

# ROAD SAFETY AUDIT

Five Corners  
Beach Street at Water Street/Lagoon Pond Road/ Beach  
Street Extension  
Town of Tisbury  
March 17, 2015



Prepared By:

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## Background

The Federal Highway Administration defines a Road Safety Audit (RSA) as the formal safety examination of an existing or future road or intersection by an independent, multidisciplinary team. The purpose of an RSA is to identify potential safety issues and possible opportunities for safety improvements, in consideration of all roadway users. Specific objectives of an RSA include, but are not limited to, minimizing the risk and severity of road crashes that may be affected by the existing or future roadway infrastructure at a specific location or nearby network, and improving the awareness of safe design practices which are likely to result in safety benefits based upon potential safety concerns. The Massachusetts Department of Transportation (MassDOT) has embraced the RSA program as a low cost opportunity to make significant safety improvements at any number of stages ranging from project development and planning through existing operation.

A Road Safety Audit was scheduled for the intersection of Beach Road at Beach Street, Water Street, Lagoon Pond Road, and Beach Street Extension which fell within Highway Safety Improvement Program (HSIP) crash clusters in 2009, 2010, and 2011. The intersection is commonly referred to as “Five Corners” and will be referred to as such in this document. It should be noted that Beach Road south of the intersection is scheduled for reconstruction in FFY2017-18 with Greenman-Pedersen, Inc. to design the project for the client, the Massachusetts Department of Transportation.

## Project Data

A Road Safety Audit for the unsignalized intersection of Beach Road at Beach Street/ Water Street/Lagoon Pond Road/ Beach Road Extension, locally referred to as “Five Corners” was held on Wednesday December 3, 2014 at the Tisbury Police Department in Tisbury, Massachusetts. **Table 1** provides a list of the participating audit team members and their associated affiliations. As shown, the team represents a multidisciplinary group ranging from planning, enforcement, emergency response, and engineering to local and state officials. Detailed crash history data from the Town of Tisbury Police Departments, and associated collision diagrams were reviewed prior to an in-field visit to the intersection. Additionally, traffic volume data including Turning Movement Counts (TMC), was made available. These data are provided in the Appendix for reference.

Table 1. Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Bonnie Polin	MassDOT Safety
Lisa Schletzbaum	MassDOT Safety
Dan Hanavan	Tisbury Police
John Schilling	Tisbury Fire
Melina Loberg	Tisbury Selectman
Bill Veno	Martha's Vineyard Commission
Tom Currier	MassDOT Project Management
Mark London	Martha's Vineyard Commission
Eerik Meisner	Tisbury Police
Ben Robinson	Tisbury Planning Board
Sandra Serpa	MassDOT
Pamela Haznar	MassDOT
Jay Grande	Tisbury Town Administrator
Richard Clark	Steamship Authority
Dan Seidman	Tisbury
Priscilla Leclerc	Martha's Vineyard Commission
Joe Johnson	Greenman-Pedersen, Inc.
Nicole Rogers	Greenman-Pedersen, Inc.

## Project Location and Description

The RSA focused on the unsignalized intersection of Beach Road at Beach Street, Water Street, Lagoon Pond Road, and Beach Street Extension in the Town of Tisbury, Massachusetts located on Martha's Vineyard as shown in **Figure 1**. This intersection is the junction of the following roadways, which are categorized according to MassDOT functional classifications:

**Beach Road** is a two lane road generally running in an east-west direction connecting to the Five Corners intersection at its western endpoint and Oaks Bluff in the east. Beach Road is functionally classified as an 'Urban Principal Arterial' within the project limits and is under Massachusetts Department of Transportation (MassDOT) jurisdiction. In the vicinity of the intersection, the posted speed limit on Beach Road is 20 mph.

**Beach Street** is a three lane road with two westbound lanes and one eastbound lane. It stretches from the Five Corners intersection in the east to the intersection of Beach Street and Main Street where it continues on to State Road. Beach Street is functionally classified as an 'Urban Principal Arterial' and is under Massachusetts Department of Transportation jurisdiction. The posted speed limit on Beach Street is 20 mph.

**Water Street** is a three lane road with two southbound lanes and one northbound lane connecting to the Five Corners intersection to the south and providing access to the Steamship Authority to the north which

provides yearlong ferry service to and from the island. Functionally, Water Street is classified as a ‘Local Road’ under local (Town of Tisbury) Jurisdiction. There is no speed limit posted along Water Street, however speeds tend to be very slow due to overall congestion in the area and the short distance that this roadway spans (approx. 0.1 mi). It should be noted that Water Street is the primary exit from the Steamship Authority, and the Vineyard Haven bus hub as well as activities in this section of downtown Vineyard Haven.

**Lagoon Pond Road** is a two lane road generally running in a north-south direction. It originates at the Five Corners intersection in the north and connects to Hines Point Road in the south which provides access to North Head and Hines Point. Functionally, Lagoon Pond Road is classified as a ‘Local Road’ under local (Town of Tisbury) jurisdiction. There is no posted speed limit on Lagoon Pond Road. Within the study area, Lagoon Pond Road serves traffic exiting from the adjacent Cumberland Farms and Post Office and is an alternative route to using State Road and Beach Street for entering/exiting the Five Corners area.

**Beach Street Extension** is a two lane dead end road that runs in an east-west direction. It connects to the Five Corners intersection in the west and provides an access to the beachfront in the east. Beach Street Extension is functionally classified as a ‘Local Road’ under local (Town of Tisbury) jurisdiction. There is no posted speed limit on Beach Street Extension. This roadway is very short and has a total distance of less than 350 feet.

The intersection included in the audit is discussed in detail below.

***Beach Road at Beach Street/ Water Street/ Lagoon Pond Road/ Beach Street Extension***

Beach Road, Beach Street, Water Street, Lagoon Pond Road, and Beach Street Extension (also known as “Five Corners”) intersect to form a 5 way unsignalized intersection with Beach Road and Beach Street operating under free-flowing conditions while Water Street, Lagoon Pond Road and Beach Street Extension are all under STOP-sign control. Directional travel along Beach Road is separated by a double yellow centerline with 12 foot travel lanes and 3 foot striped shoulders on both sides of the roadway.

Beach Street is approximately 30 feet wide consisting of one eastbound, general purpose approach lane, two westbound departure lanes and no shoulders. Directional travel is separated by a double yellow centerline along Beach Street.

Water Street consists of two southbound approach lanes and one northbound departure lane. The southbound approach lanes consist of a 10 foot through/right lane and a 10 foot exclusive left turn lane. A 1 foot striped shoulder is provided on the eastern side of Water Street. There is no shoulder on the western side of Water Street.

Lagoon Pond Road enters the intersection from the south. Directional travel along Lagoon Pond Road is separated by a single yellow centerline with 11 foot travel lanes and no shoulders on either side of the road.

Beach Street Extension is a dead end roadway entering the intersection from the east. At the mouth of the intersection, Beach Street Extension is 40 feet in width. There are no pavement markings to separate directional travel. There is on-street parking on both sides of Beach Street Extension. Given the configuration of the intersection and the interaction of pedestrians/vehicles/bikes, vehicle speeds are generally calmed through the intersection.

There are crosswalks provided along all approaches of the intersection. The crosswalk along Beach Road is offset to the east of the intersection. The crosswalk along Lagoon Pond Road is also offset from the intersection and located approximately 16 feet south of the stop bar. Guidance from the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) indicates that stop lines should be placed in advance of crosswalk markings. The crosswalks along the Beach Street, Water Street, and Beach Street Extension approaches are all located directly at the intersection. Stop bars along the Water Street and Beach Street Extension approaches are located in advance of the crosswalk markings at these locations.

Sidewalks are located along both sides of each roadway approaching the intersection, with the exception of Beach Street Extension which only has a sidewalk on the southern side of the roadway. None of the pedestrian ramps associated with the intersection adhere to MassDOT or ADA standards. There is also a lack of accommodations for those visually impaired as none of the ramps have detectable warning panels. There are no bicycle accommodations besides the lone bike route sign on Lagoon Pond Road.

It should be noted that Five Corners is one of, if not the busiest intersection, on Martha's Vineyard. A majority of all the traffic to come to and from the island must pass through this intersection. The Steamship Authority which provides yearlong ferry access to and from Martha's Vineyard is located on Water Street. Not all traffic traveling towards the Steamship Authority terminal passes through Five Corners as some wends its way in through Main Street and crossing streets, Norton Lane and Union Street. However, all traffic from the ferry must exit via Water Street and is directed towards the Five Corners Intersection. The Five Corners intersection experiences frequent bursts of traffic specifically prior to and following ferry arrivals and departures. Land use within the study area is primarily commercial with some residential as well. Nearby restaurants and shops, as well as the close proximity to the ferry, makes this intersection congested with all modes of traffic: motor vehicles, pedestrians, and bicyclists.

**Figure 2** presents an aerial view of the intersection.

### ***Crash Analysis***

Crash data were provided by the Tisbury Police Department for the three year study period (2009-2011). A total of 10 collisions were reported at the intersection according to the police crash records. Of these 10 crashes, 50% (5 crashes) were rear-end collisions. Three of the total five rear ends occurred on the eastbound approach of Beach Street while the remaining two occurred on the northwest approach of Beach Road. The next most frequent crash type were sideswipe crashes and single vehicles crashes (two reported each), followed by one head-on collision. It should be noted that a majority of the crashes reported (approximately 80 %) occurred during the warmer months of the year where population and tourism peaks on the Vineyard. Of the total 10 crashes reported, 8 crashes (80 percent) had reported severity as being limited to property damage, with the remaining two crashes reporting injury. It should be noted that two of the total ten collisions involved pedestrians both crossing along the Beach Street approach. No fatalities were reported by the Tisbury Police Department.

