### **ROAD SAFETY AUDIT**

# Main Street (Route 6A) from Iyannough Road (Route 132) to Rendezvous Lane

Town of Barnstable

November 29, 2023



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### Background

Howard Stein Hudson (HSH) has completed this Road Safety Audit (RSA) for the Main Street (Route 6A) corridor from Iyannough Road (Route 132) to Rendezvous Lane in Barnstable, Massachusetts. The Massachusetts Department of Transportation (MassDOT) Impact Network Screening Crash Based tool shows Route 6A, from the Barnstable-West Barnstable Elementary School to Ice House Lane, as a Top 5 location based on Metropolitan Planning Organization/Regional Planning Agency (MPO/RPA) ranking for all crash severities. The MassDOT Impact Network Screening Risk Based tool identifies Route 6A as a primary risk site for motorcycles based on statewide and MPO/RPA ranking at the intersection of Route 6A at Route 132. The intersection of Route 6A at Route 132 is a primary risk site for speeding based on the MPO/RPA Ranking. Route 6A just east of Route 132 to Maggie Lane is identified as a primary risk site for older drivers and Route 6A between Scudder's Lane and Rendezvous Lane is identified as a primary risk for occupant protection based on MPO/RPA ranking.

This RSA is focused on this section of Route 6A in Barnstable, MA as part of the Route 6A pedestrian improvements project extending from Route 6A at Route 132 to Route 6A at Old Jail Lane.

The RSA is intended to identify potential safety improvements that can be evaluated for inclusion as part of future design efforts along Route 6A. The short-term, low-cost potential improvements could be considered by the responsible agency for implementation, as appropriate.

### **Project Data**

The RSA was conducted on Wednesday, November 29, 2023 from 12:00 – 4:00 p.m. at the Cape Cod Commission in Barnstable, MA. RSA team members attended the meeting and site visit in-person. **Table 1** shows the participating members of the audit team, which included multidisciplinary representatives from state, regional, and local agencies. The agenda for the meeting is provided in **Appendix A**. Contact information for the RSA team has been provided in **Appendix B**.

Crash data was compiled at the clustered intersections for the time period from 2017-2020. Crash data was obtained from MassDOT's IMPACT Portal, and the local police crash reports were provided by the MassDOT Traffic and Safety Engineering Section.

Along the corridor, from 2017 through 2020, 31 crashes occurred, including ten crashes (or 32%) that resulted in personal injury. Of the 31 crashes, 22 (71%) were single-vehicle crashes, 4 (13%) were angle crashes, 2 (6%) were sideswipe crashes, 2 (6%) were rear-end crashes, and 1 (3%) was a head-on crash. 8 crashes (26%) occurred after dark. Most crashes (26, or 84%) occurred on dry pavement. No crashes involved a pedestrian or bicyclist. The crash data are included in **Appendix C**.

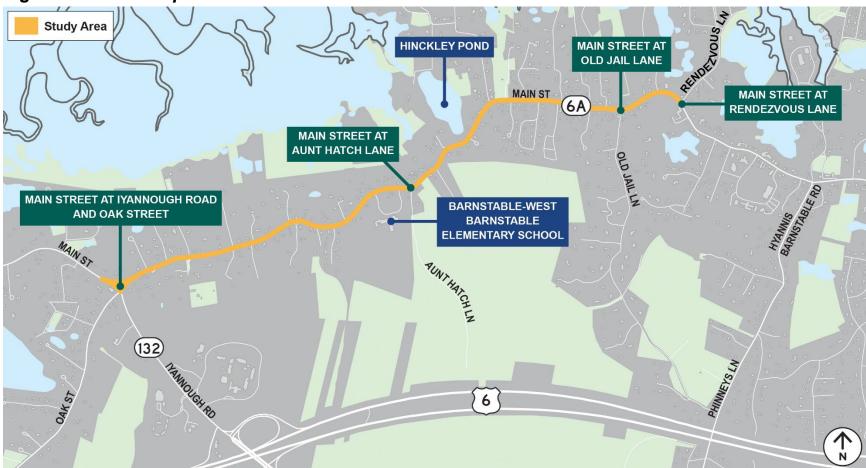
Table 1: Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Paul Graves	Town of Barnstable DPW
Derek Jackson	MassDOT District 5 Projects
Evan Costa	Cape Cod Commission
David Nolan	Cape Cod Commission
Joyia Smikle	Cape Cod Commission
Thomas Currier	MassDOT Project Management
Chris Beal	Barnstable Fire Department
Jason Walters	MassDOT District 5 Projects
Ana Fill	MassDOT Traffic and Safety
Matt Lounsbury	Barnstable Police Department
Ethan Costa	MassDOT District 5 Traffic
Mojtaba Moharrer	MassDOT District 5 Traffic
Michelle Deng	MassDOT Traffic and Safety
Emma Enteado	Howard Stein Hudson
Steve Findlen	Howard Stein Hudson
Kevia Szeto	Howard Stein Hudson
Meghana Paras	Howard Stein Hudson

### **Project Location and Description**

The study area is shown in **Figure 1**. A description of the RSA roadways and intersections is provided in the section following.

Figure 1: Locus Map



Main Street (Route 6A) is classified as an urban minor arterial within the study area and is under MassDOT jurisdiction from the Iyannough Road intersection to just east of the Old Jail Lane intersection. Route 6A is under local jurisdiction from the Old Jail Lane intersection to the study area limits at Rendezvous Lane. It is a two-way, two-lane roadway. Route 6A is a designated scenic road denoted as Old King's Highway, located within a historic district and designated as a national scenic byway. No onstreet parking is permitted within the study area. Land use along Route 6A in the immediate area of the study location is primarily residential. Barnstable-West Barnstable Elementary School is located just south of Route 6A and has two driveway entry points on Route 6A just west of Aunt Hatch Lane. No dedicated bicycle facilities are provided along Route 6A within the study area. An asphalt sidewalk is provided intermittently on the north side of the roadway from the Iyannough Road intersection to the Harris Meadow Lane intersection at which point the sidewalk switches to the south side of the roadway. A pedestrian crosswalk is provided at Harris Meadow Lane crossing Route 6A to connect the north side sidewalk to the south side. Sidewalks are provided on both sides of the roadway from just east of Crocker Lane to the study area limits at Rendezvous Lane. A pedestrian crosswalk is provided crossing Route 6A at the west entrance to the Barnstable-West Barnstable Elementary School. The posted speed limit on Route 6A is variable and ranges from 25 miles per hour (mph) to 40 mph at various points throughout the corridor. A school zone speed limit of 20 mph is in place from just west of the Barnstable-West Barnstable Elementary School west driveway entrance to the Aunt Hatch Lane intersection. The Cape Code Regional Transit Authority (CCRTA) Barnstable Villager bus route is provided along Route 6A. Pavement markings along Route 6A are in good condition and signage along the corridor ranges from poor to fair condition.

**Iyannough Road (Route 132)** is classified as an urban minor arterial roadway and is under the jurisdiction of MassDOT. Route 132 is a two-way, two-lane roadway. On-street parking and dedicated bicycle facilities are not provided. Land use along Route 132 is primarily residential and institutional with the Cape Cod Community College campus, Cape Cod YMCA, and Cape Cod Conservatory located along Route 132. Route 132 provides access to the Mid-Cape Highway (Route 6). An asphalt sidewalk is provided on the west side of the roadway. The posted speed limit is 30 mph approaching the intersection with Route 6A and 40 mph departing the intersection.

**Oak Street** is classified as an urban minor arterial roadway and is under local jurisdiction. Oak Street is a two-way, two-lane roadway. On-street parking, dedicated bicycle facilities, and sidewalks are not provided. Land use along Oak Street is primarily residential. The posted speed limit is 35 mph.

**Maggie Lane** is a paved two-way, one-lane local roadway that results in a dead end. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. Land use along Maggie Lane is primarily residential. There is no posted speed limit on Maggie Lane.

**Aunt Hatch Lane** is a dirt two-way, one-lane local roadway that results in a dead end. Land use along Aunt Hatch Lane is primarily undeveloped wooded land and conservation area. Aunt Hatch Lane provides access to the Old Jail Lane Conservation Area (also accessible via a marked entrance on Old Jail Lane).

**Scudder's Lane** is a paved two-way, one-lane local roadway. Land use along Scudder's Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Scudder's Lane.

**Allyn Lane** is a paved two-way local roadway that results in a dead end. Land use along Allyn Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Allyn Lane.

Governor's Way is a paved two-way local roadway that results in a dead end. Land use along Governor's Way is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Governor's Way.

Harris Meadow Lane is a paved two-way local roadway that results in a dead end. Land use along Harris Meadow Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. There is no posted speed limit on Harris Meadow Lane.

**Old Jail Lane** is a paved two-way local roadway. Land use along Old Jail Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. The width of Old Jail Lane ranges between 12.5 and 17 feet wide but operates as a two-way. There is no posted speed limit on Old Jail Lane.

**Rendezvous Lane** is a paved two-way local roadway. Land use along Rendezvous Lane is primarily residential. No on-street parking, dedicated bicycle facilities, or sidewalks are provided. The posted speed limit is 20 mph on Rendezvous Lane.

The intersection of **Route 6A at Route 132 and Oak Street** is an unsignalized intersection with four approaches under the jurisdiction of MassDOT. The Route 6A eastbound approach consists of a shared through/right-turn lane and a departure lane separated by a median island. The Route 6A westbound approach consists of a shared left-turn/through lane and a departure lane separated by a median island. The Route 132 northbound approach is stop controlled and consists of a shared left/right-turn lane and a departure lane separated by a median island. The Oak Street northeast-bound approach is located approximately 75 feet south of Route 6A. This approach is stop controlled and consists of a shared left/right-turn lane and a departure lane. A sidewalk is provided on the west side of Route 132 south of Oak Street, the corner of Route 6A and Oak Street, and the north side of Route 6A within the intersection. Pedestrian crossings and on-street parking are not provided at this intersection. Signage and pavement markings are in fair condition.

The intersection of **Route 6A at the Barnstable-West Barnstable Elementary School west driveway** is an unsignalized intersection with two approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The Barnstable-West Barnstable Elementary School driveway is a one-way entrance to the school. A sidewalk is provided on the north side of Route 6A and along the west side of the driveway. A crosswalk is provided crossing Route 6A on the west side of the intersection connecting the northern sidewalk to the sidewalk next to the driveway. No on-street parking is provided along either intersection approach. Pavement markings and signage are in fair to good condition.

The intersection of **Route 6A** at the **Barnstable-West Barnstable Elementary School east driveway** is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/right-turn lane and a departure lane. The driveway northbound approach consists of a shared left/right-turn lane. A sidewalk is provided on the north side of Route 6A and along the east side of the driveway. There are no pedestrian crosswalks provided at this intersection. No on-street parking is provided along either intersection approach. Pavement markings and signage are in fair to good condition.

The intersection of **Route 6A at Aunt Hatch Lane** is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The northbound Aunt Hatch Lane approach is a dirt road approximately 20 feet wide. A sidewalk is provided on the north side of Route 6A. Crosswalks are not provided across any leg of this intersection. No on-street parking is provided near the intersection. Pavement markings and signage are in fair to good condition.

The intersection of **Route 6A at Harris Meadow Lane** is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/left-turn lane. The westbound Route 6A approach consists of a shared through/right-turn lane. The southbound Harris Meadow Lane approach consists of a shared left/right-turn lane. There is a pull off area along the north side of Route 6A just west of Harris Meadow Lane that vehicles have been observed to park along. A sidewalk is provided on the north side of Route 6A west of the intersection and on the south side of Main Street east of the intersection. A crosswalk is provided crossing the west leg of the intersection with pedestrian curb ramps equipped with detectable warning panels on both sides. A rectangular rapid flashing beacon (RRFB) was installed at the crosswalk at the time of the audit but had not yet been connected to a power source. No on-street parking is provided near the intersection. Pavement markings and signage are in fair to good condition. The crosswalk is in new condition.

The intersection of **Route 6A at Old Jail Lane** is an unsignalized intersection with three approaches under the jurisdiction of MassDOT. The eastbound Route 6A approach consists of a shared through/right-turn lane. The westbound Route 6A approach consists of a shared through/left-turn lane. The northbound Old Jail Lane approach consists of a shared left/right-turn lane varying from approximately 12.5 feet to 17 feet wide. A sidewalk is provided along the south side of Route 6A. No on-street parking is allowed near the intersection. Pavement markings and signage are in fair to good condition.

### Audit Observations and Potential Safety Enhancements

The following sections will identify the noted or observed safety issues and recommended potential safety enhancements throughout the corridor between the intersections of Main Street (Route 6A) at Iyannough Road (Route 132) and Oak Street, and Main Street (Route 6A) at Rendezvous Lane in Barnstable, MA. Some safety issues may require further study and engineering judgment to determine the feasibility of implementing applicable enhancements.

#### Safety Issue #1: Driver Behavior

#### **Corridor-Wide Issues**

Topics of driver behavior that were discussed during the RSA referred to the state of the vehicle operator (fatigued, asleep, distracted, under the influence) as well as the manner of vehicle operation (operating in a reckless or erratic manner, failure to abide by the law or signage, or type of vehicle being operated). There is an existing 12' 11" clearance railroad bridge over Route 6A between Aberle Way and Ice House Lane. Due to heavy vehicle activity in the area, audit members noted that heavy vehicles that do not meet the low clearance attempt to pass under the low clearance bridge on a weekly occurrence. This issue has resulted in collisions with the bridge, or heavy vehicles being required to turn around or reverse out from under the bridge which causes queuing. One reported crash between 2017 and 2020 (collision diagram #29) involved a heavy vehicle that became stuck after approaching the



Image 1: Dashboard view of a low clearance bridge across Route 6A. In this location, heavy vehicles often collide with, attempt to reverse, or turn around from the bridge.

low clearance bridge and attempting to turn around. RSA audit members recalled having seen or assisting with collisions with the bridge, and believed these collisions may go unreported or not meet the minimum property damage value to be reported. Resultingly, these collisions are not reflected in current crash data. Audit members noted that heavy vehicle operators utilizing Route 6A are missing or neglecting to comply with existing warning signage for the low clearance bridge, contributing to this issue.

RSA members also noted driver behavior issues such as speeding throughout the corridor, as well as collision data which showed trends of drivers falling asleep at the wheel or driving under the influence along the corridor. In specific, six reported crashes, or 19% of the summarized collision data, involved drivers falling asleep at the wheel, driver distraction, or driving under the influence. Audit members mentioned this could be attributed to the fact that drivers are aware there is currently no space for enforcement to monitor this roadway and may be opting to take this route knowing the lack of enforcement along the corridor.

RSA attendees discussed corridor-wide speeding as a safety issue related to driver behavior. The high speeds at which drivers are maneuvering Route 6A may be contributing to the significant number of single-vehicle collisions in the reported crash data. Three of the reported single-vehicle collisions between 2017 and 2020 (collision diagram #20, 22, and 26) were not attributed to any cause such as weather, animals, or driving under the influence, meaning that the cause may have been related to high speeds. It has also been noted that motorists may be traveling at excessive speeds along Route 6A which may be related to lower traffic volumes along the corridor, with a recorded average daily traffic (ADT) of 6,300 vehicles. Speeding with relation to the corridor geometry and corridor signage is discussed in later sections of this report.



Image 2: CCRTA bus passing through Route 6A at Route 132 and Oak Street intersection.

# Route 6A at Route 132 and Route 132 at Oak Street

Local participants also contributed anecdotal knowledge from familiarity with the area, noting that abutter concerns have been raised regarding noise disturbance from frequent beeping in the intersection. This discussion helped bring attention the potential for driver frustration in the area.

#### **Potential Enhancements**

- 1. Explore opportunities to provide designated area(s) to allow for police enforcement along the corridor to target speed reduction and discourage distracted driving or driving under the influence.
- 2. Explore opportunities to target speed management practices such as speed feedback signs and/or improved enforcement, which could lead to a posted speed limit reduction and lower traveled speeds along Route 6A.
- 3. Implement additional signage of low bridge clearance between Route 132 and the bridge. Assess and revise any existing warning signage for the bridge to provide simplification and clarification for heavy vehicle operators to comply with height restrictions based on standard signage.
- 4. Evaluate the possibility of making a portion or entire length of Route 6A a truck exclusion route to reduce the chance of conflict with the low clearance bridge.
- 5. Implement advanced height warning by utilizing a physical method (hanging clearance bar) or other methods such as a radar flasher for over height vehicles to reduce the chance of conflict with the low clearance bridge.

#### Safety Issue #2: Corridor Geometry

#### **Corridor-Wide Issues**

A safety issue discussed by attendees was the horizontal and vertical curvature throughout the corridor. Audit members deemed it noteworthy that the posted speed limit throughout the corridor varies between 25, 35, and 40 mph and vehicles traveling at the higher end range of these speeds may have trouble slowing to maneuver sharp turns in the roadway. Similarly, RSA members noted that vehicles approach high speeds as they travel downhill. This was specifically brought up between Main Street (Route 6A) at Dodge Lane and Main Street (Route 6A) at Aunt Hatch Lane. RSA attendees specified that the downhill change in elevation through this stretch often causes increased speed of vehicles as they are passing by Barnstable-West Barnstable Elementary, and that vehicles are reaching these higher speeds in a school zone where the speed limit during school arrival and dismissal periods is 20 mph. Additionally, the significant changes in horizontal and vertical curvature pose an issue for visibility as observed by RSA team members during the site visit; vehicles traveling around tight curves in the roadway may not have sufficient stopping sight distance. It has been noted that the horizontal and vertical curvature along the corridor may not be



Image 3: Dashboard view of horizontal road curvature on Main Street (Route 6A) at Aunt Hatch Lane. In this location, vehicles often have trouble maneuvering the turn and cannot fully see roadway behind the curve.

adequately signed for or lit. There are no vertical alignment signs within the study area, and the changes in horizontal alignment signs that exist were noted to be faded or in poor condition and may not be placed with proper advanced placement for the speed of the roadway. The corridor curvature was noted as a contributing factor to one of the reported collisions between 2017 and 2020, which involved a vehicle that traveled around the corner of a sharp curvature going east on Route 6A, crossed the double yellow center lines, and collided head-on with a vehicle traveling west on Route 6A (collision diagram #3). The collision resulted in both operators sustaining serious injuries. RSA members discussed and observed in field the roadway curvature as a safety concern.

Audit members also noted roadside trees along the Route 6A corridor showing signs of being struck by vehicles, especially in areas where trees are in close proximity to the horizontal curves of the road. With curves being taken at higher speeds and two-foot shoulders corridor-wide, there is a concern amongst RSA attendees regarding a lack of clear zone adjacent to the roadway. These geometric factors may have contributed to three single-vehicle collisions of the reported collision data from 2017 to 2021 which involved out-of-control collisions with roadside trees (collision diagrams #8, 11, and 30).

Audit members also noted that the approach width at Old Jail Lane was only wide enough to accommodate one car despite operating as a bidirectional roadway, with the approach being 12 feet at its narrowest point. Audit members noted that this causes confusion and queueing on Route 6A when vehicles are trying to enter and exit Old Jail Lane simultaneously. This condition may have contributed to one reported angle collision, which involved a vehicle waiting to turn left to Old Jail Lane and another vehicle attempting to pass on the driver's side causing both vehicles to collide with each other (collision diagram #16). It was also noted during the site visit that the Old Jail Lane approach is utilized by large vehicles such as school buses, which further emphasizes the insufficient width for bidirectional travel. Audit participants noted that the design is non-standard, insufficient, and may cause driver confusion. Audit members also noted that this issue is compounded when Old Jail Lane serves as a detour route during village events and during construction, because it provides access to Phinneys Lane.



Image 4: School bus turning left from Route 6A on to Old Jail Lane. The approach only wide enough to accommodate one vehicle despite being a two-way road.

#### Route 6A at Route 132 and Route 132 at Oak Street

The geometry and large footprint of Route 6A at Route 132 and Route 132 at Oak Street was noted as a primary concern of this area. Audit members emphasized that all intersection approaches and lane widths for Route 6A at Route 132 and Route 132 at Oak Street are wide, yielding high speeds through the intersection. The wide approaches and large radii at the intersection lead to high-speed turning movements and unclear lane usage. The wide radius of the southwest corner of the intersection was noted during the audit as a particularly concerning intersection corner, leading to high speeds of the eastbound right-turning vehicles traveling from Route 6A to Route 132. One reported collision occurred when a vehicle turning left from Route 132 to Route 6A attempted to shift lanes despite the current configuration being a one-lane approach while another vehicle was proceeding straight through the intersection (collision diagram #28). This collision may have occurred because the drivers involved were unclear regarding the lane geometry due to the wide approaches and large footprint of the intersection. The Route 6A eastbound approach is 35 feet in width with no lane markings, the Route 6A westbound approach is 25 feet in width with no lane markings, and the Route 132 northbound approach is 46 feet wide with no lane markings. None of the receiving legs of the intersection have lane markings although they all have a pavement width of 30 feet or more.



Image 5: Aerial image of existing conditions of Route 6A at Route 132 and Oak Street, showing large footprint of intersection and wide approaches.

Relating to the geometry at the intersection just south of Route 6A at Route 132, Oak Street's approach at Route 132 has a significant width of 77 feet and a skewed alignment. These geometric factors were discussed as a visibility concern for vehicles turning out of Oak Street. Audit members noted that the large width and skewed alignment of this specific approach present sightline issues for drivers trying to turn left or right out of the approach. While there were no specific crashes attributed to this concern, audit participants local to the area recalled this concern based on off-hand knowledge and observed nearmiss collisions. It was noted that due to the excessive width and the skewed alignment of the Oak Street approach at Route 132, it was difficult for vehicles turning left from Route 132 northbound to Oak Street without encroachment. It was observed in field that vehicles

turning from Route 132 northbound to Oak Street had to cross the double yellow center line on Oak Street while maneuvering the turning movement. Two reported collisions between 2017 and 2020 may be related to this issue (collision diagram #12 and 14).

RSA participants emphasized that driver confusion is largely a result of the intersection spacing between Route 6A at Route 132 and Route 132 at Oak Street. Currently, there is 128 feet between the Route 6A at Route 132 approach and the Oak Street at Route 132 approach. During the site visit, attendees observed vehicles turning right, around a wide radius from Route 6A eastbound to Route 132 southbound, and consequently approaching Oak Street very quickly due to the short distance between the two intersections, with approximately only 90 feet provided between intersections. This was noted to be leading to potential conflict and may also be a contributing factor to one of the reported collisions (collision diagram #12). This reported collision involved a vehicle traveling southbound on Route 132 and colliding with a vehicle



Image 6: Driver attempting to complete turning movement on the incorrect side of the island within Route 6A at Route 132 intersection.

attempting to turn left from Route 132 northbound to Oak Street. Audit members also noted concern with the island size, noting that they may be too small within the wide approaches. RSA attendees also noted that the skewed alignments of the intersection approaches often lead to vehicles attempting to complete turning movements on the incorrect sides of the islands. It was noted that the close proximity of the Oak Street at Route 132 intersection to Route 6A at Route 132 causes drivers to turn left from Oak Street to Route 132 northbound and turn onto the wrong side of the island on the Route 132 approach, as observed during the RSA site visit and shown in **Image 6**. These geometric factors may be contributing to driver confusion within the intersection.

#### **Potential Enhancements**

- 1. Assess and collect inventory of which/if any trees are decaying and could potentially be removed to reduce the risk of vehicle-tree collisions, paying particularly close attention to trees that are located near horizontal curves. Route 6A is a designated scenic road within Old King's Highway Historic District; therefore, special permission would be required prior to removing trees.
- 2. Assess and revise horizontal alignment signs at horizontal curves across the corridor to provide drivers with advanced warning of curvature, provide enhanced delineation at horizontal curves, and further enhance visibility of alignment changes along Route 6A. Assess if horizontal alignment requires advisory speed signage to supplement the horizontal alignment warning signs. The FHWA notes that chevron horizontal alignment signs can reduce non-intersection fatal and injury crashes by up to 16%1.
- 3. Assess the need for vertical grade signage corridor wide to provide drivers advanced warning of change in grade along Route 6A, alerting them of where the grade of the roadway may affect sight distance or where they may need to decrease speed.
- 4. Evaluate widening the approach to Old Jail Lane to allow two vehicles to travel in opposite directions simultaneously and provide sufficient width for the bidirectional roadway so that vehicles are given enough width to bypass one another without conflict.
- 5. Evaluate widening Route 6A at Old Jail Lane to provide vehicles a left-turn pocket to wait in until they have room to proceed into Old Jail Lane to reduce queueing behind vehicles waiting to turn left and reduce the risk of rear-end collisions with vehicles waiting to turn left.
- 6. Explore the feasibility of converting Old Jail Lane from two-way to one-way, since the existing width of Old Jail Lane is not wide enough for the vehicles to bypass one another without conflict.
- 7. Explore access management opportunities such as narrowing, relocating, or removing the driveway of 1919 Main Street that intersects Route 132 between Route 6A and Oak Street to reduce access points into the intersection, and remove an access point where vehicles are taking particularly high speeds around the wide radii between Route 6A eastbound and Route 132 southbound.
- 8. Explore the feasibility of restricting left turns in and out of the Oak Street approach to reduce the chance of collision with vehicles headed southbound on Route 132. Consider the impact to rerouting these movements to alternate routes.
- 9. Consider realigning and narrowing the intersection approaches at Route 6A and Route 132 to target lower speeds and provide clarification on intersection approaches and receiving lanes to reduce driver confusion.

<sup>&</sup>lt;sup>1</sup> See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures

- 10. Explore tightening radii at the Route 6A and Route 132 intersection geometry with paint, flex posts, or other tactile means to target lower speeds for right turning vehicles from Route 6A eastbound to Route 132 southbound.
- 11. Reassess or extend islands within Route 6A at Route 132 to provide clarity to vehicles making turning movements through the intersection and reduce driver confusion.
- 12. Analyze clear zones across the corridor and assess areas where vertical separation between the roadway and roadside obstacles using a barrier could be considered to reduce the risk of single-vehicle collisions with roadside objects.

#### Safety Issue #3: Utilities and Maintenance

#### **Corridor-Wide Issues**

Audit participants noted different aspects related to general maintenance that posed safety issues throughout the corridor. One notable issue that was raised was drainage throughout the corridor. RSA members described that wet leaves collecting in the roadway have often caused slippery roads as well as drainage back-up in catch basins. This condition likely contributed to one reported collision, which was a single-vehicle crash involving a vehicle that lost control traveling westbound on Route 6A due to wet leaves covering the roadway. Audit participants noted poor drainage throughout the corridor, listing ineffective catch basin spacing or an insufficient quantity of catch basins as potential causes. Local participants also noted that the area is lined with small streams or marsh areas to the north, which could potentially contribute to flooding. One reported collision may be attributed to this condition as it involved a single-vehicle collision with a tree after the vehicle skidded on black ice near 2615 Main Street (collision diagram #10).

Audit members also emphasized the lack of sufficient lighting throughout the corridor, mentioning that some areas of the roadway lack lighting entirely. As discussed in other sections of this report, this presents a safety concern with the amount of vertical and horizontal curvature throughout the corridor that vehicles may be taking at high speeds with low light conditions. Three of 31 reported collisions took place in areas where the roadway was listed as not lighted, and nine (or 29%) of reported collisions occurred during dark lighting conditions.

Audit members noted that overgrown tree roots were causing accessibility issues on the existing sidewalk. Tree roots have penetrated through the existing sidewalk pavement, causing large cracks and changes in elevation to the sidewalk. This issue was further supported during the site walk, where RSA participants were able to capture the pedestrian experience and encountered the uneven sidewalks first-hand. Additionally, audit participants mentioned overgrown tree branches are currently obstructing existing signage and driver sight lines. This was specifically observed between Main Street (Route 6A) at Dodge Lane and Main Street (Route 6A) at Aunt Hatch Lane, where existing overgrown tree branches are located at points of the roadway where visibility is already low due to geometry. While there is no collision data to support these issues, participants relayed that it was a concern from personal experience driving or walking along the corridor.

# Route 6A at Route 132 and Route 132 at Oak Street

Audit members noted specifically a lack of lighting within and around the intersection. It was noted that due to the large size of the intersection and amount of pavement, the lack of lighting in the middle of the intersection may contribute to the confusions regarding intersection operations and geometry during low light conditions. One of the nine reported collisions at the intersections within Route 6A at Route 132 and Route 132 at Oak Street happened during a dark lighting condition (collision diagram #14).



Image 7: Overgrown tree roots penetrating the sidewalk along Route 6A.

#### **Potential Enhancements:**

- 1. Assess drainage and catch basin spacing throughout the corridor to reduce the chance of collisions caused by ponding or ice on the roadway.
- 2. Explore frequency of maintenance for catch basins for clogging due to leaves, to reduce the chance of collisions caused by ponding or ice on the roadway.
- 3. Trim tree branches where appropriate to increase visibility.
- 4. Investigate lighting options (streetlights) with special consideration to visibility at road curves, the Route 6A at Route 132 and Oak Street intersection, areas where potential crossings may be evaluated, and throughout corridor to improve visibility where there are changes in horizontal alignment.
- 5. Implement sidewalk maintenance due to overgrown vegetation and other conditions, to provide pedestrian comfort and provide compliant pedestrian accommodations along the corridor.

# Safety Issue #4: Pavement Marking, Signage and Traffic Control Devices

#### **Corridor-Wide Issues**

RSA attendees discussed various safety concerns related to traffic control measures including pavement markings, signage, and other methods used to convey messages to roadway users. Within this topic, a safety issue that was discussed by RSA team attendees was the frequency of vehicles that crossed the double yellow center line due to narrow lane widths being taken at higher speeds across the corridor. This was observed during the site walk as well. Audit participants further emphasized this hazard with personal experiences and noted that they have crossed over the double yellow center lines slightly when navigating around the horizontal curves.



Image 8: Vehicle to the right crossing over the double yellow line and vehicle to the left crossing over shoulder while navigating a sharp curve along Route 6A.

Audit participants also noted that speed limits are inconsistent across the corridor, with speed limit signage

ranging from 25, 35, and 40 mph. Participants noted this could be contributing to speeding along the corridor as it may be difficult for drivers to accurately maintain the speed limit as posted due to the amount of variation from sign to sign. Similarly, it was noted that there were not enough speed limit signs and RSA team members noted that current speed limit signage is not always facing in both directions of travel across the corridor.

Warning signage and pavement markings were a topic of concern amongst audit team participants particularly in the area of Barnstable-West Barnstable Elementary School, an elementary school located within the study area. It was noted that there was a lack of advanced warning signage addressing the school zone. There are school zone flasher assemblies on Route 6A in either direction of travel approaching the elementary school, but neither has advanced warning signage of the reduced posted speed limit ahead of the flasher assembly. While there is no collision data within the reported collisions from 2017 to 2020 to support this issue directly, participants noted that this was a concern during the site visit at Barnstable-West Barnstable Elementary School.

In addition to this, audit participants determined that there was a lack of animal warning signage given the high animal activity in the area. Four of the 31 collisions summarized, or about 13% of the total crashes, involved an animal in the roadway (collision diagram #9, 11, 19, and 31). Speeding may also further exacerbate this issue as drivers traveling at higher speeds have less time to react to sudden roadway hazards such as animals. Existing conditions currently show no animal warning signs along the corridor, and audit team members noted that it may be crucial in this area due to nearby wetlands causing high animal activity.

