Lane

Town: Yarmouth

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 34 feet across. There is only one side path approach at this location, the northbound approach, as the side path terminated at this northerly location at the time of the data collection. There is a stop sign and MUTCD R5-3 "No Motor Vehicles" sign on this approach. The crosswalk is marked as a continental style and is new in condition. Approaching the crosswalk, the northbound approach is 10 feet wide and is offset from the adjacent roadway by 11 feet. There are detectable warning panels and concrete curb ramps on the northbound approach. On the northbound approach, there is a stop bar before the crosswalk. The side path in this area is marked with a centerline. There is also a bollard on this approach before the crossing.

Crossing and Adjacent Roadways

The side path crosses Chickadee Lane which is a local road with no posted speed limit. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020. No new crash data has been observed here since the side path was installed.

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Chickadee Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Horse Pond Trailhead Parking

Town: Yarmouth

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 53 feet across. The side path along Higgins Crowell Road currently ends after this crosswalk in the southerly direction. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either of the side path approaches. The crosswalk is marked as a dashed style crossing with a dashed yellow centerline and is in new condition. Approaching the crosswalk, the southbound side path approach is 10 feet wide and offset from the adjacent roadway by 9 feet. There are no detectable warning panels or concrete curb ramps. The side path in this area is marked with a centerline. There is a bollard on the southbound approach before the crossing.



Southbound View

Crossing and Adjacent Roadways

The side path crosses the driveway leading to the Horse Pond Trailhead. There is no stop sign or stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is classified as an urban minor arterial and has a posted speed limit of 40 miles per hour (mph) in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist. No new crash data has been observed here since the side path was installed.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|----------------------|----------------|-----------------------------|------------------------------|
| 4658095 | 1/31/2019 9:21 AM | No Injury | None | Daylight, Clear |
| 4893619 | 11/2/2020 9:14 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Horse Pond Trailhead Parking area is not categorized as a top risk site for either pedestrians or bicyclists.

2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Marguerite E Small Elementary (North)

Town: Yarmouth

Date Collected: 11/07/2022

Side Path Approaches

The crossing is 65 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is marked as a continental style and is in new condition. Approaching the crosswalk, both side path approaches are 10 feet wide and offset from the adjacent roadway by 12 feet. There are detectable warning panels and concrete curb ramps on the approaching sides. On both approaches, there are stop bars before the crosswalk. The side path in this area is marked with a centerline. There are also bollards on each approach before the crossing. Additionally, there is a stop ahead sign on the side path on the northbound side before this crossing.

Crossing and Adjacent Roadways

The side path crosses the northern driveway to the Marguerite E Small Elementary School. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020. No new crash data has been observed here since the side path was installed.

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Marguerite E Small Elementary (North) area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Marguerite E Small Elementary (South)

Town: Yarmouth

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 39 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is marked as a continental style and is in new condition. Approaching the crosswalk, both side path approaches are 10 feet wide and offset from the adjacent roadway by 12 feet. There are detectable warning panels and concrete curb ramps on the approaching sides. On both approaches, there are stop bars before the crosswalk. The side path in this area is marked with a centerline. There are also bollards on each approach before the crossing.

Crossing and Adjacent Roadways

The side path crosses the southern driveway for the Marguerite E Small Elementary school. There is a stop sign but no stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

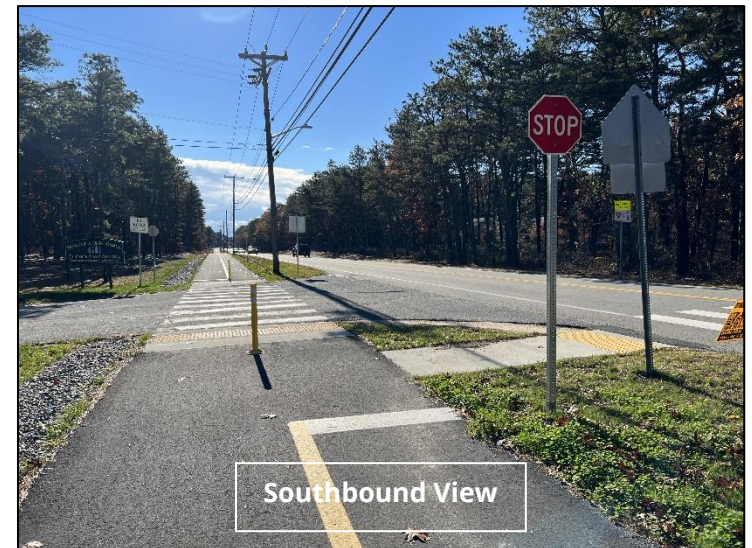
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist. No new crash data has been observed here since the side path was installed.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4567928 | 07/15/2018 4:11 PM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Marguerite E Small Elementary (South) area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Higgins Crowell Road @ Matacheese Middle School

Town: Yarmouth

Date Collected: 11/17/2022

Side Path Approaches

The crossing is 39 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is marked as a continental style and is new in condition. Approaching the crosswalk, both side path approaches are 10 feet wide and offset from the adjacent roadway by 12 feet. There are detectable warning panels and concrete curb ramps on the approaching sides. On both approaches, there are stop bars before the crosswalk. The side path in this area is marked with a centerline. There are also bollards on each approach before the crossing. The southbound approach detectable warning pad and concrete curb ramp serve both the side path and a mid-block crossing at this approach.