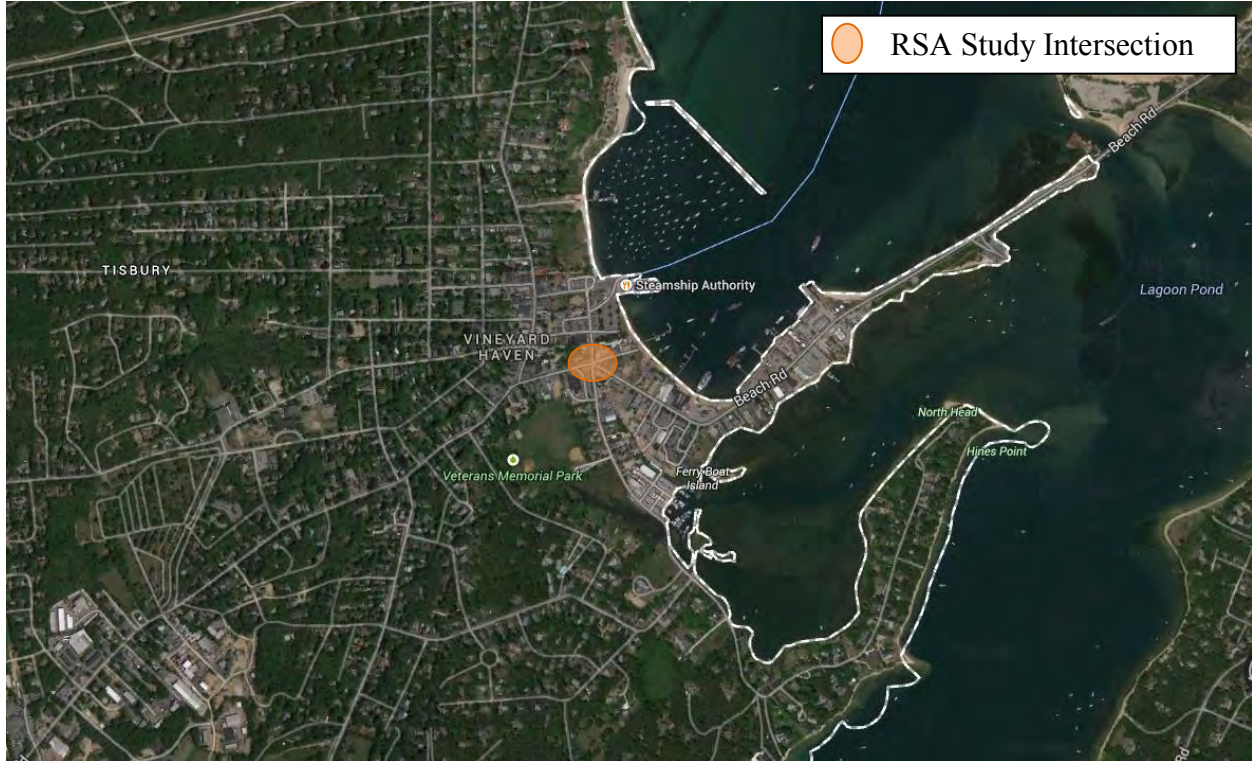
In addition to the collision summary, crash occurrence also is compared to the volume of traffic through a particular intersection. Accordingly, the crash rate is compared to the district-wide average crash rate for a signalized intersection. An intersection crash rate is a measure of the frequency of collisions compared to the volume of traffic through an intersection and is presented in crashes per million entering vehicles

(c/mev). For unsignalized intersections, the statewide average is 0.60 c/mev and the district-wide (MassDOT District 5) average is 0.58 c/mev. A comparison of the calculated crash rate to this average rate can be used to establish the significance of collision occurrence. The calculated crash rate Beach Road at Beach Street/Water Street/Lagoon Pond Road/ Beach Street Extension is 0.54 c/mev, which is below both the statewide and district-wide averages. This rate was determined based on the 10 reported crashes at the signalized intersection, over the course of three years, utilizing counts from September 2014. Crash data summaries, a collision diagram and a crash rate worksheet are included in the Appendix of this report.

### ***Traffic Counts***

Manual Turning Movement Counts (TMC) were conducted at this intersection in September 2014 to portray an average month condition. The data shows that the morning peak period hour occurred from 7:45 AM to 8:45 AM, with the afternoon peak period hour occurring from 3:45 PM to 4:45 PM. During the AM peak period a ferry arrives at Vineyard Haven at 7:45 AM and departs Vineyard Haven at 8:15 AM. During the PM peak period, a ferry arrives at 4:30 PM. These ferries heavily influenced the peak hour periods as they produce significant amount of traffic volume prior to and following arrival and departure.

Figure 1. Locus Map



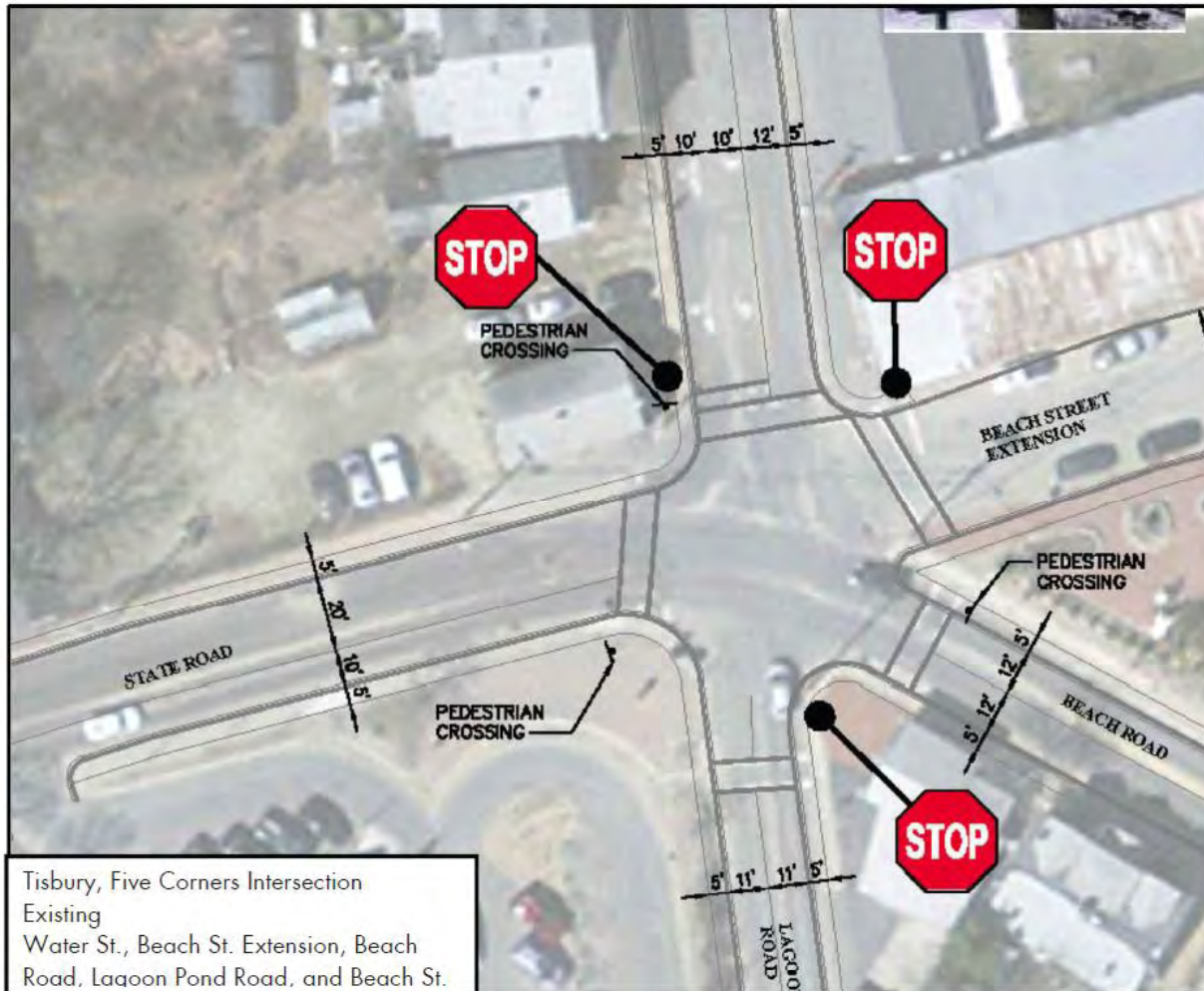
Source: Google Maps

Figure 2. Beach Road at Beach Street/Water Street/ Lagoon Pond Road/  
Beach Street Extension



Source: Google Earth

Figure 3. Five Corners Intersection Detail



Source: Martha's Vineyard Commission

## Audit Observations

Following an introduction to the RSA process and a summary of existing geometry, intersection operations, and crash and speed data, the audit participants were asked to discuss safety concerns at the subject intersection. Audit team members then walked to the intersection as a team, at which time observations were offered in the field. A summary of those in-field safety observations and potential deficiencies is provided below:

### *Beach Road at Beach Street/ Water Street/Lagoon Pond Road/ Beach Street Extension*

#### **Intersection Control**

Currently Five Corners is a five way intersection with Beach Street and Beach Road operating under free flowing conditions while Water Street, Lagoon Pond Road, and Beach Street Extension are all under STOP-sign control. Although measures are in place for intersection control, often times drivers are unaware of who has the right of way especially given the many users who may be visiting from out of Town. Field observations and anecdotal information from audit team members reinforced the fact that this intersection functions more as a “shared space” with multiple vehicles entering slowly, pausing for bicyclists and pedestrians, and extending courtesies to fellow users of the intersection. Audit members stated that they have seen vehicles nose to nose at this intersection and need to back up to get by each other.



**Many drivers are unaware of who has the right of way, regardless of the intersection control in place.**

It was also noted that this intersection works only because drivers make eye contact with one another and wave each other on. Although this sense of “politeness” keeps the intersection moving, it may also be contributable to various types of collisions to occur at the intersection. Often times, mainline drivers come to a complete stop or slow down to let sideline traffic from Water Street, Lagoon Pond Road, or Beach Street Extension proceed. For following vehicles, this stop may be unexpected and may result in a rear-end collision. Referring to the crash data summary and the collision diagram included within the Appendix of this RSA, collisions 2 and 6, both rear end collisions, may have been attributed to these unexpected stops within the right of way.

As previously stated, when people arrive at the ferry, they must travel down Water Street and enter the Five Corners intersection. For many tourists and visitors to the island, they are unaware of the common tendencies to occur at this intersection. For some, the intersection almost feels like a five way STOP-controlled intersection and these vehicles may not anticipate Beach Road and Beach Street traffic to continue straight through without stopping. This scenario may have been attributable to crashes 5, 8 and 9 as illustrated in the collision diagram and explained in the crash data summary included within the

Appendix of this RSA. Crashes 5 and 9 were both angle type crashes in which a vehicle on Water Street turning left onto Beach Road failed to yield to the right of way and collided with an eastbound Beach Street vehicle. Although a rear end collision, crash 8 was similar in nature in which a group of motorcyclists failed to yield to the right of way as they executed a left turn out of Water Street and onto Beach Road. This required a westbound vehicle on Beach Road to abruptly yield to them and was then rear-ended by a following vehicle who did not expect the sudden stop.

When the ferries arrive and depart, Five Corners sees an influx of traffic. Significant queues develop on Water Street and Beach Road/Beach Street in particular. During peak months, the Town implements police officer control at the intersection when ferries arrive and sometimes when the Lagoon Pond drawbridge goes up. This helps to dissipate the impact of the ferry traffic over a shorter duration. The Police Chief suggested during the audit that although police control at this location improves safety and traffic flow exiting from the Steamship Authority via Water Street, it may negatively impact flow on Beach Street and Beach Road as many drivers will stop when they see an officer, regardless if they have the right-of-way.