Furthering the discussion on warning signage, RSA attendees brought to attention the lack of appropriate signage addressing Old Jail Lane's one-lane approach despite being a two-way road. There is one existing

warning sign mounted on a utility pole adjacent to Old Jail Lane that specifies "Caution One Lane Road Ahead". During the site visit at Old Jail Lane, RSA attendees noted that the text on this warning sign does not clearly convey the message and is oriented so that it can only be seen once a vehicle has started to turn into Old Jail Lane, which may be too late. Multiple RSA attendees emphasized this point with personal experiences, agreeing that is uncomfortable to cause queues on Route 6A when a vehicle is waiting to turn on to Old Jail Lane when another vehicle is occupying Old Jail Lane and must exit before the turning vehicle is able to proceed. The frequency of this occurrence was not able to be quantified, but local RSA attendees, including emergency response representatives, noted that it is a daily occurrence, especially when they are maneuvering larger emergency response vehicles into Old Jail Lane.

# Route 6A at Route 132 and Route 132 at Oak Street

During the RSA, many team members raised concern about pavement marking, signage, and traffic control issues at the intersections of Route 6A at Route 132 and Route 132 at Oak Street. It was noted that there were insufficient pavement markings within the intersection, including no current inside shoulder markings or lane markings on the approaches. This condition may have contributed to one reported collision from 2017 to 2020, which involved a vehicle attempting to turn left from Route 132 to Route 6A westbound and a second vehicle traveling eastbound on Route 132 (collision diagram #28). Vehicle 1 attempted to change lanes while the second vehicle was approaching, resulting in a sideswipe collision.



Image 9: Route 6A at Route 132 intersection; there are no inner shoulder or lane pavement markings.

The lack of lane markings at this wide approach could have contributed to confusion between drivers. The lack of lane delineation on the intersection approaches was mentioned to have additional impacts to heavy vehicles traveling through the intersections of Route 6A at Route 132 and Route 132 at Oak Street by RSA members. A local member noted that heavy vehicles, including buses from the Cape Cod Regional Transit Authority, often slow or stop while initiating a turning movement through the intersection due to confusion regarding the intersection's configuration and lack of markings. This behavior causes confusion with drivers at other approaches, and often prompts those vehicles to proceed through the intersection when not appropriate.

RSA attendees also listed that the current guide signage within the intersection is in poor condition and provides low legibility to drivers looking for directional information in dark hours due to faded or warped reflective paint. Additionally, there are existing height restriction signs on the Route 132 northbound approach and the Route 6A eastbound receiving lane that are non-standard and difficult to read due to the size of the sign and the amount of text on a single sign. RSA attendees noted that this may also be a contributing factor to the heavy vehicles that often come up to or hit the low clearance bridge.

Additionally, RSA members discussed the existing control type at the intersection of Route 6A and Route 132. The intersection currently operates under minor-street stop-control. RSA attendees noted that this

control type may not be suitable for the intersection based on the geometry and roadway characteristics like posted speed. RSA attendees noted that vehicles often bypass stop signs and discussed that other control types may be more compatible with this intersection. RSA attendees also noted in the field and based off knowledge of the area that there are often u-turning vehicles on all approaches of the intersection of Route 6A and Route 132, and the minor-street stop-control type is not providing a safe way for u-turning vehicles to proceed through the intersection. This claim is supported by traffic counts collected in June of 2023 that recorded u-turning vehicles on all approaches at various times of day.



Image 10: Vehicle (white car) crossing over the stop line in front of the stop sign at Route 132 and Oak Street to gain visibility into the intersection.

RSA attendees also brought up the placement of the existing stop line and stop sign on the Oak Street approach at Route 132 and on the Route 132 northbound approach at Route 6A. Members noted that for the Oak Street approach, the existing stop line and stop signs are set too far back, and create visibility issues for drivers attempting to turn out of Oak Street, resulting in an obstructed sightline towards the Route 6A at Route 132 intersection. Of the 31 collisions summarized, three collisions involved vehicles turning in or out of Oak Street (collision diagrams #1, 23, 12).

One of the three collisions involving vehicles turning out of Oak Street was a rear-end collision on Oak Street at Route 132 with one vehicle attempting to turn right on to Route 132 southbound and the second vehicle approaching the Oak Street eastbound approach behind it

(collision diagram #1). According to the report, the second vehicle was under the assumption that vehicle one had already begun its turning movement and proceeded to rear-end it. Coinciding with this collision, observations of vehicle operators driving beyond the stop line on Oak Street to gain visibility into the intersection during the site visit were made. RSA members identified concern for the deep-set stop line placement on Oak Street's approach and difficulty anticipating turning movement timing as a result.

For the Route 132 northbound approach stop sign, attendees noted that the stop line was set too far forward, often resulting in vehicles rolling across the stop line and stopping within the intersection itself. RSA participants also indicated that the stop sign is often concealed by roadside vegetation.

#### **Potential Enhancements:**

- 1. Evaluate lighting at road curvatures to provide better visibility where there are changes in the horizontal alignment of Route 6A and prevent them from crossing over the double yellow center line.
- 2. Restripe pavement markings throughout corridor with high-visibility markings, for improved visibility in low light conditions.
- 3. Utilize center line rumble or mumble strips to alert drivers when crossing over the double yellow center line and reduce the risk of lane departure crashes.

- 4. Provide maintenance for existing reflectors and replace reflectors as needed on the double yellow center line to provide enhanced visibility of the double yellow center line and reduce the chance of vehicle encroachment over it, and the chance of lane departure crashes.
- 5. Evaluate all existing signage locations, condition, visibility, and appropriateness for the issue at hand throughout the corridor and replace as needed to ensure all signs are legible and compliant.
- 6. Ensure all signage corridor wide is Manual on Uniform Traffic Control Devices (MUTCD) compliant to provide consistency of driver expectations.
- 7. Implement speed feedback signs around the school zone and/or throughout corridor to target speed reduction.
- 8. Consider transverse rumble or mumble strips at the curb approaching the school zone to alert drivers of the reduced speed zone, and target lower traveled speeds through the school zone.
- 9. Evaluate opportunities to revise the speed limit to be more consistent across corridor to target lower traveled speeds.
- 10. Assess and revise warning sign for the narrow Old Jail Lane approach to provide advanced warning of the narrow roadway width.
- 11. Enhance pavement markings within Route 6A at Route 132 intersection with consideration to large lane widths by marking as one lane or two where needed to provide clarification on lane use for the intersection approaches and reduce driver confusion.
- 12. Evaluate control type of Route 6A at Route 132 intersection to determine a control strategy that is best in line with the safety and operational goals of the intersection, including reducing driver confusion, traffic calming, and lane clarification.
- 13. Consider transverse rumble or mumble strips on Route 132 approaching Route 6A at Route 132 intersection to target speed reduction through the intersection.
- 14. Consider moving the stop line and stop sign on Oak Street to better assist drivers with visibility into the Route 6A at Route 132 intersection, to reduce the chance of conflict for vehicles turning out of Oak Street.
- 15. Consider moving the stop line on Route 132 northbound approach closer to Route 6A to improve intersection safety, to reduce the chance of conflict for vehicles turning off of Route 132.
- 16. Consider implementing extension or vehicle tracking pavement marking lines through the intersection of Route 6A at Route 132 to clarify receiving lanes.

#### Safety Issue #5: Pedestrian and Bicycle Accommodations

#### **Corridor-Wide Issues**

RSA attendees discussed the condition of existing pedestrian facilities and the lack of dedicated bicycle facilities as an issue corridor-wide within the study area. There is an existing crosswalk across Route 6A within the study area at Harris Meadow Lane. This crosswalk is provided at the location along the corridor in which the sidewalk switches from being provided on the north side of Route 6A to the south side. This crosswalk has pedestrian curb ramps with detectable warning panels and RRFBs that were installed in 2023 but at the time of the audit were yet to be attached to a power source.

RSA attendees discussed a general lack of pedestrian accommodations across the corridor, and specifically emphasized the lack of crosswalks for pedestrians accessing Barnstable-West Barnstable Elementary



Image 11: Existing condition of exit from Barnstable-West Barnstable Elementary School at Route 6A. There are currently no crosswalks provided in this area.

School. There is one existing crosswalk provided at the entrance (west driveway) of the school; however, multiple local participants noted that there is high desire amongst school attendees to also cross at the school exit (east driveway) and pedestrians continue to cross even without a crosswalk. The crosswalk that is provided at the school entrance driveway has no high-visibility markings, no pedestrian curb ramps, does not connect to a sidewalk on either side, and lacks any sort of supplemental warning device like an RRFB. RSA attendees also noted that Barnstable-West Barnstable Elementary School does not currently have a crossing guard. There is an existing path at the school exit driveway that comes to an end in the roadway, with no connection to a crosswalk or sidewalk. While crash data analyzed may not be directly reflective of pedestrian insufficiencies in this area, locals relayed that pedestrians in the area feel uncomfortable and intimidated walking and crossing

this area and may avoid doing so altogether.

No sidewalk is provided on the same side of Route 6A as Barnstable-West Barnstable Elementary School, and the sidewalk that is provided on the opposite side is currently non-ADA compliant. The existing sidewalk is uneven, narrow, and in places lacks a sufficient buffer between the sidewalk and Route 6A. Sections of the existing sidewalk along Route 6A become as narrow as 2.5 to 3.5 feet wide. RSA participants also noticed in the field that the sidewalk is uneven due to overgrown tree roots, and thus is not considered ADA-compliant in its current state.



Image 12: Existing condition of sidewalks along the opposite side of Barnstable Elementary School on Route 6A. Sidewalks are extremely narrow, uneven, and close to the roadway.

Most of the study area lacks a compliant sidewalk for pedestrians walking along Route 6A. There are areas where the sidewalk and roadway edge merge together with no curb or form of separation. Where sidewalk exists, it tends to be narrow, cracked, buckled, and overgrown with vegetation, creating a safety hazard for pedestrians.

Bicyclists do not have any accommodations on Route 6A within the study area and yet RSA attendees reported that cyclists still tend to ride along the corridor. Audit participants emphasized that the area is a designated bike route, heavily bicycle trafficked, even mentioning that group biking, biking during dark hours, and biking events such as the Pan-Mass Challenge all take place within this portion of Route 6A. Discussion surrounding this topic included concerns of safety, operations, and intimidation from local cyclists. It was importantly noted that cyclists have been observed to cause queueing due to driver inability to pass cyclists and ensure the compliant four-foot passing distance on the shared road when vehicles are traveling in the opposing direction, or when motorists cannot see the opposing direction of travel around horizontal curves. Collision data within the study area does not directly support bicycle accommodation concerns, but it remained a heavy topic of discussion within the RSA meeting.

#### Route 6A at Route 132 and Route 132 at Oak Street

The intersection of Route 6A at Route 132 and Route 132 at Oak Street also lacks sufficient pedestrian and bicycle accommodation. While there are curbed sidewalks along the north side of Route 6A and the west side of Route 132, the intersection lacks crosswalks, and the roadway geometry and vehicle speeds create uncomfortable conditions for pedestrians to cross. There is also no bicycle accommodation throughout the intersections, and any cyclists wishing to pass through the area must share the roadway with vehicles.

#### **Potential Enhancements:**

- 1. Explore pedestrian desire lines across the corridor for crossing to provide dedicated, compliant pedestrian accommodations where pedestrians are currently seeking to cross Route 6A.
- 2. Provide accessible crosswalks across the corridor to provide pedestrians compliant means to cross Route 6A throughout the corridor.
- 3. Ensure existing and proposed crossing opportunities for pedestrians are well lit and visible to increase pedestrian visibility and reduce pedestrian crash risk throughout the corridor. The FHWA notes that intersection and crossing lighting can reduce pedestrian crashes by up to 40%<sup>2</sup>.
- 4. Provide improved curb definition throughout the corridor between pedestrian accommodations and the roadway to define the sidewalk where gaps exist today and provide vertical separation between vehicles and pedestrians and increase pedestrian comfort levels. The FHWA notes that sidewalks can reduce crashes involving pedestrians walking along roadways by up to 65-89%<sup>3</sup>.

<sup>&</sup>lt;sup>2</sup> See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures

<sup>&</sup>lt;sup>3</sup> See Appendix E for Road Safety Audit Reference, FHWA Office of Safety - Proven Safety Countermeasures

- 5. Consider implementing signage indicating to share roadway with cyclists such as a four-foot passing distance sign for passing cyclists to emphasize the requirement to motorists and increase compliance.
- 6. Evaluate the possibility of providing a separated bicycle facility and consider connecting to an existing bike network.
- 7. Assess areas where a vertical separation between the roadway and sidewalk using a barrier could be implemented to provide vertical separation between vehicles and pedestrians and increase pedestrian safety.
- 8. Implement pedestrian crossing opportunities along Route 6A and evaluate the appropriateness of providing high-visibility markings, advanced warning signage, and potentially RRFBs or Pedestrian Hybrid Beacons (PHBs) if warranted to increase the visibility and increase motorist yielding rates at proposed pedestrian crossings along Route 6A. The FHWA notes that PHBs can reduce pedestrian crashes by up to 55%, and that RRFBs can reduce pedestrian crashes by up to  $47\%^{4}$ .
- 9. Consider providing crosswalk(s) to facilitate pedestrian travel to Barnstable-West Barnstable Elementary School across the school driveway(s) and/or along the same side of Route 6A as the school to provide safe, compliant crossings at both pedestrian access points to the school.
- 10. Consider the possibility of a crossing guard if demand warrants one, to provide increased visibility, safety, and vehicle yielding compliance at the crossings adjacent to the school.
- 11. Consider providing fully accessible crossings across the Route 6A at Route 132 intersection to connect pedestrian accommodations safely through the corridor; utilize islands as pedestrian refuge islands or narrow approaches to reduce crossing widths.

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### Summary of Road Safety Audit

**Table 2** shows the estimated time frames of short-term, mid-term, and long-term solutions, as well as the cost ranges of low-cost, medium-cost, and high-cost projects. On the following pages, **Table 3** provides an estimate of the time frame and cost of each potential safety issue that may address each of the identified safety issues. Safety payoff determinations are also provided in **Table 3** and are based on engineering judgment.

Table 2: Estimated Time Frame and Costs Breakdown

Time Frame					
Short-Term <1 Year					
Mid-Term	1-3 Years				
Long-Term	>3 Years				

Costs				
Low <\$10,000				
Medium	\$10,001-\$50,000			
High	>\$50,000			

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Table 3: Potential Safety Enhancement Summary, Corridor Wide

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Driver Behavior	Explore opportunities to provide designated area(s) to allow for police enforcement along the corridor to target speed reduction and fewer instances of distracted driving or driving under the influence.	Low	Short-term	Low	MassDOT/Town of Barnstable
Driver Behavior	Explore opportunities to target speed management practices such as speed feedback signs and/or improved enforcement, which could lead to a posted speed limit reduction, and lower traveled speeds along Route 6A.	Medium	Short-term	Medium	MassDOT/Town of Barnstable
Driver Behavior	Implement additional signage of low bridge clearance between Route 132, and the bridge, assess and revise any existing warning signage for bridge to provide simplification and clarification for heavy vehicle operators to easily understand signage yielding increased compliance with height restrictions.	Low	Short-term	Low	MassDOT
Driver Behavior	Evaluate the possibility of making a portion or entire length of Route 6A a truck exclusion route to minimize the chance of conflict with the low clearance bridge.	Low	Long-term	Low	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Driver Behavior	Implement advanced height warning by utilizing a physical method (hanging clearance bar) or other methods such as a radar flasher for over height vehicles to minimize the chance of conflict with the low clearance bridge.	Low	Short-term	Low	MassDOT/Town of Barnstable
Corridor Geometry	Assess and collect inventory of which/if any trees are decaying and could potentially be removed to minimize the risk of vehicle-tree collisions, paying particularly close attention to trees that are located near horizontal curves. Route 6A is a designated scenic road within Old King's Highway Historic District; therefore, special permission would be required prior to removing trees	High	Medium-term	Low	MassDOT/Town of Barnstable
Corridor Geometry	Assess and revise horizontal alignment signs at horizontal curves across the corridor to provide drivers advanced warning of curvature along Route 6A.	Medium	Short-term	Low	MassDOT/Town of Barnstable
Corridor Geometry	Assess the need for vertical grade signage corridor wide to provide drivers advanced warning of change in grade along Route 6A.	Low	Short-term	Low	MassDOT/Town of Barnstable
Corridor Geometry	Evaluate widening the approach to Old Jail Lane to allow two vehicles to travel in opposite directions simultaneously and provide sufficient/compliant width for the bidirectional roadway.	Medium	Long-term	High	MassDOT/Town of Barnstable

Safety Issue **Potential Safety Enhancement Safety Payoff Time Frame** Cost Jurisdiction Evaluate widening Route 6A at Old Jail Lane to provide vehicles with a left-turn pocket to wait in until they have room to proceed into Old Jail Lane to minimize Corridor Geometry Medium Long-term High MassDOT queueing behind vehicles waiting to turn left and minimize the risk of rear-end collisions with vehicles waiting to turn left. Explore the feasibility of converting Old Jail Lane from two-way to one-way, since MassDOT/Town of the existing width of Old Jail Lane is only Corridor Geometry High Short-term High Barnstable wide enough for one vehicle lane. Analyze roadside clear zones across the corridor and assess areas where vertical separation between the roadway and roadside obstacles using a barrier could MassDOT/Town of Corridor Geometry High Long-term High be considered to minimize the risk of Barnstable single-vehicle collisions with roadside objects. Assess drainage and catch basin spacing throughout the corridor to minimize the chance of ice on the roadway, or other MassDOT/Town of Utilities and Maintenance Low Long-term Medium collisions related to retained water in the Barnstable roadway. Explore frequency of maintenance for catch basins for clogging due to leaves, to ensure the leaves on the roadway do not MassDOT/Town of Utilities and Maintenance Short-term Low Low cover the roadway surface and introduce Barnstable a crash risk.

**Safety Payoff Time Frame** Safety Issue **Potential Safety Enhancement** Cost Jurisdiction Trim tree branches where appropriate to MassDOT/Town of Utilities and Maintenance increase visibility. Medium Short-term Low Barnstable Implement sidewalk maintenance due to overgrown vegetation and other conditions, to provide safe and compliant MassDOT/Town of Utilities and Maintenance Medium Short-term Low pedestrian accommodations along the Barnstable corridor. Evaluate lighting at road curvatures to Pavement Marking, provide better visibility for drivers and MassDOT/Town of prevent them from crossing over the Signage, and Traffic Medium Mid-term Medium Barnstable double yellow center line. Control Devices Restripe pavement markings throughout Pavement Marking, MassDOT/Town of corridor with high visibility markings. Signage, and Traffic Low Short-term Medium Barnstable Control Devices Utilize center line rumble or mumble strips Pavement Marking, to alert drivers when crossing over the MassDOT/Town of Signage, and Traffic Short-term Medium Low double yellow center line. Barnstable **Control Devices** Provide maintenance for existing reflectors and replace reflectors as needed on double yellow center line to Pavement Marking, MassDOT/Town of provide enhanced visibility of the double Signage, and Traffic Short-term Low Low Barnstable Control Devices vellow center line and minimize the chance of vehicle encroachment over it.

**Safety Payoff** Safety Issue **Potential Safety Enhancement Time Frame** Cost Jurisdiction Evaluate all existing signage locations, condition, visibility, and appropriateness Pavement Marking, for the issue at hand throughout the MassDOT/Town of Signage, and Traffic Low Short-term Low corridor and replace as needed to ensure Barnstable Control Devices all signs are legible and compliant. Ensure all signage corridor wide is Pavement Marking, MassDOT/Town of Signage, and Traffic MUTCD compliant. Low Short-term Low Barnstable **Control Devices** Implement speed feedback signs around Pavement Marking, school zone and/or throughout corridor to MassDOT/Town of Signage, and Traffic Medium Short-term Low target speed reduction. Barnstable Control Devices Consider transverse rumble or mumble Pavement Marking, strips at the curb approaching the school MassDOT/Town of Signage, and Traffic Low Short-term Medium zone to alert drivers of the reduced speed Barnstable Control Devices zone. Evaluate opportunities to revise the speed Pavement Marking, limit to be more consistent across corridor Signage, and Traffic **MassDOT** High Long-term Low to target lower traveled speeds. Control Devices Assess and revise warning signs for the narrow Old Jail Lane approach to provide Pavement Marking, MassDOT/Town of advanced warning of the narrow roadway Signage, and Traffic Short-term Low Low Barnstable Control Devices width. Explore pedestrian desire lines across the corridor for crossing in order to provide Pedestrian and Bicycle safe pedestrian accommodations where MassDOT/Town of Short-term Low Low pedestrians are currently seeking to cross Accommodations Barnstable Route 6A.

Safety Issue **Potential Safety Enhancement Safety Payoff Time Frame** Cost Jurisdiction Provide accessible crosswalks across the Pedestrian and Bicycle MassDOT/Town of corridor to improve pedestrian safety Medium Mid-term High Accommodations throughout the corridor. Barnstable Ensure existing and proposed crossing opportunities for pedestrians are well-lit MassDOT/Town of Pedestrian and Bicycle and visible to improve pedestrian safety High High Long-term Accommodations Barnstable throughout the corridor. Provide improved curb definition throughout corridor between pedestrian accommodations and roadway to provide MassDOT/Town of Pedestrian and Bicycle vertical separation between vehicles and Medium Long-term High Accommodations Barnstable pedestrians and increase pedestrian safety. Consider implementing signage indicating to share roadway with cyclists such as a 4' passing distance sign for passing MassDOT/Town of Pedestrian and Bicycle Low Short-term Low cyclists to emphasize the requirement to Accommodations Barnstable motorists and increase compliance. Evaluate the possibility of providing a separated bicycle facility and consider connecting to an existing bike network to MassDOT/Town of Pedestrian and Bicycle High High Long-term provide safe, separated, and connected Accommodations Barnstable facilities for bicyclists.

Safety Issue **Potential Safety Enhancement Safety Payoff Time Frame** Cost Jurisdiction Assess areas where a vertical separation between roadway and sidewalk using a barrier could be implemented to provide Pedestrian and Bicycle MassDOT/Town of vertical separation between vehicles and High Long-term High Accommodations Barnstable pedestrians and increase pedestrian safety. Implement pedestrian crossing opportunities along Route 6A and evaluate the appropriateness of providing high visibility markings, advanced warning signage, and potentially RRFBs or PHBs Pedestrian and Bicycle MassDOT/Town of High Long-term High if warranted to increase visibility and Accommodations Barnstable increase motorist yielding rates at proposed pedestrian crossings along Route 6A. Consider providing crosswalk(s) to facilitate pedestrian travel to Barnstable-West Barnstable Elementary School across the school driveway(s) and/or Pedestrian and Bicycle along the same side of Route 6A as the High Long-term High MassDOT Accommodations school to provide safe, compliant crossings at both pedestrian access points to the school I. Consider the possibility of a crossing guard if demand warrants one, to provide increased visibility, safety, and vehicle Pedestrian and Bicycle Low Short-term Medium Town of Barnstable yielding compliance at the crossings Accommodations adjacent to the school.

Table 4: Potential Safety Enhancement Summary, Route 6A at Route 132 and Route 132 at Oak Street

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Corridor Geometry	Explore access management opportunities such as narrowing, relocating, or removing the driveway of 1919 Main Street that intersects Route 132 between Route 6A and Oak Street to reduce access points into the intersection, and remove an access point where vehicles are taking particularly high speeds around the wide radii between Route 6A eastbound and Route 132 southbound.	Medium	Long-Term	Medium	MassDOT
Corridor Geometry	Explore the feasibility of restricting left turns in and out of the Oak Street approach to reduce the chance of collision with vehicles headed southbound on Route 132.	High	Mid-term	Medium	MassDOT/Town of Barnstable
Corridor Geometry	Consider realigning and narrowing the intersection approaches at Route 6A and Route 132 to target lower speeds and provide clarification on intersection approaches and receiving lanes.	High	Mid-term	High	MassDOT
Corridor Geometry	Explore tightening radii at Route 6A and Route 132 intersection geometry with paint, flex posts, or other tactile means to target lower speeds for right turning vehicles from Route 6A eastbound to Route 132 southbound.	High	Mid-term	Low	MassDOT

Safety Issue **Potential Safety Enhancement** Safety Payoff **Time Frame** Jurisdiction Cost Reassess or extend islands within Route 6A at Route 132 to provide clarity to vehicles making turning movements High Corridor Geometry Mid-term MassDOT Medium through the intersection. Investigate lighting options (streetlights) with special consideration to visibility at road curves. Route 6A at Route 132 and Oak Street intersection, areas where MassDOT/Town of Utilities and Maintenance High Mid-term High potential crossings may be evaluated, Barnstable and throughout corridor to improve visibility. Enhance pavement markings within Route 6A at Route 132 intersection with consideration to large lane widths by marking as one lane or two where Pavement Marking, needed to provide clarification on lane Signage, and Traffic Medium Mid-term Medium MassDOT use for the intersection approaches and Control Devices minimize driver confusion. Evaluate control type of Route 6A at Route 132 intersection, to determine Pavement Marking, which control type is most compatible Signage, and Traffic High Long-term High MassDOT with the intersection that balances safety, Control Devices operations, and cost. Consider transverse rumble or mumble strips on Route 132 approaching Route Pavement Marking, 6A at Route 132 intersection to target Signage, and Traffic Medium Short-term Low MassDOT Control Devices speed reduction through the intersection.

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Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pavement Marking, Signage, and Traffic Control Devices	Consider moving the stop line and stop sign on Oak Street to better assist drivers with visibility into the Route 6A at Route 132 intersection, to minimize the chance of conflict for vehicles turning out of Oak Street.	Medium	Short-term	Low	Town of Barnstable
Pavement Marking, Signage, and Traffic Control Devices	Consider moving the stop line on Route 132 northbound approach closer to Route 6A to improve intersection safety, to minimize the chance of conflict for vehicles turning off of Route 132.	Medium	Short-term	Low	MassDOT
Pavement Marking, Signage, and Traffic Control Devices	Consider implementing extension or vehicle tracking pavement marking lines through the intersection of Route 6A at Route 132 to clarify receiving lanes.	Low	Short-Term	Low	MassDOT
Pedestrian and Bicycle Accommodations	Consider providing fully accessible crossings across the Route 6A at Route 132 intersection; utilize islands as pedestrian refuge islands or narrow approaches to reduce crossing widths.	High	Mid-term	High	MassDOT

Appendix A. RSA Meeting Agenda



# Road Safety Audit Barnstable, MA Main Street (Route 6A) Corridor

Meeting Location: Cape Cod Commission The Ocean Room 3225 Main St. Barnstable. MA

Wednesday, November 29, 2023 12:00 PM – 4:00 PM

Type of meeting:

**Road Safety Audit** 

Attendees:

**Invited Participants to Comprise a Multidisciplinary Team** 

Please bring:

Thoughts and Enthusiasm!!

12:00 PM

**Welcome and Introductions** 

12:15 PM

#### **Discussion of Safety Issues**

- Crash history provided in advance
- Existing Geometries and Conditions
- Observe site from videos, street view, aerial maps
- · As a group, identify areas for improvement

1:00 PM

Site Visit – Main Street (Route 6A)

3:00 PM

#### **Discussion of Potential Improvements**

Meet at The Ocean Room, Cape Cod Commission

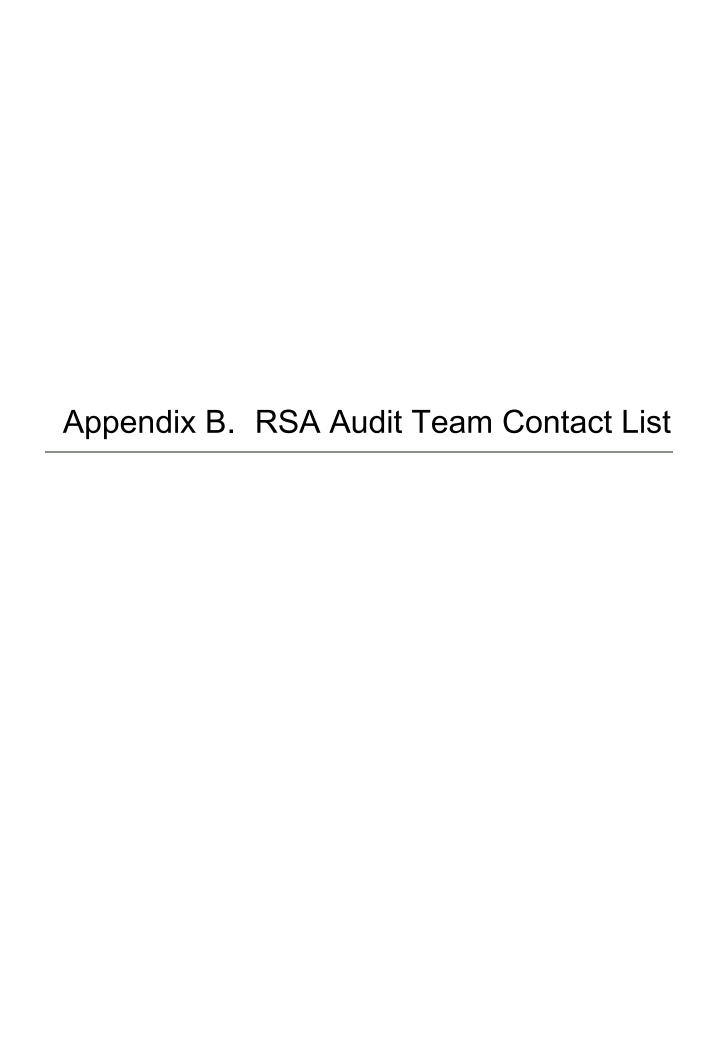
- Discuss observations and finalize safety issue areas
- Discuss potential improvements and finalize recommendations

4:00 PM

Adjourn for the Day – but the RSA has not ended

#### **Instructions for Participants:**

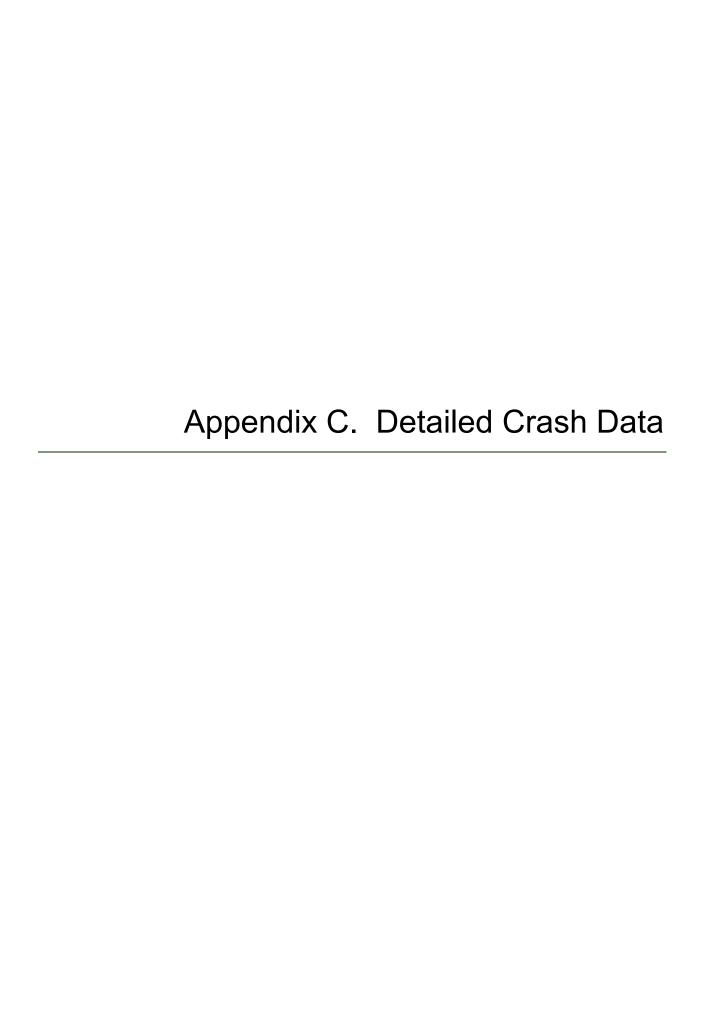
- Before attending the RSA on November 29, 2023, participants are encouraged to drive through the interchange and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.