Crossing and Adjacent Roadways

The side path crosses the driveway to the Matacheese Middle School. There is a stop sign and a stop bar before the crossing. The side path is adjacent to Higgins Crowell Road which is classified as an urban minor arterial and has a posted speed limit of 40 mph in this location.

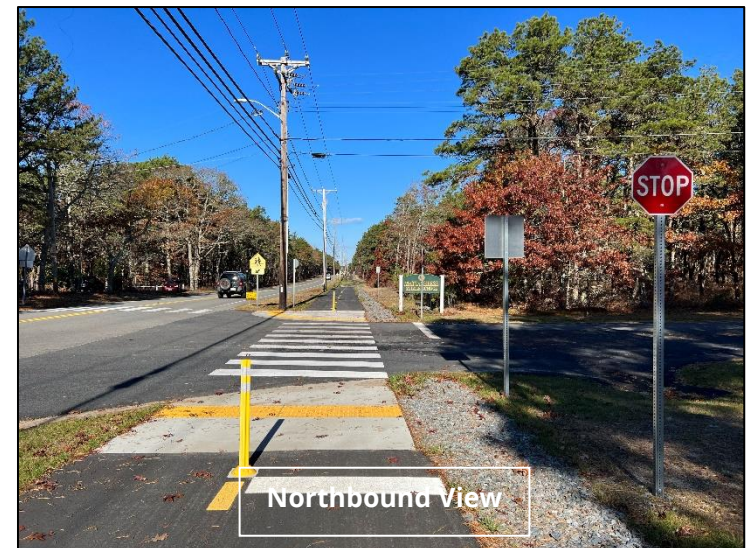
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist. No new crash data has been observed here since the side path was installed.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4493491 | 01/17/2018 8:23 AM | Non-fatal Injury | None | Daylight, Snow |

MassDOT Network Screening – Risk Based

Higgins Crowell Road @ Matacheese Middle School area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Apache Drive

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 36 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the side path approaches on both sides are 8 feet wide and are offset from the adjacent roadway by 5 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Apache Drive which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is classified as an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Apache Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Covey Drive

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 40 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, both side paths are 8 feet wide and offset from the adjacent roadway by 5 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Covey Drive which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is classified as an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Covey Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Nicholas Drive

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 60 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the eastbound side path approach is 8 feet wide and offset from the adjacent roadway by 8 feet. The westbound approach is 8 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Nicholas Drive which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is classified as an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Nicholas Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Nimble Hill Drive

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 54 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 "No Motor Vehicles" signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the eastbound side path approach is 9 feet wide and offset from the adjacent roadway by 6 feet. The westbound approach is 10 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Nimble Hill Drive which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is classified as an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

There were no crashes observed here during 2018 to 2020.

MassDOT Network Screening – Risk Based

Setucket Road @ Nimble Hill Drive area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ North Dennis Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 84 feet across. There are stop signs with MUTCD R5-3 “No Motor Vehicles” signs on both side path approaches. The crosswalk is a ladder style crossing. Approaching the crosswalk, the eastbound approach is 8 feet wide and is offset from the adjacent roadway by 8 feet. The westbound approach is 8 feet wide and is offset from the adjacent roadway by 6 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses North Dennis Road which is classified as an urban minor arterial and has a posted speed limit of 30 mph. There is a stop sign and a stop bar before the crosswalk. The side path is adjacent to Setucket Road which is an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of four crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4524339 | 04/04/2018 7:59 PM | Non-fatal Injury | None | Dark - lighted roadway, Rain |
| 4718435 | 06/24/2019 8:27 AM | No Injury | None | Daylight, Clear |
| 4728281 | 07/19/2019 4:46 PM | No Injury | None | Daylight, Clear |
| 4893620 | 11/03/2020 4:59 PM | No Injury | None | Dusk, Clear |

MassDOT Network Screening – Risk Based

Setucket Road @ North Dennis Road area is not categorized as a top risk site for either pedestrians or bicyclists.



Westbound View



Southbound View

2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Plymouth Road

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 56 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, both side paths are 8 feet wide and offset from the adjacent roadway by 7 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Plymouth Road which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is an urban minor arterial with a speed limit of 30 mph in this location.

Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there was one crash at this intersection. This crash did not involve a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|----------------|-----------------------------|------------------------------|
| 4547460 | 05/30/2018 7:30 AM | No Injury | None | Daylight, Clear |

MassDOT Network Screening – Risk Based

Setucket Road @ Plymouth Road area is not categorized as a top risk site for either pedestrians or bicyclists.



2024 SIDE PATH CROSSINGS INVENTORY

Setucket Road @ Trophy Lane

Town: Yarmouth

Date Collected: 10/07/2022

Side Path Approaches

The crossing is 33 feet across. The side path runs east to west in this area. There are no stop signs or MUTCD R5-3 “No Motor Vehicles” signs on either path approach. The crosswalk is unmarked. Approaching the crosswalk, the side path approaches on both sides are 8 feet wide and are offset from the adjacent roadway by 6 feet. There are no detectable warning panels, concrete curb ramps or any additional pavement markings on either approach.