### **Proximity of the Ferry/Ferry Operations**

It was emphasized throughout the course of the Road Safety Audit that the close proximity of the intersection to the ferry and the large amount of traffic generated to and from the ferry is what makes this intersection so problematic. When boats arrive and traffic exits onto Water Street, significant backups can occur and it can take several minutes for traffic to exit the intersection. These queues increase during the summer months but the issue exists at all times during the year. Generally speaking, the intersection does not have the capacity to handle the volumes that travel through every day.



**Water Street Southbound Approach**

Queues do not just exist approaching the intersection but also away from the intersection on Water Street as well. This can be attributed to the location of the check-in booth for the Steamship Authority. Vehicles waiting to check-in frequently backup up into Water Street and sometimes into Five Corners which causes congestion at the intersection and a significant safety hazard.

For ferry customers that come to the island without a vehicle, vehicle trips to/from the terminal for pickup/drop-off contribute to the congestion through Five Corners. Also, the pick-up and drop off lanes in the staging area are very close to Water Street and are not currently designed for the maximum demand. There is sufficient guide signage, however further study should be made to determine appropriate locations to better direct passengers.

The Steamship Authority currently provides multiple remote park and ride locations with shuttle buses to escort passengers to and from the ferry. However, not enough people use or perhaps know about these accommodations. There is currently one Park and Ride located on High Point Lane off State Road that

serves both passengers going to departing ferried and passengers from arriving ferries. Passengers may take the Park and Ride Route # 10 bus to or form to the Park and Ride parking lot. This will not only save time but also ease some of the traffic congestion during peak travel times.

It was noted during the audit that there needs to be more coordination between the Steamship Authority and local planning, engineering, and emergency response departments. Communication is essential to develop effective strategies that will improve operations at the Five Corners intersection.

### **Pedestrian Accommodations**

As stated throughout this report, the intersection of Five Corners serves a very heavy amount of pedestrian traffic, especially during the summer months. Currently, crosswalks are located along every approach to the intersection. The crosswalk along Beach Road is offset to the east of the intersection. The location of this crosswalk is undesirable since vehicles exiting right from Lagoon Pond Road onto Beach Road have little to no view of pedestrians in the crosswalk due to poor sight lines and the location of the utility pole (currently slated to be removed by the utility company) on the corner of Lagoon Pond Road and Beach Road. The crosswalk along Lagoon Pond Road is also offset from the intersection and located approximately 16 feet south of the stop bar. It is undesirable to have the crosswalk in advance of the stop bar. Also, the offset location does not correspond with the desired lines of the pedestrian which may result in non-compliance.

The crosswalks along the Beach Street, Water Street, and Beach Street Extension approaches are all located directly at the intersection and located beyond the stop bar at the Water Street and Beach Street Extension approaches. The offset from the Beach Street Extension stop bar to the crosswalk is not MUTCD compliant. The heavy volume of pedestrians can cause queues within the intersection and cause vehicles to be stopped in the middle of the intersection. This can be seen in the photo to the right. Sidewalks are located along both sides of each roadway approaching the intersection, in exception to Beach Street Extension which only has a sidewalk on the southern side of the roadway. It was noted in the field that some of the sidewalks seemed particularly narrow, not allowing enough room for those in a wheelchair to safely maneuver or for pedestrians to pass one another. None of the pedestrian ramps associated with the intersection adhere to MassDOT or ADA standards. There is a lack of accommodations for those visually impaired as none of the ramps have detectable warning panels. The queueing of vehicles into the crosswalks was seen to cause pedestrians to cross the roadways behind the vehicles and outside of the painted crosswalks. This creates an unsafe condition.

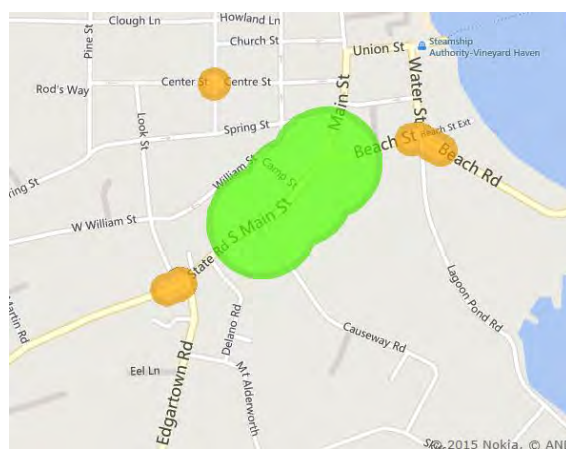


**Pedestrians crossing across Beach Road. Pedestrian traffic causes traffic to stop in the middle of the intersection while they safely cross.**

Referring to the crash data summary and the collision diagram located in the Appendix of this RSA, crashes 4 and 7 involved pedestrians, both crossing the crosswalk along the Beach Street approach. Crash number 4 resulted in injury and occurred when an eastbound Beach Street vehicle stopped to let a pedestrian cross. Since drivers are frequently courteous at this intersection, the driver on Lagoon Pond Road thought that the driver on Beach Street had stopped for them. As the Lagoon Pond Road driver proceeded to turn left onto Beach Street, the vehicle struck the pedestrian in the crosswalk. Crash number 7 occurred when an eastbound Beach Street vehicle stopped to let a pedestrian cross and was then rear ended. These collisions may have occurred because the crosswalks are not visible enough. There is a need for drivers to be more aware of pedestrians in the roadway and therefore enhancements must be made to implement additional visual markings.

### Lack of Bicycle Accommodations

There are currently no bicycle accommodations along any of the approaches to the intersection, nor at the intersection itself with the exception of a lone Bike Route sign on Lagoon Pond Road. Bike volumes are very high during the warmer months on the Vineyard and continue to rise. There is a bike rental shop on the corner of Lagoon Pond Road and Beach Road. It is not uncommon for visitors to take the ferry to the island and rent a bike to reach their destination. The stretch of roadway west of the intersection on Beach Street fell within HSIP Bicycle Crash Clusters in 2010, 2011, and 2012 in which 4 crashes occurred. All reported injury and one resulted in a fatality. Therefore, the demand for safe bicycle accommodations is present and critical for safety. It should be noted that plans are being prepared by Greenman-Pedersen, Inc. to improve bicycle accommodations on Beach Road east of the intersection, by widening the shoulder, though there are no plans and there doesn't seem to be enough room to provide more space to bicycles on Beach Street and



The green area indicates the location of 4 bicycle collisions in the vicinity of the intersection. Source: MassDOT Top Crash Locations Interactive Map, 2015.



Poor stormwater management along Water Street.

Water Street given the built environment. The Town is also looking at various alternatives for shared used paths in the vicinity of the area that would provide bicyclists with an alternative to navigating through Five Corners.

### Drainage

Field observations during a rain storm indicated significant drainage issues in the intersection and on the approaches, specifically Water Street, Beach Street Extension, and Lagoon Pond Road. During the time of the audit, catch basins were nearly full. With sea levels projected to rise on the island, the Five

Corners intersection is in jeopardy especially because of its close proximity to the shore. Wet surface conditions and flooding are areas of concern as they are known to cause collisions from hydroplaning and increased distances for braking. There was significant puddling observed in front of the pedestrian ramp located on the south side of Beach Street Extension. Pedestrians were observed walking out of the crosswalk to avoid the puddle.

### Intersection Geometry

The Five Corners intersection consists of five approaches which may be considered too many, especially at an intersection with such heavy demand. Five approaches yield more conflict points than a traditional four-way intersection. There appears to be many drivers at this location that exercise ‘courteous’ driving habits. Although this could be perceived as a positive trait of the island, this could translate into miscommunication and unexpected conditions. A Water Street vehicle may get the “go ahead” from the mainline vehicles, but a vehicle exiting Lagoon Pond Road may not see this exchange. The confusion and congestion accumulated from multiple approaches increases the possibility of angle crashes and rear ends throughout the intersection.



**Large vehicle encroaching on eastbound Beach Street lane as it executes a right turn from Water Street onto Beach Street.**

During the safety audit, it was observed that trucks and heavy vehicles have a difficult time executing a right turn movement from Water Street onto Beach Street. The existing turning radius on the corner of Beach Street and Water Street does not provide ample room for trucks to safely execute this maneuver. It was observed several times that large vehicles will take up both approach lanes on Water Street and still encroach on the Beach Street eastbound approach lane when making this right turn maneuver. This scenario can potentially cause several types of collisions. If the truck were to encroach on Beach Street eastbound approach lane when an eastbound approaching vehicle was present in the lane, this could result

in an angle or opposite sideswipe type collision. Since there is very little room to execute this right turn, trucks must occupy both approach lanes on Water Street. For drivers unfamiliar with the common tendencies of this intersection, they may try to use the right turn lane and collide with the truck when it makes a wide right turn. This type of collision can be seen as crash 1 as referred to in the crash data summary and collision diagram included in the Appendix of this RSA.

## Lane Geometry

Vehicles traveling eastbound on Beach Street with intentions of continuing through Five Corners and onto Beach Road are often held up behind vehicles wishing to execute a left turn onto Water Street. This causes a queue on Beach Street and increases the possibility of a rear-end collision on this approach. This queue also raises concerns for the turning radius for trucks as previously mentioned. If a vehicle is present in the eastbound approach lane on Beach Street, the possibility of a large vehicle encroaching that lane and causing a collision of this nature increases significantly.

## Signage

It is known that Martha's Vineyard attracts a large amount of tourists year long, especially in the summer months. It is common that tourists traveling to Edgartown, Oak Bluffs, West Tisbury, Chilmark, and Aquinnah will get off the ferry at the Vineyard Haven Port. They will then proceed to travel southerly on Water Street and enter the Five Corners Intersection. Currently there is a large directional sign at the corner of Beach Street and Lagoon Pond Road which offers direction to different towns on the Vineyard including Oak Bluffs, Edgartown, West Tisbury, Chilmark, and Aquinnah. This sign, located right at the intersection, is not MUTCD compliant nor is it retroreflective which makes it difficult to see at night. Although the sign does provide some guidance, the arrows, especially for Edgartown and Oak Bluffs do not correctly portray the existing geometry. The way the arrows are placed, could lead drivers to make a hard left onto Beach Street Extension rather than a slight left onto Beach Road.

Most tourists (probably following a map or GPS directions) are looking for street name signs. There are street name signs at the intersection, but their placement makes them very difficult to see. The lack of appropriate guide signage at and in advance of the intersection may cause confusion in which vehicles may stop abruptly or make a quick lane change resulting in a rear end or sideswipe crash respectively.