## Participating Audit Team Members November 29, 2023 Location: Barnstable, MA

Date:

Audit Team Members	Agency/Affiliation	Email Address	Phone Number
Dave Nolan	Cape Cod Commission	david.nolan@capecodcommission.org	508-744-1228
Matt Lounsbury	Barnstable Police Department	218@barnstablepolice.com	508-778-3858
Ethan Costa	MassDOT District 5	ethan.r.costa@state.ma.us	508-837-5360
Mojtaba Moharrer	MassDOT District 5	mojtaba.m.moharrer@dot.state.ma.us	
Michelle Deng	MassDOT Traffic and Safety	michelle.deng@state.ma.us	
Paul Graves	Barnstable Department of Public Works	paul.graves@town.barnstable.ma.us	774-487-0641
Derek Jackson	MassDOT District 5	derek.m.jackson@dot.state.ma.us	617-699-0044
Evan Costa	Cape Cod Commission	evan.costa@capecodcommission.org	
Joyia Smikle	Cape Cod Commission	joyia.smikle@capecodcommission.org	
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Steve Findlen	Howard Stein Hudson	sfindlen@hshassoc.com	781-405-2432
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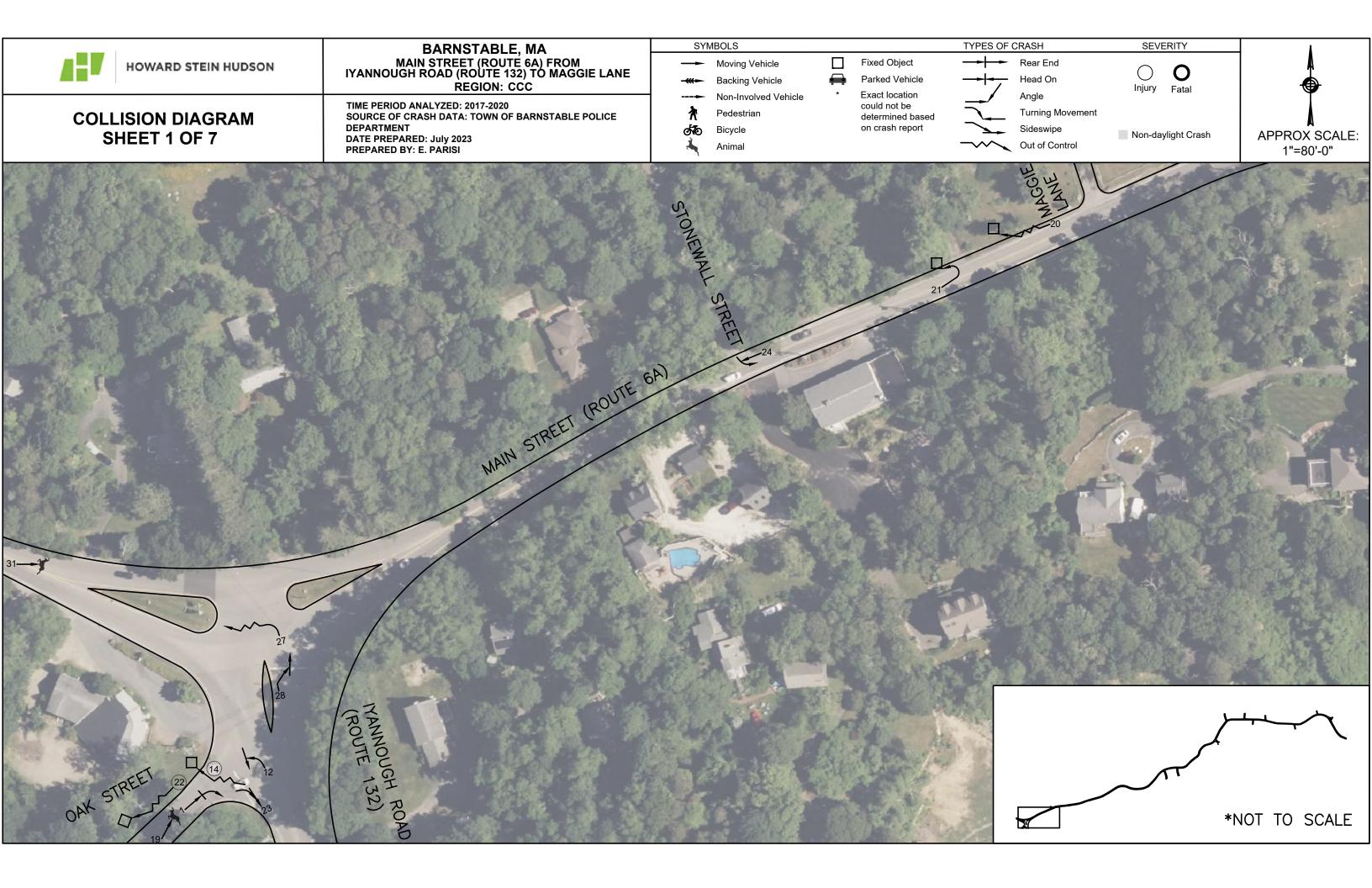
#### Crash Data Summary Table

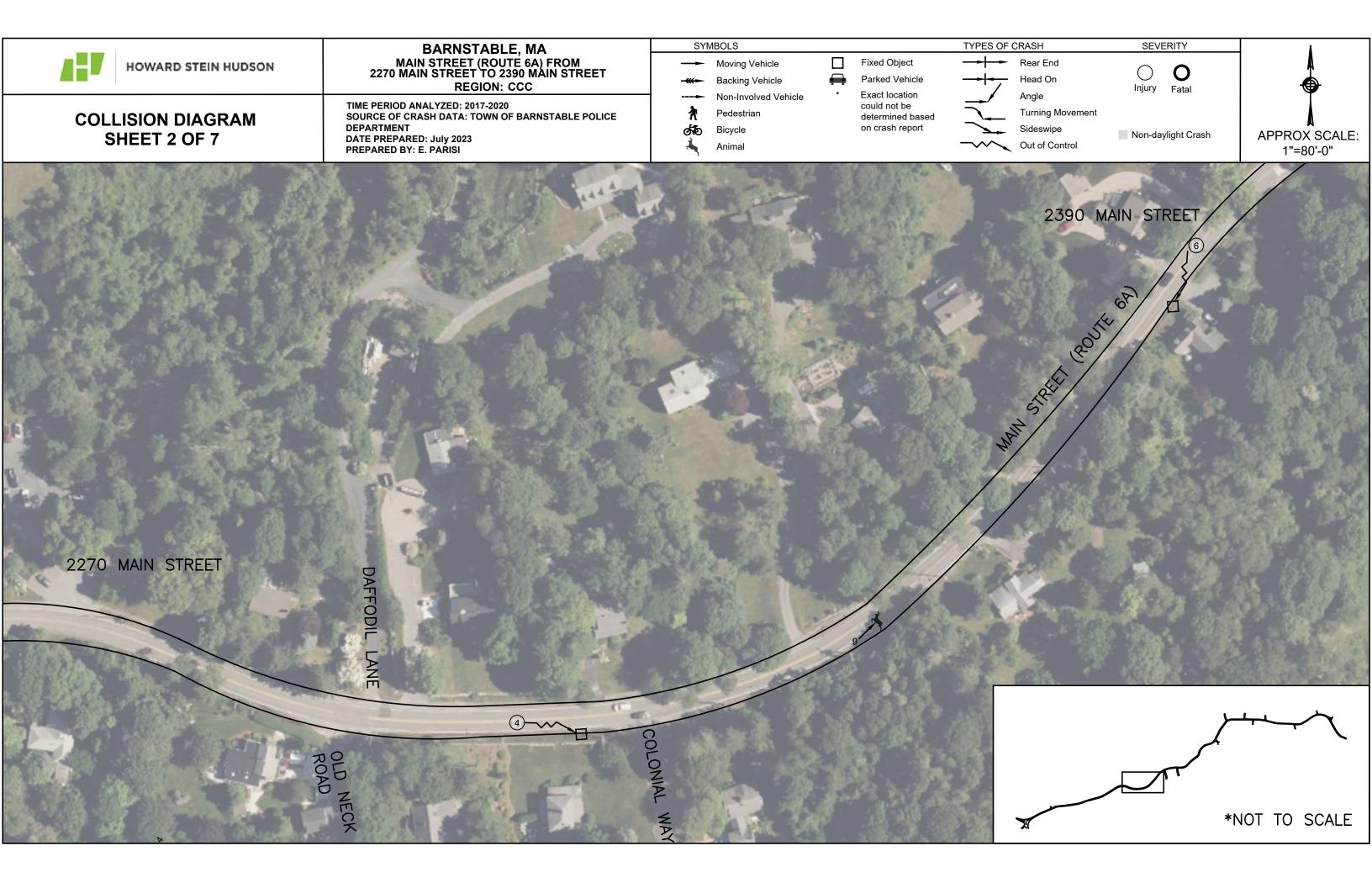
Barnstable Route 6A - Route 132 to Rendezvous Lane
JAN 2017 - DEC 2020

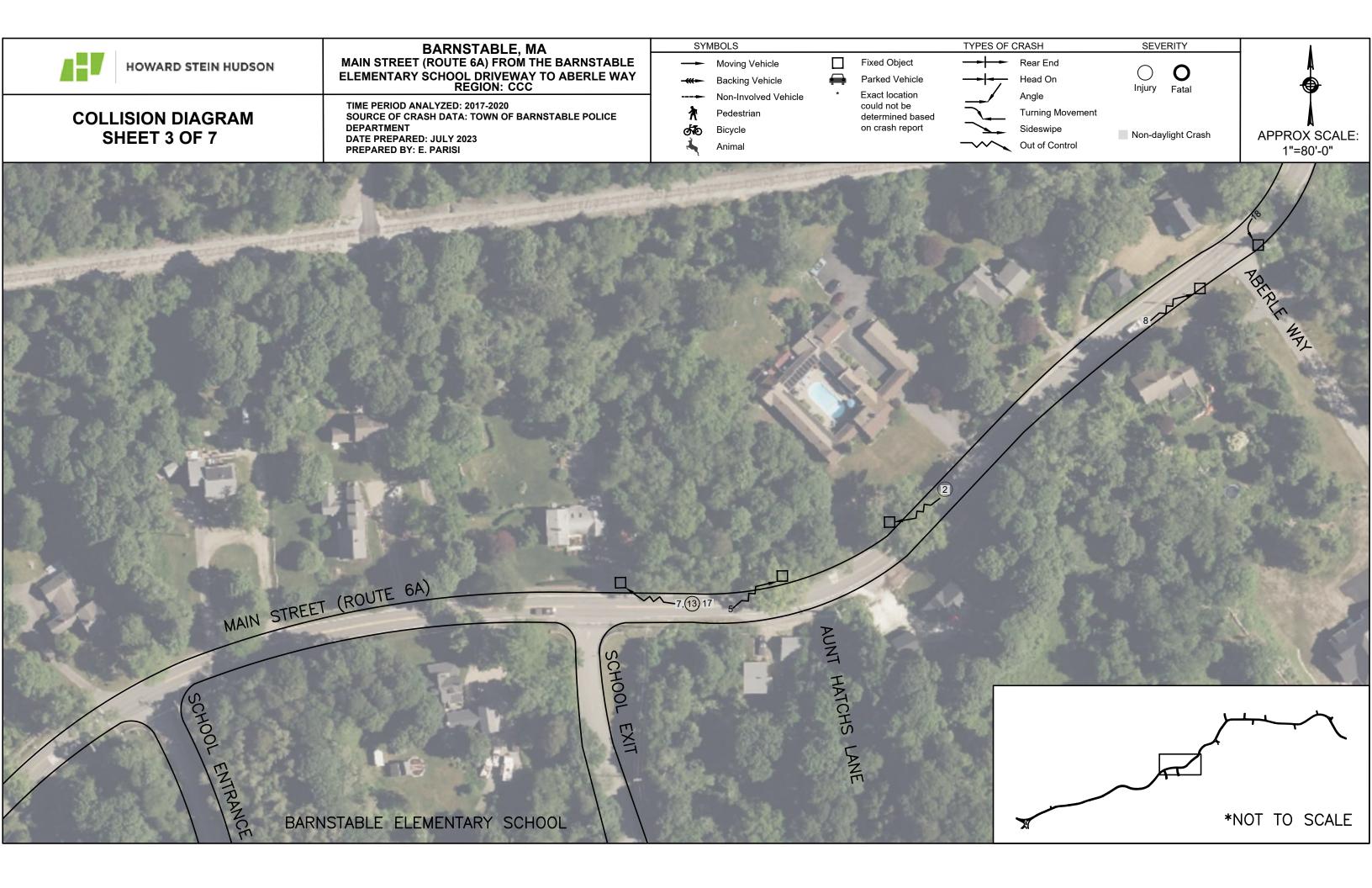
								37111 2017	- DLC 2020				
Crash Diagram Ref #	Sheet #	Crash Date	Crash Day	Crash Time	Driver 1 Age	Driver 2 Age	Driver Contributing Code	Max Injury Status	Light Condition	Weather Condition	Road Surface	Manner of Collision	Summary
1	1	01/25/2017	Wednesday	1:03 PM	21	64	D1:(Inattention),(Distra cted) D2:(No improper driving)	No injury	Daylight	Clear; Other	Dry	Rear-end	Vehicle 2 was stopped and waiting to turn right onto Iyannough Road southbound from Oak Street eastbound. Vehicle 1 was traveling east on Oak Street and rear ended Vehicle 2.
2	3	03/22/2017	Wednesday	7:09 PM	55		D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Non-fatal injury - Non-incapacitating	Dark - lighted roadway	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) near Barstable School when it struck a utility pole and lost control and spun across traffic. The crash report specifies that the operator of Vehicle 1 was assumed to be under the influence of alcohol.
3	7	04/28/2017	Friday	2:00 PM	21	34	D1:(Inattention) D2:(No improper driving)	Non-fatal injury - Non-incapacitating	Daylight	Clear	Dry	Head-on	Vehicle 1 was traveling east on Main Street (Route 6A) near 3010 Main Street when It traveled around a corner and crossed the double yellow lines. Vehicle 2 was traveling west on Main Street and was struck head on when Vehicle 1 crossed the line.
4	2	05/17/2017	Wednesday	9:27 PM	47		D1:(Operating vehicle in erratic, reckless, careless, negligent or aggressive manner)	Non-fatal injury - Non-incapacitating	Dark - roadway not lighted	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling eastbound on Main Street (Route 6A) when it lost control and struck a utility pole before spinning out. The opperator of Vehicle 1 was assumed to be under the influence of alcohol.
5	3	05/21/2017	Sunday	6:03 AM	20		D1:(Fatigued/asleep),(F ailure to keep in proper lane or running off road)	No injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) when it crossed the center line and collided with a mailbox in front of 2504 Route 6A and collided with several other fixed objects. The operator of Vehicle 1 fell asleep at the wheel.
6	2	07/26/2017	Wednesday	8:56 PM	21		Unknown	Non-fatal injury - Possible	Dark - lighted roadway	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) when it crossed the center line and crashed into the property of 2395 Main Street.
7	3	09/23/2017	Saturday	2:03 AM	21		D1:(No improper driving)	No injury	Dark - lighted roadway	Rain	Wet	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) when it lost control and collided with a mailbox at 2440 Main Street due to leaves covering the roadway.
8	3	10/26/2017	Thursday	1:11 AM	25		D1:(Fatigued/asleep)	No injury	Dark - unknown roadway lighting	Rain	Wet	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) when the operator fell asleep at the wheel and collided with a tree near 2530 Main Street.
9	2	12/29/2017	Friday	11:01 AM	61		D1:(No improper driving)	No injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling north on Main Street (Route 6A) when a deer crossed in front of the street. Vehicle 1 struck the deer near 2354 Main Street and lost control of the vehicle.
10	4	03/16/2018	Friday	8:15 AM	51		Unknown	No injury	Daylight	Clear	Ice	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) when it struck black ice near 2615 Main Street, lost control and collided with a tree.

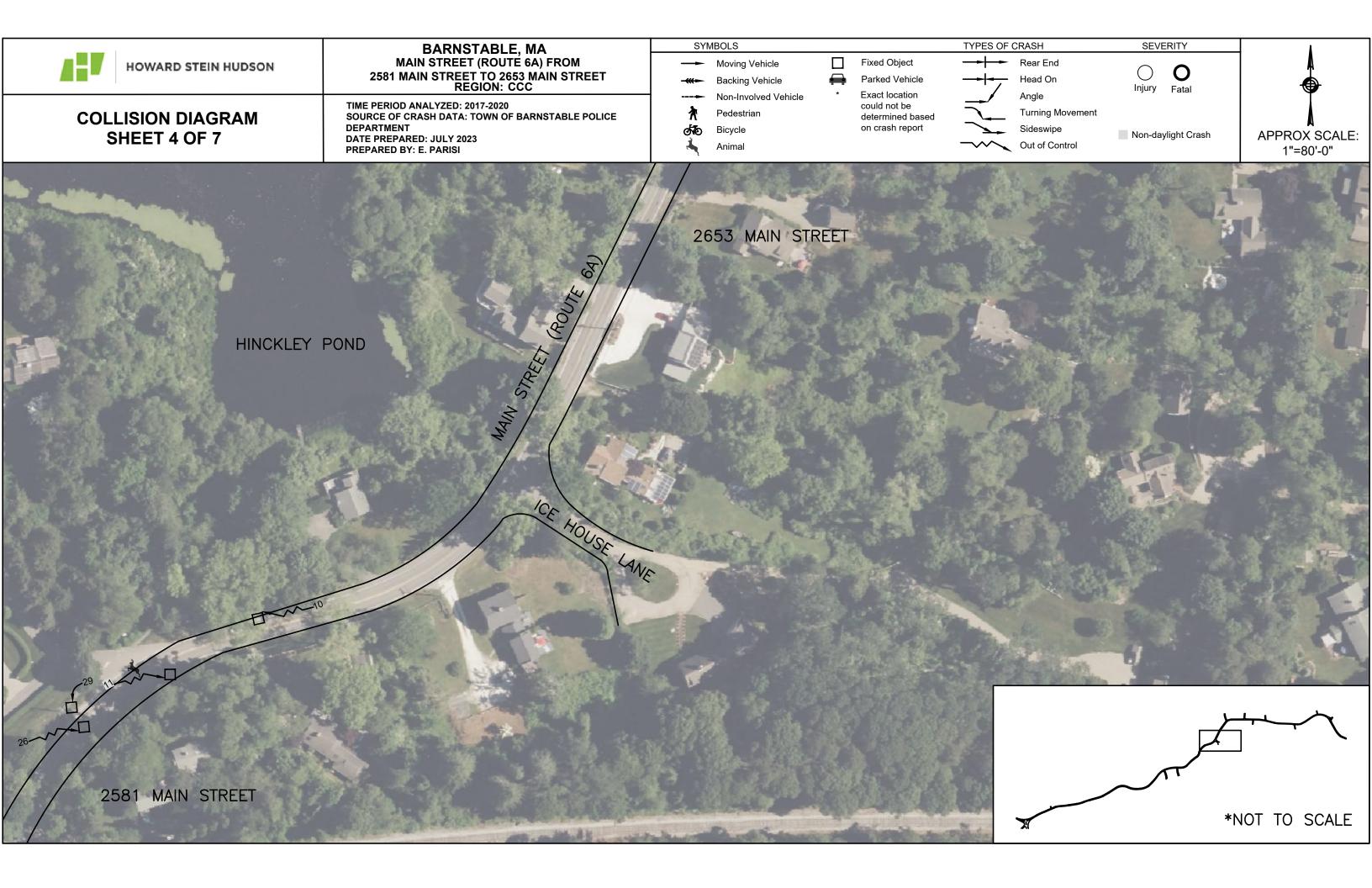
11	4	06/06/2018	Wednesday	9:12 PM	29		D1:(No improper driving)	No injury	Dark - roadway not lighted	Clear; Cloudy	Dry	Single vehicle crash	Vehicle 1 was traveling north on Main Street (Route 6A) when an animal ran in front of the vehicle. Vehicle 1 swerved to avoid the animal and crashed into a tree in front of 2581 Main Street.
12	1	05/06/2019	Monday	4:22 PM	51	29	D1:(No improper driving) D2:(No improper driving)	No Apparent Injury	Daylight	Clear	Dry	Angle	Vehicle 2 was traveling south on Iyannough Road (Route 132). Vehicle 1 was traveling north on Iyannough Road (Route 132) and attempted to make a left-turn onto Oak Street and struck Vehicle 2.
13	3	05/26/2019	Sunday	10:11 AM	18		D1:(Distracted)	Possible Injury (C)	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) and got distracted and collided with a utility pole in front of 2446 Main Street.
14	1	06/08/2019	Saturday	10:56 PM	66		Unknown	Possible Injury	Dark - lighted roadway	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling north on Iyannough Road (Route 132) and attempted to turn left onto Oak Street when it lost control and struck a tree.
15	5	06/15/2019	Saturday	2:38 PM	50	72	Unknown	Possible Injury (C)	Daylight	Clear	Dry	Rear-end	Vehicle 1 was traveling west on Main Street (Route 6A) and was stopped while waiting to take a left turn into 2723 Main Street. Vehicle 2 looked away from the road and collided with Vehicle 1.
16	6	07/07/2019	Sunday	9:21 AM	81	78	D1:(Inattention) D2:(No improper driving)	No Apparent Injury (O)	Daylight	Clear	Unknown	Angle	Vehicle 1 was traveling west on Main Street (Route 6A) and was attempting to turn left onto Old Jail Lane when Vehicle 1 attemped to pass on the driver side. Vehicle 2 collided with Vehicle 1 sending it into mailboxes.
17	3	07/19/2019	Friday	9:19 PM	34		D1:(Distracted)	No Apparent Injury (O)	Dark - roadway not lighted	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) when she got distracted and collided with a utility pole in front of 2426 Main Street.
18	3	09/21/2019	Saturday	3:55 PM	35		Unknown	No Apparent Injury (O)	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 (a truck hauling equipment) attempted to turn left from Main Street (Route 6A) westbound to Aberle Way when it collided with telephone lines and got struck.
19	1	11/27/2019	Wednesday	7:43 AM	24		D1:(No improper driving)	No Apparent Injury	Daylight	Cloudy	Dry	Single vehicle crash	Vehicle 1 was traveling westbound on Oak Street near Iyannough Street (Route 132) when it collided with a deer.
20	1	01/23/2020	Thursday	9:14 AM	30		Unknown	No Apparent Injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling west on Main Street (Route 6A) near Maggie Lane when he began swerving and collided with a traffic sign.
21	1	01/23/2020	Thursday	9:14 AM	43		D1:(No improper driving)	No Apparent Injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) when it attempted to make a u-turn near Maggie Lane when it struck a sign.
22	1	01/26/2020	Sunday	2:23 PM	43		D1:(Inattention),(Over- correcting/over- steering)	Suspected Minor Injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling westbound on Oak Street near lyannough Road (Route 132) and lost control and ran off the road.
23	1	02/20/2020	Thursday	9:31 AM	72	53	D1:(Inattention) D2:(No improper driving)	No Apparent Injury	Daylight	Clear	Dry	Sideswipe, same direction	Vehicle 1 attempted to turn right onto lyannough Road (Route 132) from Oak Street and sideswept Vehicle 2 that was stopped at the stop sign.
24	1	02/26/2020	Wednesday	10:03 AM	25	35	Unknown	No Apparent Injury (O)	Daylight	Clear	Dry	Angle	Vehicle 1 was turning left onto Main Street (Route 6A) eastbound from Stonewall Drive and was struck by Vehicle 2 who was traveling westbound on Main Street (Route 6A).

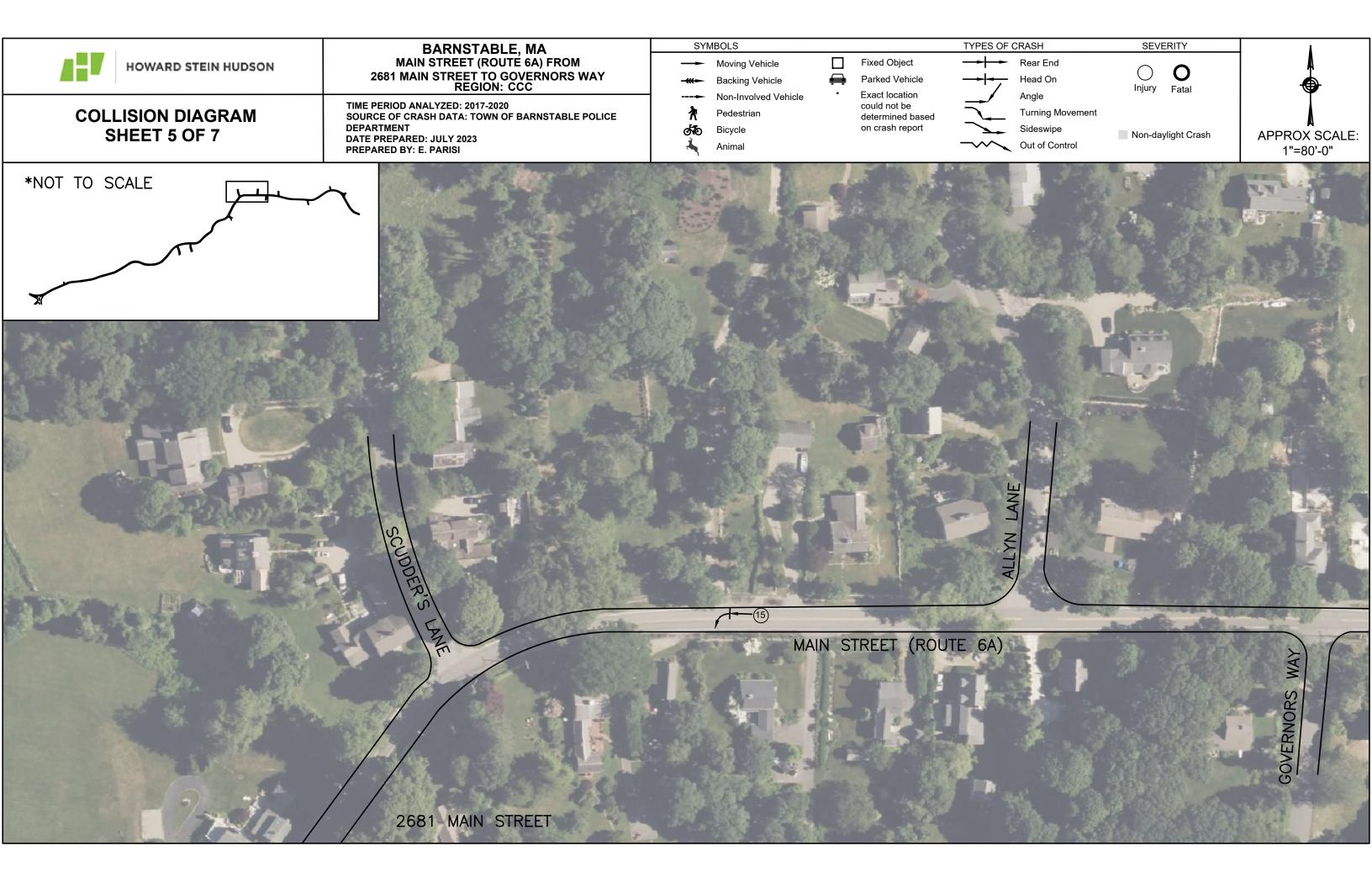
25	6	03/29/2020	Sunday	7:32 AM	29		Unknown	Possible Injury (C)	Dawn	Cloudy; Rain	Wet	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) near 2971 Main Street when an object appeared in the road causing the operator to swerve and strike a wall.
26	4	08/24/2020	Monday	1:43 PM	78		D1:(Failure to keep in proper lane or running off road),(Inattention)	No Apparent Injury (O)	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) near 2604 Main Street when it ran off the road and struck a tree.
27	1	09/22/2020	Tuesday	2:27 PM	54		Unknown	No Apparent Injury	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 (a truck and trailer) attempted to turn left from Iyannough Road (Route 132) onto Main Street (Route 6A) westbound while it overturned.
28	1	10/01/2020	Thursday	4:44 PM	80	35	D1:(Unknown) D2:(No improper driving)	No Apparent Injury	Daylight	Clear	Dry	Sideswipe, same direction	Vehicle 1 was attempting to turn left from lyannough Road (Route 132) to Main Street (Route 6A) westbound. Vehicle 2 was traveling eastbound when Vehicle 1 changed lanes collided with Vehicle 2 in a sideswipe manner.
29	4	10/09/2020	Friday	8:46 AM	28		D1:(No improper driving)	No Apparent Injury (O)	Daylight	Clear	Dry	Single vehicle crash	Vehicle 1 (a truck/trailer) was traveling west on Main Street (Route 6A) near 2576 Main Street when it approached the low clearence bridge and attempted to turn around when it became stuck.
30	6	10/25/2020	Sunday	6:16 AM	18		D1:(Fatigued/asleep)	Suspected Minor Injury (B)	Dark - lighted roadway	Clear	Dry	Single vehicle crash	Vehicle 1 was traveling east on Main Street (Route 6A) near Beale Way when the operator fell asleep at the wheel and collided with a tree.
31	1	11/14/2020	Saturday	9:28 AM	49		Unknown	No Apparent Injury	Daylight	Clear	Dry	Angle	Vehicle 1 was traveling east on Main Street (Route 6A) near the intersection with Oak Street when a deer collided with the side of the vehicle.