Crossing and Adjacent Roadways

The side path crosses Trophy Lane which is classified as a local road with no posted speed limit. There is no stop sign or stop bar before the crossing. The side path in this area is adjacent to Setucket Road which is classified as an urban minor arterial with a speed limit of 30 mph which drops to 25 mph to the immediate west of Trophy Lane.

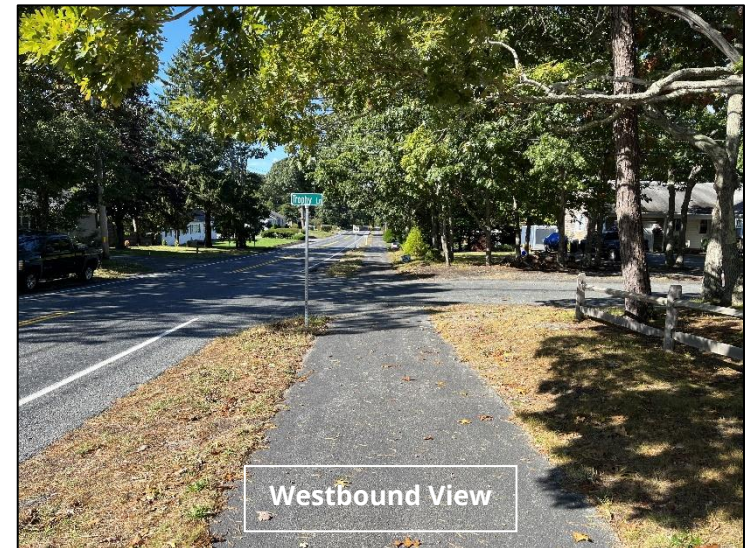
Crash History

Based on a review of MassDOT crash records between 2018 and 2020, there were a total of two crashes at this intersection. None of the crashes involved a non-motorist.

| Crash Number | Date and Time | Crash Severity | Pedestrian/Bicycle Involved | Light and Weather Conditions |
|--------------|-----------------------|------------------|-----------------------------|------------------------------|
| 4569244 | 07/19/2018 5:36 PM | Non-fatal Injury | One Cyclist | Daylight, Clear |
| 4686789 | 04/04/2019 6:17 PM | No Injury | None | Dusk, Clear |

MassDOT Network Screening – Risk Based

Setucket Road @ Trophy Lane area is not categorized as a top risk site for either pedestrians or bicyclists.



YARMOUTH CROSSING RECOMMENDATIONS

The table below shows the Yarmouth side path crossing locations features and whether these attributes are Suggested (S), Existing (E), Replace or Restripe (R), Not Applicable (NA), Less Than (<), or Greater than or Equal (≥). The recommendations and enhancements in the table are further denoted in the table by if they are on the roadway or the side path approach. The noted attributes come from the recommendations and enhancements from MassDOT, FHWA, and MUTCD guidelines for side paths and side path crossings.

Table 7: Yarmouth Crossing Recommendations

| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Forest Road | Captain Bearse Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Captain Noyes Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Captain Simmons Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Dancing Brook Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Historic Brook Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Lower Brook Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Swift Brook Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Winding Brook Road | S | E | S | S | S | E | S | S | NA | ≥ | NA | S | S |
| Forest Road | Winslow Gray Road | S | E | S | P | S | NA | S | S | NA | ≥ | S | S | S |
| Forest Road | Yarmouth Senior Center | S | E | S | S | S | E | S | S | NA | < | NA | S | S |

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| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|----------------------|--------------------------------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Higgins Crowell Road | Brad Erickson Way (Yarmouth Police) | E | E | E | E | E | E | S | E | E | ≥ | NA | E | E |
| Higgins Crowell Road | Chickadee Lane | E | E | E | E | E | E | S | E | NA | ≥ | NA | E | E |
| Higgins Crowell Road | Horse Pond Trailhead Parking | S | S | E | P | S | S | S | S | NA | ≥ | NA | S | S |
| Higgins Crowell Road | Margerite E Small Elementary (North) | E | E | E | P | P | E | E | E | E | ≥ | NA | E | E |
| Higgins Crowell Road | Margerite E Small Elementary (South) | E | S | E | E | E | E | S | E | E | ≥ | NA | E | E |
| Higgins Crowell Road | Matacheese Middle School | E | E | E | E | E | E | E | E | NA | ≥ | NA | E | E |
| Setucket Road | Apache Drive | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Setucket Road | Covey Drive | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Setucket Road | Nicholas Drive | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Setucket Road | Nimble Hill Drive | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Setucket Road | North Dennis Road | S | E | S | E | E | E | S | E | NA | ≥ | NA | S | S |