It was observed in the field that all the STOP-signs present at the intersections have stickers on them. Also, many of the signs were mounted too low resulting in reduced visibility or potentially obstructions to pedestrian movements.

## Pavement Conditions

Pavement conditions were in decent condition at the time of the audit. Due to the common occurrence of flooding, over time the pavement may start to wear down and lose its friction resistance. Poor roadway conditions, especially wet pavement, have been identified by the Federal Highway Administration as a major factor in roadway departure crashes. It should be noted that reconstructive utility work was being performed on Lagoon Pond Road during the time of audit and Water Street was recently resurfaced in the spring of 2014.



**Queueing along the eastbound approach behind left turning vehicles.**

### **Pavement Markings**

Pavement markings were slightly faded along all approaches of the intersection, especially at the crosswalks and along the two departure lanes on Beach Street. The lack of visible, clear, retroreflective lane markings on those two departure lanes may potentially cause sideswipe crashes in which drivers are unaware of what lane they are in due to a lack of guidance on the roadway.

The stop bar along the Beach Street Extension Road does not have the proper offset from the crosswalk markings as per the MUTCD.

### **Lighting**

Although there appears to be an adequate amount of lighting at the intersection, additional lighting could be beneficial for safety and appeal to the intersection. The summer months attract a lot of visitors to the island and pedestrian and bike traffic is very heavy. Additional lighting will provide more visibility of these users as well as create an environment more inviting of multi-modal transit. Lighting has the potential to reduce the amount of collisions with bicyclists and pedestrians during night time conditions. It should be noted that one of the total ten collisions (10 percent) occurred during night time conditions.

### **Obstructions**

There are currently two utility poles, one at the corner of Lagoon Pond Road and Beach Road and the other on the corner of Beach Street Extension and Beach Road, which are located in very close proximity to the intersection. The utility pole on the corner of Lagoon Pond Road and Beach Road may obstruct the view of oncoming westbound vehicles on Beach Road and pedestrians in the crosswalk on Beach Road for those on Lagoon Pond Road. This pole, fortunately, is slated to be removed by the utility company in the near future. As noted previously, some signs are mounted too low which may pose as obstructions to pedestrians navigating the intersection.

Referring to the crash data summary and the collision diagram provided within the Appendix of this RSA, crash 10 occurred when a westbound vehicle on Beach Road got its exhaust pipe caught on low hanging wires which caused damage to the exhaust stack, wires, and the utility pole at the corner of Beach Street Extension and Beach Road. This suggests that wires may be hanging too low and should be remedied.



**Faded pavement markings along the westbound lanes on Beach Street.**

## Potential Safety Enhancements

After the intersection in-field visit, audit participants returned to the Tisbury Police Department to discuss the safety issues and consider potential short-term and long-term improvements. Many of the potential enhancements identified during the RSA have already been considered as part of the numerous studies and planning efforts dating back years. However, further design work and consideration may be necessary to determine the feasibility of making some of the improvements moving forward. A summary of potential safety-related enhancements discussed at the RSA is provided below:

### ***Beach Road at Beach Street/Water Street/Lagoon Pond Road/Beach Street Extension***

#### **Intersection Control**

1. Continue to implement police officer control when the ferries arrive to help relieve heavy queues on Water Street. Although some people claim that police presence slows down traffic flow at the intersection, the Police Chief stated that police control improves overall safety at the intersection and Water Street traffic flow. Improved safety and Water Street traffic flow will alleviate congestion and potentially reduce the number of collisions caused by miscommunication between drivers. To improve overall traffic flow through the intersection, the Town should consider the installation of a traffic signal to alleviate heavy congestion equipped with appropriate time of days plans and detection to accommodate for the fluctuations in traffic throughout the day generated by the Steamship Authority.
2. Consider the installation of “elephant tracks” for the double yellow centerline of Beach Street/Beach Road through the intersection. This measure may draw more attention to Beach Street and Beach Road as the mainline roadway and clear up confusion about who has the right of way. The Town may also want to consider the installation on broken white edge line to demarcate the edges of the main travel lanes through the intersection from Beach Road to Beach Street.

#### **Proximity of the Ferry/Ferry Operations**

1. Work to reduce the amount of traffic to travel through Five Corners from the Ferry. Consider reversing the direction of Union Street on a trial basis. Reversing the direction of Union Street would offer an additional outlet from Water Street and reduce the amount of vehicles exiting at the Five Corners intersection. This would help alleviate the queueing seen on Water Street after a ferry arrives. It should be noted that diverting traffic elsewhere may cause additional traffic problems at other locations on the Vineyard and should be monitored closely.
2. Work with the Steamship Authority to increase number of attendants at check-in booths. Additional attendants would allow the Steamship Authority to process the dual check-in lanes at a rate to contain the traffic it’s generating on their property.

3. Work with the Steamship Authority to better organize drop off and pick up lanes. A more organized process will increase efficiency and reduce queues and delays. More appropriate signage should be considered to guide vehicles of certain pick up and drop off areas.

4. Promote the use of the remote park and ride locations and shuttle service to and from the ferry. A substantial increase in use in this accommodation will reduce the amount of traffic coming to Water Street and therefore, the Five Corners intersection. This Park and Ride location should also be used for pick-up and drop-off and perhaps include a machine for selling passenger ferry tickets as exists in the Palmer Lot in Wood's Hole. This accommodation could be promoted on the Steamship Authority website, on issued ferry tickets, on Steamship shuttle buses from remote lots off island, brochures or within education within public schools and driver's education.

5. Work on better communication and support between the Steamship Authority and local planning, engineering, and emergency response departments.

### **Pedestrian Accommodations**

1. Consider relocating the offset crosswalks on Lagoon Pond Road and Beach Road to provide better visibility to both vehicles and pedestrians. This will reduce the potential of a pedestrian related accident on these approaches. Pedestrian ramps would need to be revised accordingly.

2. Consider installing rectangular rapid-flashing beacons which have been proved to be effective at increasing driver yielding rates to pedestrians. The irregular flash pattern emitted by the LEDs provides supplemental warning to vehicles that a pedestrian is present at the crosswalk. This installation would likely increase pedestrian awareness and reduce the potential of a pedestrian related collision. Rectangular rapid-flashing beacons should be installed at the crosswalks along Beach Road, Beach Street and Lagoon Pond Road. They should not be installed at the crosswalks along Water Street and Beach Road Extension since the crosswalk is located beyond the STOP as it should be per the MUTCD.

3. Refresh crosswalk markings along all crosswalks at this intersection for enhanced visibility. Consider a different crosswalk material such as pavers to better define crosswalks and note the intersections significance.

4. Consider implementing high-visibility crosswalk treatments which have been proven to significantly increase both driver daytime yielding behavior and the percentage of pedestrians actually using the crosswalk.

5. Should the Town take on any long-term planning and reconstructive efforts, providing suitable sidewalks with ample width along both sides of all approaches for added pedestrian comfort and safety shall be considered. This should include updating all handicap accessible ramps to adhere to MassDOT and ADA Standards.

### **Lack of Bicycle Accommodations**

1. This intersection experiences a considerable amount of bicycle activity, especially during the warmer months and therefore enhanced bicycle accommodations should be considered at this location.

These accommodations could include bicycle lane pavement markings or sharrows. Sharrows alert vehicles that bicyclists are likely to be within the traveled way as well. The sharrows will also assist bicyclists with a safe lateral positioning in lanes that are too narrow to accommodate both a motor vehicle and a bicycle to travel side by side in the same traffic lane.

2. Educate young drivers in driver's education how to properly share the road with bicyclists.
3. The Town is looking at various alternatives for shared use paths in the vicinity. There is currently a proposal that provides bicyclists with an alternative to navigating through Five Corners.

### **Drainage**

1. Clean and maintain existing catch basins/sumps.
2. Should it be determined that tides are preventing proper drainage at outfalls, consider outlet control measures that would prevent the backflow of roadway drainage. This will prevent flooding and potentially reduce the occurrence of wet pavement crashes at the intersection.
3. Should the Town take on any long-term planning and reconstructive efforts, the intersection should be redesigned to improve drainage and reduce standing water by re-grading and/or a slight increase in the roadway profile.

### **Intersection Geometry**

1. Consider the reversal of traffic circulation within the post office parking lot/Cumberland Farms to encourage drivers to exit onto Beach Street. With the reversal, the queue to enter the Post Office would be on Lagoon Pond Road rather than on Beach Street which would improve flow on Beach Street by removing that obstruction to free-slowing vehicles on this approach.
2. Consider making Lagoon Pond Road one way away from the intersection. This will reduce the number of approaches to the intersection and reduce the number of conflict points. The one way of Lagoon Pond Road would force drivers to use Skiff Avenue to connect to Edgartown Vineyard Haven Road.
3. Address the lack of room for trucks to execute the right from Water Street to Beach Street by considering shifting all Beach Street lanes south by taking the brick covered land near the post office. This will allow more room for trucks to safely execute this turn and reduce the potential of a collision. The Town may want to consider redesigning the intersection to provide improved truck turning radii within the many constraints of the intersection. Both options would slightly increase the angle of through traffic and widen the crossing distance for pedestrians at this crosswalk. Therefore, multiple measures would be needed to ensure pedestrian safety at this location. It should be noted that right-of-way is limited; therefore multiple takings and long-term reconstruction may be necessary.
4. Make Beach Street Extension available for truck use only. The Beach Street Extension could be transformed into a "plaza" with access for truck delivery and a gateway to the water for pedestrians and bicyclists. This would reduce the number of vehicles using this approach. However, this would also reduce available parking in proximity to the Black Dog restaurant and nearby businesses.

5. It should be noted that other long-term planning and reconstructive efforts were mentioned such as a traffic signal or roundabout that could be installed to alleviate mass congestion seen at the intersection.

### **Lane Geometry**

1. Consider implementing an exclusive left turn lane for Beach Street eastbound drivers wishing to turn left onto Water Street. This will relieve queuing on this approach and reduce the potential of a rear-end collision. It should be noted that this measure should only be introduced given that truck radii and existing geometry permits. An additional travel lane would however, pose a negative impact on pedestrians at this location. Multiple traffic lanes increase the complexity of the intersection and may create poor sight lines for both pedestrian and motorists. Should an exclusive left turn lane be installed, appropriated measures should be taken to ensure pedestrian safety at the intersection.

### **Signage**

1. Update the large directional sign located at the intersection to adhere to MUTCD Standards and retroreflectivity adherence as well as correctly place arrows to represents the existing geometry. This will provide better visibility at night and appropriately guide travelers in the right direction.

2. Install street name signs for all approaches that are clear and easy to see. This measure may potentially reduce rear-end or possibly sideswipe collisions caused by drivers unfamiliar with the area.