### **COLLISION DIAGRAM** SHEET 6 OF 7

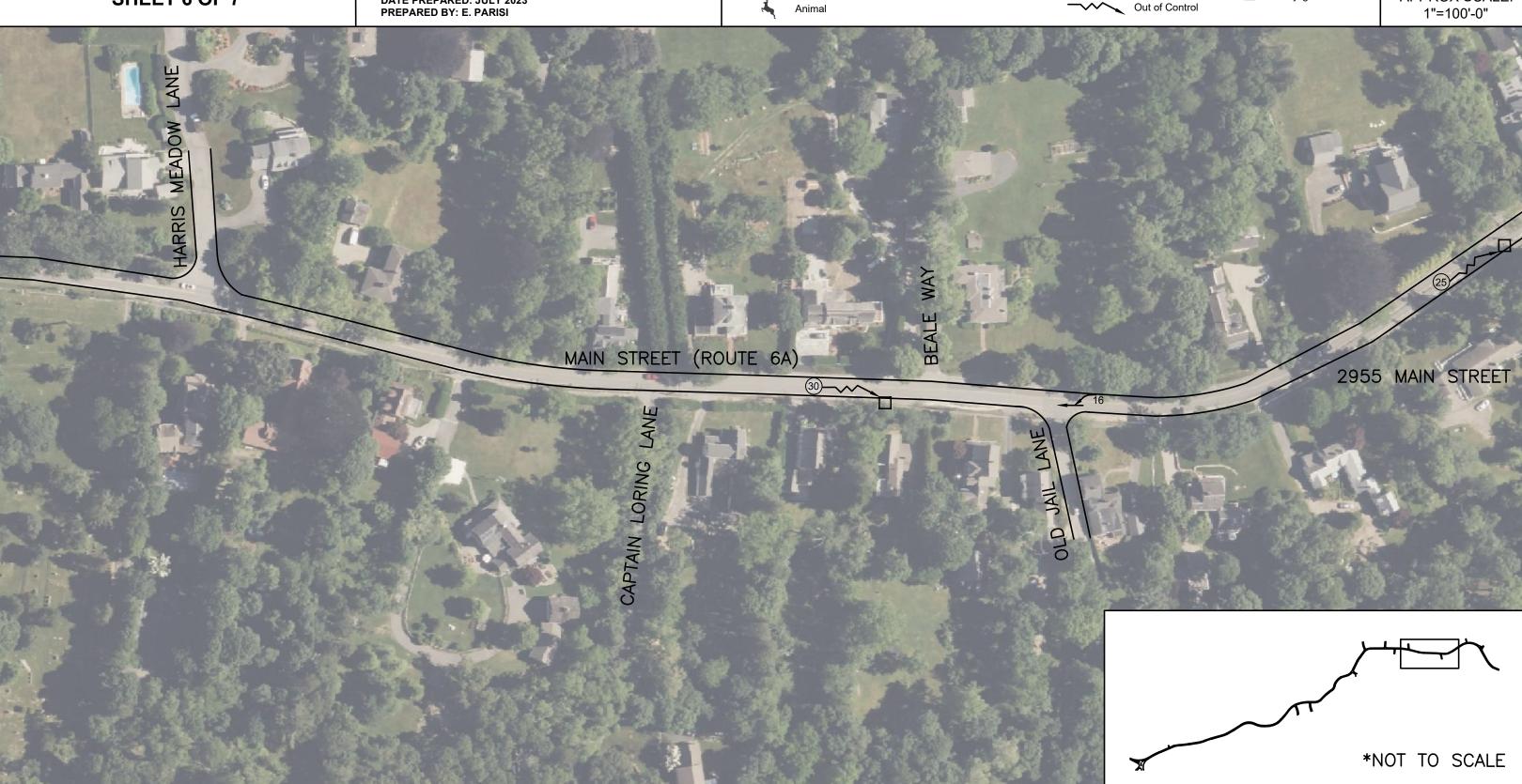
## BARNSTABLE, MA MAIN STREET (ROUTE 6A) FROM HARRIS MEADOW LANE TO 2955 MAIN STREET REGION: CCC

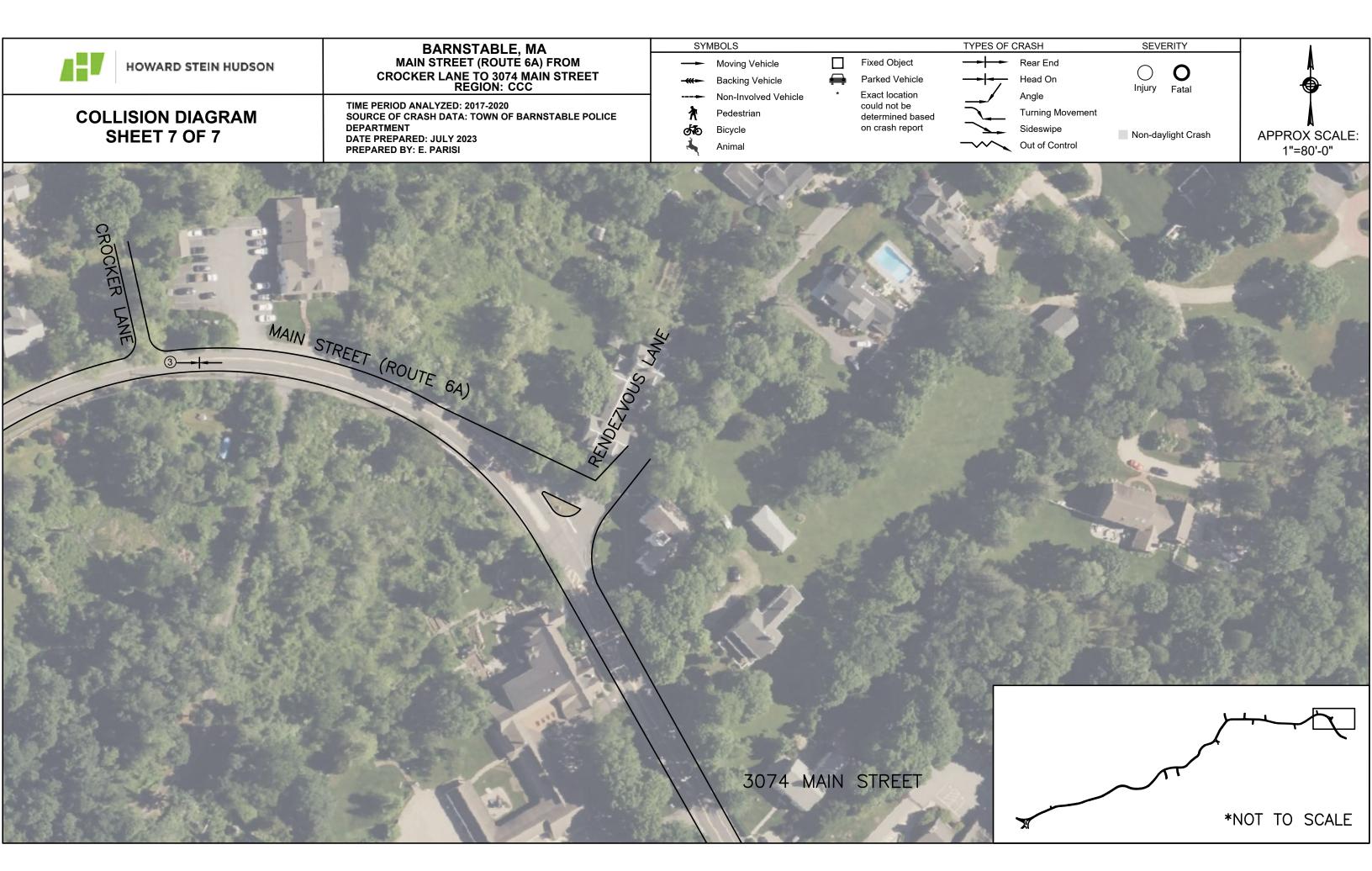
TIME PERIOD ANALYZED: 2017-2020 SOURCE OF CRASH DATA: TOWN OF BARNSTABLE POLICE

**DATE PREPARED: JULY 2023** PREPARED BY: E. PARISI

SYMBOLS TYPES OF CRASH SEVERITY Moving Vehicle Fixed Object Rear End 0 **Backing Vehicle** Parked Vehicle Head On Injury Fatal Exact location Non-Involved Vehicle Angle could not be Pedestrian **Turning Movement** determined based Ø₽ on crash report Sideswipe Bicycle Non-daylight Crash

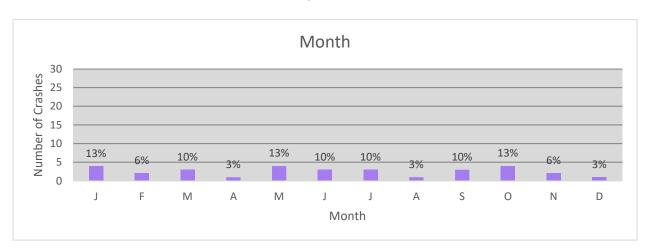


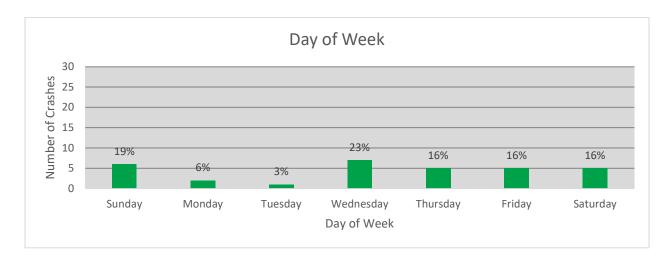


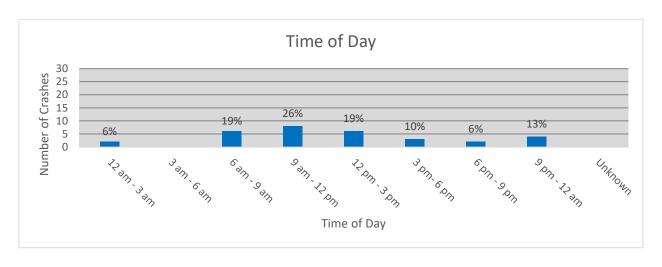


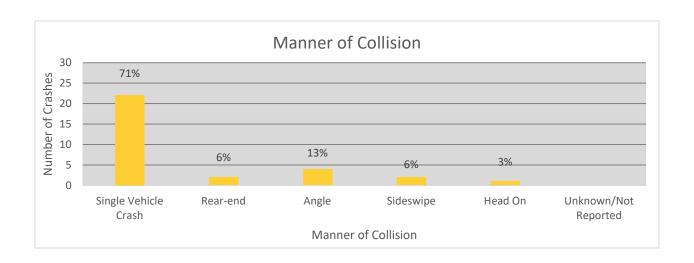
#### Collision Trends – Route 6A from Route 132 to Rendezvous Lane

Barnstable, MA Years Analyzed: 2017-2020

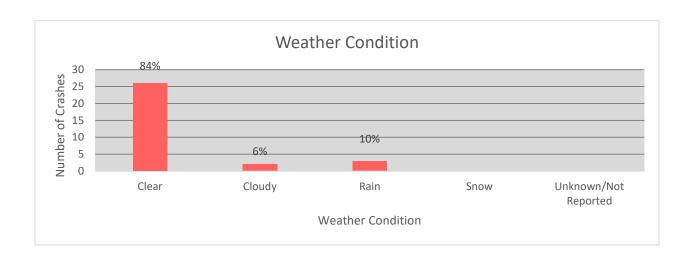




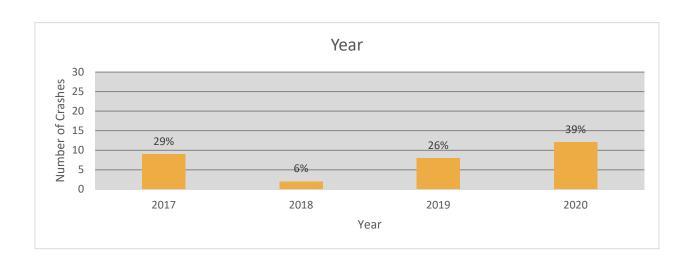


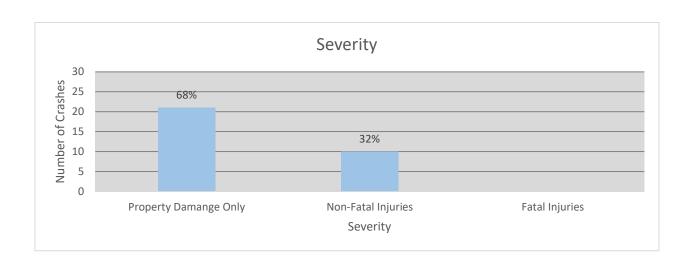


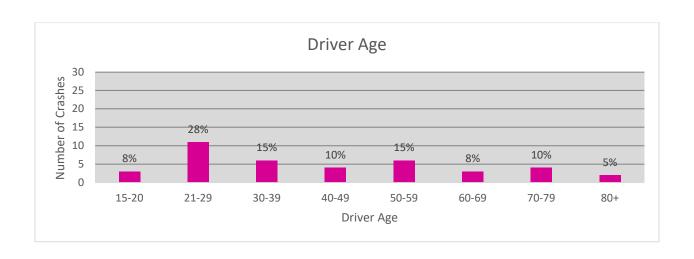


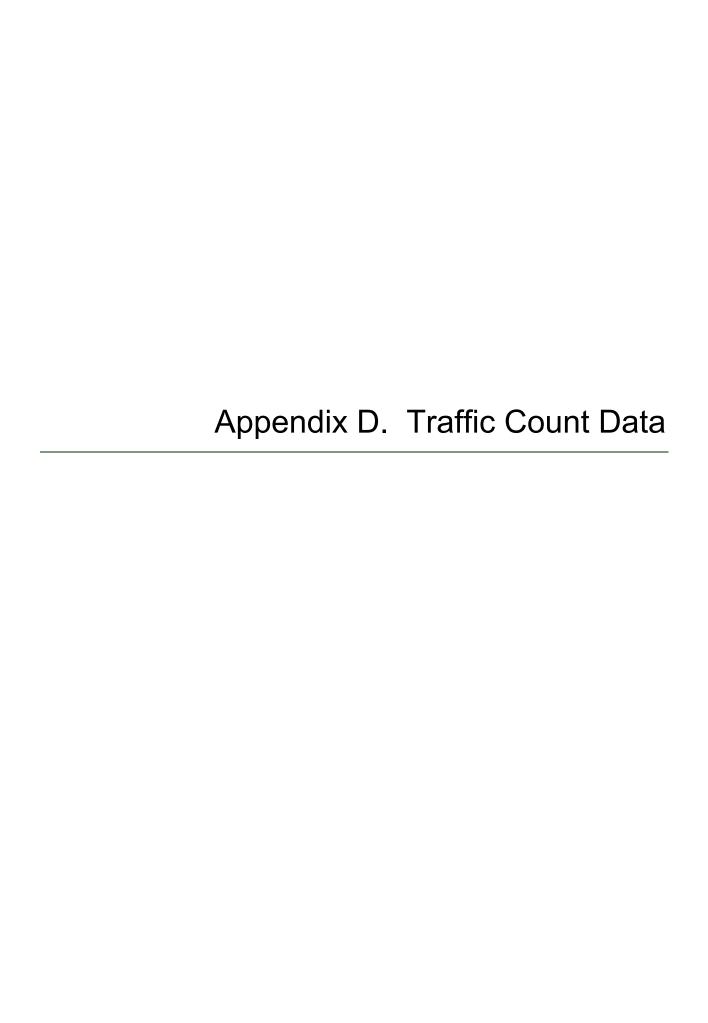


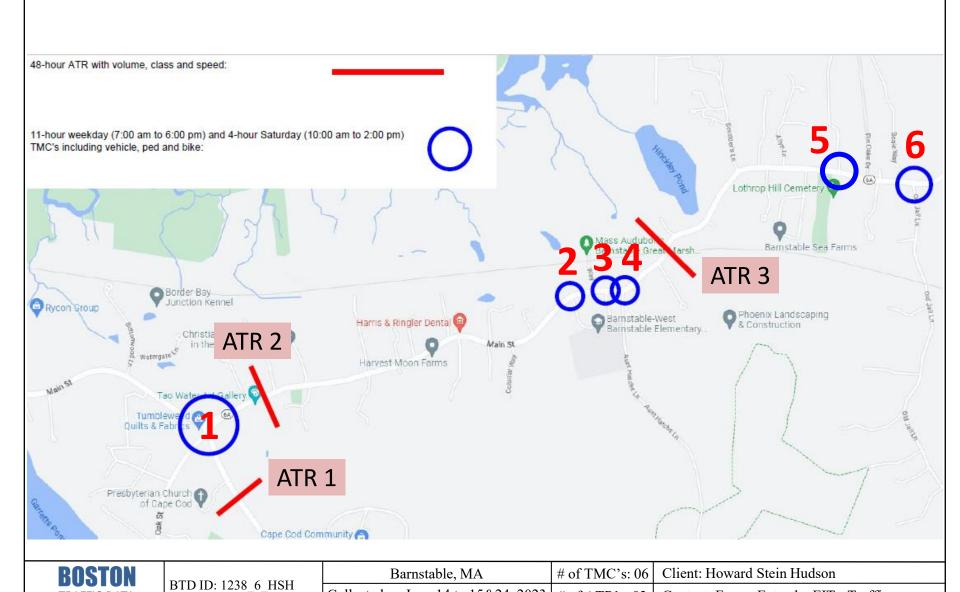












Collected on June 14 to 15&24, 2023

# of ATR's: 03

Contact: Emma Enteado, EIT - Traffic

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TRAFFIC DATA

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 1
Location: Barnstable, MA
Street 1: Main Street

Street 2: Iyannough Road & Oak Street

Count Date: 6/24/2023
Day of Week: Saturday
Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

		Iyannouզ Northև					Street astbound				Street bound				Street bound	
Start Time	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
10:00 AM	0	18	32	9	0	2	12	17	0	16	44	3	0	15	10	24
10:15 AM	0	17	34	14	0	0	10	17	1	24	36	1	0	14	11	23
10:30 AM	0	19	32	10	0	1	9	18	0	23	45	2	0	17	9	28
10:45 AM	1	24	42	8	0	3	11	25	0	26	41	2	0	10	14	22
11:00 AM	0	25	36	11	0	2	15	16	1	34	42	4	0	17	15	35
11:15 AM	0	29	41	13	0	5	3	20	0	33	45	1	0	8	14	34
11:30 AM	0	21	36	17	0	1	8	14	2	30	40	3	0	11	11	30
11:45 AM	0	29	36	8	0	3	17	11	0	31	56	2	0	13	18	30
12:00 PM	0	23	42	6	0	2	15	28	0	22	58	1	0	11	12	33
12:15 PM	0	35	46	14	0	0	20	20	0	35	25	3	0	10	17	26
12:30 PM	0	21	48	13	0	0	14	23	0	20	47	4	0	13	18	31
12:45 PM	0	24	40	12	0	1	12	18	0	29	39	2	0	14	15	25
1:00 PM	0	22	35	14	0	3	10	18	0	27	28	2	0	9	13	28
1:15 PM	0	29	35	19	0	0	9	14	0	25	39	0	0	20	12	18
1:30 PM	0	22	53	12	0	0	19	22	0	26	28	3	0	16	15	23
1:45 PM	0	17	46	9	0	1	11	28	0	32	33	2	0	17	19	25

MID PEAK HOUR		lyannou	gh Road			Oak	Street			Main	Street			Main	Street	
11:45 AM		North	oound			Northea	astbound			Eastl	oound			West	bound	
to	U-Turn				U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
12:45 PM	0	108	172	41	0	5	66	82	0	108	186	10	0	47	65	120
PHF		0.8	84			0	.85			0.	.85			0.	94	
HV%	0.0%	1.9%	1.2%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	1.5%	0.0%

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 1
Location: Barnstable, MA
Street 1: Main Street

Street 2: Iyannough Road & Oak Street

Count Date: 6/24/2023

Day of Week: Saturday

Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

		lyannou	gh Road			Oak	Street			Main	Street			Main	Street	
		North	bound			Northea	astbound			Eastl	bound			West	bound	
Start Time	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
10:00 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	0	1	0
10:15 AM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0
10:30 AM	0	2	1	0	0	0	0	0	0	0	1	0	0	1	0	0
10:45 AM	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0
11:00 AM	0	2	1	1	0	0	0	1	0	1	0	0	0	0	0	1
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	2	0	0	1	0	0
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ī	MID PEAK HOUR		lyannou	gh Road			Oak	Street			Main	Street			Main	Street	
	10:15 AM		North	oound			Northea	astbound			Easth	oound			Westl	oound	
	to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	11:15 AM	0	_			0	0	0	3	0	1	3	0	0	1	0	1
_	PHF		0 4 3 2				0.	.75			1.	00			0.	50	

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 1
Location: Barnstable, MA
Street 1: Main Street

Street 2: Iyannough Road & Oak Street

Count Date: 6/24/2023

Day of Week: Saturday

Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

#### **PEDESTRIANS & BICYCLES**

		lyannou Northl				Oak S Northeas					Street			Main S Westb		
Start Time	Hard Left	Left	Right	PED	Left	Soft Right	Right	PED	Thru	Right	Hard Right	PED	Left	Soft Left	Thru	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ī	MID PEAK HOUR		lyannou	gh Road			Oak S	Street			Main	Street			Main	Street	
	11:45 AM		North	bound			Northeas	stbound			East	bound			Westl	oound	
	to	Hard Left	Left	Right	PED	Left	Soft Right	Right	PED	Thru	Right	Hard Right	PED	Left	Soft Left	Thru	PED
	12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

Client: Emma Enteado 1238\_6\_HSH Project #: BTD #: Location 1 Location: Barnstable, MA Main Street Street 1: Iyannough Road & Oak Street Street 2: Count Date: 14/06/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

Variable   Variable							IGER CAI	KS & HEA	AVY VEHI			,				
Start Time																
7:00 AM																
Tisham																
T-30 AM													-			
T45 MR																
8:00 AM													-			
B:15 AM																
8.30 AM 0 0 27 26 31 0 1 30 30 39 0 29 41 1 1 0 10 10 11 12 12 8.45 AM 0 18 19 27 0 1 1 37 42 0 30 43 1 1 0 1 18 15 18 19.90 AM 0 22 30 18 0 0 15 31 1 24 43 2 0 28 16 18 18 9.90 AM 0 122 30 18 0 0 1 15 31 1 24 43 2 0 28 11 1 1 31 8 12 9.30 AM 0 122 30 10 0 1 1 10 21 0 17 45 2 0 11 1 10 17 45 1 1 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 17 1 10 1 1 1 1																
Best   Am   O						-						_				
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4:00 PM     0     47     43     13     0     3     12     21     0     18     46     1     0     27     25     44       4:15 PM     0     91     55     13     0     1     12     33     0     23     46     6     0     25     24     36       4:30 PM     1     55     61     9     0     0     12     23     0     32     36     3     0     26     45     51       4:45 PM     0     69     61     18     0     2     12     21     0     25     35     2     0     21     32     42       5:00 PM     1     55     55     16     0     2     16     33     0     25     32     3     0     17     22     23       5:15 PM     0     74     63     18     0     0     12     15     0     17     29     5     0     16     24     34       5:30 PM     1     50     65     8     0     2     14     19     0     18     25     2     0     13     20     19																
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	5:45 PM	46	52	15			10	17		16	24	3		11	12	16

1	AM PEAK HOUR	1	lyannoug	gh Road			Oak	Street			Main	Street			Main	Street	
	9:00 AM		North	oound			Northea	astbound			East	bound			West	bound	
	to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
	10:00 AM	1	83	133	55	0	3	65	91	1	81	162	13	1	64	44	60
	PHF		0.9	97			0.	.81			0	.87			0.	.68	

	1															
MID PEAK HOUR		lyannou	gh Road			Oak	Street			Main	Street			Main	Street	
11:45 AM		North	oound			Northea	astbound			East	bound			West	bound	
to	U-Turn	urn Hard Left Right			U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
12:45 PM	0	93	167	79	0	6	65	134	1	187	375	16	1	66	53	88
PHF		0.67				0	.72			0.	.88			0.	85	
HV %	0.0%	4.3%	4.2%	3.8%	0.0%	33.3%	0.0%	6.0%	0.0%	1.6%	5.3%	12.5%	0.0%	3.0%	3.8%	1.1%

PM PEAK HOUR	]	lyannou	gh Road			Oak :	Street			Main	Street			Main	Street	
4:00 PM		Northl	oound			Northea	stbound			East	bound			West	bound	
to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
5:00 PM	1	262	220	53	0	6	48	98	0	98	163	12	0	99	126	173
PHF		0.	84			0.	83			0.	91			0.	82	
1 111																

Client: Emma Enteado Project #: 1238\_6\_HSH BTD #: Location 1 Location: Barnstable, MA Main Street Street 1: Iyannough Road & Oak Street Street 2: Count Date: 14/06/2023 Day of Week: Wednesday Clouds & Sun, 60°F Weather:



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

								HEAVY V	EHICLES							
		lyannou					Street			Main	Street				Street	
		North					astbound				bound				bound	
Start Time	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
7:00 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	1	1	0	0	1	0	0	0	0	0	0
7:30 AM	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	2	0	0	0	1	2	0	1	2	0	0	1	2	1
8:00 AM	0	2	2	0	0	0	0	3	0	1	1	0	0	0	0	0
8:15 AM	0	1	4	0	0	0	0	1	0	0	0	0	0	1	0	0
8:30 AM	0	0	0	1	0	0	1	2	0	1	0	0	0	0	0	0
8:45 AM	0	2	0	3	0	0	0	1	0	1	0	0	0	5	1	1
9:00 AM	0	1	1	1	0	1	1	1	0	0	0	1	0	2	1	1
9:15 AM	0	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	1	0	0	1	3	3	0	1	1	1	0	2	1	0
9:45 AM	0	2	2	0	0	0	1	0	0	0	0	1	0	0	0	0
10:00 AM	0	1	0	0	0	1	1	1	0	0	1	2	0	2	0	0
10:15 AM	0	0	1	0	0	1	0	0	0	1	3	0	0	1	1	0
10:30 AM	0	3	2	0	0	1	0	0	0	0	3	1	0	3	0	2
10:45 AM	0	0	2	0	0	0	0	1	0	1	5	0	0	0	0	2
11:00 AM	0	5	4	1	0	0	1	1	0	0	7	1	0	0	0	0
11:15 AM	0	1	1	1	0	1	0	2	0	0	3	1	0	0	0	0
11:30 AM	0	1	0	0	0	1	1	0	0	2	9	1	0	1	1	1
11:45 AM	0	1	0	0	0	2	0	5	0	1	9	1	0	0	0	0
12:00 PM	0	1	1	1	0	0	0	11	0	0	2	0	0	0	0	0
12:15 PM	0	0	2	0	0	0	0	2	0	1	8	1	0	0	0	1
12:30 PM	0	2	4	2	0	0	0	0	0	1	1	0	0	2	2	0
12:45 PM	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
1:00 PM	0	0	1	0	0	0	1	0	0	0	3	0	0	1	1	1
1:15 PM	0	2	1	0	0	0	0	2	0	0	2	0	0	0	0	1
1:30 PM	0	0	4	0	0	1	0	1	0	0	0	1	0	1	0	1
1:45 PM	0	2	1	3	0	1	1	0	0	0	2	2	0	0	1	1
2:00 PM	0	4	1	3	0	3	0	2	0	1	0	1	0	0	0	1
2:15 PM	0	3	2	0	0	0	0		0	0	0	0	0		<u> </u>	1
2:30 PM 2:45 PM	0	1	1	0	0	0	1 1	3	0	0	0 2	0	0	1	0	1
3:00 PM	0	2	4	2	0	0	0	1	0	0			0	1	0 2	1
		2									0	1		0		0
3:15 PM 3:30 PM	0	0	0	3	0	0	3	2 1	0	0	0	0	0	<u>0</u> 5	0	1
3:30 PM 3:45 PM	_	1	1	1	0	0	0	2	0	0	0	1	0	1	1	1
4:00 PM	0	0	0	2	0	1	0	1	0	0	0	0	0	1	1	0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0
4:15 PM 4:30 PM	0	2	1	0	0	0	0	2	0	0	0	0	0	1	0	0
4:30 PM 4:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0
5:00 PM	0	1	0	2	0	0	1	3	0	0	0	0	0	0	0	0
5:00 PM 5:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0
5:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
5.45 PW	1 0	0	U		0	U	0	U	U	U		0	U	U		U

AM PEAK HOUR		lyannou	ah Dood			Oak	Street			Main	Street			Main	Street	
9:00 AM			bound				stbound				oound				bound	
to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
10:00 AM	0	5	6	2	0	2	5	4	0	1	1	3	0	4	2	1
DILE		0.04				_	20				42			^	44	

MID PEAK HOUR		lyannou	gh Road			Oak \$	Street			Main	Street			Main	Street	
11:00 AM		North	bound			Northea	stbound			Eastl	oound			West	bound	
to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
12:00 PM	0	8	5	2	0	4	2	8	0	3	28	4	0	1	1	1
DUE		0.30					50				72	•			25	

PM PEAK HOUR	1	lyannoug	gh Road			Oak	Street			Main	Street			Main	Street	
2:00 PM		North	oound			Northea	stbound			Eastl	oound			West	bound	
to	U-Turn	Hard Left	Left	Right	U-Turn	Left	Soft Right	Right	U-Turn	Thru	Right	Hard Right	U-Turn	Left	Soft Left	Thru
3:00 PM	0	0 10 5 4			0	3	2	6	0	1	2	1	0	3	1	4
PHF		0.59				0.	55			0.	50			0.	67	

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 1 Barnstable, MA Location: Street 1: Main Street Street 2: Iyannough Road & Oak Street Count Date: 14/06/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PEDESTRIANS & BICYCLES Main Street

								ESTRIAN	S & BICY							
			gh Road			Oak S					Street				Street	
			bound			Northea					bound				bound	
Start Time	Hard Left	Left	Right	Peds	Left	Soft Right	Right	Peds	Thru	Right	Hard Right	Peds	Left	Soft Left	Thru	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PIVI	U	U	U		U	U	U	U	U	U		U	U	U	U	U

AM PEAK HOUR		lyannou	gh Road			Oak S	Street			Main	Street			Main	Street	
9:00 AM		North	bound			Northea	stbound			East	bound			West	oound	
to	Hard Left	Left	Right	Peds	Left	Soft Right	Right	Peds	Thru	Right	Hard Right	Peds	Left	Soft Left	Thru	Peds
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

MID PEAK HOUR		lyannou	gh Road			Oak S	Street			Main	Street			Main	Street	
11:45 AM		North	oound			Northea	stbound			East	bound			West	bound	
to	Hard Left	Left	Right	Peds	Left	Soft Right	Right	Peds	Thru	Right	Hard Right	Peds	Left	Soft Left	Thru	Peds
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

PM PEAK HOUR	1	lyannou	gh Road			Oak S	Street			Main	Street			Main	Street	
4:00 PM		North	oound			Northea	stbound			East	bound			West	bound	
to	Hard Left	Left	Right	Peds	Left	Soft Right	Right	Peds	Thru	Right	Hard Right	Peds	Left	Soft Left	Thru	Peds
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 2
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (W)

Count Date: 6/24/2023

Day of Week: Saturday

Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

	Barnstable	W Elemen	itary School	Dr (West)						Main	Street			Main	Street	
		North	bound			South	bound			Eastl	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	31	0	0	0	47	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	50	0	1	0	42	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	39	1	0	0	45	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	47	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	58	0	1	1	63	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	54	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	51	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	58	3	0	1	56	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	46	0	0	0	50	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	49	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	57	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	50	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	48	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	45	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	49	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	62	0

MID PE	EAK HOUR	Barnstable	rnstable W Elementary School Dr (Wes  Northbound  -Turn Left Thru Right  0 0 0 0  0.00  0.00  0.0% 0.0% 0.0% 0.								Main	Street			Main	Street	
11:0	00 AM		North	bound			South	bound			Easth	oound			West	bound	
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:0	:00 PM	0	0	0	0	0	0	0	0	0	0	206	3	1	2	224	0
P	PHF		0.	00			0.	00			0.	86			0.	87	