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| Crossing Location | | Pavement Markings | | | | Signage | | | | | Safety and ADA Compliance | | | |
|-------------------|---------------|-------------------|-----------------|-------------------|-----------|-------------|-------------|-------------------|-------------|---------------|---------------------------|----------------------------|---------------------|---------------------------|
| Major Road | Minor Road | Stop Bar (Path) | Stop Bar (Road) | Centerline (Path) | Crosswalk | Stop (Path) | Stop (Road) | Stop Ahead (Path) | R5-3 (Path) | Other Signage | 5 ft Offset from Roadway | Updated Pedestrian Signals | Concrete Curb Ramps | Detectable Warning Panels |
| Setucket Road | Plymouth Road | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |
| Setucket Road | Trophy Lane | S | S | S | S | S | S | S | S | NA | ≥ | NA | S | S |

Design Guidance for Side Paths

The overall purpose of this section is to provide the latest design guidance on roadway adjacent side paths. Side paths have become more popular as a method of providing an alternative mode of transportation and promote active lifestyles. However, roadway adjacent side paths can also pose significant safety concerns if not designed properly. The goal of providing design guidance for side paths is to help ensure that they are constructed to be accessible, comfortable, and safe for all users. This guidance can also help to minimize conflicts between non-motorists and motorists, as well as help to create a more seamless transportation network. This section includes features from the AASHTO *Guide for the Development Bicycle Facilities* (2012) and the FHWA *Small Town and Rural Multimodal Networks* (2016) as well as the FHWA 11th Edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) that are central for the implementation of side paths and the at-grade crossings along these paths.

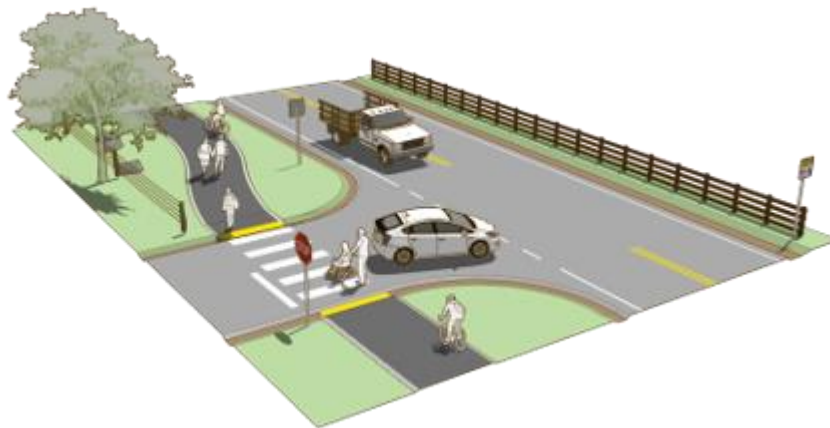


Figure 3: Side Path Crossing, Image from FHWA *Small Town and Rural Multimodal Networks* (2016)

CONFLICTS WITH ROADWAYS

Side paths function well along roadways for both short sections and for longer sections where there are few streets and/or driveway crossings. Overall, side paths are not intended to substitute on-road accommodation such as paved shoulders or bike lanes. Before committing to this option for longer distances on urban and suburban streets with many driveways and street crossings, towns should be aware that two-way side paths can create operational concerns. Figure 3 illustrates just some of the many potential conflicts associated with side paths.

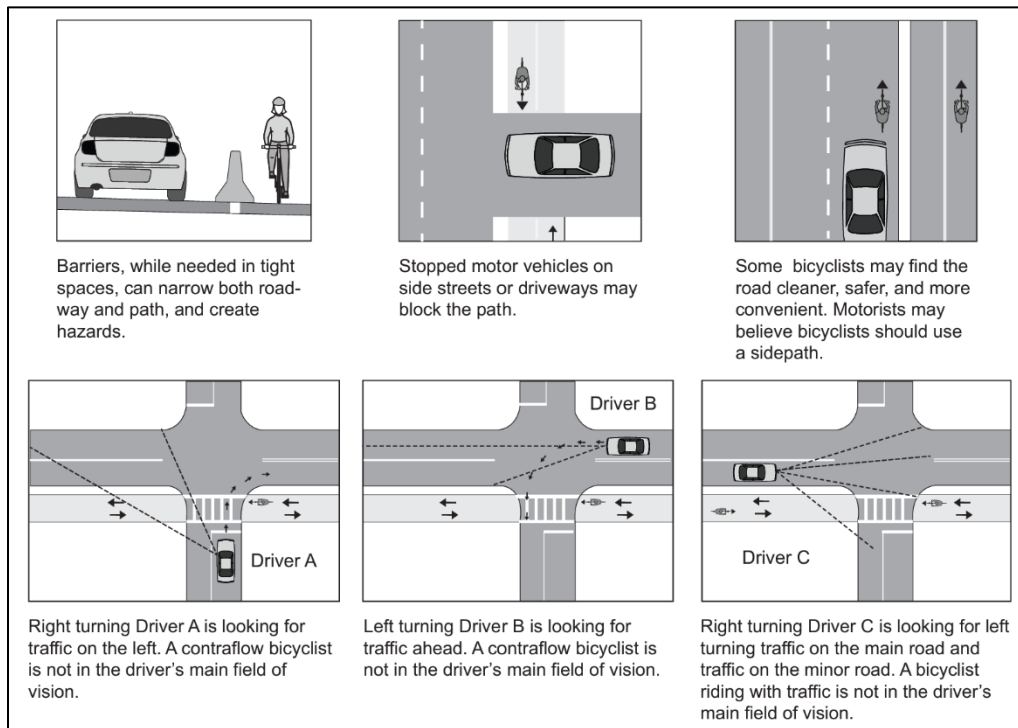


Figure 4: Side Path Conflicts, Image from AASHTO *Guide for the Development Bicycle Facilities*, 2012