3. Provide lane use signage in advance of the intersection, specifically on Water Street near the ferry to alert drivers of appropriate lane assignments. This will reduce confusion as well as lane changes close to the intersection. This measure could result in a reduction of sideswipe collisions on Water Street and various types of collisions within the intersection caused by people confused of where to go.

4. Enhance signage near the ferry to alert drivers of pick up and drop off areas. Also enhance signage throughout the island and on Steamship related materials to promote/encourage the use of the remote park and ride locations.

5. Remove stickers on existing signage to improve visibility. Mount signs at the proper height to improve visibility and eliminate obstruction to pedestrians.

### **Pavement Conditions**

1. Should the Town take on any long-term planning and reconstructive efforts, consideration to the installation of a more permeable pavement which improves stormwater management and reduces the amount of standing water should be made. This may or may not be possible based on sub grade properties. Rehabilitated pavement may decrease the potential number of rear-end crashes in wet or icy roadway conditions. An enhanced friction treatment could be applied to the pavement surface to improve braking ability and also draw attention to the importance/complexity of this location.

### **Pavement Markings**

1. Refresh all pavement markings which will increase visibility and assist in the reduction of night time and sideswipe crashes.

### **Lighting**

1. Consider installing additional lighting at the intersection to increase pedestrian and bike visibility. A well-lit area is more inviting to pedestrians as it provides a safer environment. The installation of ornamental lighting could enhance the overall appearance of the intersection as well.

### **Obstructions**

1. Consider relocating the utility poles on the corner of Lagoon Pond Road and Beach Road and the corner of Beach Street Extension and Beach Road. The relocation of these utility poles will improve sight lines and reduce the potential of a vehicle colliding into one of them. It is our understanding that the utility pole on the corner of Lagoon Pond Road and Beach Road will be removed as part of an independent utility project.

## **Summary of Road Safety Audit**

Based on observations and discussions, the RSA team identified the issues and possible enhancements that could improve safety at the intersection of Beach Road at Beach Street, Water Street, Lagoon Pond Road, and Beach Street Extension in the Town of Tisbury, Massachusetts. Many of the enhancements identified will be studied to determine feasibility as part of the design process for a future intersection improvement project.

Table 2 summarizes the existing safety issues, possible enhancements, estimated safety payoff, time frame, cost, and responsible agency for the Five Corners intersection. Safety payoff estimates are subjective and based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), midterm (1 to 3 years), or long-term (>3 years). The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,001).

Table 2. Potential Safety Enhancement Summary – Five Corners

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Intersection Control	Continue to use police control when the ferries arrive to help relieve heavy queues on Water Street.	High	Short	Medium	Tisbury Police
Intersection Control	Consider the installation of centerline “elephant tracks” through the intersection for Beach Street and Beach Road. This measure may draw more attention to Beach Street and Beach Road as the mainline roadway and clear up confusion about who has the right of way. The Town may also want to consider the installation on broken white edge line to demarcate the edges of the main travel lanes through the intersection from Beach Road to Beach Street.	Medium	Medium	Low	MassDOT
Proximity to Ferry/ Ferry Operations	Work to reduce the amount of traffic that travels through Five Corners from the Ferry. Consider reversing the direction of Union Street on a trial basis. Reversing the direction of Union Street would offer an additional outlet from Water Street and reduce the amount of vehicles exiting at the Five Corners intersection. It should be noted that diverting traffic elsewhere may cause additional traffic problems at other locations on the Vineyard and should be monitored closely.	Medium	Long	Medium	Tisbury
Proximity to Ferry/ Ferry Operations	Work with the Steamship Authority to relocate the check-in booth farther back from Water Street and increase the amount of lanes available in the staging area.	Medium	Medium	Medium	SSA
Proximity to Ferry/ Ferry Operations	Work with the Steamship Authority to better organize drop off and pick up lanes. More appropriate signage should be considered to guide vehicles of certain pick up and drop off areas.	Medium	Medium	Medium	SSA
Proximity to Ferry/ Ferry Operations	Promote the use of the remote park and ride locations and shuttle service to and from the ferry.	Medium	Short	Low	SSA/Tisbury
Proximity to Ferry/ Ferry Operations	Work on better communication and support between the Steamship Authority and local planning, engineering, and emergency response departments.	High	Short	Low	SSA/ Tisbury

Table 2. Potential Safety Enhancement Summary – Five Corners

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Pedestrian Accommodations	Consider relocating the offset crosswalks on Lagoon Pond Road and Beach Road to provide better visibility to both vehicles and pedestrians.	High	Medium	Medium	MassDOT/ Tisbury
Pedestrian Accommodations	Consider installing yellow rectangular rapid-flashing beacons which have been proved to be effective at increasing driver yielding rates to pedestrians.	High	Medium	Medium	MassDOT/ Tisbury
Pedestrian Accommodations	Refresh crosswalk markings along all crosswalks at this intersection for enhanced visibility. Consider alternative crosswalk materials such as pavers.	Medium	Short	Low	MassDOT/ Tisbury
Pedestrian Accommodations	Consider implementing high-visibility crosswalk treatments which have been known to significantly increase both driver daytime yielding behavior and the percentage of pedestrian compliance.	High	Medium	High	MassDOT/ Tisbury
Pedestrian Accommodations	As part of long-term planning and reconstructive efforts, consider providing suitable sidewalks with ample width along both sides of all approaches for added pedestrian comfort and safety. This should include updating all pedestrian ramps to adhere with MassDOT and ADA Standards.	High	Long	High	MassDOT/ Tisbury
Bicycle Accommodations	This intersection experiences a considerable amount of bicycle activity, especially during the warmer months and therefore enhanced bicycle accommodations should be considered at this location. These accommodations could include bicycle lane pavement markings or sharrows.	High	Medium	Low	MassDOT
Bicycle Accommodations	Educate young drivers how to properly share the road with bicyclists.	Medium	Medium	Low	Tisbury Driver's Education Program
Bicycle Accommodations	The Town should continue to look at various alternatives for shared sue paths in the vicinity of Five Corners. There is currently a proposal that provides bicyclists with an alternative to navigating through Five Corners in which the Town should continue to plan and pursue.	Medium	Long	High	Tisbury

**Table 2. Potential Safety Enhancement Summary – Five Corners**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Drainage	Clean and maintain existing catch basins/sumps.	Medium	Medium	Low	Tisbury
Drainage	Consider improvements to outfall pipes that allow flow in one direction only and prevent backflow during high tides or storm surges.	Medium	Medium	Medium	Tisbury
Drainage	As part of longer term reconstruction, redesign the intersection and approaches to improve drainage and reduce standing water. Consider raising the roadway profile if possible.	Medium	Long	High	MassDOT
Intersection Geometry	Consider reversing the traffic circulation within the post office parking lot to encourage drivers to exit onto Beach Street.	Medium	Medium	Low	MassDOT/ Tisbury
Intersection Geometry	Consider making Lagoon Pond Road one way out from the intersection. This will reduce the number of approaches to the intersection and reduce the number of conflict points. The one way of Lagoon Pond Road would force drivers to use Skiff Avenue to connect to Edgartown Vineyard Haven Road.	Medium	Medium	Low	MassDOT/ Tisbury
Intersection Geometry	Address the lack of room for trucks to execute the right from Water Street to Beach Street by shifting all Beach Street lanes south by taking the brick covered land near the post office. As long term reconstruction, work to redesign the intersection to provides ample truck turning radii.	High	Long	High	MassDOT
Intersection Geometry	Make Beach Street Extension available for truck use only. The Beach Street Extension could be transformed into a “plaza” with access for truck delivery and a gateway to the water for pedestrians and bicyclists. This would reduce the number of vehicles using this approach. However, this would also reduce available parking in proximity to the Black Dog restaurant and nearby businesses.	Medium	Medium	Medium	MassDOT/ Tisbury
Intersection Geometry	Consider implementing a traffic signal at this intersection or turning this intersection into a roundabout.	High	Long	High	MassDOT/ Tisbury

Table 2. Potential Safety Enhancement Summary – Five Corners

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Lane Geometry	Consider implementing an exclusive left turn lane for Beach Street eastbound drivers wishing to turn left onto Water Street.	Medium	Medium	Medium	MassDOT
Signage	Update the large directional sign located at the intersection to adhere to MUCTD Standards and retroreflectivity adherence.	Medium	Medium	Low	MassDOT
Signage	Install street name signs for all approaches that are clear and easy to see.	Medium	Medium	Low	MassDOT
Signage	Provide lane use signage in advance of the intersection, specifically on Water Street near the ferry to alert drivers of appropriate lane assignments.	Medium	Medium	Low	MassDOT/ Tisbury/ SSA
Signage	Enhance signage near the ferry to alert drivers of pick up and drop off areas. Also enhance signage throughout the island to promote/encourage the use of the remote park and ride locations.	Medium	Medium	Low	SSA
Signage	Remove stickers on existing signage.	Low	Short	Low	Tisbury
Pavement Conditions	As a long term reconstructive solution, consider the installation of a more permeable pavement which improves stormwater management and reduces the amount of standing water. Consider enhancing friction on the pavement with a surface treatment.	Medium	Long	High	MassDOT
Pavement Markings	Refresh all pavement markings which will increase visibility and assist in the reduction of night time and sideswipe crashes.	High	Short	Low	MassDOT
Lighting	Consider installing additional lighting at the intersection to increase pedestrian and bike visibility. A well-lit area is more inviting to pedestrians as it provides a safer environment. The installation of ornamental lighting could enhance the overall appearance of the intersection as well.	Medium	Long	High	Tisbury
Obstructions	Consider relocating the utility poles on the corner of Lagoon Pond Road and Beach Road and the corner of Beach Street Extension and Beach Road.	Medium	Long	High	Tisbury

## Appendix A. RSA Meeting Agenda

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# Agenda

## Road Safety Audit

Tisbury – Beach Road at Water Street/Lagoon Pond Road/Beach Road Extension and State Road at Look Street/Edgartown Vineyard Haven Road  
Meeting Location: Tisbury Police Department  
Police Training Room  
32 Water Street, Vineyard Haven, MA 02568  
Wednesday, December 3, 2014  
9:15 AM – 12:15 PM

Type of meeting: High Crash Location – Road Safety Audit  
Attendees: Invited Participants to Comprise a Multidisciplinary Team  
Please bring: Thoughts and Enthusiasm!!

9:15 AM Welcome and Introductions

9:30 AM Review of Site Specific Material

- Crash, Speed & Volume Summaries– provided in advance
- Existing Geometries and Conditions

10:15 AM Visit the Site

- Drive to Beach Road at Water Street/Lagoon Pond Road/Beach Road Extension and State Road at Look Street/Edgartown Vineyard Haven Road
- As a group, identify areas for improvement

11:30 AM Post Visit Discussion / Completion of RSA

- Discuss observations and finalize findings
- Discuss potential improvements and finalize recommendations

12:15 PM Adjourn for the Day – but the RSA has not ended

### Instructions for Participants:

- Before attending the RSA on Wednesday, December 3<sup>rd</sup>, participants are encouraged to drive through the intersection 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.