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 2
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (W)

Count Date: 6/24/2023
Day of Week: Saturday
Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

	Barnstable			l Dr (West)						Main					Street	
		North	bound			South	bound			Easth	ound			Westl	oound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Barnstable	W Elemer	ntary Schoo	ol Dr (West)						Main	Street			Main	Street	
11:30 AM		North	bound			South	bound			Eastb	ound			Westh	oound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
PHF		0.	00			0.	00			0.2	25			0.9	50	

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 2
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (W)

Count Date: 6/24/2023
Day of Week: Saturday
Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

#### **PEDESTRIANS & BICYCLES**

	Barnstable	W Elemen	tary School	Dr (West)						Main	Street			Main	Street	
		North	oound			South	bound			Easth	ound			West	oound	
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Barnstable	W Elemen	tary School	Dr (West)						Main	Street			Main	Street	
11:00 AM		North	oound			South	bound			Eastb	ound			West	oound	
to	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

Client: Emma Enteado 1238\_6\_HSH Project #: BTD #: Location 2 Location: Barnstable, MA Main Street Street 1: Barnstable W Elementary S Dr (W) Street 2:

Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

						PASSEN	GER CAR	KS & HEA	VY VEHI		OMBINED	,				
	Barnstable	W Elemen		l Dr (West)							Street				Street	
			bound				bound				oound				bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	29	4	0	0	26	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	26	4	0	2	24	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	51	7	0	3	43	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	90	4	0	1	39	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	68	6	0	4	38	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	85	12	0	5	28	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	64	16	0	10	34	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	67	30	0	11	60	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	52	8	0	4	51	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	54	3	0	1	31	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	38	3	0	2	38	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	44	1	0	0	29	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	48	1	0	0	39	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	46	0	0	3	52	0
10:30 AM	0	1	0	1	0	0	0	0	0	0	42	2	0	0	54	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	66	3	0	0	57	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	57	3	0	0	41	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	75	1	0	0	51	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	55	0	0	0	42	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	78	1	0	0	67	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	74	1	0	1	52	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	76	1	0	0	41	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	95	5	0	0	46	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	76	12	0	2	47	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	52	1	0	0	69	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	66	1	0	1	45	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	64	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	61	2	0	0	50	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	48	2	0	0	59	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	48	2	0	0	52	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	61	4	1	0	65	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	42	9	0	3	58	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	49	19	0	10	62	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	47	13	0	3	56	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	49	2	0	0	78	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	64	2	0	0	61	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	85	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	36	3	0	0	88	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	45	5	0	2	123	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	48	5	0	2	86	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	49	11	0	1	64	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	27	12	0	0	65	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	34	4	0	1	44	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	27	4	0	2	42	0

AM PEAK HOU	R Barnstable	W Elemer	tary Schoo	I Dr (West)						Main	Street			Main	Street	
8:00 AM		North	bound			South	bound			Easth	oound			West	oound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:00 AM	0	0	0	0	0	0	0	0	0	0	284	64	0	30	160	0
PHF		0.	00			0.	00			0.	90		·	0.	67	

MID	PEAK HOUR	Barnstable	W Elemen	tary Schoo	I Dr (West)						Main	Street			Main	Street	
	11:45 AM		North	bound			South	bound			Easth	ound			West	bound	
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	12:45 PM	0	0	0	0	0	0	0	0	0	0	323	8	0	1	206	0
	PHF		0.	00			0.	00			0.	83			0.	77	
	HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.5%	0.0%

PM PEAK HOUR	Barnstable	W Elemen	tary Schoo	Dr (West)						Main	Street			Main	Street	
4:00 PM		North	oound			South	bound			Easth	oound			West	bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
5:00 PM	0	0	0	0	0	0	0	0	0	0	174	13	0	4	382	0
5:00 PM PHF	0	0 0.	0	0	0	0 0.	00	0	0	0 0.	174 88	13	0	4 0.		0

Client: Emma Enteado
Project #: 1238\_6\_HSH
BTD #: Location 2
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (W)

Count Date: 6/14/2023
Day of Week: Wednesday
Weather: Clouds & Sun, 60°F



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								HEAVY V	EHICLES	;						
	Barnstable	W Elemen		I Dr (West)							Street				Street	
		North					bound				oound				bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	5	0	1	7	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
2:00 PM 2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
2:15 PM 2:30 PM	0	0	0	0	0	0	0	0	0	0		0	0	0	1	0
		0	0	0	0	0	0	0	0		1		0	0	2	0
2:45 PM	0			_		_				0	3	0				-
3:00 PM 3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0 4	0	0	3	0
3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	1	3	0	1	8	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:30 PM 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:45 PIVI	J U				U	U	U	U			U		U	U		U

PHF		0.0	00			0	00			0.	67		·	0.5	58	
10:00 AM	0	0	0	0	0	0	0	0	0	0	6	2	0	1	6	0
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:00 AM		North	oound			South	bound			Eastb	ound			Westb	ound	
AM PEAK HOUR	Barnstable	W Elemen	tary Schoo	I Dr (West)						Main	Street			Main S	Street	

MID PEAK HOUR	Barnstable	W Elemen	tary Schoo	l Dr (West)						Main	Street			Main	Street	
10:00 AM		North	bound			South	bound			Eastb	ound			Westh	oound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	10	0
PHF		0.	00			0.	00			0.:	25			0.0	63	

PM PEAK HOUR	Barnstable	W Elemen	tary Schoo	Dr (West)						Main	Street			Main S	Street	
2:45 PM		North	bound			South	bound			Easth	oound			Westb	ound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:45 PM	0	0	0	0	0	0	0	0	0	0	5	7	0	1	13	0
PHF		0.	00			0.	00			0.	60			0.3	39	

Client: Emma Enteado
Project #: 1238\_6\_HSH
BTD #: Location 2
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (W)

Count Date: 6/14/2023
Day of Week: Wednesday
Weather: Clouds & Sun, 60°F



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#### PEDESTRIANS & BICYCLES

	Barnstable		ntary Schoo bound	l Dr (West)		South	bound				Street				Street	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	Ö	0	0	0	0	0	0	0	0	0	Ö	0	Ö
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
0.45 PIVI	1 0		U 0		U		0		0				0	U		U

AM PEAK HOUR	Barnstable	W Elemen	tary Schoo	Dr (West)						Main	Street			Main	Street		
8:00 AM		North	bound			South	bound			Easth	oound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

MID PEAK HOUR	Barnstable	W Elemen	tary Schoo	I Dr (West)						Main	Street			Main	Street	
11:45 AM		North	bound			South	bound			Easth	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

PM PEAK HOUR	Barnstable	W Elemer	ntary Schoo	l Dr (West)						Main	Street			Main	Street	
4:00 PM		North	bound			South	bound			Eastb	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/24/2023

Day of Week: Saturday

Weather: Cloudy then Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

	Barnstable	e W Elemer North	ntary Schoo hound	l Dr (East)		South	bound				Street			Main West		
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	Ö	0	0	0	0	0	0	30	0	0	0	46	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	44	0
10:30 AM	0	1	0	0	0	0	0	0	0	0	39	0	1	0	43	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	47	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	67	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	42	0	0	0	51	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	51	0
11:45 AM	0	1	0	1	0	0	0	0	0	0	56	0	0	0	59	0
12:00 PM	0	1	0	1	0	0	0	0	0	0	47	0	0	0	47	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	46	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	57	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	47	0	0	0	50	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	50	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	42	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	51	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	62	0

MID PE	EAK HOUR	Barnstable	e W Elemer	ntary Schoo	l Dr (East)						Main	Street			Main	Street	
11:	:00 AM		Northl	bound			South	bound			Easth	oound			West	bound	
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:	:00 PM	0	2	0	1	0	0	0	0	0	0	205	0	0	0	228	0
1	PHF		0.	38			0.	00			0.	87			0.	85	
I.	HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.9%	0.0%

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/24/2023
Day of Week: Saturday
Weather: Cloudy then Sun, 60°F



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	Barnstable	e W Elemei	ntary Schoo	ol Dr (East)						Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			Westl	oound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Barnstable	W Elemei	ntary Schoo	ol Dr (East)						Main	Street			Main S	Street	
11:30 AM		North	bound			South	bound			Eastb	ound			Westb	ound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
PHF		0.	00			0.	00			0.2	25			0.9	50	

Client: Emma Enteado, EIT
Project #: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/24/2023
Day of Week: Saturday
Weather: Cloudy then Sun, 60°F



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#### **PEDESTRIANS & BICYCLES**

	Barnstable	e W Elemer		l Dr (East)							Street			Main		
		North	oound			South	bound			Easth	ound			West	oound	
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR	Barnstable	W Elemer	tary Schoo	l Dr (East)						Main	Street			Main	Street	
11:00 AM		North	oound			South	bound			Eastb	ound			West	oound	
to	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

Client: Emma Enteado
Project #: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street
Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/14/2023
Day of Week: Wednesday
Weather: Clouds & Sun, 60°F

**BOSTON**TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

					1	PASSEN	GER CAI	rs & Hea	VY VEHI	CLES CO	OMBINED	)				
	Barnstable	e W Elemer	ntary Schoo	ol Dr (East)						Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	3	0	0	0	0	0	0	0	0	29	0	0	0	23	0
7:15 AM	0	2	0	0	0	0	0	0	0	0	26	0	0	0	25	0
7:30 AM	0	7	0	1	0	0	0	0	0	0	49	0	0	0	37	0
7:45 AM	0	4	0	1	0	0	0	0	0	0	91	0	0	0	38	0
8:00 AM	0	5	0	0	0	0	0	0	0	0	68	0	0	0	33	0
8:15 AM	0	1	0	3	0	0	0	0	0	0	88	0	0	0	32	0
8:30 AM	0	4	0	0	0	0	0	0	0	0	64	0	0	0	40	0
8:45 AM	0	28	0	18	0	0	0	0	0	0	67	0	0	0	44	0
9:00 AM	0	5	0	7	0	0	0	0	0	0	50	0	0	0	48	0
9:15 AM	0	3	0	1	0	0	0	0	0	0	56	0	0	0	31	0
9:30 AM	0	3	0	3	0	0	0	0	0	0	38	0	0	0	35	0
9:45 AM	0	2	0	0	0	0	0	0	0	0	44	0	0	0	27	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	39	0
10:15 AM	0	2	0	1	0	0	0	0	0	0	45	0	0	0	52	0
10:30 AM	0	5	0	0	0	0	0	0	0	0	43	0	0	0	49	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	56	0
11:00 AM	0	1	0	1	0	0	0	0	0	0	58	0	0	0	42	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	73	0	0	0	50	0
11:30 AM	0	1	0	0	0	0	0	0	0	0	57	0	0	0	42	0
11:45 AM	0	0	0	1	0	0	0	0	0	0	74	0	0	0	67	0
12:00 PM	0	1	0	1	0	0	0	0	0	0	75	0	0	0	55	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	78	0	0	0	41 39	0
12:30 PM 12:45 PM	0	3	0		-	-	0	0	0	_	95 77	0	0	0	48	0
12:45 PM 1:00 PM	0	2	0	0	0	0	0	0	0	0	66	0	0	0	52	0
1:00 PM 1:15 PM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	48	0
1:30 PM	0	5	0	4	0	0	0	0	0	0	64	0	0	0	61	0
1:45 PM	0	5	0	4	0	0	0	0	0	0	63	0	0	0	42	0
2:00 PM	0	4	0	0	0	0	0	0	0	0	49	0	0	0	56	0
2:15 PM	0	2	0	1	0	0	0	0	0	0	49	0	0	0	50	0
2:30 PM	0	2	0	1	0	0	0	0	0	0	63	0	0	0	64	0
2:45 PM	0	1	0	1	0	0	0	0	0	0	44	0	0	0	61	0
3:00 PM	0	3	0	3	0	0	0	0	0	0	49	0	0	0	73	0
3:15 PM	0	7	0	4	0	0	0	0	0	0	47	0	0	0	50	0
3:30 PM	0	22	0	14	0	0	0	0	0	0	48	0	0	0	56	0
3:45 PM	0	10	0	9	0	0	0	0	0	0	65	0	0	0	50	0
4:00 PM	0	1	0	3	0	0	0	0	0	0	46	0	0	0	85	0
4:15 PM	0	3	0	1	0	0	0	0	0	0	36	0	0	0	85	0
4:30 PM	0	5	0	1	0	0	0	0	0	0	44	0	0	0	122	0
4:45 PM	0	7	0	3	0	0	0	0	0	0	48	0	0	0	81	0
5:00 PM	0	4	0	1	0	0	0	0	0	0	50	0	0	0	62	0
5:15 PM	0	7	0	2	0	0	0	0	0	0	28	0	0	0	60	0
5:30 PM	0	5	0	4	0	0	0	0	0	0	33	0	0	0	40	0
5:45 PM	0	0	0	1	0	0	0	0	0	0	28	0	0	0	43	Ö
0.101.11				· · · · ·		v			, ,					, ,		

AM PEAK	HOUR E	Barnstable	W Elemer	ntary School	ol Dr (East)						Main	Street			Main \$	Street	
9:00 Al	M		North	oound			South	bound			Easth	ound			Westh	oound	
to		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 A	ιM	0	13	0	11	0	0	0	0	0	0	188	0	0	0	141	0
PHF	,		0.	50			0.4	00			0.	84			0.	73	

MID PEAK HOUR	Barnstable W Elementary School Dr (East)									Main Street				Main Street			
11:45 AM	Northbound				Southbound				Eastbound				Westbound				
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
12:45 PM	0	5	0	3	0	0	0	0	0	0	322	0	0	0	202	0	
PHF	0.50				0.00				0.85				0.75				
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.5%	0.0%	

PM PEAK HOUR	Barnstable W Elementary School Dr (East)									Main Street				Main Street			
4:00 PM	Northbound				Southbound				Eastbound				Westbound				
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
5:00 PM	_	16	Λ	•	0	0	0	Λ	^	_	174	^	•	_	373	0	
5:00 PM	0	10	U	0	U		U		"	U	1/4	U	U	U	3/3	U	
7:00 PM PHF			60		- 0	0.	00	U		0.		U	U	0.		U	

Client: Emma Enteado
Project#: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street
Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/14/2023
Day of Week: Wednesday
Weather: Clouds & Sun, 60°F



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## **HEAVY VEHICLES**

								HEAVY V	EHICLES	;						
	Barnstable	e W Elemer	ntary School	ol Dr (East)							Street				Street	
		North					bound			Easth	oound				bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45 AM	0	5	0	2	0	0	0	0	0	0	1	0	0	0	3	0
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:45 AM	0	2	0	0	0	0	0	0	0	0	2	0	0	0	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	7	0	0	0	0	0	0	0	0	1	0	0	0	2	0
3:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10:00 AM PHF	0	3	0	0	0	0	0	0	0	0	6	0	0	0	5	0
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:00 AM		North	oound			South	bound			Eastb	ound			Westh	ound	
AM PEAK HOUR	Barnstable	W Elemen	itary Schoo	l Dr (East)						Main	Street			Main S	Street	

N	MID PEAK HOUR	Barnstable	W Elemer	ntary Schoo	l Dr (East)						Main	Street			Main	Street	
	10:00 AM		North	bound			South	bound			Eastb	ound			West	oound	
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0
	PHF						0.	00			0.:	25			0.	56	

PHF	1	0.2	29			0.	00		1	0.	50			1.0	00	
4:30 PM	0	8	0	0	0	0	0	0	0	0	4	0	0	0	8	0
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:30 PM		North	oound			South	bound			Eastb	ound			Westh	ound	
PM PEAK HOUR	Barnstable	W Elemen	tary Schoo	l Dr (East)						Main	Street			Main S	Street	

Client: Emma Enteado
Project #: 1238\_6\_HSH
BTD #: Location 3
Location: Barnstable, MA
Street 1: Main Street

Street 2: Barnstable W Elementary S Dr (E)

Count Date: 6/14/2023
Day of Week: Wednesday
Weather: Clouds & Sun, 60°F



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## PEDESTRIANS & BICYCLES

	Barnstable	e W Elemei North	ntary Schoo bound	ol Dr (East)		South	bound				Street				Street bound	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3
1:00 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0		_	0	-				0	0	0	0	0		0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	_	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1 0	1 0	0	1 0	0	0	0	0	0	1 0	0	1 0	0	0	0	U

AM PEAK HOUR	Barnstable	e W Elemer	ntary Schoo	ol Dr (East)						Main	Street			Main	Street		
9:00 AM		larnstable W Elementary School Dr (East)  Northbound  Southbound  Loft Thru Right Red Loft Thru Right Red								Easth	ound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
10:00 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	

MID PEAK HOUR	Barnstable	W Elemer	ntary Schoo	ol Dr (East)						Main	Street			Main	Street	
11:45 AM		North	bound			South	bound			Eastb	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

PM PEAK HOUR	Barnstable	e W Elemer	ntary Schoo	ol Dr (East)						Main	Street			Main	Street		
4:00 PM		North	bound			South	bound			Easth	ound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado, EIT Project #: 1238 6 HSH Location 4 BTD #: Barnstable, MA Location: Street 1: Main Street Street 2: Aunt Hatchs Lane 6/24/2023 Count Date: Day of Week: Saturday Weather: Cloudy then Sun, 60°F



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## **PASSENGER CARS & HEAVY VEHICLES COMBINED**

							<b>U</b> = 1 \ U / 1.									
		Aunt Hat	chs Lane							Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	46	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	50	0	0	0	44	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	44	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	47	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	67	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	51	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	51	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	59	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	47	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	46	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	57	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	50	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	50	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	42	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	51	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	62	0

MII	PEAK HOUR		Aunt Hat	chs Lane							Main	Street			Main	Street	
	11:00 AM		North	bound			South	bound			Eastb	ound			West	oound	
	to	U-Turn	Left	Thru	Right	U-Turn					Left	Thru	Right	U-Turn	Left	Thru	Right
	12:00 PM	0	0	0	0	0	0	0	0	0	0	206	0	0	0	228	0
	PHF		0.	00			0.	00			0.	87			0.	85	
	HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.9%	0.0%

Client: Emma Enteado, EIT 1238 6 HSH Project #: BTD #: Location 4 Location: Barnstable, MA Main Street Street 1: Street 2: Aunt Hatchs Lane Count Date: 6/24/2023 Day of Week: Saturday Cloudy then Sun, 60°F Weather:



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## **HEAVY VEHICLES**

			chs Lane bound			South	bound			Main Eastb	Street oound			Main Westl		
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR		Aunt Hat	chs Lane							Main	Street			Main S	Street	
11:30 AM		North	bound			South	bound			Eastb	ound			Westb	ound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
PHF		0 0 0 0				0.	00			0.2	25			0.9	50	

Client: Emma Enteado, EIT Project #: 1238 6 HSH BTD #: Location 4 Location: Barnstable, MA Street 1: Main Street Street 2: Aunt Hatchs Lane Count Date: 6/24/2023 Day of Week: Saturday Cloudy then Sun, 60°F Weather:

**BOSTON**TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## **PEDESTRIANS & BICYCLES**

		Aunt Hate	chs Lane							Main	Street			Main	Street	
		North	oound			South	bound			Eastb	ound			West	oound	
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR		Aunt Hat	chs Lane							Main	Street			Main	Street	
11:00 AM		North	bound			South	bound			Easth	oound			West	oound	
to	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado 1238\_6\_HSH Project #: BTD #: Location 4 Location: Barnstable, MA Main Street Street 1: Aunt Hatchs Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F

Aunt Hataba Lana



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Main Street

#### PASSENGER CARS & HEAVY VEHICLES COMBINED

		Aunt Hat									Street				Street	
		North	bound				bound			Eastl	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	23	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	26	0	0	0	25	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	49	0	0	0	37	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	37	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	70	0	0	0	33	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	32	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	40	0
8:45 AM	0	0	0	1	0	0	0	0	0	0	85	0	0	0	44	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	48	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	32	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	34	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	27	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	39	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	46	0	0	0	52	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	43	0	0	0	49	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	56	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	42	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	51	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	41	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	75	0	0	0	67	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	76	0	0	0	56	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	78	0	0	0	40	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	96	0	0	0	39	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	77	0	0	0	48	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	68	0	0	0	52	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	48	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	69	0	0	0	61	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	67	0	0	0	42	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	56	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	50	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	64	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	44	0	0	0	61	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	52	0	0	1	74	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	50	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	62	0	0	0	55	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	51	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	84	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	86	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	121	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	82	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	61	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	60	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	37	0	0	0	41	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	42	0

AM PEAK H 9:00 AM				chs Lane bound			South	bound				Street oound				Street bound	
to		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AN	M	0	0	0	0	0	0	0	0	0	0	199	0	0	0	141	0
PHF			0.	00			0.	00			0.	86			0.	73	
HV %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	3.5%	0.0%

MID PEAK	HOUR		Aunt Hat	chs Lane							Main	Street			Main	Street	
11:45 Al	M		North	bound			South	bound			Easth	ound			West	bound	
to		U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:45 PI	M	0	0 0 0 0 0				0	0	0	0	0	325	0	0	0	202	0
PHF			0.	00			0.	00			0.	85			0.	75	
HV %		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.5%	0.0%

PM PEAK HOUR	1	Aunt Hat	chs Lane							Main	Street			Main	Street	
4:00 PM		North	bound			South	bound			Eastb	ound			West	oound	
to	U-Turn					Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
5:00 PM	0	0	0	0	0	0	0	0	0	0	182	0	0	0	373	0
						•					.02				0,0	٠ ١
PHF		0.	00			0.	00			0.		-		0.		

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 4 Barnstable, MA Location: Street 1: Main Street Aunt Hatchs Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



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## **HEAVY VEHICLES**

								HEAVY V	'EHICLES	5						
		Aunt Hat	chs Lane							Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0		0	_	-	0	1	0	0	0	0	-
12:15 PM 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM 12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

to 10:00 AM	U-Turn <b>0</b>	Left 0	Thru <b>0</b>	Right 0	U-Turn <b>0</b>	Left 0	Thru <b>0</b>	Right 0	U-Turn <b>0</b>	Left 0	Thru 6	Right 0	U-Turn 0	Left 0	Thru <b>5</b>	Right 0
9:00 AM		North		D: It			bound	D. L.			ound	District.		Westh		Dist.
AM PEAK HOUR		Aunt Hate	chs Lane							Main	Street			Main \$	Street	

		0 0 0 0 0.00														
11:00 AM	_	0	0	0	0	0	0	0	0	0	2	0	0	0	9	0
to	U-Turn	Northbound  J-Turn Left Thru Right				Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM		North	oound			South	bound			Easth	ound			Westh	ound	
MID PEAK HOUR		Aunt Hate	chs Lane							Main	Street			Main \$	Street	

PM PEAK HOUR		Aunt Hate	chs Lane							Main	Street			Main S	Street	
2:00 PM		North	oound			South	bound			Eastb	ound			Westb	oound	
to	U-Turn	Northbound  J-Turn Left Thru Right				Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
3:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0
PHF		0.0	00			0.	00			0.	56			0.8	50	

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 4 Barnstable, MA Location: Street 1: Main Street Aunt Hatchs Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Clouds & Sun, 60°F Weather:



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## PEDESTRIANS & BICYCLES

		Aunt Hat	chs Lane bound			South	bound				Street			Main West	Street	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 AM	0	0	0	0	_		_	0	0	0	0	0	0	1	_	0
10:15 AM 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM 3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR		Aunt Hat	chs Lane							Main	Street			Main	Street		
9:00 AM		North	oound			South	bound			Easth	oound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	ı
10:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	Ĺ

MID PEAK HOUR		Aunt Hat	chs Lane							Main	Street			Main	Street	
11:45 AM		North	bound			South	bound			Eastb	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

PM PEAK HOUR	1	Aunt Hat	chs Lane							Main	Street			Main	Street		
4:00 PM		North	bound			South	bound			Easth	ound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado, EIT Project #: 1238 6 HSH Location 5 BTD #: Barnstable, MA Location: Street 1: Main Street Street 2: Harris Meadow Lane 6/24/2023 Count Date: Day of Week: Saturday

Weather: Cloudy then Sun, 60°F

# **BOSTON**TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## PASSENGER CARS & HEAVY VEHICLES COMBINED

		North	bound				adow Lane bound				Street				Street bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	1	0	0	36	0	0	0	43	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	54	0	0	0	46	2
10:30 AM	0	0	0	0	0	2	0	1	0	0	36	0	0	0	42	1
10:45 AM	0	0	0	0	0	1	0	1	0	0	55	0	0	0	50	0
11:00 AM	0	0	0	0	0	2	0	2	0	1	60	0	0	0	70	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	53	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	58	0	0	0	53	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	57	0
12:00 PM	0	0	0	0	0	1	0	1	0	1	60	0	0	0	52	0
12:15 PM	0	0	0	0	0	2	0	0	0	0	64	0	0	0	47	1
12:30 PM	0	0	0	0	0	1	0	0	0	0	48	0	0	0	65	1
12:45 PM	0	0	0	0	0	1	0	0	0	1	49	0	0	0	54	0
1:00 PM	0	0	0	0	0	0	0	0	1	0	43	0	0	0	51	0
1:15 PM	0	0	0	0	0	0	0	1	0	0	55	0	0	0	37	1
1:30 PM	0	0	0	0	0	1	0	0	0	0	52	0	0	0	57	2
1:45 PM	0	0	0	0	0	0	0	1	0	0	58	0	0	0	60	0

MID PEAK HOUR	1					Harris Mea	adow Lane			Main	Street			Main	Street	
11:00 AM		North	bound			Southl	bound			Easth	ound			Westl	bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:00 PM	0	0	0	0	0	2	0	2	0	1	217	0	0	0	233	3
								_	_	-		-		_		
PHF		0.	00			0.2	25			0.	89		-	0.	82	_

Client: Emma Enteado, EIT 1238 6 HSH Project #: BTD #: Location 5 Location: Barnstable, MA Street 1: Main Street Street 2: Harris Meadow Lane Count Date: 6/24/2023 Day of Week: Saturday

Weather:

Cloudy then Sun, 60°F

**BOSTON**TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

## **HEAVY VEHICLES**

		North	bound				adow Lane bound			Main Easth	Street oound				Street bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	Ö
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street	
11:30 AM		North	bound			South	bound			Eastb	ound			Westh	ound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
PHF		0.	00			0.	00			0.	50			0.9	50	

Client: Emma Enteado, EIT Project #: 1238 6 HSH BTD #: Location 5 Location: Barnstable, MA Street 1: Main Street Street 2: Harris Meadow Lane Count Date: 6/24/2023 Day of Week: Saturday

Weather:

Cloudy then Sun, 60°F

**BOSTON**TRAFFIC DATA

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## **PEDESTRIANS & BICYCLES**

		North	oound				adow Lane bound			Main Eastb	Street oound				Street bound	
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

MID PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street	
11:00 AM		Northl	oound			South	bound			Eastb	ound			West	oound	
to	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
12:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado 1238\_6\_HSH Project #: BTD #: Location 5 Location: Barnstable, MA Main Street Street 1: Harris Meadow Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

Main Ctroot

## PASSENGER CARS & HEAVY VEHICLES COMBINED

						Harris Me	adow Lane				Street				Street	
		North	bound				bound			Eastl	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	1	0	0	0	0	31	0	0	0	23	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	28	0	0	0	26	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	37	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	89	0	0	0	38	1
8:00 AM	0	0	0	0	0	1	0	0	0	0	80	0	0	0	31	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	86	0	0	0	34	1
8:30 AM	0	0	0	0	0	0	0	1	0	1	71	0	0	0	35	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	81	0	0	0	45	1
9:00 AM	0	0	0	0	0	0	0	1	0	0	58	0	0	0	44	0
9:15 AM	0	0	0	0	0	2	0	0	0	0	56	0	0	0	38	1
9:30 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	32	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	26	1
10:00 AM	0	0	0	0	0	1	0	0	0	0	53	0	0	0	42	1
10:15 AM	0	0	0	0	0	1	0	0	0	0	51	0	0	0	46	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	44	0	0	0	57	0
10:45 AM	0	0	0	0	0	0	0	1	0	1	58	0	0	0	53	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	53	1
11:15 AM	0	0	0	0	0	1	0	1	0	0	70	0	0	0	42	2
11:30 AM	0	0	0	0	0	2	0	0	0	0	61	0	0	0	47	2
11:45 AM	0	0	0	0	0	2	0	1	0	0	71	0	0	0	61	1
12:00 PM	0	0	0	0	0	0	0	0	0	0	73	0	0	0	54	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	87	0	0	0	41	0
12:30 PM	0	0	0	0	0	0	0	0	0	1	95	0	0	0	40	1
12:45 PM	0	0	0	0	0	1	0	1	0	0	81	0	0	0	64	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	65	0	0	0	47	0
1:15 PM	0	0	0	0	0	0	0	1	0	1	71	0	0	0	59	1
1:30 PM	0	0	0	0	0	1	0	0	0	1	74	0	1	0	62	0
1:45 PM	0	0	0	0	0	0	0	1	0	1	68	0	1	0	39	1
2:00 PM	0	0	0	0	1	1	0	0	0	0	53	0	1	0	64	1
2:15 PM	0	0	0	0	0	0	0	1	0	0	52	0	0	0	47	1
2:30 PM	0	0	0	0	0	3	0	0	0	0	66	0	0	0	70	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	40	0	0	0	55	1
3:00 PM	0	0	0	0	0	0	0	1	0	0	53	0	0	0	71	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	49	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	59	0	0	0	62	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	71	0	0	0	52	1
4:00 PM	0	0	0	0	0	2	0	0	1	1	55	0	0	0	91	0
4:15 PM	0	0	0	0	0	1	0	1	0	1	35	0	0	0	87	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	46	0	0	0	125	1
4:45 PM	0	0	0	0	0	0	0	1	0	1	56	0	0	0	78	0
5:00 PM	0	0	0	0	0	3	0	0	0	0	55	0	0	0	56	5
5:15 PM	0	0	0	0	0	1	0	0	0	0	31	0	0	0	59	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	38	0	0	0	45	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0

AM PEAK HOUR 9:00 AM		North	bound				adow Lane bound				Street oound				Street bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	2	0	1	0	0	211	0	0	0	140	2
PHF		0.	00			0.	38			0.	91			0.	81	
HV %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	2.9%	0.0%

Γ	MID PEAK HOUR							adow Lane				Street				Street	
	12:00 PM		North	bound			South	bound			Easth	ound			West	bound	
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	1:00 PM	0	0	0	0	0	1	0	1	0	1	336	0	0	0	199	2
	PHF		0.	00			0.	25			0.	88			0.	77	
	HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	1.5%	0.0%

PM PEAK HOUR	7					Harris Mea	adow Lane			Main	Street			Main	Street	
4:00 PM		North	bound			South	bound			Eastb	ound			West	bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
5:00 PM	0	0	0	0	0	3	0	2	1	3	192	0	0	0	381	1
			•				•	_								
PHF		0.	00			0.	63			0.	86	-		0.		•

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 5 Barnstable, MA Location: Street 1: Main Street Harris Meadow Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