Despite these conflicts, side paths can be a great addition to existing bike networks. The addition of a side path with an adjacent roadway works best when:

- The roadway has relatively high-volume and high-speed traffic that might discourage many bicyclists from riding on the roadway, potentially increasing sidewalk riding, and there are no practical alternatives for either improving the roadway or accommodating bicyclists on nearby parallel streets.
- The side path is used for a short distance to provide continuity between sections of path in independent rights-of-way, or to connect local streets that are used as bicycle routes.
- The side path can be built with a few roadways and driveway crossings.
- The side path can be terminated at each end onto streets that accommodate bicyclists, onto another path, or in a location that is otherwise bicycle compatible.

BASIC STRUCTURE

According to the AASHTO *Guide for the Development Bicycle Facilities* (2012) the width and the horizontal clearance for a shared-use path are primary design considerations. The appropriate paved width for a shared-use path is dependent on the context, volume, and mix of pathway users. The minimum paved width for a two-directional shared-use path is 10 feet. Typically, widths range

from 10 to 14 feet, with the wider values applicable to areas with high use and or a wider variety of user groups.

The design guide goes on to state that a reduced width of 8 feet for a shared-use side path may be used under certain circumstances. These circumstances include:

- Bicycle traffic is expected to be low, even on peak days or during peak hours.
- Pedestrian use of the facility is not expected to be more than occasional.
- Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.
- The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.
- A physical constraint such as an environmental feature, bridge abutment, utility structure, fence, etc. (warning signs that indicate the pathway narrows such as the W5-4a in the MUTCD should be considered at these locations)

It is quite common to see roadway adjacent shared-use side paths with 8 feet widths on Cape Cod due to these circumstances.

There should be a separation between a two-way side path and the adjacent roadway to stress that the path is intended to function as an independent facility for bicyclists and other users. The minimum recommended distance between the path and the roadway curb or edge of traveled way (when curb is not present) is 5 feet. Furthermore, when there is a paved shoulder, the separation distance begins at the outside edge of the shoulder. Therefore, a paved shoulder is not included as part of the separation distance. Like a paved shoulder, a bike lane is not considered part of the minimum separation distance either. However, an unpaved shoulder, such as a gravel shoulder, can be considered part of the separation. Where the separation is less than 5 feet, a physical barrier or railing should be provided between the path and the roadway. If barriers or railings are included along the side path, they should not be designed to limit potential injuries unless warranted and should not impair sight distance at intersections.

When a side path is placed along a high-speed highway, a separation greater than 5 feet is desirable for path user comfort. If greater separation cannot be provided, use of crashworthy barriers should be considered. Other treatments such as rumble strips can be considered as alternatives to physical barriers or railings, where the separation is less than 5 feet. However, as in the case of rumble strips, an alternative treatment should not negatively impact bicyclists who choose to ride on the roadway rather than the side path.

INTERSECTION DESIGN CONSIDERATIONS

At-grade intersections of roadways and driveways with side paths, especially those with two-way side paths, have inherent conflicts areas that may result in bicycle–motor vehicle crashes. As a driver approaches an intersection, they are often focused on a specific direction of travel. This can lead to problems with the contraflow side path as seen in Figure 3. There are three possible countermeasures that may help in reducing crash frequency and severity at intersections and driveways. The first would be to reduce the speeds of both path users and motorists in the areas of conflict. Second, would be to increase the predictability of side path and roadway user behavior. Lastly, the third countermeasure would be to limit the amount of exposure as much as is practical in the conflict areas.

In the latest version of the MassDOT *Project Development and Design Guide*, there is guidance for crossings at unsignalized locations. The design guide states that, “adequate sight distance should be provided along the roadway approaches to the path and the path approaches to the roadway” and “advance warning signs indicating that a bicycle path is crossing the roadway should be provided along the road in accordance with the MUTCD”. The design guide also mentions that at unsignalized intersections there should be stop signs on the path approaching the intersection and “stop ahead” signs along the path if visibility to the crossing along the path is limited. Stop bars and centerlines should also be provided on the path approaching the crossing and that the path crossing should be “marked as a crosswalk”. The guide further states that bollards or other similar barriers may be placed on the path prior to the crossing to discourage motorized vehicles from using the side path.

The MassDOT *Project Development and Design Guide* also provides guidance on side path crossings at signalized locations. At crossing with signals provided, the side path should be provided with adequate “green time” to allow for pedestrians and bicyclists to cross. Locations with pedestrian push buttons should respond quickly to the activation to provide a higher level of service for the side path. The Federal Access Board’s *ADA Accessibility Guidelines for Public Rights of Way* (2002) requires audible signals where pedestrian signals are provided.