# Safety Review Prompt List

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The Safety Review Prompt List provides basic safety-related questions to use when evaluating a given roadway location. The prompt list should be considered when evaluating a roadway to design improvements or conduct a Road Safety Audit. The primary purpose of the prompt list is to identify potential road safety hazards. The list is meant to be general and should be used to prompt an evaluator as to specific matters identified in the field that may have an adverse effect on road safety. The Safety Review Prompt List is not a check of compliance with design standards.

This Prompt List represents the minimum that should be considered when exploring safety opportunities and is not intended to address all aspects of safety.

A summary of the responses should be prepared to highlight potential safety improvement opportunities.

## Speed

- Are posted speed limits consistent with speed regulations; are they adequate?
- Are design features consistent with the posted speed (passing opportunities, sight distance, warning signs for horizontal and vertical curves, clearance intervals, sign placement, etc.)
- Are adequate controls in place for driver compliance with speed limits?

## Multi-modal

- Have accommodations been provided for safe movement of pedestrians, bicycles, emergency vehicles, public transportation, and commercial vehicles?
- What design features could be improved, added, or removed to enhance the safe mobility of the various modes?

## Pavement Markings

- Are there highly visible and retro reflective edge lines, center lines, and other pavement markings?
- Do the pavement markings provide sufficient guidance to the road users? Can the placement of the pavement markings be modified to improve guidance to road users?

## Signs

- Are all signs retro reflective and visible for all roadway conditions, including placed free from obstructions?
- Are signs located to maximize perception and reaction while minimizing intrusion in clear zones?

- Does the signage provide adequate guidance to road users for given road conditions?
- Are pavement markings and signs consistent in effectively guiding road users?

## Intersection Control

- Do all signs (stop signs, lane assignments, street names, etc.) provide visible, clear, non-conflicting messages?
- Is there clear, non-conflicting visibility of traffic control (signal heads, signs, and markings) from all approach lanes?
- Has the potential of misrepresentation of intersection control been considered (at closely spaced intersections or through control that is against expectation)?
- For signalized intersections, have the implications on safety been considered for the signal phasing?
- Is there a safe means by which all modes can travel through the intersection?

## Lighting

- Is lighting (from headlights and/or streetlights) adequate for specific roadway conditions and/or use?
- If glare exists from sunlight or opposing headlights, are there countermeasures that can be implemented to minimize potentially detrimental effects?

## Obstructions

- Are there obstructions to sight lines or roadway guidance (signs, markings, etc.) that can be removed, relocated, or minimized as part of this project?
- If obstructions or fixed objects exist but cannot be moved, can they be shielded (with guardrails, etc.) or delineated (with reflectors) to improve road user safety? If so, what can be done?

## Pavement

- Could the condition of the pavement impact mobility and safety (potholes, edge drop-offs, skid resistance, etc)?
- What improvements can be made to minimize safety impacts?

## Access Points and Traffic Generators

- Is the access control sufficient for the road's function?
- Are site access points located to maximize safety while still providing adequate access?

- Have impacts of site developments been adequately accommodated for safe mobility of all road users?

## Parking

- Is parking clearly delineated and in conformance with signs, markings, and regulations?
- Might parking obstruct mobility/safety of pedestrians and other roadway users?

## Weather Conditions

- Have accommodations been made for impacts from adverse weather condition (storage of snow, removal of ponding, adequate drainage, signage of low salt areas, maintenance program for snow removal, and catch basin clearing, etc.)?

## Auxiliary Lanes

- Could taper locations and/or alignments contribute to safety challenges?
- Could lack of climbing lanes or passing zones cause driver frustration?
- Do acceleration/deceleration lane lengths necessitate additional signage and/or markings?

## Animals

- Do animal migrations impact safety?
- Can measures be taken to reduce animal-vehicle conflicts?

## Appendix B. RSA Audit Team Contact List

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## Participating Audit Team Members

Date: December 3, 2014 Location: Tisbury Police Department, 32 Water Street

Audit Team Members	Agency/Affiliation	Email Address	Phone Number
Bonnie Polin	MassDOT Safety	Bonnie.polin@state.ma.us	857-368-9636
Lisa Scheltzbaum	MassDOT Safety	Lisa.scheltzbaum@state.ma.us	857-368-9634
Dan Hanavan	Tisbury Police	dhanavan@tisburyma.gov	508-696-4240
John Schilling	Tisbury Fire	jschilling@tisburyma.gov	508-696-4246
Melinda Loberg	Tisbury Selectman	melindaloberg@gmail.com	508-693-9309
Bill Veno	Martha's Vineyard Commission	veno@mvcommission.org	508-627-3453 x15
Tom Currier	MassDOT Project Management	Thomas.currier@dot.state.ma.us	857-368-9348
Mark London	Martha's Vineyard Commission	London@mvcommission.org	508-963-3453
Eerik Meisner	Tisbury Police	emeisner@tisburyma.gov	508-696-4240
Ben Robinson	Tisbury Planning Board	phralvang@yahoo.com	508-246-0021
Sandra Serpa	MassDOT	Sandra.serpa@dot.state.ma.us	508-884-4353
Pamela Haznar	MassDOT	Pamela.haznar@state.ma.us	508-884-4239
Jay Grande	Tisbury	jgrande@tisburyma.gov	508-696-4203
Richard Clark	Steamship Authority	Caddymv@verizon.net	508-360-3686
Dan Seidman	Tisbury	dseidman@sprynet.com	508-693-0569
Priscilla Leclerc	Martha's Vineyard Commission	leclerc@mvcommission.org	508-693-3453
Joe Johnson	Greenman-Pedersen, Inc.	jjohnson@gpinet.com	978-570-2960
Nicole Rogers	Greenman-Pedersen, Inc.	nrogers@gpinet.com	978-570-2985

## Appendix C. Detailed Crash Data

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MAX-2010020.25 Tisbury RSA

Location	Number of Collisions			Severity <sup>a</sup>			Collision Type <sup>b</sup>						Percent During	
	Total	Average per Year	Crash Rate <sup>c</sup>	PD	PI	F	CM	RE	HO	FO	Ped	Other	Commuter Peak <sup>d</sup>	Wet/Icy Conditions
Tisbury Police Department (2009-2011)														
Beach Road at Water Street/Lagoon Pond Road/ Beach Road Extension	10	3.33	0.54	8	2	-	0	5	1	1	1	2	60%	10%

Source: Tisbury Police Department Records (2009-2011)

<sup>a</sup>PD = property damage only; PI = personal injury; F = fatality.

<sup>b</sup>CM = cross movement/angle; RE = rear end; HO = head on; FO = fixed object; Ped = pedestrian.

<sup>c</sup>Measured in crsahes per million entering vehicles.

<sup>d</sup>Percent of vehicle collisions that occurred during the weekday AM and weekday PM commuter peak periods.

## INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Tisbury, MA COUNTY : DA DATE : September 2014

DISTRICT : 5 UNSIGNALIZED :  SIGNALIZED :

~ INTERSECTION DATA ~

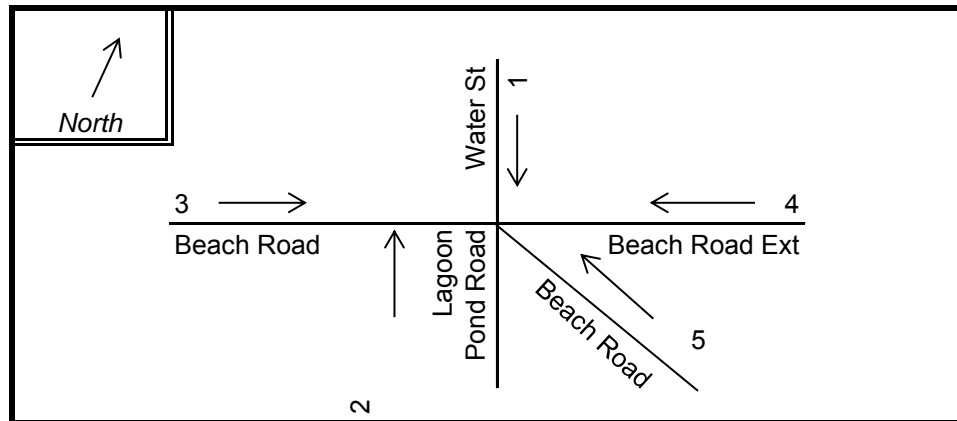
MAJOR STREET : Beach Road

MINOR STREET(S) : Water Street

Lagoon Pond Road

Beach Road Extension

**INTERSECTION  
 DIAGRAM**  
 (Label Approaches)



**PEAK HOUR VOLUMES**

APPROACH :	1	2	3	4	5	<b>Total Peak Hourly Approach Volume</b>
DIRECTION :	SB	NB	EB	WB	NWB	
PEAK HOURLY VOLUMES (AM/PM):	320	223	344	16	616	

"K" FACTOR :  INTERSECTION ADT ( V ) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES :  # OF YEARS :  AVERAGE # OF CRASHES PER YEAR ( A ) :

**CRASH RATE CALCULATION :**  RATE =  $\frac{(A * 1,000,000)}{(V * 365)}$

Project Title & Date: Tisbury RSA- Beach Rd at Water St/Lagoon Pond Rd/ Beach Road Ext

## Crash Data Summary Table

Beach Road at Water Street, Lagoon Pond Road and Beach Street Extension, Tisbury, MA