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## **HEAVY VEHICLES**

								HEAVY V	EHICLES	;						
							adow Lane				Street				Street	
		North					bound				oound				bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:30 AM 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
10:45 AM 11:00 AM	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0
11:00 AM 11:15 AM						0	0	0	0	0	1		0	0		
	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
11:30 AM 11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	1
2:00 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PHF		0.0					00							1.0		
10:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:00 AM		North	oound			South	bound			Easth	ound			Westb	ound	
AM PEAK HOUR	l					Harris Mea	adow Lane			Main	Street			Main S	Street	

10:00 AM to U	J-Turn L	Northbou Left	Thru	Right	U-Turn	Left	bound Thru	Right	U-Turn	Eastb Left	Thru	Right	U-Turn	Westb Left	Thru	Right
11:00 AM	0	0	0	Ö	0	0	0	0	0	0	3	Ö	0	0	8	0

PM PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street	
3:00 PM		North	bound			South	bound			Eastb	ound			West	oound	
to	U-Turn	U-Turn Left Thru Right				Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0
PHF		0.	00			0.	00			0.	50			0.	88	

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 5 Barnstable, MA Location: Street 1: Main Street Harris Meadow Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



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# PEDESTRIANS & BICYCLES Main Street

							PEDE	STRIANS	S & BICY	CLES						
						Harris Me	adow Lane			Main	Street			Main	Street	
		North	bound			South	bound			East	bound			West	bound	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	4	0	1	0	2	0	0	0	0
11:30 AM	0	0	0	0	1	0	0	0	1	0	0	3	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0		-	_	-	0	0	0		0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1
4:45 PM	0	0	0	0	0	-	_	0	0		-	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	-	-	-	0	0	0	0		0	-	-	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1		0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

AM PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street	
9:00 AM		North	bound			South	bound			Easth	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
10:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0

MID PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street	
12:00 PM		North	bound			South	bound			Eastb	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
1:00 PM	0	0	0	0	0	0	0	2	0	1	0	12	0	0	0	0

PM PEAK HOUR						Harris Mea	adow Lane			Main	Street			Main	Street		
4:00 PM		North	bound			South	bound			Easth	ound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	2	

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado, EIT Project #: 1238 6 HSH BTD #: Location 6 Barnstable, MA Location: Street 1: Main Street Street 2: Old Jail Lane 6/24/2023 Count Date: Day of Week: Saturday Weather: Cloudy then Sun, 60°F



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## **PASSENGER CARS & HEAVY VEHICLES COMBINED**

							<b></b>									
		Old Ja	il Lane							Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			West	bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	3	0	2	0	0	0	0	0	0	37	0	0	1	43	0
10:15 AM	0	3	0	6	0	0	0	0	0	0	54	2	0	6	42	0
10:30 AM	0	1	0	3	0	0	0	0	0	0	37	5	0	3	41	0
10:45 AM	0	2	0	1	0	0	0	0	0	0	55	3	0	2	49	0
11:00 AM	0	5	0	2	0	0	0	0	0	0	56	5	0	3	68	0
11:15 AM	0	3	0	2	0	0	0	0	0	0	51	1	0	4	49	0
11:30 AM	0	3	0	2	0	0	0	0	0	0	56	4	0	0	57	0
11:45 AM	0	4	0	1	0	0	0	0	0	0	53	2	0	3	54	0
12:00 PM	0	3	0	1	0	0	0	0	0	0	56	6	0	3	53	0
12:15 PM	0	3	0	6	0	0	0	0	0	0	65	6	0	3	47	0
12:30 PM	0	5	0	1	0	0	0	0	0	0	47	3	0	2	58	0
12:45 PM	0	5	0	2	0	0	0	0	0	0	45	9	0	2	58	0
1:00 PM	0	5	0	1	0	0	0	0	0	0	39	3	0	3	51	0
1:15 PM	0	2	0	1	0	0	0	0	0	0	48	5	0	1	35	0
1:30 PM	0	7	0	1	0	0	0	0	0	0	53	4	0	1	60	0
1:45 PM	0	2	0	3	0	0	0	0	0	0	52	2	0	1	57	0

	MID PEAK HOUR		Old Ja	il Lane							Main	Street			Main	Street	
	11:30 AM		North	bound			South	bound			Easth	ound			Westl	oound	
	to	U-Turn	Left	Thru	Right	U-Turn	U-Turn Left Thru Right				Left	Thru	Right	U-Turn	Left	Thru	Right
	12:30 PM	0	13	0	10	0	0	0	0	0	0	230	18	0	9	211	0
-	PHF		0.	64			0.	00			0.	87			0.	96	
	HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	1.9%	0.0%

Client: Emma Enteado, EIT 1238 6 HSH Project #: BTD #: Location 6 Location: Barnstable, MA Street 1: Main Street Street 2: Old Jail Lane Count Date: 6/24/2023 Day of Week: Saturday Cloudy then Sun, 60°F Weather:



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## **HEAVY VEHICLES**

		Old Ja North				South	bound			Main Eastb	Street oound			Main Westl		
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

MID PEAK HOUR		Old Ja	il Lane							Main	Street			Main S	Street	
11:30 AM		North	bound			South	bound			Eastb	ound			Westb	ound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0
PHF		0 0 0 0				0.	00			0.	50			0.5	50	

Client: Emma Enteado, EIT Project #: 1238 6 HSH BTD #: Location 6 Location: Barnstable, MA Main Street Street 1: Street 2: Old Jail Lane Count Date: 6/24/2023 Day of Week: Saturday Cloudy then Sun, 60°F Weather:



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## **PEDESTRIANS & BICYCLES**

		Old Ja	il Lane							Main	Street			Main	Street	
		North	bound			South	bound			Easth	oound			West	bound	
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
10:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
10:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:00 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0

MID PEAK HOUR		Old Ja	il Lane							Main	Street			Main	Street	
11:30 AM		Northbound				South	bound			Eastb	oound			West	oound	
to	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
12:30 PM	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Client: Emma Enteado 1238\_6\_HSH Project #: BTD #: Location 6 Location: Barnstable, MA Main Street Street 1: Old Jail Lane Street 2: Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



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## PASSENGER CARS & HEAVY VEHICLES COMBINED

Start Time						1	PASSEN	GER CAF	rs & Hea	VY VEHI	CLES CO	OMBINED	)				
Start Time			Old Ja	il Lane							Main	Street			Main	Street	
7:00 AM			North	bound			South	bound			Easth	oound			West	bound	
Tits AMN		U-Turn	Left			U-Turn			Right				Right		Left		Right
7:30 AM		_				-			-	,	-						
7.45 AM																	
B:00 AM																	
8:15 AM															,		
8.30 AM						-					-		-				
8.45 AM					_		-	_	-	_	_						
9:00 AM						_	-	_			_						
9:15 AM								_	-								
9:30 AM 0 3 0 2 0 0 0 0 0 0 0 444 1 0 3 3 32 0 0 10.00 AM 0 4 0 2 0 0 0 0 0 0 0 49 44 1 0 0 3 3 32 0 0 10.00 AM 0 2 0 0 1 0 0 0 0 0 0 0 0 49 44 0 0 2 2 27 0 0 10.00 AM 0 0 2 0 0 1 0 0 0 0 0 0 0 0 48 48 4 0 0 3 3 37 0 0 10.15 AM 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 48 48 4 0 0 3 3 37 0 0 10.15 AM 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 48 48 4 0 0 3 3 37 0 0 10.15 AM 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						-	-	-					-				-
9:45 AM						-											
10:00 AM																	
10:15 AM																	
10:30 AM																	
10.45 AM			-								-						_
11:00 AM			_			-											
11:15 AM						_	-		-	,	-						
11:30 AM					_	-							_				
11:45 AM																	
12:00 PM						_	-		-		-						
12:15 PM																	
12:30 PM 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						_											
12:45 PM				-	_	-	-		-	,	_			_			
1:00 PM					_		-	_	-		_		_		_		
1:15 PM         0         6         0 </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td>						-	-										
1:30 PM         0         3         0         2         0         0         0         0         0         71         4         0         1         61         0           1:45 PM         0         2         0         1         0						_	-	_	-	,	_						
1:45 PM         0         2         0         1         0         0         0         0         0         63         0         0         0         44         0           2:00 PM         0         5         0         2         0         0         0         0         0         51         5         0         1         45         0           2:30 PM         0         5         0         5         0         0         0         0         0         51         5         0         1         45         0           2:30 PM         0         5         0         5         0         0         0         0         0         63         7         0         2         62         0           2:45 PM         0         4         0         2         0         0         0         0         0         33         0         3         55         0           3:30 PM         0         7         0         1         0         0         0         0         47         6         0         0         69         0           3:30 PM         0         3         0																	
2:00 PM         0         5         0         2         0         0         0         0         0         51         3         0         4         54         0           2:15 PM         0         4         0         0         0         0         0         0         0         1         45         0           2:30 PM         0         5         0         5         0         0         0         0         0         0         0         0         0         2         0         0         0         0         0         62         0         0         0         2         62         0         0         0         0         0         63         7         0         2         62         0         0         0         0         0         0         62         0<																	
2:15 PM         0         4         0         0         0         0         0         0         0         0         0         1         45         0           2:30 PM         0         5         0         5         0         0         0         0         0         0         0         2         62         0           2:45 PM         0         4         0         2         0         0         0         0         0         33         0         3         55         0           3:00 PM         0         7         0         1         0         0         0         0         0         47         6         0         0         69         0           3:15 PM         0         3         0         1         0         0         0         0         0         52         3         0         2         50         0           3:30 PM         0         3         0         4         0         0         0         0         56         6         0         4         58         0           4:00 PM         0         3         0         2         0						_		_									
2:30 PM         0         5         0         5         0         0         0         0         0         63         7         0         2         62         0           2:45 PM         0         4         0         2         0         0         0         0         0         33         0         3         55         0           3:00 PM         0         7         0         1         0         0         0         0         47         6         0         0         69         0           3:15 PM         0         3         0         1         0         0         0         0         0         52         3         0         2         50         0           3:30 PM         0         3         0         4         0         0         0         0         0         56         6         0         4         58         0           4:00 PM         1         8         0         0         0         0         0         0         64         8         0         1         48         0           4:00 PM         0         3         0         2																	
2:45 PM         0         4         0         2         0         0         0         0         0         39         3         0         3         55         0           3:00 PM         0         7         0         1         0         0         0         0         0         47         6         0         0         69         0           3:15 PM         0         3         0         1         0         0         0         0         0         52         3         0         2         50         0           3:30 PM         0         3         0         4         0         0         0         0         0         56         6         0         4         58         0           3:45 PM         1         8         0         0         0         0         0         0         64         8         0         1         48         0           4:00 PM         0         3         0         2         0         0         0         0         0         52         2         0         5         92         0           4:15 PM         0         5					_	-	-	_		,	_						
3:00 PM		_	_	-	_	-	-	_	-	_	_		_	_			
3:15 PM         0         3         0         1         0         0         0         0         0         52         3         0         2         50         0           3:30 PM         0         3         0         4         0         0         0         0         0         56         6         0         4         58         0           3:45 PM         1         8         0         0         0         0         0         64         8         0         1         48         0           4:00 PM         0         3         0         2         0         0         0         0         52         2         0         5         92         0           4:15 PM         0         5         0         1         0         0         0         0         0         38         1         1         2         84         0           4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2											-						
3:30 PM         0         3         0         4         0         0         0         0         0         56         6         0         4         58         0           3:45 PM         1         8         0         0         0         0         0         0         0         0         0         1         48         0           4:00 PM         0         3         0         2         0         0         0         0         0         5         92         0           4:15 PM         0         5         0         1         0         0         0         0         0         38         1         1         2         84         0           4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2         0         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0						-				,	_						
3:45 PM         1         8         0         0         0         0         0         0         0         64         8         0         1         48         0           4:00 PM         0         3         0         2         0         0         0         0         0         52         2         0         5         92         0           4:15 PM         0         5         0         1         0         0         0         0         0         38         1         1         2         84         0           4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2         0         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0         0         0         0         0         4         62         0           5:15 PM         0         4         0         2						-	-	_	-	,	_			_			
4:00 PM         0         3         0         2         0         0         0         0         0         52         2         0         5         92         0           4:15 PM         0         5         0         1         0         0         0         0         0         38         1         1         2         84         0           4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0         0         0         0         0         53         1         0         2         55         0           5:15 PM         0         4         0         2         0         0         0         0         0         36         3         0         0         0         0           5:30 PM         0         6																	
4:15 PM         0         5         0         1         0         0         0         0         0         38         1         1         2         84         0           4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2         0         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0         0         0         0         0         53         1         0         2         55         0           5:15 PM         0         4         0         2         0         0         0         0         0         33         1         0         2         55         0           5:30 PM         0         6         0         1         0         0         0         0         0         36         3         0         0         40         0				-	_		-	_	-	,	_						
4:30 PM         0         10         0         3         0         0         0         0         0         46         3         0         5         123         0           4:45 PM         0         10         0         2         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0         0         0         0         53         1         0         2         55         0           5:15 PM         0         4         0         2         0         0         0         0         31         3         0         0         57         0           5:30 PM         0         6         0         1         0         0         0         0         0         36         3         0         0         40         0						0	0	0	0		0						0
4:45 PM         0         10         0         2         0         0         0         0         49         6         0         4         62         0           5:00 PM         0         6         0         2         0         0         0         0         0         53         1         0         2         55         0           5:15 PM         0         4         0         2         0         0         0         0         31         3         0         0         57         0           5:30 PM         0         6         0         1         0         0         0         0         36         3         0         0         40         0							0							0			
5:00 PM         0         6         0         2         0         0         0         0         53         1         0         2         55         0           5:15 PM         0         4         0         2         0         0         0         0         31         3         0         0         57         0           5:30 PM         0         6         0         1         0         0         0         0         36         3         0         0         40         0								0			_						
5:15 PM         0         4         0         2         0         0         0         0         0         31         3         0         0         57         0           5:30 PM         0         6         0         1         0         0         0         0         0         36         3         0         0         40         0							0	0									
						0	0	0									
	5:30 PM	0	6	0	1	0	0	0	0	0	0	36	3	0	0	40	0
	5:45 PM	0	3	0	0	0	0	0	0	0	0	23	2	0	1	42	0

AM PEAK HOUR 9:00 AM			il Lane bound			South	bound				Street oound				Street bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
10:00 AM	0	17	0	8	0	0	0	0	0	0	203	17	0	8	131	0
PHF		0.	78			0.	00			0.	89			0.	87	
HV %	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	5.9%	0.0%	0.0%	3.1%	0.0%

MID PEAK HO	OUR	Old Ja	ail Lane							Main	Street			Main	Street	
12:45 PM		Northbound J-Turn Left Thru Right				South	bound			Easth	ound			West	bound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
1:45 PM	0	16	0	9	0	0	0	0	1	0	292	12	0	12	231	0
PHF		0.	.63			0.	00			0.	86			0.	88	
HV%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	8.3%	2.2%	0.0%

PM PEAK HOUR	]	Old Ja	il Lane							Main	Street			Main	Street	
4:00 PM		North	bound			South	bound			Easth	ound			West	oound	
to	U-Turn	-				Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
5:00 PM	$\overline{}$					5	_	5	_	_	185	12	4	10	361	_
3:00 PM	"	28	U	0	"	U	U	U	U	U	100	12		16	301	U
PHF		0 28 0 8 0.69				0.	00	U	U	0.	90	12	•	16		-

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 6 Barnstable, MA Location: Street 1: Main Street Street 2: Old Jail Lane Count Date: 6/14/2023 Day of Week: Wednesday Clouds & Sun, 60°F Weather:



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## **HEAVY VEHICLES**

								HEAVY V	<b>EHICLES</b>	;						
		Old Ja	il Lane							Main	Street			Main	Street	
		North					bound				oound				bound	
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0
9:30 AM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	-	-	0	1	0	0		2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
12:15 PM 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
4:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

10:00 AM	0	0	0	1	0	0	0	0	0	0	3	1	0	0	4	0
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
9:00 AM		North	oound			South	bound			Eastb	ound			Westb	ound	
AM PEAK HOUR		Old Ja	il Lane							Main	Street			Main S	Street	

10:00 AM Northbound Southbound Eastbound Westbound	PHF		0.0	00			0.	00			0.	38			0.6	50	
10:00 AM Northbound Southbound Eastbound Westbound	11:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	0
	to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
MID FEAR HOUR Main Street Main Street	10:00 AM		North	oound			South	bound			Eastb	ound			Westb	ound	
MID PEAK HOUR Old Jail Lane Main Street Main Street	MID PEAK HOUR		Old Ja	il Lane							Main	Street			Main S	Street	

PM PEAK HOUR	1	Old Ja	il Lane							Main	Street			Main	Street	
3:00 PM		North	oound			South	bound			Eastb	ound			Westh	oound	
to	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	5	1	0	1	7	0
PHF		0.	00	•		0.	00			0.	75			0.0	57	

Client: Emma Enteado 1238\_6\_HSH Project #: BTD#: Location 6 Barnstable, MA Location: Street 1: Main Street Street 2: Old Jail Lane Count Date: 6/14/2023 Day of Week: Wednesday Weather: Clouds & Sun, 60°F



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## PEDESTRIANS & BICYCLES Main Street

							PEDE	STRIAN.	S & BICY	CLES						
		Old Ja	il Lane							Main	Street			Main	Street	
		North	bound			South	bound			East	bound			West	bound	
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
11:15 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0			0	0	0	0	0	0	0	0	0	0
2:00 PM 2:15 PM	0	0	0	0 4	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM 2:30 PM				1	0	0	0	-	0	-	0	_	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM		0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
3:00 PM 3:15 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.701111																

AM PEAK HOUR		Old Ja	il Lane							Main	Street			Main	Street		
9:00 AM		Northbound				South	bound			Easth	ound			West	bound		
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
10:00 AM	0	0	0	6	0	0	0	0	0	0	0	0	0	1	0	0	

MID PEAK HOUR		Old Ja	il Lane							Main	Street			Main	Street	
12:45 PM		North	bound			South	bound			Easth	ound			West	bound	
to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
1:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0

P	M PEAK HOUR		Old Ja	il Lane							Main	Street			Main	Street	
	4:00 PM		North	oound			South	bound			Easth	ound			West	bound	
	to	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
	5:00 PM	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	1

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

Job 1238\_6\_HSH\_ATR 1 Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Dir Northbound Wednesday, June 14, 2023

Time	Total							Spee	d Bins (m	ph)	
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	14	0	0	0	1	0	0	2	5	2	3
0100	7	0	0	0	0	0	0	1	3	1	1
0200	3	0	0	0	0	0	0	2	1	0	0
0300	4	0	0	0	0	0	0	1	1	1	0
0400	4	0	0	0	0	0	2	2	0	0	0
0500	17	0	0	1	0	0	0	1	6	4	4
0600	106	0	0	0	1	4	5	18	44	27	7
0700	274	0	0	0	5	21	26	51	93	67	9
0800	302	0	0	0	6	29	43	64	94	57	7
0900	282	0	0	0	2	25	14	49	107	70	13
1000	278	0	0	0	2	16	23	47	112	63	13
1100	295	0	0	1	3	20	13	45	138	66	8
1200	350	0	0	0	6	12	40	64	141	73	11
1300	296	0	0	0	3	11	13	56	125	74	12
1400	366	0	0	0	3	11	28	60	151	100	12
1500	438	0	0	0	3	30	43	111	147	93	9
1600	539	0	0	0	2	20	47	144	237	82	7
1700	522	0	0	0	2	14	46	118	228	95	18
1800	300	0	0	0	2	12	22	70	130	56	7
1900	248	0	0	1	4	8	14	62	105	48	6
2000	198	0	0	0	7	32	46	54	42	15	2
2100	112	0	0	0	0	0	4	32	43	29	4
2200	55	0	0	0	0	0	2	3	26	17	5
2300	23	0	0	0	0	0	1	4	5	7	6
Total	5033	0	0	3	52	265	432	1061	1984	1047	164

100.00% 0.00% 0.00% 1.03% 5.27% 8.58% 21.08% 39.42% 20.80% 3.26%

Maximum = 53.7 mph, Minimum = 11.1 mph, Mean = 36.0 mph 85% Speed = 41.55 mph, 95% Speed = 44.35 mph, Median = 36.91 mph 10 mph Pace = 32 - 42, Number in Pace = 3363 (66.82%) Variance = 35.82, Standard Deviation = 5.99 mph

TRAFFIC DATA
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50 55	55 60	60 65	65 70	70 75	75 80
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
2	0	0	0	0	0
2	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0
3	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0
2	0	0	0	0	0
0	0	0	0	0	0
1 1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
0	0	0	0	0	0
25	0	0	0	0	0

 $0.50\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 1 Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Dir Northbound Thursday, June 15, 2023

Time	Total							Spee	d Bins (m	ıph)	
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	12	0	0	0	1	0	0	0	5	4	2
0100	13	0	0	0	0	0	1	0	4	6	1
0200	5	0	0	0	0	0	1	0	0	4	0
0300	1	0	0	0	0	0	0	0	0	0	1
0400	4	0	0	0	0	0	0	1	1	2	0
0500	16	0	0	0	0	0	0	2	6	4	4
0600	101	0	0	0	1	3	4	21	35	30	5
0700	241	0	1	0	4	22	19	38	86	56	12
0800	359	0	0	1	5	19	23	73	149	75	13
0900	252	0	0	0	4	9	28	52	104	50	4
1000	318	0	0	0	6	14	43	89	119	42	5
1100	359	0	0	0	4	16	23	66	168	71	11
1200	331	0	0	0	4	16	32	67	143	63	6
1300	319	0	0	0	0	7	11	56	154	73	13
1400	347	0	0	0	3	18	23	59	145	84	14
1500	388	0	0	0	1	23	29	72	156	90	16
1600	480	0	0	0	2	14	26	82	231	115	10
1700	493	0	0	0	1	23	42	109	203	102	11
1800	291	0	0	0	0	7	14	40	112	87	26
1900	231	0	0	0	2	9	5	32	95	72	15
2000	218	0	0	0	4	4	9	38	78	77	7
2100	134	0	0	0	0	0	3	28	68	25	9
2200	67	0	0	0	0	0	1	11	33	13	7
2300	43	0	0	0	0	0	1	4	17	16	4
Total	5023	0	1	1	42	204	338	940	2112	1161	196

100.00% 0.00% 0.02% 0.02% 0.84% 4.06% 6.73% 18.71% 42.05% 23.11% 3.90%

Maximum = 54.2 mph, Minimum = 8.3 mph, Mean = 36.7 mph 85% Speed = 41.89 mph, 95% Speed = 44.74 mph, Median = 37.47 mph 10 mph Pace = 33 - 43, Number in Pace = 3527 (70.22%) Variance = 33.40, Standard Deviation = 5.78 mph

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50 55	55 60	60 65	65 70	70 75	75 80
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
5	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
5	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0
28	0	0	0	0	0

 $0.56\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 1 Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Dir Southbound Wednesday, June 14, 2023

Time	Total							Spee	d Bins (m	ph)	
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	7	0	0	0	0	1	0	1	4	0	1
0100	7	0	0	0	0	0	0	2	1	3	1
0200	5	0	0	0	0	0	0	0	2	2	1
0300	5	0	0	0	0	0	0	1	0	3	1
0400	21	0	0	0	0	0	1	4	3	10	3
0500	96	0	0	0	1	13	6	12	22	31	11
0600	237	0	1	0	2	29	20	22	81	65	14
0700	449	0	0	1	11	30	23	80	154	118	27
0800	391	2	5	10	18	45	31	62	130	70	18
0900	332	0	0	0	9	28	25	69	130	63	7
1000	324	0	0	1	5	19	27	48	134	68	18
1100	425	0	0	1	2	20	26	110	164	85	17
1200	558	0	0	1	5	18	40	162	194	124	13
1300	265	0	0	1	7	23	13	56	103	55	6
1400	297	0	0	0	6	9	10	53	134	73	11
1500	333	0	0	0	4	18	35	77	132	56	11
1600	372	0	1	4	9	32	26	73	133	76	17
1700	260	0	0	1	4	17	21	56	98	50	13
1800	196	0	0	1	5	16	4	23	72	56	15
1900	123	0	0	0	3	3	6	33	55	21	2
2000	87	0	0	0	8	8	15	22	23	11	0
2100	53	0	0	0	0	1	5	17	20	9	1
2200	18	0	0	0	0	0	0	3	7	4	3
2300	16	0	0	0	0	0	1	3	7	3	1
Total	4877	2	7	21	99	330	335	989	1803	1056	212

100.00% 0.04% 0.14% 0.43% 2.03% 6.77% 6.87% 20.28% 36.97% 21.65% 4.35%

Maximum = 52.6 mph, Minimum = 2.3 mph, Mean = 35.8 mph 85% Speed = 41.83 mph, 95% Speed = 45.07 mph, Median = 36.85 mph 10 mph Pace = 32 - 42, Number in Pace = 3154 (64.67%) Variance = 46.54, Standard Deviation = 6.82 mph

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50	55	60	65	70	75
55	60	65	70	75	80
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	0
5	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
4	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
1 1	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
	0	0			0
0 4	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
23	0	0	0	0	0

 $0.47\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 1 Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Dir Southbound Thursday, June 15, 2023

Time	Total							Spee	d Bins (m	iph)	
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	5	0	0	0	0	0	0	2	2	1	0
0100	2	0	0	0	0	0	0	0	1	1	0
0200	4	0	0	0	0	0	0	1	2	0	1
0300	6	0	0	0	0	0	0	1	1	4	0
0400	18	0	0	0	2	0	1	1	6	5	2
0500	74	0	0	0	0	10	3	8	22	19	10
0600	236	0	0	0	2	14	14	16	85	74	24
0700	428	0	6	14	13	25	28	51	155	120	15
0800	421	0	0	9	19	35	43	77	134	85	19
0900	321	0	1	1	11	21	20	49	136	57	23
1000	334	0	0	0	7	21	18	63	131	79	15
1100	269	0	0	0	4	15	19	65	98	60	8
1200	311	0	0	3	5	20	18	59	130	58	16
1300	298	0	0	0	0	4	3	75	138	63	14
1400	288	0	0	2	2	13	8	43	125	78	16
1500	289	0	0	1	9	12	21	55	130	55	6
1600	329	0	0	2	10	21	23	44	143	66	20
1700	293	0	0	0	5	11	13	69	125	59	10
1800	193	0	0	0	3	7	14	30	66	57	14
1900	143	0	0	1	1	5	5	22	59	41	7
2000	102	0	0	0	0	3	4	18	51	19	7
2100	81	0	0	0	0	1	5	23	31	14	4
2200	31	0	0	0	0	0	3	4	15	8	1
2300	20	0	0	0	0	0	1	5	7	5	1
Total	4496	0	7	33	93	238	264	781	1793	1028	233

0.00% 0.16% 0.73% 2.07% 5.29% 5.87% 17.37% 39.88% 22.86% 5.18%

Maximum = 53.6 mph, Minimum = 7.7 mph, Mean = 36.4 mph 85% Speed = 42.28 mph, 95% Speed = 45.36 mph, Median = 37.47 mph

10 mph Pace = 33 - 43, Number in Pace = 3007 (66.88%)

Variance = 45.81, Standard Deviation = 6.77 mph

100.00%

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50	55	60	65	70	75
55	60	65	70	75	80
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0 0
2	0	0	0	0	0
7	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0
1	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
2	0	0	0	0	0
2	0	0	0	0	0
0	0	0	0	0	0
3	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
26	0	0	0	0	0

 $0.58\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 2 Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

Dir Eastbound

Wednesday, June 14, 2023

Time	Total							Spee	d Bins (m	ıph)	
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	3	0	0	0	0	0	0	2	0	0	1
0100	3	0	0	0	0	0	0	0	2	1	0
0200	1	0	0	0	0	0	0	1	0	0	0
0300	3	0	0	0	0	0	0	0	3	0	0
0400	6	0	0	0	0	0	2	2	2	0	0
0500	13	0	0	0	0	0	1	10	2	0	0
0600	67	0	0	1	0	0	4	33	24	5	0
0700	232	0	0	0	0	7	20	97	100	8	0
0800	365	0	0	0	0	4	44	196	100	19	2
0900	212	0	0	2	6	15	51	99	34	5	0
1000	213	0	0	0	1	9	25	122	55	0	1
1100	291	0	0	2	0	4	45	162	68	9	1
1200	329	0	0	1	1	3	38	193	86	7	0
1300	276	0	0	0	2	5	57	147	57	7	1
1400	233	0	0	2	2	4	42	109	66	6	2
1500	263	0	1	0	3	3	65	139	47	5	0
1600	199	0	0	0	2	4	26	111	48	6	2
1700	184	0	0	0	0	1	14	107	47	14	0
1800	116	0	0	1	1	2	4	61	43	4	0
1900	83	0	0	0	0	2	7	43	28	3	0
2000	57	0	0	0	4	8	18	23	3	1	0
2100	38	0	0	0	1	1	10	14	11	0	1
2200	23	0	0	0	0	1	4	11	3	3	0
2300	7	0	0	0	0	0	0	3	2	1	1
Total	3217	0	1	9	23	73	477	1685	831	104	12

100.00% 0.00% 0.03% 0.28% 0.71% 2.27% 14.83% 52.38% 25.83% 3.23% 0.37%

Maximum = 52.9 mph, Minimum = 8.1 mph, Mean = 33.0 mph 85% Speed = 36.69 mph, 95% Speed = 39.20 mph, Median = 33.16 mph 10 mph Pace = 29 - 39, Number in Pace = 2612 (81.19%) Variance = 17.51, Standard Deviation = 4.18 mph

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50	55	60	65	70	75
55	60	65	70	75	80
0	0	0	0	0	0
0	0	0	0	0	0
0	0		0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0

 $0.06\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 2 Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

Dir Eastbound Thursday, June 15, 2023

Time	Total	Speed Bins (mph)									
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	4	0	0	0	0	0	0	0	4	0	0
0100	2	0	0	0	0	0	2	0	0	0	0
0200	1	0	0	0	0	0	0	1	0	0	0
0300	4	0	0	0	0	0	1	0	3	0	0
0400	9	0	0	0	0	0	3	4	2	0	0
0500	18	0	0	0	0	0	3	11	4	0	0
0600	67	0	0	1	0	0	9	29	25	3	0
0700	211	0	0	0	0	3	18	107	69	12	2
0800	393	0	0	0	1	7	59	197	117	12	0
0900	206	0	0	0	1	2	26	122	51	4	0
1000	229	0	0	2	1	10	51	110	50	5	0
1100	254	0	0	0	0	1	62	141	49	1	0
1200	251	0	0	1	2	5	46	133	55	8	1
1300	231	0	0	1	2	2	46	124	51	1	3
1400	211	0	0	0	0	2	31	103	67	8	0
1500	253	0	0	0	0	0	39	143	63	6	2
1600	214	0	0	0	0	0	17	118	65	12	2
1700	194	0	0	4	1	1	21	92	66	8	1
1800	115	0	0	1	2	1	21	44	37	8	1
1900	132	0	0	0	0	1	16	73	33	8	0
2000	83	0	0	0	0	1	9	45	27	1	0
2100	44	0	0	0	0	1	6	19	13	2	3
2200	17	0	0	0	0	0	2	8	6	1	0
2300	10	0	0	1	0	0	2	5	1	0	1
Total	3153	0	0	11	10	37	490	1629	858	100	16