Each intersection is unique and requires sound engineering judgement on the part of the designer as to the appropriate solution for intersection treatments. MassDOT sites that the AASHTO *Guide for the Development Bicycle Facilities* provides more guidelines and examples for side path crossings. The AASHTO *Guide for the Development Bicycle Facilities* (2012) provides a list of design measures for improving the quality of bicycle facilities at intersections. The following is a list of AASHTO’s recommendations:

- Reduce the density of driveways and the incidence of less predictable driveway movements through access management.
- Design intersections to reduce driver speeds and heighten awareness of path users.
- Design driveways to reduce driver speeds and heighten awareness of path users.

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- Consider design measures on approaches to intersections and driveways that encourage lower speeds for pathway approaches.
- Employ measures on the parallel roadway (appropriate to the roadway function) to reduce speeds.
- Design intersection crossings to facilitate bicycle access to and from the road or driveway that is being crossed.
- Keep approaches to intersections and major driveways clear of obstructions due to parked vehicles, shrubs, and signs on public or private property.

At signalized intersections, the side path should be integrated into the controls of the intersection following the same principles as a pedestrian crossing. AASHTO provides the following design guidance for when dealing with signalized intersections:

- Provide fully protected left- and right-turn movements from the parallel street across the side path.
- Prohibit right turns on red from the crossing roadway.
- Employ a leading pedestrian interval and provide an exclusive pedestrian phase where there are high volumes of path users.

In general, AASHTO guidelines recommend that at signalized intersections pedestrian countdown signal heads and accessible push buttons should be provided along with high visibility crosswalks. For larger intersections, crossing islands, and sufficient space for queuing bicyclists, if high volumes of pathway users are expected can be helpful.

One of the final design recommendations for intersections is for locations where the side path parallels a high-speed roadway and crosses a minor road. The AASHTO guide recommends moving the crossing away from the intersection and creating a mid-block crossing further away from the intersection on the minor road. This way motorists can exit the high-speed roadway first, and then turn their attention to the side path crossing.

SAFETY AND ACCESSIBILITY DESIGN CONSIDERATIONS

The following design criteria are common design features for side paths that increase the safety for users and are utilized across the Cape region.

Curb Ramps

The AASHTO *Guide for the Development Bicycle Facilities* (2012) recommends that openings of a shared-use paths at the roadway should be at least the same width as the shared-use path itself. If there is a curb ramp, the ramp should be the full width of the path, not including any side flares if

utilized. The purpose is to provide a smooth and accessible transition between the path and the roadway. Detectable warning panels, if present or planned, should be placed across the full width of the ramp.

Regulatory Signage, Barriers, and Pavement Markings

Unauthorized use of pathways by motor vehicles occurs occasionally. This is generally an issue on pathways that extend through independent rights-of-way that are not visible from adjacent roads and properties. In the MUTCD, the R5-3, “No Motor Vehicles” sign can be used to reinforce that there should be no unauthorized use by motor vehicles.

Bollards and other similar barriers may be used but must be removable to allow authorized vehicles. Bollards and other similar barriers are typically only utilized when there is a documented history of unauthorized intrusion by motor vehicles. They are also not recommended as they create obstacles to path users and are often ineffective at the job they were intended for. If people are determined to use the path illegally, they will find a way around the physical barrier, damaging path structures and adjacent vegetation. Thus, having proper signage near where roads and shared-use paths cross as well as at other path entry locations is usually sufficient in keeping unauthorized motorists from side paths. Obstructions in the pathway should be properly marked with pavement markings, as shown in Figure 5.