3/3/2009 - 6/9/2011

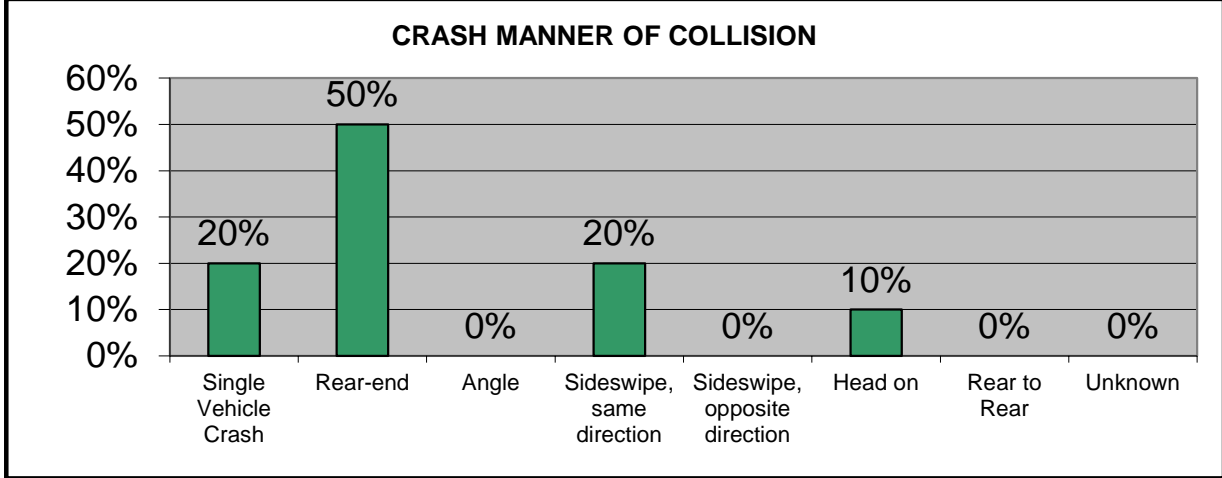
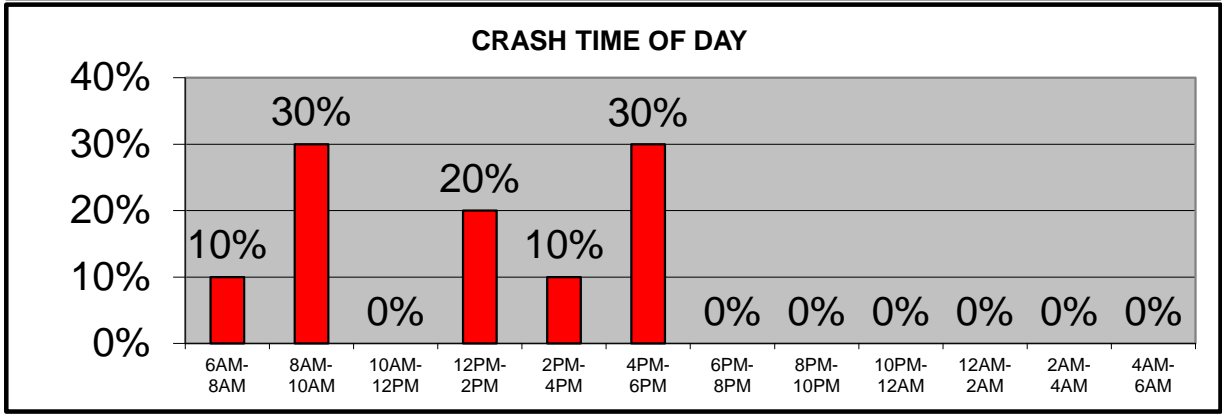
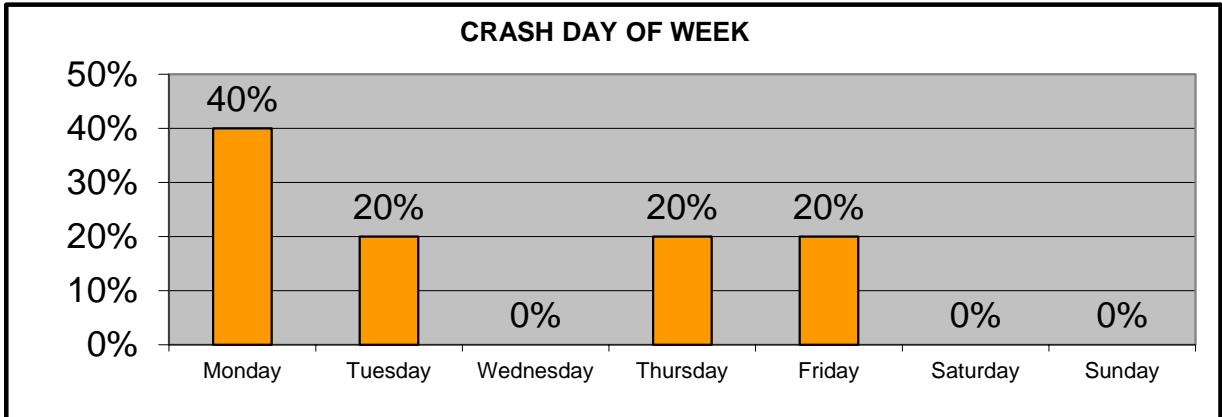
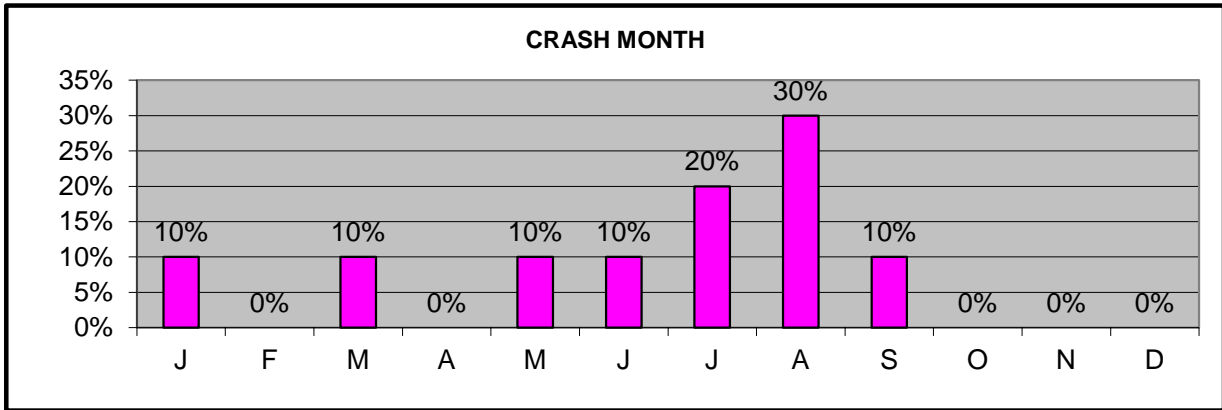
Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Road Surface <i>Type</i>	Driver Contributing Code <i>Type</i>	Ages				Comments
									D1	D2	D3	D4	
1	3/31/09	Tuesday	9:50 AM	Sideswipe, same direction	Daylight	Clear	Dry	Unknown	53	52			Vehicle 2, needing to make a wide right turn from Water St. onto Beach St. collided with Vehicle 1 to the right of Vehicle 2
2	7/13/09	Monday	9:25 AM	Rear-end	Daylight	Clear	Dry	Inattention	20	31			
3	8/3/09	Monday	7:35 AM	Rear-end	Daylight	Clear	Dry	Inattention	32	50	24		Vehicles 1 attempting to make a left turn from Beach Rd. into the Cumberland farms with Vehicle 2 behind Vehicle 1. Vehicle 3 failed to slow and rear ended Vehicle 2 into Vehicle 1.
4	8/13/09	Thursday	4:20 PM	Single Vehicle Crash	Daylight	Rain	Wet	Failed to yield right of way	50	41			Uninvolved vehicle stopped on Beach Rd to allow a pedestrian to cross. Vehicle 1 thought uninvolved vehicle was being courteous and allowing her to turn onto Beach St. Vehicle 1 making a left turn from Lagoon Pond Rd. onto Beach Rd. struck a pedestrian.
5	1/22/10	Friday	5:57 PM	Head on	Dark - lighted roadway	Clear	Dry	Inattention	56	46			Vehicle 1 turning left onto Beach Rd. from Water St. collided with Vehicle 2. Neither vehicles saw each other approaching the intersection.
6	7/6/10	Tuesday	5:27 PM	Rear-end	Daylight	Clear	Dry	Distracted	24	37			Vehicles 1 and 2 traveling East on Beach Rd. Vehicle 1 slowing for traffic was rear ended by Vehicle 2.
7	8/2/10	Monday	12:07 PM	Rear-end	Daylight	Clear	Dry	Followed too closely	46	34			Vehicles 1 and Vehicle 2, a motorcycle, traveling East on Beach Rd. Vehicle 1 slowed to let pedestrians cross the street and was rear ended by Vehicle 2.
8	9/10/10	Friday	1:09 PM	Rear-end	Daylight	Cloudy	Dry	Followed too closely	58	23			Vehicles 1 and 2 traveling West on Beach Rd. approaching 5 corners when a group of motorcycles piled out in front of Vehicle 1 causing him to brake suddenly. Vehicle 2 could not stop in time and rear ended Vehicle 1.
9	5/23/11	Monday	2:01 PM	Sideswipe, same direction	Daylight	Clear	Dry	Failed to yield right of way	45	42			
10	6/9/11	Thursday	8:16 AM	Single Vehicle Crash	Daylight	Unknown	Unknown	No Improper Driving	42				Vehicle 1 traveling West on Beach St. had his exhaust catch low hanging wires causing damage to the exhaust stack, wires and utility pole.

\*Courtesy Crash - A term used to describe a crash that occurs subsequent to a non-involved mainline driver who gives the right of way, contrary to the rules of the road, to another driver.