100.00% 0.00% 0.00% 0.35% 0.32% 1.17% 15.54% 51.67% 27.21% 3.17% 0.51%

Maximum = 54.2 mph, Minimum = 10.5 mph, Mean = 33.2 mph 85% Speed = 37.08 mph, 95% Speed = 39.48 mph, Median = 33.22 mph 10 mph Pace = 28 - 38, Number in Pace = 2618 (83.03%) Variance = 16.45, Standard Deviation = 4.06 mph

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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	70	75	80
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
1	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
2	0	0	0	0	0

 $0.06\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 2 Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

Dir Westbound Wednesday, June 14, 2023

Time	Total	Speed Bins (mph)									
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	3	0	0	0	0	0	0	1	1	1	0
0100	4	0	0	0	0	0	0	0	3	1	0
0200	1	0	0	0	0	0	0	1	0	0	0
0300	2	0	0	0	0	0	0	1	1	0	0
0400	10	0	0	0	0	0	1	5	3	1	0
0500	30	0	0	0	1	1	2	11	12	3	0
0600	55	0	0	0	0	1	8	32	13	0	1
0700	155	0	0	1	4	4	15	84	41	6	0
0800	168	0	0	2	1	0	43	86	34	2	0
0900	170	0	0	1	0	14	57	85	13	0	0
1000	229	0	3	1	8	8	95	100	12	0	2
1100	205	0	0	1	0	1	61	125	17	0	0
1200	200	0	1	1	4	5	66	99	24	0	0
1300	227	0	1	1	2	10	63	113	35	2	0
1400	247	0	0	1	2	7	73	130	31	3	0
1500	272	0	0	0	4	8	74	154	30	2	0
1600	406	0	0	0	2	2	119	243	38	1	1
1700	235	0	0	1	0	9	34	150	38	3	0
1800	142	0	0	0	0	5	21	87	26	3	0
1900	120	0	0	0	0	0	22	78	17	3	0
2000	44	0	0	0	0	6	14	22	2	0	0
2100	34	0	0	1	0	3	7	19	4	0	0
2200	22	0	0	0	0	2	3	11	5	1	0
2300	6	0	0	0	0	0	1	2	1	2	0
Total	2987	0	5	11	28	86	779	1639	401	34	4

100.00% 0.00% 0.17% 0.37% 0.94% 2.88% 26.08% 54.87% 13.42% 1.14% 0.13%

Maximum = 46.8 mph, Minimum = 6.2 mph, Mean = 31.5 mph 85% Speed = 34.95 mph, 95% Speed = 37.19 mph, Median = 31.60 mph 10 mph Pace = 27 - 37, Number in Pace = 2570 (86.04%) Variance = 15.73, Standard Deviation = 3.97 mph

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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 2 Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

Dir Westbound Thursday, June 15, 2023

Time	Total	Speed Bins (mph)									
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	0	0	0	0	0	1	2	0	0
0200	6	0	0	0	0	0	0	3	2	1	0
0300	1	0	0	0	0	0	0	0	1	0	0
0400	9	0	0	0	0	0	1	4	4	0	0
0500	16	0	0	0	1	0	1	7	4	3	0
0600	52	0	0	0	2	0	6	26	17	1	0
0700	135	0	0	1	2	2	12	71	42	5	0
0800	176	0	0	0	1	0	38	90	43	3	1
0900	244	0	1	1	0	11	43	154	30	4	0
1000	252	0	1	0	2	2	82	125	38	2	0
1100	206	0	0	0	1	11	59	102	32	1	0
1200	233	0	0	0	1	6	89	116	20	1	0
1300	242	0	0	0	3	18	56	130	30	5	0
1400	262	0	0	1	0	3	51	169	35	3	0
1500	327	0	1	0	3	6	95	189	29	4	0
1600	343	0	0	2	5	7	55	215	57	2	0
1700	234	0	0	0	1	4	27	158	42	2	0
1800	169	0	0	1	0	0	25	108	34	1	0
1900	122	0	0	0	0	2	17	71	29	3	0
2000	81	0	0	0	1	3	19	49	9	0	0
2100	70	0	0	0	0	2	11	37	15	5	0
2200	37	0	0	0	2	0	1	19	14	1	0
2300	9	0	0	0	0	0	0	4	3	2	0
Total	3229	0	3	6	25	77	688	1848	532	49	1

100.00% 0.00% 0.09% 0.19% 0.77% 2.38% 21.31% 57.23% 16.48% 1.52% 0.03%

Maximum = 47.3 mph, Minimum = 7.1 mph, Mean = 32.0 mph 85% Speed = 35.51 mph, 95% Speed = 37.58 mph, Median = 32.10 mph 10 mph Pace = 27 - 37, Number in Pace = 2781 (86.13%) Variance = 14.18, Standard Deviation = 3.77 mph

TRAFFIC DATA
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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

## **Speed Report**

Job 1238\_6\_HSH\_ATR 3 Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

Dir Eastbound

Wednesday, June 14, 2023

Time	Total		Speed Bins (mph)										
		0	5	10	15	20	25	30	35	40	45		
		5	10	15	20	25	30	35	40	45	50		
0000	2	0	0	0	0	0	0	1	0	1	0		
0100	2	0	0	0	0	0	0	0	2	0	0		
0200	1	0	0	0	0	1	0	0	0	0	0		
0300	3	0	0	0	0	0	0	2	1	0	0		
0400	6	0	0	0	0	0	4	1	1	0	0		
0500	12	0	0	0	0	0	3	9	0	0	0		
0600	55	0	0	0	5	0	18	25	7	0	0		
0700	197	0	0	1	8	14	52	105	17	0	0		
0800	318	0	0	7	8	41	154	98	10	0	0		
0900	206	0	1	3	8	29	87	70	8	0	0		
1000	198	0	0	1	5	23	99	67	3	0	0		
1100	274	1	1	7	9	41	146	65	4	0	0		
1200	326	0	2	3	5	20	160	129	7	0	0		
1300	275	0	0	4	9	29	151	79	2	1	0		
1400	217	0	0	3	5	20	104	79	6	0	0		
1500	241	0	0	0	9	26	120	79	7	0	0		
1600	182	0	0	2	2	7	87	75	9	0	0		
1700	147	0	0	3	5	5	54	74	6	0	0		
1800	106	0	0	2	4	4	39	50	6	1	0		
1900	67	0	0	1	1	0	35	25	5	0	0		
2000	46	0	0	0	3	16	17	10	0	0	0		
2100	39	0	0	0	0	8	20	8	3	0	0		
2200	21	0	0	0	1	2	4	10	4	0	0		
2300	7	0	0	0	0	0	1	3	3	0	0		
Total	2948	1	4	37	87	286	1355	1064	111	3	0		

100.00% 0.03% 0.14% 1.26% 2.95% 9.70% 45.96% 36.09% 3.77% 0.10% 0.00%

Maximum = 44.0 mph, Minimum = 4.9 mph, Mean = 28.7 mph 85% Speed = 32.38 mph, 95% Speed = 34.45 mph, Median = 29.25 mph 10 mph Pace = 24 - 34, Number in Pace = 2452 (83.18%) Variance = 18.00, Standard Deviation = 4.24 mph

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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

## **Speed Report**

Job 1238\_6\_HSH\_ATR 3 Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

Dir Eastbound Thursday, June 15, 2023

Time	Total		Speed Bins (mph)									
		0	5	10	15	20	25	30	35	40	45	
		5	10	15	20	25	30	35	40	45	50	
0000	3	0	0	0	0	0	0	1	2	0	0	
0100	2	0	0	0	1	0	1	0	0	0	0	
0200	1	0	0	0	0	0	1	0	0	0	0	
0300	3	0	0	0	0	0	1	0	2	0	0	
0400	9	0	0	0	0	1	4	3	1	0	0	
0500	18	0	0	0	0	1	8	9	0	0	0	
0600	55	0	0	0	4	0	17	30	3	1	0	
0700	191	0	0	5	4	4	50	112	16	0	0	
0800	331	0	1	7	11	29	151	120	11	1	0	
0900	196	0	0	2	2	12	93	81	6	0	0	
1000	217	0	0	0	4	14	117	72	10	0	0	
1100	247	0	5	6	8	21	110	89	8	0	0	
1200	248	0	0	0	8	36	120	80	4	0	0	
1300	219	0	0	0	3	21	120	71	3	1	0	
1400	197	0	0	0	2	9	84	95	7	0	0	
1500	237	0	0	0	5	15	126	82	9	0	0	
1600	202	0	1	1	6	5	71	107	10	1	0	
1700	176	0	0	1	5	7	72	83	7	1	0	
1800	110	0	3	1	0	5	48	48	5	0	0	
1900	100	0	0	0	3	3	46	37	10	1	0	
2000	71	0	0	3	2	6	26	32	2	0	0	
2100	39	0	0	0	2	1	14	15	5	2	0	
2200	12	0	0	0	0	0	2	10	0	0	0	
2300	6	0	0	0	0	0	3	3	0	0	0	
Total	2890	0	10	26	70	190	1285	1180	121	8	0	

 $100.00\% \qquad 0.00\% \quad 0.35\% \quad 0.90\% \quad 2.42\% \quad 6.57\% \quad 44.46\% \quad 40.83\% \quad 4.19\% \quad 0.28\% \quad 0.00\%$ 

Maximum = 44.8 mph, Minimum = 5.5 mph, Mean = 29.3 mph 85% Speed = 32.83 mph, 95% Speed = 34.78 mph, Median = 29.70 mph 10 mph Pace = 25 - 35, Number in Pace = 2475 (85.64%) Variance = 17.47, Standard Deviation = 4.18 mph

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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

## **Speed Report**

Job 1238\_6\_HSH\_ATR 3 Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

Dir Westbound Wednesday, June 14, 2023

Time	Total		Speed Bins (mph)										
		0	5	10	15	20	25	30	35	40	45		
		5	10	15	20	25	30	35	40	45	50		
0000	4	0	0	0	0	2	1	1	0	0	0		
0100	5	0	0	0	0	0	2	3	0	0	0		
0200	0	0	0	0	0	0	0	0	0	0	0		
0300	1	0	0	0	0	0	1	0	0	0	0		
0400	9	0	0	0	0	2	4	3	0	0	0		
0500	22	0	0	0	0	5	10	7	0	0	0		
0600	45	0	0	1	0	5	32	5	2	0	0		
0700	125	0	0	2	6	27	75	15	0	0	0		
0800	155	0	0	4	9	48	83	11	0	0	0		
0900	146	0	0	0	14	40	84	8	0	0	0		
1000	199	0	0	2	10	64	114	8	1	0	0		
1100	203	0	1	8	3	83	104	4	0	0	0		
1200	186	0	0	2	5	54	118	7	0	0	0		
1300	207	0	1	0	9	83	101	13	0	0	0		
1400	242	0	0	4	3	101	132	2	0	0	0		
1500	236	0	0	3	14	73	133	13	0	0	0		
1600	378	0	0	0	2	122	238	15	1	0	0		
1700	200	0	0	3	3	50	132	12	0	0	0		
1800	127	0	0	1	1	48	71	6	0	0	0		
1900	102	0	0	1	1	30	60	10	0	0	0		
2000	42	0	0	0	7	15	19	1	0	0	0		
2100	36	0	0	1	4	16	14	1	0	0	0		
2200	22	0	0	0	0	5	14	3	0	0	0		
2300	5	0	0	0	0	1	2	2	0	0	0		
Total	2697	0	2	32	91	874	1544	150	4	0	0		

100.00% 0.00% 0.07% 1.19% 3.37% 32.41% 57.25% 5.56% 0.15% 0.00% 0.00%

Maximum = 38.8 mph, Minimum = 6.3 mph, Mean = 25.6 mph 85% Speed = 28.47 mph, 95% Speed = 30.14 mph, Median = 25.84 mph 10 mph Pace = 21 - 31, Number in Pace = 2451 (90.88%) Variance = 10.26, Standard Deviation = 3.20 mph

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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

## **Speed Report**

Job 1238\_6\_HSH\_ATR 3 Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

Dir Westbound Thursday, June 15, 2023

Time	Total	Speed Bins (mph)									
		0	5	10	15	20	25	30	35	40	45
		5	10	15	20	25	30	35	40	45	50
0000	2	0	0	0	0	0	2	0	0	0	0
0100	3	0	0	0	0	0	3	0	0	0	0
0200	4	0	0	0	0	2	1	1	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	0	0	0	0	5	2	0	0	0
0500	12	0	0	0	0	1	5	5	1	0	0
0600	46	0	0	1	1	7	32	5	0	0	0
0700	106	0	0	1	1	22	75	7	0	0	0
0800	168	0	0	4	7	57	88	12	0	0	0
0900	215	0	0	1	5	50	143	16	0	0	0
1000	238	0	0	3	17	64	145	9	0	0	0
1100	187	0	0	5	1	80	92	9	0	0	0
1200	230	0	0	0	7	76	141	6	0	0	0
1300	231	0	0	5	15	66	127	17	1	0	0
1400	245	0	0	2	3	57	173	9	1	0	0
1500	278	0	0	3	11	94	161	9	0	0	0
1600	331	0	0	4	3	76	233	15	0	0	0
1700	204	0	0	2	1	52	136	13	0	0	0
1800	161	0	1	2	6	55	86	11	0	0	0
1900	118	0	0	2	3	16	88	8	1	0	0
2000	75	0	0	2	0	25	43	5	0	0	0
2100	52	0	0	1	1	13	25	12	0	0	0
2200	34	0	0	0	0	6	19	6	3	0	0
2300	9	0	0	0	0	1	6	2	0	0	0
Total	2956	0	1	38	82	820	1829	179	7	0	0

100.00% 0.00% 0.03% 1.29% 2.77% 27.74% 61.87% 6.06% 0.24% 0.00% 0.00%

Maximum = 38.7 mph, Minimum = 9.2 mph, Mean = 25.9 mph 85% Speed = 28.58 mph, 95% Speed = 30.42 mph, Median = 26.17 mph 10 mph Pace = 21 - 31, Number in Pace = 2700 (91.34%) Variance = 10.14, Standard Deviation = 3.18 mph

# BOSTON TRAFFIC DATA

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PO BOX 1723, Framingham, MA 01701
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50	55	60	65	70 75	75
<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>	<b>80</b>
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0
0	0	0	0	0	0

 $0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\% \quad 0.00\%$ 

Job 1238\_6\_HSH\_ATR 1

Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

# **BOSTON**TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

Time	To	otal	N	NB	S	В	Time	T	otal	N	IB	S	В
0000	8		5	_	3	_	1200	221		62	_	159	
0015	8		6		2		1215	250		64		186	
0030	3		1		2		1230	261		131		130	
0045	2	21	2	14	0	7	1245	176	908	93	350	83	558
0100	3	21	0	17	3	,	1300	141	300	76	330	65	550
0115	4		2		2		1315	123		65		58	
					2		1330	158		83		75	
0130	3	4.4	1	7		7			FC4		000		005
0145	4	14	4	7	0	7	1345	139	561	72	296	67	265
0200	4		2		2		1400	161		82		79 70	
0215	2		1		1		1415	157		87		70	
0230	1	_	0	_	1	_	1430	186		110		76	
0245	1	8	0	3	1	5	1445	159	663	87	366	72	297
0300	5		4		1		1500	176		100		76	
0315	1		0		1		1515	205		124		81	
0330	1		0		1		1530	200		103		97	
0345	2	9	0	4	2	5	1545	190	771	111	438	79	333
0400	4		2		2		1600	198		106		92	
0415	5		1		4		1615	265		155		110	
0430	8		0		8		1630	222		134		88	
0445	8	25	1	4	7	21	1645	226	911	144	539	82	372
0500	21		3		18		1700	213		129		84	
0515	22		3		19		1715	220		158		62	
0530	36		3		33		1730	182		123		59	
0545	34	113	8	17	26	96	1745	167	782	112	522	55	260
0600	43		12		31		1800	145		90		55	
0615	70		18		52		1815	133		76		57	
0630	115		34		81		1830	104		68		36	
0645	115	343	42	106	73	237	1845	114	496	66	300	48	196
0700	154	0.10	52	100	102	201	1900	102	100	73	000	29	100
0715	171		62		109		1915	100		69		31	
0730	177		66		111		1930	82		53		29	
0745	221	723	94	274	127	449	1945	87	371	53	248	34	123
0800	169	125	68	214	101	443	2000	69	37 1	43	240	26	120
0815	179		83		96		2015	88		64		24	
0830	179		82		89		2010	59		41		18	
	174	693		302		391	2030		205		100		07
0845 0900	182	บฮง	69 76	302	105	391	2100	69 50	285	50 34	198	19 16	87
			76		106								
0915	142		71 64		71		2115	43		25		18	
0930	141	04.4	61	000	80	000	2130	39	405	26	440	13	F0
0945	149	614	74	282	75 70	332	2145	33	165	27	112	6	53
1000	127		57		70		2200	29		21		8	
1015	158		72		86		2215	23		19		4	
1030	166		86		80		2230	13		8	_	5	
1045	151	602	63	278	88	324	2245	8	73	7	55	1	18
1100	149		66		83		2300	13		6		7	
1115	180		73		107		2315	12		6		6	
1130	166		64		102		2330	6		6		0	
1145	225	720	92	295	133	425	2345	8	39	5	23	3	16
							Total	9910		5033		4877	

Job 1238\_6\_HSH\_ATR 1 Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)



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											www.Bost	onTrafficData.	com
Time	To	tal	N	IB	S	В	Time	То	tal	N	В	S	В
0000	6		5		1		1200	154		84		70	
0015	4		2		2		1215	184		97		87	
0030	3		2		1		1230	166		80		86	
0045	4	17	3	12	1	5	1245	138	642	70	331	68	311
0100	2		2		0		1300	145		74		71	
0115	7		5		2		1315	136		64		72	
0130	2		2		0		1330	163		84		79	
0145	4	15	4	13	0	2	1345	173	617	97	319	76	298
0200	6	.0	3		3	-	1400	144	011	77	0.10	67	200
0215	3		2		1		1415	164		98		66	
0230	0		0		0		1430	162		79		83	
0245	0	9	0	5	0	4	1445	165	635	93	347	72	288
0300	2	9	0	3	2	7	1500	164	000	91	347	73	200
0300	2		1		1		1515	154		93		73 61	
0330	1		0		1		1530	199		118		81	
0330		7	0	1		6			677		200	74	200
	2	,		Ţ	2	6	1545	160	677	86	388		289
0400	1		1		0		1600	170		92		78 77	
0415	6		1		5		1615	198		121		77	
0430	9	00	1	4	8	40	1630	223	000	135	400	88	200
0445	6	22	1	4	5	18	1645	218	809	132	480	86	329
0500	15		2		13		1700	226		143		83	
0515	18		1		17		1715	200		135		65	
0530	28		4		24		1730	188		110		78	
0545	29	90	9	16	20	74	1745	172	786	105	493	67	293
0600	52		12		40		1800	141		90		51	
0615	79		28		51		1815	116		71		45	
0630	88		18		70		1830	122		67		55	
0645	118	337	43	101	75	236	1845	105	484	63	291	42	193
0700	139		42		97		1900	101		60		41	
0715	157		56		101		1915	113		67		46	
0730	175		72		103		1930	79		56		23	
0745	198	669	71	241	127	428	1945	81	374	48	231	33	143
0800	189		82		107		2000	88		58		30	
0815	184		86		98		2015	65		41		24	
0830	209		101		108		2030	83		59		24	
0845	198	780	90	359	108	421	2045	84	320	60	218	24	102
0900	151		69		82		2100	66		50		16	
0915	140		68		72		2115	58		34		24	
0930	147		55		92		2130	51		31		20	
0945	135	573	60	252	75	321	2145	40	215	19	134	21	81
1000	136		51		85		2200	33		23		10	
1015	163		77		86		2215	22		13		9	
1030	185		105		80		2230	22		15		7	
1045	168	652	85	318	83	334	2245	21	98	16	67	5	31
1100	143		85		58		2300	25		15		10	
1115	144		76		68		2315	17		12		5	
1130	163		99		64		2330	12		10		2	
1145	178	628	99	359	79	269	2345	9	63	6	43	3	20
	. =				-		Total	9519		5023		4496	

Job 1238\_6\_HSH\_ATR 2 Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

# **BOSTON** TRAFFIC DATA

PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

<b>Time</b> 0000	To	tal	E	В	V/	WD.	T							
				ь		<b>VB</b>	Tim		То	tal		В		/B
	2		2		0		120		136		76		60	
0015	1		0		1		121		119		73		46	
0030	3		1		2		123		157		106		51	
0045	0	6	0	3	0	3	124	ŀ5	117	529	74	329	43	200
0100	1		0		1		130	00	134		77		57	
0115	4		2		2		131	5	118		68		50	
0130	0		0		0		133	30	137		69		68	
0145	2	7	1	3	1	4	134	15	114	503	62	276	52	227
0200	1		1		0		140	00	126		58		68	
0215	1		0		1		141		98		50		48	
0230	0		0		0		143		135		67		68	
0245	0	2	0	1	0	1	144		121	480	58	233	63	247
0300	1	_	1	•	0	•	150		137	100	68	200	69	
0315	1		1		0		151		120		64		56	
0330	0		0		0		153		155		64		91	
0345	3	5	1	3	2	2	154		123	535	67	263	56	272
0400	1	J	1	3		2	160		140	333	44	203	96	212
					0									
0415	4		3		1		161		139		49		90	
0430	7	40	2	0	5	40	163		177	005	51	400	126	400
0445	4	16	0	6	4	10	164		149	605	55	199	94	406
0500	8		3		5		170		123		57		66	
0515	11		1		10		171		119		47		72	
0530	11		4		7		173		97		40		57	
0545	13	43	5	13	8	30	174		80	419	40	184	40	235
0600	13		5		8		180	00	67		35		32	
0615	23		15		8		181	5	74		30		44	
0630	32		13		19		183	30	53		27		26	
0645	54	122	34	67	20	55	184	<b>!</b> 5	64	258	24	116	40	142
0700	63		36		27		190	00	43		18		25	
0715	61		31		30		191	5	56		21		35	
0730	104		62		42		193	30	42		19		23	
0745	159	387	103	232	56	155	194		62	203	25	83	37	120
0800	112		73		39		200		29		17		12	
0815	130		97		33		201		30		13		17	
0830	126		95		31		203		25		13		12	
0845	165	533	100	365	65	168	204		17	101	14	57	3	44
0900	121	550	56	550	65	. 50	210		21		10	٥,	11	
0900	93		62		31		211		22		13		9	
0913	95 85		44		41		213		13		8		5	
		202		242		170				70		20	9	24
0945	83	382	50	212	33	170	214		16	72	7	38		34
1000	91		47		44		220		15		9		6	
1015	104		45		59		221		14		9		5	
1030	117		57	<u> </u>	60		223		10	. –	4		6	
1045	130	442	64	213	66	229	224		6	45	1	23	5	22
1100	112		74		38		230		7		5		2	
1115	128		75		53		231		4		1		3	
1130	111		58		53		233	30	1		1		0	
1145	145	496	84	291	61	205	234	<b>!</b> 5	1	13	0	7	1	6
							Tot	al	6204		3217		2987	

Job 1238\_6\_HSH\_ATR 2
Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

#### Thursday, June 15, 2023



Job 1238\_6\_HSH\_ATR 3
Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

#### Wednesday, June 14, 2023



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

0000	Time	То	ital	E	В	V	VB	Time	To	otal	E	В	V	/B
0015										· tui		_		_
0030														
0045														
01100			6		2		1			512		326		186
0115			U		2		7			312		320		100
0130														
O145														
O200			7		2		_			400		275		207
0215         0         0         0         1415         104         49         55           0230         0         0         0         0         1430         129         66         63           0245         0         1         0         1         0         1500         130         52         78           0315         1         1         1         0         1516         99         51         48           0330         1         0         1         1530         121         63         58           0345         1         4         1         3         0         1         1530         121         63         58           0440         1         1         0         1600         137         50         241         52         236           0445         5         3         2         1615         122         37         85         27         85           0445         3         15         0         6         3         9         1645         133         560         50         182         83         378           0505         5         1 <td< td=""><td></td><td></td><td>1</td><td></td><td>2</td><td></td><td>5</td><td></td><td></td><td>402</td><td></td><td>2/3</td><td></td><td>207</td></td<>			1		2		5			402		2/3		207
0230         0         0         0         1430         129         66         63														
0245														
0300					4		•			450		0.47		0.40
0315			1		1		Ü			459		217		242
0330         1         0         1         1530         121         63         58           0345         1         4         1         3         0         1         1545         127         477         75         241         52         236           0400         1         1         0         0         1600         137         50         87           0415         5         3         2         4         1630         168         45         123           0445         3         15         0         6         3         9         1645         133         560         50         182         83         378           0500         5         1         4         1700         111         53         58         58           0530         9         3         6         1715         86         27         59         59           0545         13         34         7         12         6         22         1745         86         27         59         30           0545         13         34         7         12         6         22         1745         86														
0345														
OA100					_									
0415         5         3         2         1615         122         37         85           0430         6         2         4         1630         168         45         123           0445         3         15         0         6         3         9         1645         133         560         50         182         83         378           0500         5         1         4         1700         111         53         58           0515         7         1         6         17130         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0640         8         3         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45 <td></td> <td></td> <td>4</td> <td></td> <td>3</td> <td></td> <td>1</td> <td></td> <td></td> <td>477</td> <td></td> <td>241</td> <td></td> <td>236</td>			4		3		1			477		241		236
0430         6         2         4         1630         168         45         123         48         123         0445         3         15         0         6         3         9         1645         133         560         50         182         83         378           0500         5         1         4         1700         111         53         58           0515         7         1         6         1715         86         27         59           0530         9         3         6         1730         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0640         8         3         5         1800         59         29         30         36         60         60         60         14         120         60         28         36         60         13         347         29         147         41         200         20         29         30         20         22         17         45         1845         58         233 </td <td></td>														
0445         3         15         0         6         3         9         1645         133         560         50         182         83         378           0500         5         1         4         1700         111         53         58         58           0515         7         1         6         1715         86         27         59           0530         9         3         6         1730         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0605         8         3         3         5         1800         59         29         30         00         60         64         28         36         60         66         22         1745         70         347         29         147         41         20         00         60         50         29         30         00         22         181         180         58         233         25         106         33         127         000         70         700         52 <td></td>														
0500         5         1         4         1700         111         53         58           0515         7         1         6         1715         86         27         59           0530         9         3         6         1730         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0600         8         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19         19         14         1930         38         14         24         10745         125														
0515         7         1         6         1715         86         27         59           0530         9         3         6         1730         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0600         8         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28         36           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19         19         0715         52         27         25         1915         42         16         26         19         11         19         34         125         1945         54			15	0	6	3	9			560		182		378
0530         9         3         6         1730         80         38         42           0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0600         8         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19         19         16         26         27         25         1915         42         16         26         26         27         14         183         14         24         24         20         10715         52         27         25         1915         42         16         27         33		5		1		4								
0545         13         34         7         12         6         22         1745         70         347         29         147         41         200           0600         8         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102		7		1		6			86					
0600         8         3         5         1800         59         29         30           0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13         13         13         13         14         14         13         14         14		9		3		6		1730	80		38		42	
0615         23         14         9         1815         64         28         36           0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13         13         13         13         13         13         13         13         13         13         13         13         14         14         20         14         14         88			34		12		22			347		147		200
0630         24         10         14         1830         52         24         28           0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13         13           0815         123         89         34         2015         27         11         16         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         4	0600	8		3		5		1800	59		29		30	
0645         45         100         28         55         17         45         1845         58         233         25         106         33         127           0700         52         30         22         1900         35         16         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13         13         108         14         12         13         88         318         47         155         2045         14         88         10         46         4         42         2090         111         9         44         2090         111         9         11         19         11         10         10         10         11         10         10         11         10         10 <td>0615</td> <td>23</td> <td></td> <td>14</td> <td></td> <td>9</td> <td></td> <td>1815</td> <td>64</td> <td></td> <td>28</td> <td></td> <td>36</td> <td></td>	0615	23		14		9		1815	64		28		36	
0700         52         30         22         1900         35         16         19           0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13         13         102         11         16         60         103         105         11         16         10         10         11         16         10         11         13         10         11         13         10         10         11         16         10         10         11         10         10         10         11         10         11         19         11         11         10         11         10         11         10         11         11         10         10         10         11         10         10         11         10         <	0630	24		10		14		1830	52		24		28	
0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13           0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         21	0645	45	100	28	55	17	45	1845	58	233	25	106	33	127
0715         52         27         25         1915         42         16         26           0730         93         49         44         1930         38         14         24           0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13           0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         21	0700	52		30		22		1900			16		19	
0745         125         322         91         197         34         125         1945         54         169         21         67         33         102           0800         105         72         33         2000         27         14         13           0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         2130         14         9         5         5           0945         74         352         46         206         28         146         2145         14         75         6         39         8 <td>0715</td> <td>52</td> <td></td> <td>27</td> <td></td> <td>25</td> <td></td> <td>1915</td> <td>42</td> <td></td> <td>16</td> <td></td> <td>26</td> <td></td>	0715	52		27		25		1915	42		16		26	
0800         105         72         33         2000         27         14         13           0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         2130         14         9         5         5           0945         74         352         46         206         28         146         2145         14         75         6         39         8         36           1000         90         48         42         2200         13         6         7         7           1015         92         44	0730	93		49		44		1930	38		14		24	
0800         105         72         33         2000         27         14         13           0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         2130         14         9         5         5           0945         74         352         46         206         28         146         2145         14         75         6         39         8         36           1000         90         48         42         2200         13         6         7         7           1015         92         44	0745	125	322	91	197	34	125	1945	54	169	21	67	33	102
0815         123         89         34         2015         27         11         16           0830         110         69         41         2030         20         111         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         2130         14         9         5         5           0945         74         352         46         206         28         146         2145         14         75         6         39         8         36           1000         90         48         42         2200         13         6         7         7           1015         92         44         48         2215         16         12         4         4         1030         96         43	0800	105		72		33		2000	27		14		13	
0830         110         69         41         2030         20         11         9           0845         135         473         88         318         47         155         2045         14         88         10         46         4         42           0900         107         57         50         2100         26         13         13         13           0915         93         60         33         2115         21         11         10         10           0930         78         43         35         2130         14         9         5         5           0945         74         352         46         206         28         146         2145         14         75         6         39         8         36           1000         90         48         42         2200         13         6         7         1015         92         44         48         2215         16         12         4         1030         9         3         6         22         1100         105         63         42         2300         6         5         1         1         1 <td< td=""><td>0815</td><td>123</td><td></td><td>89</td><td></td><td></td><td></td><td>2015</td><td></td><td></td><td>11</td><td></td><td>16</td><td></td></td<>	0815	123		89				2015			11		16	
0845       135       473       88       318       47       155       2045       14       88       10       46       4       42         0900       107       57       50       2100       26       13       13       13         0915       93       60       33       2115       21       11       10       10         0930       78       43       35       2130       14       9       5       5         0945       74       352       46       206       28       146       2145       14       75       6       39       8       36         1000       90       48       42       2200       13       6       7       7       7       1015       92       44       48       2215       16       12       4       4       4       1030       96       43       53       2230       9       3       6       7       1045       119       397       63       198       56       199       2245       5       43       0       21       5       22       1100       105       63       42       2300       6       5 <td< td=""><td></td><td></td><td></td><td></td><td></td><td>41</td><td></td><td>2030</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>						41		2030						
0900       107       57       50       2100       26       13       13         0915       93       60       33       2115       21       11       10         0930       78       43       35       2130       14       9       5         0945       74       352       46       206       28       146       2145       14       75       6       39       8       36         1000       90       48       42       2200       13       6       7       7       1015       92       44       48       2215       16       12       4       4       1030       96       43       53       2230       9       3       6       6       7       1045       119       397       63       198       56       199       2245       5       43       0       21       5       22         1100       105       63       42       2300       6       5       1       1       1       3       1       1       1       3       1       1       1       0       1       1       1       0       1       1       1       0 <td></td> <td></td> <td>473</td> <td></td> <td>318</td> <td></td> <td>155</td> <td></td> <td></td> <td>88</td> <td>10</td> <td>46</td> <td></td> <td>42</td>			473		318		155			88	10	46		42
0915       93       60       33       2115       21       11       10         0930       78       43       35       2130       14       9       5         0945       74       352       46       206       28       146       2145       14       75       6       39       8       36         1000       90       48       42       2200       13       6       7       7       1015       92       44       48       2215       16       12       4       4       1030       96       43       53       2230       9       3       6       6       7       1045       119       397       63       198       56       199       2245       5       43       0       21       5       22       1100       105       63       42       2300       6       5       1       1       1       3       1115       124       72       52       2315       4       1       1       3       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1														
0930       78       43       35       2130       14       9       5         0945       74       352       46       206       28       146       2145       14       75       6       39       8       36         1000       90       48       42       2200       13       6       7         1015       92       44       48       2215       16       12       4         1030       96       43       53       2230       9       3       6         1045       119       397       63       198       56       199       2245       5       43       0       21       5       22         1100       105       63       42       2300       6       5       1       1       1       3       1115       124       72       52       2315       4       1       3       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1       1       0       1														
0945         74         352         46         206         28         146         2145         14         75         6         39         8         36           1000         90         48         42         2200         13         6         7           1015         92         44         48         2215         16         12         4           1030         96         43         53         2230         9         3         6           1045         119         397         63         198         56         199         2245         5         43         0         21         5         22           1100         105         63         42         2300         6         5         1         1           1115         124         72         52         2315         4         1         3         1           1130         102         59         43         2330         1         1         0         7         1         5           1145         146         477         80         274         66         203         2345         1         12         0         7														
1000       90       48       42       2200       13       6       7         1015       92       44       48       2215       16       12       4         1030       96       43       53       2230       9       3       6         1045       119       397       63       198       56       199       2245       5       43       0       21       5       22         1100       105       63       42       2300       6       5       1       1       1       1       3       1       1       3       1       1       3       1       1       0       1       1       0       1       1       5       1       1       5       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1       0       1       1       1			352		206		146			75		39		36
1015     92     44     48     2215     16     12     4       1030     96     43     53     2230     9     3     6       1045     119     397     63     198     56     199     2245     5     43     0     21     5     22       1100     105     63     42     2300     6     5     1       1115     124     72     52     2315     4     1     3       1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5			- <b></b>		_**					. •				
1030     96     43     53     2230     9     3     6       1045     119     397     63     198     56     199     2245     5     43     0     21     5     22       1100     105     63     42     2300     6     5     1       1115     124     72     52     2315     4     1     3       1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5														
1045     119     397     63     198     56     199     2245     5     43     0     21     5     22       1100     105     63     42     2300     6     5     1       1115     124     72     52     2315     4     1     3       1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5														
1100     105     63     42     2300     6     5     1       1115     124     72     52     2315     4     1     3       1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5			397		198		199			43		21		22
1115     124     72     52     2315     4     1     3       1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5			001		100		100			70		۱ ـ		
1130     102     59     43     2330     1     1     0       1145     146     477     80     274     66     203     2345     1     12     0     7     1     5														
1145 146 477 80 274 66 203 2345 1 12 0 7 1 5														
			477		274		203			12		7		5
	1170	1-70	711	50	217	30	200			14		,		J