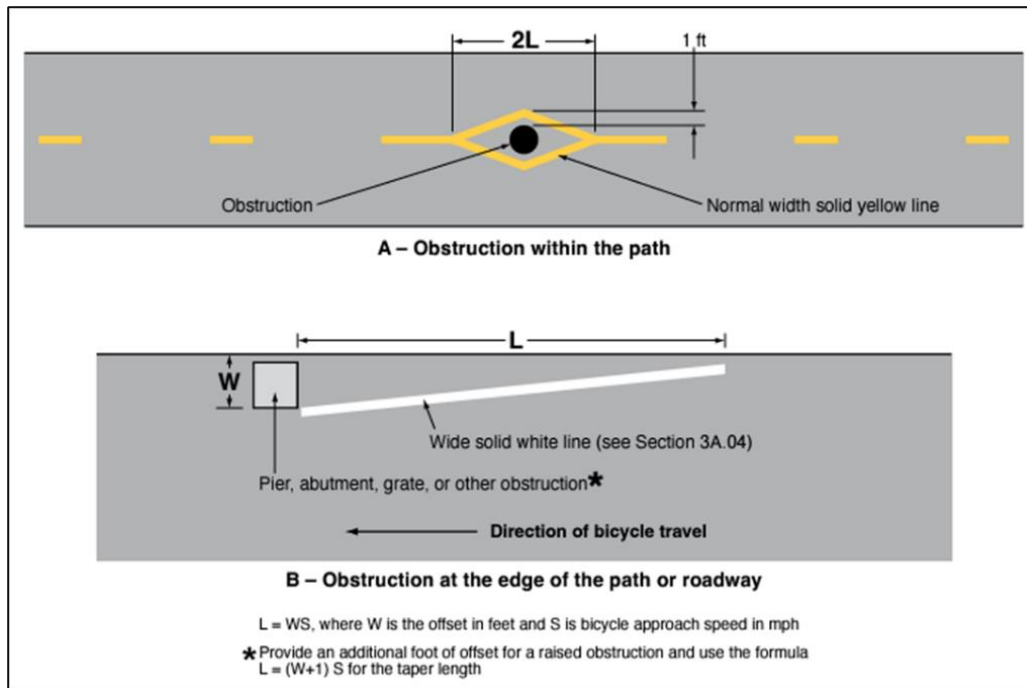


Figure 5: Examples of Obstruction Pavement Markings, Image from FHWA MUTCD (11th Edition, 2023)

In addition to the R5-3, the MUTCD R9-5 “Bikes Use Peds Signal” sign may be used where the crossing of a street by bicyclists is controlled by pedestrian signal indications. Although this sign was

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observed much less in the field it is still important to have at signalized crossings. The MUTCD W11-1 “Bike Warning” and the MUTCD W11-2 “Pedestrian Warning” were more common before crossings. These signs are used to alert road users in advance of locations where unexpected entries into the roadway might occur or where there is shared use of the roadway by bicyclists and pedestrians. The other most common regulatory signs observed in the field is the MUTCD D11-1, which is the “Bike Route Guide” sign. The R9-5, R9-6, R10-24, W11-1, W11-2, and D11-1 are not required but are considered additional safety signage and are recommended to help increase awareness were applicable. Images of these signs can be seen in Figure 6. More regulatory signs and plaques for specific design elements can be found in Part 9 of the MUTCD.

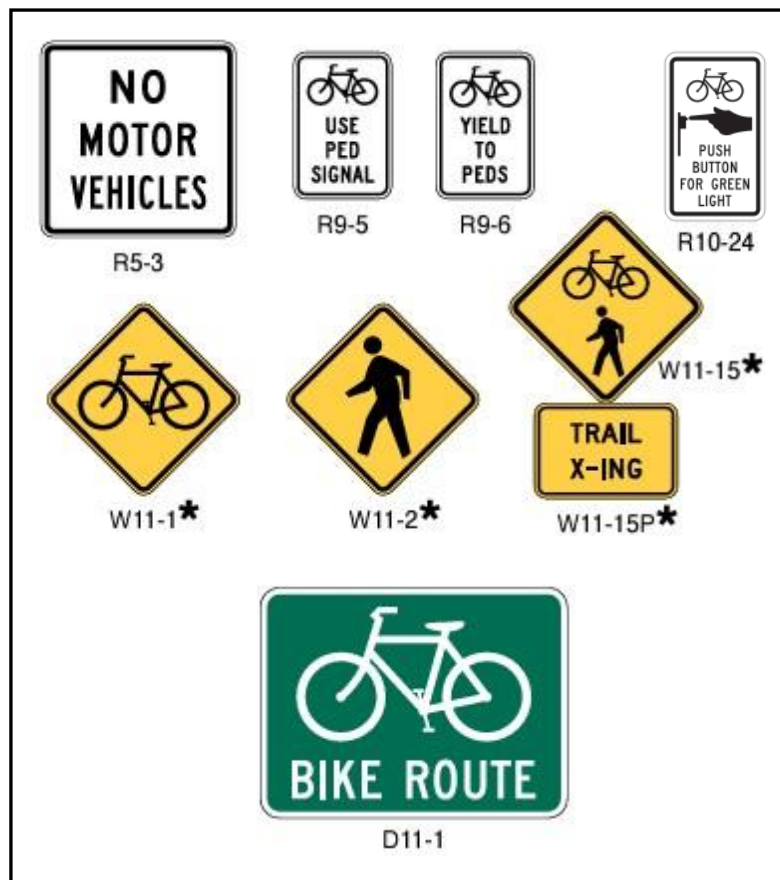


Figure 6: MUTCD Signage, Images from FHWA MUTCD (11th Edition, 2023)

**A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.*

The MUTCD has guidance on pavement markings for side paths as well. The guidance states that shared-use paths that have sufficient width to designate two minimum width lanes, can be marked with a solid yellow center line may be used to separate the two directions of travel and were passing or traveling to the left of the line is not permitted. A broken yellow center line may be used where passing is permitted. Examples of this guidance can be seen in Figure 7. When a pathway crosses a

roadway, the standard for using crosswalk markings at the roadway crossings is “where a shared-use path crosses a roadway, crosswalk markings shall be used”.