Job 1238\_6\_HSH\_ATR 3
Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

#### Thursday, June 15, 2023



PO BOX 1723, Framingham, MA 01701 Office: 978-746-1259 DataRequest@BostonTrafficData.com www.BostonTrafficData.com

Time	To	otal	E	В	V	VB	Time	To	tal	E	В	V	/B
0000	3	· tui	2		1		1200	116	· tui	62	_	54	
0015	0		0		0		1215	112		66		46	
0030	1		1		Ő		1230	133		58		75	
0045	1	5	0	3	1	2	1245	117	478	62	248	55	230
0100	1	3	0	3	1	2	1300	113	470	53	240	60	230
0115	1		1		0		1315	109		55		54	
0113			1		1		1330	126		60		66	
0130	2	_		2	1	2		102	450	51	210	51	231
	1	5	0	2		3	1345	111	450	55	219		231
0200	4		0 1		4		1400	117		55 51		56 66	
0215	1				0		1415						
0230	0	_	0	4	0	4	1430	101	440	42	407	59	045
0245	0	5	0	1	0	4	1445	113	442	49	197	64	245
0300	1		1		0		1500	118		45		73	
0315	1		1		0		1515	121		59		62	
0330	0		0	•	0	•	1530	162	- 4 -	71	007	91	070
0345	1	3	1	3	0	0	1545	114	515	62	237	52	278
0400	1		1		0		1600	129		59		70	
0415	5		3		2		1615	117		42		75	
0430	5		2		3		1630	158		49		109	
0445	5	16	3	9	2	7	1645	129	533	52	202	77	331
0500	3		1		2		1700	113		47		66	
0515	5		3		2		1715	97		51		46	
0530	9		5		4		1730	105		47		58	
0545	13	30	9	18	4	12	1745	65	380	31	176	34	204
0600	13		11		2		1800	85		32		53	
0615	24		14		10		1815	72		32		40	
0630	25		12		13		1830	58		20		38	
0645	39	101	18	55	21	46	1845	56	271	26	110	30	161
0700	57		37		20		1900	58		25		33	
0715	55		29		26		1915	57		29		28	
0730	80		58		22		1930	54		26		28	
0745	105	297	67	191	38	106	1945	49	218	20	100	29	118
0800	105		76		29		2000	51		26		25	
0815	126		84		42		2015	33		10		23	
0830	120		83		37		2030	30		22		8	
0845	148	499	88	331	60	168	2045	32	146	13	71	19	75
0900	106		67		39		2100	30		9		21	
0915	94		41		53		2115	20		9		11	
0930	114		51		63		2130	22		14		8	
0945	97	411	37	196	60	215	2145	19	91	7	39	12	52
1000	103		52		51		2200	19		6		13	
1015	100		41		59		2215	12		3		9	
1030	137		68		69		2230	7		1		6	
1045	115	455	56	217	59	238	2245	8	46	2	12	6	34
1100	89		54		35		2300	3		1		2	
1115	95		47		48		2315	2		2		0	
1130	129		73		56		2330	7		3		4	
1145	121	434	73	247	48	187	2345	3	15	0	6	3	9
							Total	5846		2890		2956	

Job # 1238\_6\_HSH\_ATR 1

Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Direction Northbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	14	0	11	2	0	0	0	0	0	1	0	0	0	0
0100	7	0	6	0	0	0	0	0	0	1	0	0	0	0
0200	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0300	4	0	3	0	0	1	0	0	0	0	0	0	0	0
0400	4	0	2	1	0	0	0	0	0	1	0	0	0	0
0500	17	0	12	5	0	0	0	0	0	0	0	0	0	0
0600	106	0	82	16	7	1	0	0	0	0	0	0	0	0
0700	274	0	205	64	2	1	1	0	0	1	0	0	0	0
0800	302	1	239	47	8	3	1	1	0	2	0	0	0	0
0900	282	2	227	42	4	4	2	0	0	1	0	0	0	0
1000	278	5	209	57	3	4	0	0	0	0	0	0	0	0
1100	295	2	224	59	2	3	3	1	0	1	0	0	0	0
1200	350	1	286	50	3	3	4	0	0	3	0	0	0	0
1300	296	0	228	55	5	4	0	0	0	4	0	0	0	0
1400	366	2	294	54	9	3	2	0	0	2	0	0	0	0
1500	438	0	360	67	7	2	1	0	0	1	0	0	0	0
1600	539	4	448	80	1	3	1	1	0	1	0	0	0	0
1700	522	0	433	86	0	2	0	0	0	1	0	0	0	0
1800	300	2	248	47	0	2	1	0	0	0	0	0	0	0
1900	248	0	211	36	0	1	0	0	0	0	0	0	0	0
2000	198	0	177	20	1	0	0	0	0	0	0	0	0	0
2100	112	1	94	16	0	1	0	0	0	0	0	0	0	0
2200	55	0	50	5	0	0	0	0	0	0	0	0	0	0
2300	23	0	21	1	0	1	0	0	0	0	0	0	0	0
Total	5033	20	4072	811	52	39	16	3	0	20	0	0	0	0
	100.00%	0.40%	80.91%	16.11%	1.03%	0.77%	0.32%	0.06%	0.00%	0.40%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 1

Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Direction Northbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	12	0	10	1	0	1	0	0	0	0	0	0	0	0
0100	13	0	11	1	0	0	1	0	0	0	0	0	0	0
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0500	16	0	13	2	0	0	0	0	0	1	0	0	0	0
0600	101	0	70	23	6	2	0	0	0	0	0	0	0	0
0700	241	1	176	54	5	1	2	0	0	2	0	0	0	0
0800	359	0	289	58	2	6	3	0	0	1	0	0	0	0
0900	252	0	200	42	3	3	3	0	0	1	0	0	0	0
1000	318	2	240	64	2	6	1	0	0	3	0	0	0	0
1100	359	1	287	68	0	2	1	0	0	0	0	0	0	0
1200	331	1	267	56	2	1	1	0	0	3	0	0	0	0
1300	319	1	258	52	2	5	1	0	0	0	0	0	0	0
1400	347	2	275	61	6	1	2	0	0	0	0	0	0	0
1500	388	3	316	58	4	7	0	0	0	0	0	0	0	0
1600	480	2	374	95	0	5	2	0	0	2	0	0	0	0
1700	493	1	399	88	1	3	0	0	0	1	0	0	0	0
1800	291	1	241	44	0	5	0	0	0	0	0	0	0	0
1900	231	1	194	35	1	0	0	0	0	0	0	0	0	0
2000	218	0	187	31	0	0	0	0	0	0	0	0	0	0
2100	134	0	111	21	0	1	0	0	0	1	0	0	0	0
2200	67	0	55	12	0	0	0	0	0	0	0	0	0	0
2300	43	1	37	3	0	1	0	0	1	0	0	0	0	0
Total	5023	17	4018	870	34	51	17	0	1	15	0	0	0	0
	100.00%	0.34%	79.99%	17.32%	0.68%	1.02%	0.34%	0.00%	0.02%	0.30%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 1

Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Direction Southbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	7	0	4	2	0	1	0	0	0	0	0	0	0	0
0100	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0200	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	21	0	14	5	0	1	0	0	0	1	0	0	0	0
0500	96	0	69	27	0	0	0	0	0	0	0	0	0	0
0600	237	1	167	62	2	3	0	0	0	2	0	0	0	0
0700	449	0	334	104	2	8	1	0	0	0	0	0	0	0
0800	391	0	315	63	7	4	1	0	0	1	0	0	0	0
0900	332	0	250	70	5	4	2	1	0	0	0	0	0	0
1000	324	0	249	59	9	3	2	1	0	1	0	0	0	0
1100	425	2	313	80	3	9	3	1	0	12	2	0	0	0
1200	558	0	434	100	6	12	3	0	0	3	0	0	0	0
1300	265	3	218	29	3	8	1	1	0	1	1	0	0	0
1400	297	0	221	65	3	6	2	0	0	0	0	0	0	0
1500	333	1	269	54	3	3	3	0	0	0	0	0	0	0
1600	372	4	300	58	3	7	0	0	0	0	0	0	0	0
1700	260	0	217	35	2	6	0	0	0	0	0	0	0	0
1800	196	2	152	40	0	2	0	0	0	0	0	0	0	0
1900	123	1	101	21	0	0	0	0	0	0	0	0	0	0
2000	87	0	75	11	1	0	0	0	0	0	0	0	0	0
2100	53	0	49	4	0	0	0	0	0	0	0	0	0	0
2200	18	0	14	4	0	0	0	0	0	0	0	0	0	0
2300	16	0	13	3	0	0	0	0	0	0	0	0	0	0
Total	4877	14	3792	899	49	77	18	4	0	21	3	0	0	0
	100.00%	0.29%	77.75%	18.43%	1.00%	1.58%	0.37%	0.08%	0.00%	0.43%	0.06%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 1

Area Barnstable, MA

Location Iyannough Road (Route 132), south of Main St (Route 6A)

Direction Southbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0400	18	0	14	4	0	0	0	0	0	0	0	0	0	0
0500	74	0	57	16	0	1	0	0	0	0	0	0	0	0
0600	236	1	160	69	3	3	0	0	0	0	0	0	0	0
0700	428	3	319	99	1	6	0	0	0	0	0	0	0	0
0800	421	1	330	70	9	7	2	1	0	0	0	0	0	1
0900	321	1	251	60	2	4	3	0	0	0	0	0	0	0
1000	334	1	247	72	7	5	2	0	0	0	0	0	0	0
1100	269	1	214	46	1	5	2	0	0	0	0	0	0	0
1200	311	4	232	64	5	4	2	0	0	0	0	0	0	0
1300	298	1	232	54	3	6	1	0	0	0	1	0	0	0
1400	288	0	227	53	3	3	2	0	0	0	0	0	0	0
1500	289	2	240	35	6	4	1	0	0	0	1	0	0	0
1600	329	1	249	68	4	3	3	1	0	0	0	0	0	0
1700	293	0	238	46	1	7	1	0	0	0	0	0	0	0
1800	193	1	159	30	1	2	0	0	0	0	0	0	0	0
1900	143	2	115	25	0	1	0	0	0	0	0	0	0	0
2000	102	0	82	17	1	1	0	0	1	0	0	0	0	0
2100	81	0	71	7	0	3	0	0	0	0	0	0	0	0
2200	31	0	28	3	0	0	0	0	0	0	0	0	0	0
2300	20	0	17	3	0	0	0	0	0	0	0	0	0	0
Total	4496	19	3495	844	47	65	20	2	1	0	2	0	0	1
	100.00%	0.42%	77.74%	18.77%	1.05%	1.45%	0.44%	0.04%	0.02%	0.00%	0.04%	0.00%	0.00%	0.02%

Job # 1238\_6\_HSH\_ATR 2

Area Barnstable, MA

Location Main St (Route 6A), east of Iyannough Road

**Direction** Eastbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	0	0	1	0	0	0	0	0	0	0	0
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0500	13	0	8	5	0	0	0	0	0	0	0	0	0	0
0600	67	1	42	19	2	3	0	0	0	0	0	0	0	0
0700	232	2	188	37	2	2	1	0	0	0	0	0	0	0
0800	365	0	300	55	4	5	0	0	0	0	1	0	0	0
0900	212	1	184	21	1	3	2	0	0	0	0	0	0	0
1000	213	3	167	40	0	2	1	0	0	0	0	0	0	0
1100	291	5	234	48	0	4	0	0	0	0	0	0	0	0
1200	329	2	271	49	1	4	2	0	0	0	0	0	0	0
1300	276	4	229	40	1	2	0	0	0	0	0	0	0	0
1400	233	2	189	37	2	3	0	0	0	0	0	0	0	0
1500	263	0	222	32	8	1	0	0	0	0	0	0	0	0
1600	199	0	163	31	1	4	0	0	0	0	0	0	0	0
1700	184	2	155	24	0	2	0	0	0	1	0	0	0	0
1800	116	1	100	15	0	0	0	0	0	0	0	0	0	0
1900	83	0	74	9	0	0	0	0	0	0	0	0	0	0
2000	57	0	47	10	0	0	0	0	0	0	0	0	0	0
2100	38	0	33	5	0	0	0	0	0	0	0	0	0	0
2200	23	0	22	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	6	1	0	0	0	0	0	0	0	0	0	0
Total	3217	23	2647	481	22	36	6	0	0	1	1	0	0	0
	100.00%	0.71%	82.28%	14.95%	0.68%	1.12%	0.19%	0.00%	0.00%	0.03%	0.03%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 2

Area Barnstable, MA

Location Main St (Route 6A), east of lyannough Road

**Direction** Eastbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	4	0	2	1	0	1	0	0	0	0	0	0	0	0
0400	9	0	5	3	1	0	0	0	0	0	0	0	0	0
0500	18	0	12	6	0	0	0	0	0	0	0	0	0	0
0600	67	2	44	20	1	0	0	0	0	0	0	0	0	0
0700	211	1	162	41	5	2	0	0	0	0	0	0	0	0
0800	393	0	316	65	5	5	2	0	0	0	0	0	0	0
0900	206	1	166	36	1	2	0	0	0	0	0	0	0	0
1000	229	2	186	37	0	4	0	0	0	0	0	0	0	0
1100	254	2	201	44	4	2	1	0	0	0	0	0	0	0
1200	251	4	210	33	2	2	0	0	0	0	0	0	0	0
1300	231	3	192	32	1	3	0	0	0	0	0	0	0	0
1400	211	3	161	44	1	2	0	0	0	0	0	0	0	0
1500	253	3	203	37	6	4	0	0	0	0	0	0	0	0
1600	214	4	175	32	1	2	0	0	0	0	0	0	0	0
1700	194	2	158	31	0	2	0	1	0	0	0	0	0	0
1800	115	1	97	17	0	0	0	0	0	0	0	0	0	0
1900	132	2	109	21	0	0	0	0	0	0	0	0	0	0
2000	83	0	69	14	0	0	0	0	0	0	0	0	0	0
2100	44	2	37	5	0	0	0	0	0	0	0	0	0	0
2200	17	0	15	2	0	0	0	0	0	0	0	0	0	0
2300	10	0	10	0	0	0	0	0	0	0	0	0	0	0
Total	3153	32	2535	522	28	31	4	1	0	0	0	0	0	0
	100.00%	1.01%	80.40%	16.56%	0.89%	0.98%	0.13%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 2

Area Barnstable, MA

Location Main St (Route 6A), east of lyannough Road

Direction Westbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0400	10	0	8	2	0	0	0	0	0	0	0	0	0	0
0500	30	1	20	9	0	0	0	0	0	0	0	0	0	0
0600	55	1	40	13	0	1	0	0	0	0	0	0	0	0
0700	155	0	116	36	2	1	0	0	0	0	0	0	0	0
0800	168	1	129	31	7	0	0	0	0	0	0	0	0	0
0900	170	0	130	33	4	2	1	0	0	0	0	0	0	0
1000	229	2	186	35	2	2	2	0	0	0	0	0	0	0
1100	205	2	161	40	0	2	0	0	0	0	0	0	0	0
1200	200	2	162	30	1	3	2	0	0	0	0	0	0	0
1300	227	2	193	29	1	1	1	0	0	0	0	0	0	0
1400	247	2	194	45	3	3	0	0	0	0	0	0	0	0
1500	272	4	209	45	8	6	0	0	0	0	0	0	0	0
1600	406	3	337	62	2	2	0	0	0	0	0	0	0	0
1700	235	2	203	26	1	2	0	0	0	0	1	0	0	0
1800	142	0	118	24	0	0	0	0	0	0	0	0	0	0
1900	120	2	101	16	0	1	0	0	0	0	0	0	0	0
2000	44	0	37	7	0	0	0	0	0	0	0	0	0	0
2100	34	0	30	4	0	0	0	0	0	0	0	0	0	0
2200	22	0	20	2	0	0	0	0	0	0	0	0	0	0
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0
Total	2987	24	2406	493	31	26	6	0	0	0	1	0	0	0
	100.00%	0.80%	80.55%	16.50%	1.04%	0.87%	0.20%	0.00%	0.00%	0.00%	0.03%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 2

Area Barnstable, MA

Location Main St (Route 6A), east of lyannough Road

Direction Westbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0400	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0500	16	0	13	3	0	0	0	0	0	0	0	0	0	0
0600	52	1	37	14	0	0	0	0	0	0	0	0	0	0
0700	135	4	102	28	1	0	0	0	0	0	0	0	0	0
0800	176	1	139	31	3	1	0	0	0	1	0	0	0	0
0900	244	2	186	47	4	3	2	0	0	0	0	0	0	0
1000	252	3	193	51	1	4	0	0	0	0	0	0	0	0
1100	206	3	168	32	0	3	0	0	0	0	0	0	0	0
1200	233	0	186	42	2	1	2	0	0	0	0	0	0	0
1300	242	0	213	25	0	3	1	0	0	0	0	0	0	0
1400	262	1	201	50	3	5	1	0	0	1	0	0	0	0
1500	327	5	254	57	10	1	0	0	0	0	0	0	0	0
1600	343	3	291	46	1	2	0	0	0	0	0	0	0	0
1700	234	4	181	46	1	2	0	0	0	0	0	0	0	0
1800	169	4	133	30	0	2	0	0	0	0	0	0	0	0
1900	122	2	98	21	0	1	0	0	0	0	0	0	0	0
2000	81	2	71	8	0	0	0	0	0	0	0	0	0	0
2100	70	1	58	11	0	0	0	0	0	0	0	0	0	0
2200	37	0	29	8	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
Total	3229	36	2578	553	26	28	6	0	0	2	0	0	0	0
	100.00%	1.11%	79.84%	17.13%	0.81%	0.87%	0.19%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 3

Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

**Direction** Eastbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	2	0	0	1	0	0	0	0	0	0	0	0
0400	6	0	4	2	0	0	0	0	0	0	0	0	0	0
0500	12	0	5	6	0	0	1	0	0	0	0	0	0	0
0600	55	0	33	18	1	3	0	0	0	0	0	0	0	0
0700	197	2	147	41	1	5	1	0	0	0	0	0	0	0
0800	318	0	250	63	1	3	0	0	0	1	0	0	0	0
0900	206	1	174	26	0	4	1	0	0	0	0	0	0	0
1000	198	3	153	39	0	3	0	0	0	0	0	0	0	0
1100	274	4	211	55	0	3	0	1	0	0	0	0	0	0
1200	326	3	252	65	1	5	0	0	0	0	0	0	0	0
1300	275	2	212	57	1	3	0	0	0	0	0	0	0	0
1400	217	4	165	38	3	7	0	0	0	0	0	0	0	0
1500	241	1	198	38	2	2	0	0	0	0	0	0	0	0
1600	182	0	144	33	2	3	0	0	0	0	0	0	0	0
1700	147	3	124	16	0	4	0	0	0	0	0	0	0	0
1800	106	1	88	17	0	0	0	0	0	0	0	0	0	0
1900	67	0	58	9	0	0	0	0	0	0	0	0	0	0
2000	46	0	35	9	0	1	1	0	0	0	0	0	0	0
2100	39	0	34	5	0	0	0	0	0	0	0	0	0	0
2200	21	0	20	1	0	0	0	0	0	0	0	0	0	0
2300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
Total	2948	24	2318	541	12	47	4	1	0	1	0	0	0	0
	100.00%	0.81%	78.63%	18.35%	0.41%	1.59%	0.14%	0.03%	0.00%	0.03%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 3

Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

**Direction** Eastbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0
0100	2	0	1	0	0	0	1	0	0	0	0	0	0	0
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0
0300	3	0	1	1	0	1	0	0	0	0	0	0	0	0
0400	9	0	4	4	1	0	0	0	0	0	0	0	0	0
0500	18	0	11	7	0	0	0	0	0	0	0	0	0	0
0600	55	2	33	17	0	3	0	0	0	0	0	0	0	0
0700	191	1	146	39	2	3	0	0	0	0	0	0	0	0
0800	331	0	252	72	1	5	1	0	0	0	0	0	0	0
0900	196	2	155	35	0	4	0	0	0	0	0	0	0	0
1000	217	3	167	44	0	3	0	0	0	0	0	0	0	0
1100	247	3	186	48	3	6	1	0	0	0	0	0	0	0
1200	248	3	199	43	2	1	0	0	0	0	0	0	0	0
1300	219	1	175	38	0	4	0	0	0	0	0	0	0	1
1400	197	4	150	38	1	4	0	0	0	0	0	0	0	0
1500	237	2	181	49	1	4	0	0	0	0	0	0	0	0
1600	202	5	160	33	1	3	0	0	0	0	0	0	0	0
1700	176	4	134	34	0	3	0	1	0	0	0	0	0	0
1800	110	2	90	17	0	1	0	0	0	0	0	0	0	0
1900	100	1	79	18	0	2	0	0	0	0	0	0	0	0
2000	71	0	58	13	0	0	0	0	0	0	0	0	0	0
2100	39	2	33	4	0	0	0	0	0	0	0	0	0	0
2200	12	0	9	3	0	0	0	0	0	0	0	0	0	0
2300	6	0	6	0	0	0	0	0	0	0	0	0	0	0
Total	2890	35	2233	558	12	47	3	1	0	0	0	0	0	1
	100.00%	1.21%	77.27%	19.31%	0.42%	1.63%	0.10%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%

Job # 1238\_6\_HSH\_ATR 3

Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

**Direction** Westbound



Time	Total	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class	Class
		1	2	3	4	5	6	7	8	9	10	11	12	13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0100	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0
0400	9	0	7	2	0	0	0	0	0	0	0	0	0	0
0500	22	0	15	6	0	0	1	0	0	0	0	0	0	0
0600	45	0	33	11	0	1	0	0	0	0	0	0	0	0
0700	125	0	94	28	2	1	0	0	0	0	0	0	0	0
0800	155	1	121	29	4	0	0	0	0	0	0	0	0	0
0900	146	0	115	28	1	1	1	0	0	0	0	0	0	0
1000	199	0	170	27	0	1	1	0	0	0	0	0	0	0
1100	203	1	169	30	0	1	2	0	0	0	0	0	0	0
1200	186	2	157	25	0	1	0	1	0	0	0	0	0	0
1300	207	2	179	25	1	0	0	0	0	0	0	0	0	0
1400	242	1	196	39	2	3	0	1	0	0	0	0	0	0
1500	236	5	188	38	1	4	0	0	0	0	0	0	0	0
1600	378	3	315	57	1	2	0	0	0	0	0	0	0	0
1700	200	1	179	18	1	1	0	0	0	0	0	0	0	0
1800	127	0	107	19	0	1	0	0	0	0	0	0	0	0
1900	102	2	90	10	0	0	0	0	0	0	0	0	0	0
2000	42	0	33	9	0	0	0	0	0	0	0	0	0	0
2100	36	0	34	2	0	0	0	0	0	0	0	0	0	0
2200	22	0	21	1	0	0	0	0	0	0	0	0	0	0
2300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
Total	2697	18	2234	408	13	17	5	2	0	0	0	0	0	0
	100.00%	0.67%	82.83%	15.13%	0.48%	0.63%	0.19%	0.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

Job # 1238\_6\_HSH\_ATR 3

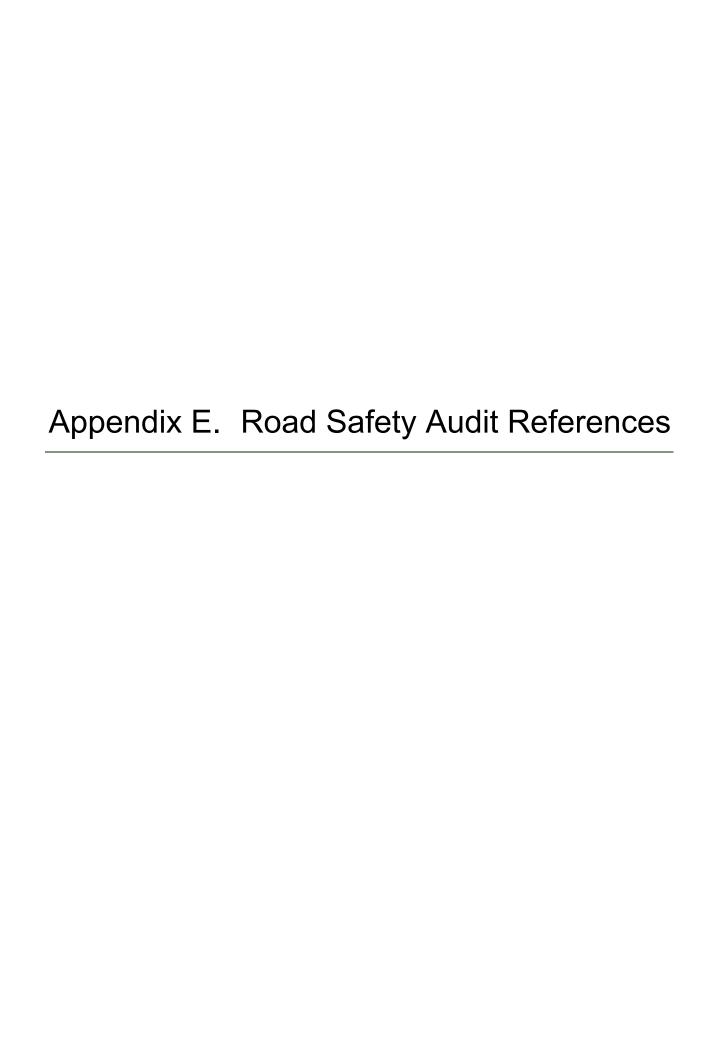
Area Barnstable, MA

Location Main St (Route 6A), east of Aberle Way

**Direction** Westbound



Time	Total	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13
		Motorcycle	Passenger Car	Vans, Pick up Trucks	Bus	2 Axle 6 Tires	3 Axle Unit	4 Axles or more Unit	3 or 4 Axle Trailer	5 Axle Trailer	6 Axle or more Trailer	5 Axle or less Multi-Trailer	6 Axle Multi- Trailer	7 Axle or more Multi-Trailer
0000	2	0	2	0	0	0	0	0	0	0	0	0	0	0
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0
0200	4	0	3	1	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	7	0	6	1	0	0	0	0	0	0	0	0	0	0
0500	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0600	46	0	30	16	0	0	0	0	0	0	0	0	0	0
0700	106	3	82	20	1	0	0	0	0	0	0	0	0	0
0800	168	1	141	23	2	0	0	0	0	0	0	0	0	1
0900	215	1	171	38	2	2	1	0	0	0	0	0	0	0
1000	238	1	185	50	0	2	0	0	0	0	0	0	0	0
1100	187	3	148	31	1	3	1	0	0	0	0	0	0	0
1200	230	0	196	32	1	1	0	0	0	0	0	0	0	0
1300	231	0	200	27	1	2	1	0	0	0	0	0	0	0
1400	245	1	191	45	2	5	1	0	0	0	0	0	0	0
1500	278	4	235	35	2	1	0	1	0	0	0	0	0	0
1600	331	3	280	47	1	0	0	0	0	0	0	0	0	0
1700	204	5	161	37	1	0	0	0	0	0	0	0	0	0
1800	161	4	132	25	0	0	0	0	0	0	0	0	0	0
1900	118	2	98	18	0	0	0	0	0	0	0	0	0	0
2000	75	2	65	8	0	0	0	0	0	0	0	0	0	0
2100	52	0	44	8	0	0	0	0	0	0	0	0	0	0
2200	34	0	29	5	0	0	0	0	0	0	0	0	0	0
2300	9	0	8	1	0	0	0	0	0	0	0	0	0	0
Total	2956	30	2421	469	14	16	4	1	0	0	0	0	0	1
	100.00%	1.01%	81.90%	15.87%	0.47%	0.54%	0.14%	0.03%	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%



#### Road Safety Audit References

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