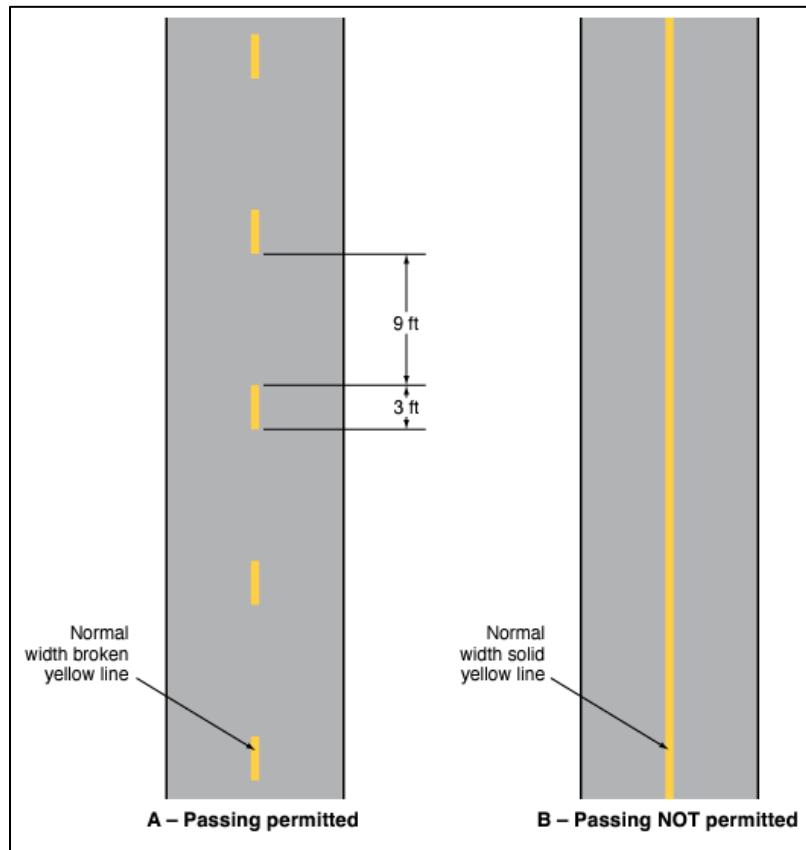


Figure 7: Center Line Markings for Shared-Use Paths, Image from FHWA MUTCD (11th Edition, 2023)

ADA Requirements for Shared-Use Paths

Since shared-use paths are used by pedestrians, they fall under the accessibility requirements of the Americans with Disabilities Act (ADA). Side paths in a public right-of-way that function as sidewalks should be designed in accordance with the *Public Rights-of-Way Accessibility Guidelines* (PROWAG), or subsequent guidance that may supersede PROWAG in the future. This also applies to street crossings for all types of shared-use paths. The guidelines from ADA and PROWAG apply to street crossings for all types of shared-use paths. The U.S. Access Board website (www.access-board.gov) also has all the available and recent information regarding accessibility provisions for shared-use paths and other pedestrian facilities covered by both the Americans with Disabilities Act and the Architectural Barriers Act. The MUTCD 11th Edition also has new requirements for vulnerable roadway users, mirroring the guidance from PROWAG.

Conclusion

In total, Commission staff inventoried 149 at-grade side path crossing locations and noted the features and details observed. Using the data from the inventory, the locations were described in detail and listed alphabetically by town in this document. From that initial inventory, tables of existing features and suggested features were developed for each town for the purpose of assisting the towns look at the needs of the locations in their town. Additionally, available guidance and resources on the design of side paths, at-grade crossings, and the safety and accessibility requirements were provided in this document for towns to use when designing side path facilities.

Based on the inventory, the current network has many differences, such as presence safety features and signage, across all the towns. To make the network function better and increase the safety for all roadway and pathway users, towns should begin to take a closer look at these areas and increase the network uniformity where able and applicable. The width of side path features may vary based on increasing user comfort and functionality, the available right-of-way, and the need to preserve natural resources. The current guidance states that the minimum recommended pathway width is 10 ft. However, in low-volume situations and constrained conditions, the absolute minimum side path width is 8 ft. Separation from the roadway should be informed by the speed and configuration of the adjacent roadway and by available right-of-way. The preferred minimum separation width is 6.5 ft, while minimum separation distance is 5 ft. Separation narrower than 5 ft is not recommended, although may be accommodated with the use of a physical barrier between the side path and the roadway.

Pavement markings across the existing network were largely observed to be faded, cracked, or non-existent. Adequate markings for crosswalks as well as visibility of the markings is very important when it comes to safety for all users, towns should consider remarking existing pavement markings where applicable. Side paths may include edge lines, centerlines, or can be unmarked. Edge lines should be marked where there is expected evening usage, and paths with a high volume of bidirectional traffic should include a centerline.

Signage was another inconsistent feature across all crossings, crossings on the same side path could be radically different at times (in terms of signage used). Consistency with signage at crosswalks is important for user safety and network uniformity. Consistent signage is especially important for older individuals. Cape Cod population is aging, the Upper and Mid-Cape regions include more households with individuals aged 65 and older than the state, therefore having consistent crosswalks and pathway signage may help older individuals. Pathway signage should be bidirectional and distinct enough as to not be interpreted as guidance for motorists.

Across the network, side path crossings should be designed to promote the awareness of conflict points and facilitate proper yielding of motorists to bicyclists and pedestrians. Proper design of the facilities ensures that the pathway network in place is safer for all users.

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