Summary based on Crash Reports obtained from the Tisbury Police Department

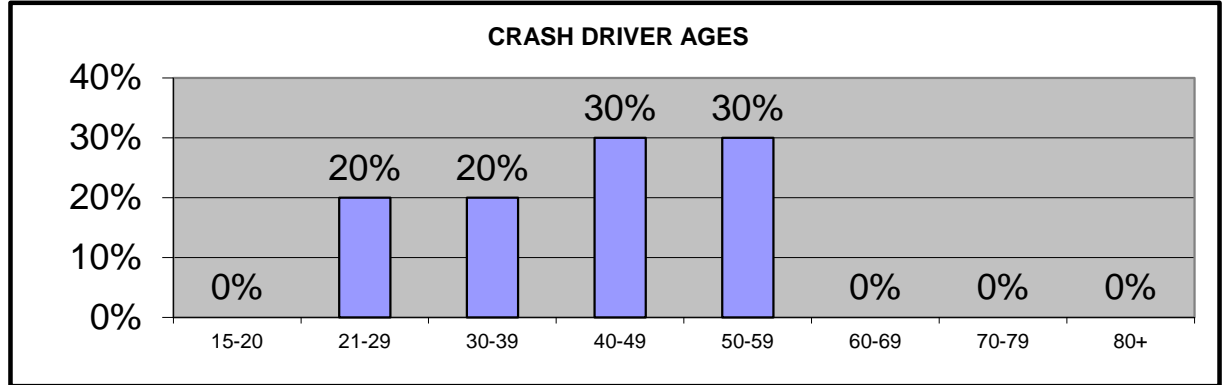
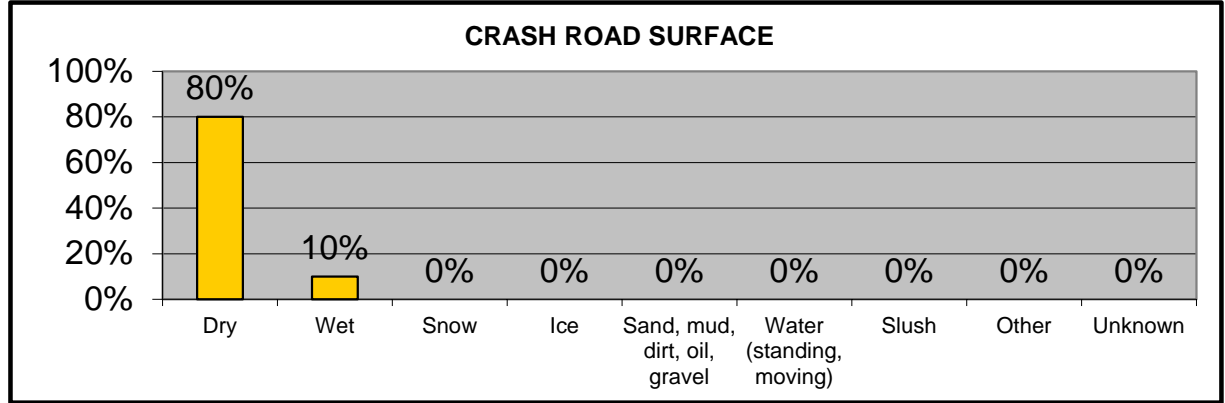
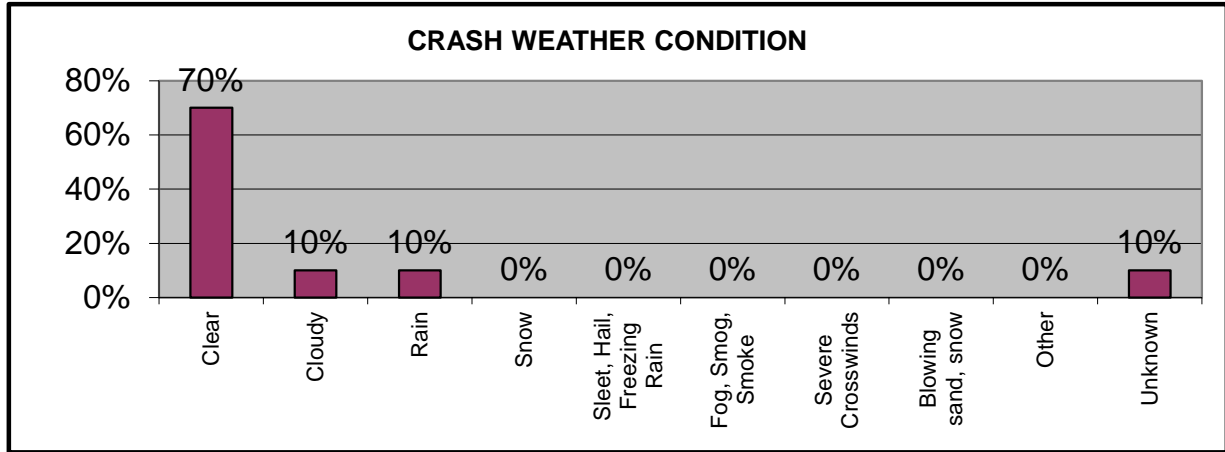
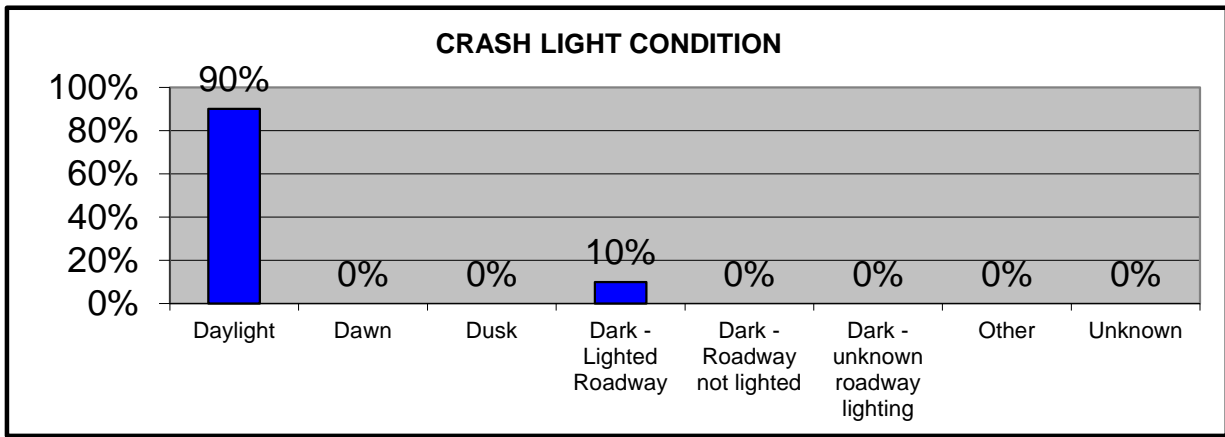
### Crash Data Summary Tables and Charts

Beach Road at Water Street, Lagoon Pond Road and Beach Street Extension, Tisbury, MA



### Crash Data Summary Tables and Charts

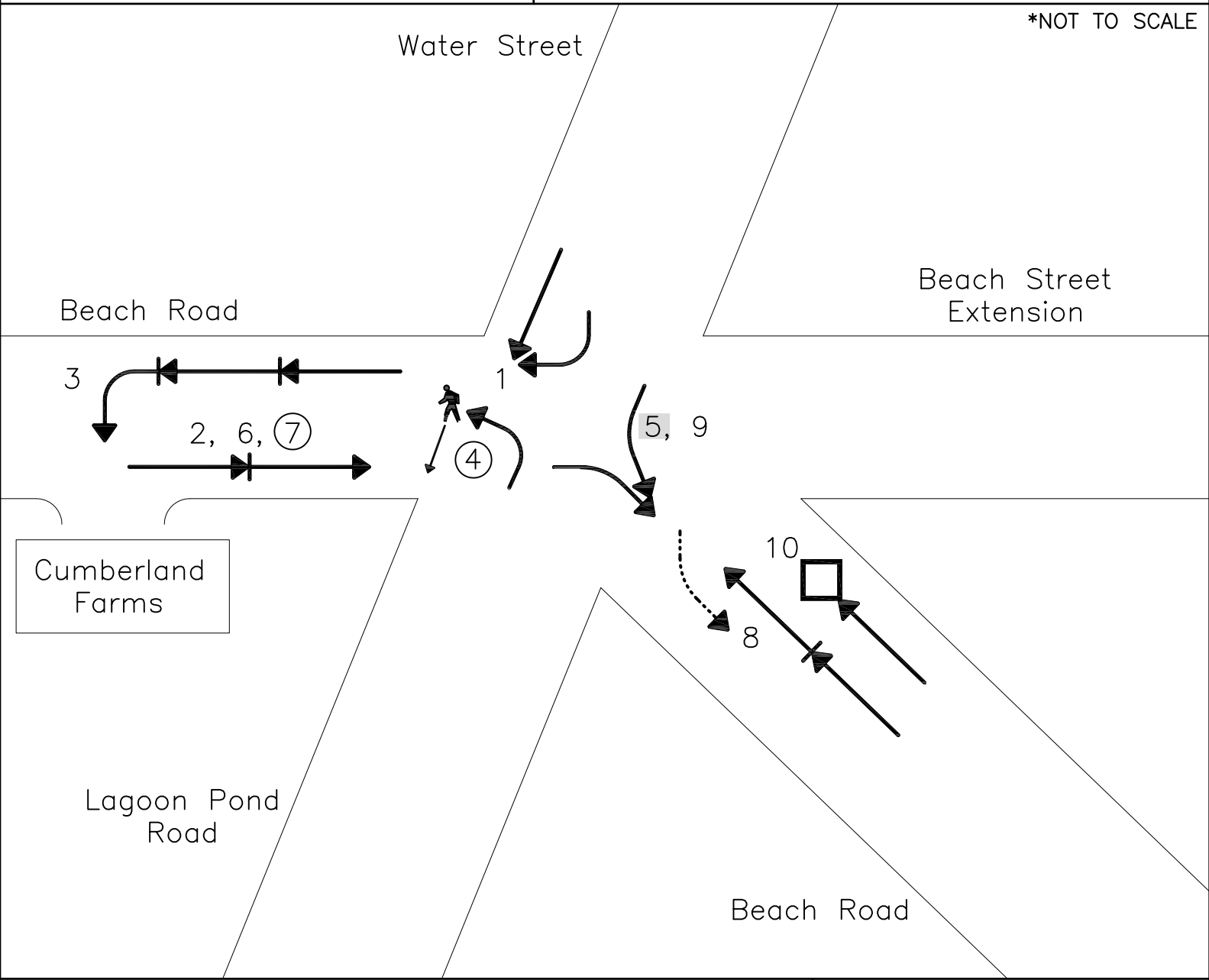
Beach Road at Water Street, Lagoon Pond Road and Beach Street Extension, Tisbury, MA



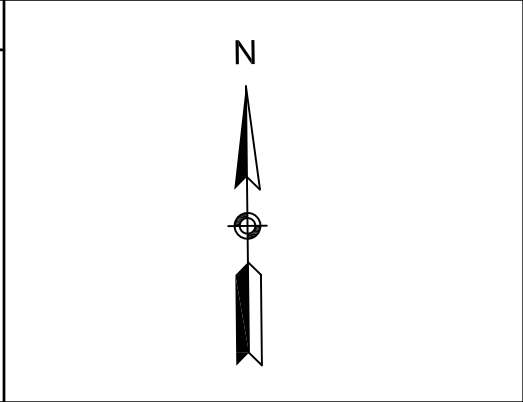
COLLISION DIAGRAM

TIME PERIOD ANALYZED: 3/3/2009 – 6/9/2011  
 SOURCE OF CRASH REPORTS: Tisbury Police Department  
 DATE PREPARED: 7/24/2014  
 PREPARED BY: Craig Roberts

\*NOT TO SCALE



SYMBOLS	TYPES OF CRASH	SEVERITY
Moving Vehicle	Head on	Injury
Backing Vehicle	Rear End	Fatal
Non-Involved Vehicle	Angle	
Pedestrian	Turning Movement	
Bicycle	Sideswipe	
Animal	Out of Control	
Parked Vehicle	Night Time Crash	
Fixed Object		



## Appendix D. Speed Regulations

---



0.81	miles	at	30	miles	per	hour	
0.87	"	"	35	"	"	"	
1.11	"	"	40	"	"	"	
0.93	"	"	35	"	"	"	
1.02	"	"	40	"	"	"	to the West Tisbury

town line,

thence easterly in West Tisbury

0.15	miles	at	40	miles	per	hour	
0.84	"	"	25	"	"	"	
0.62	"	"	40	"	"	"	
0.24	"	"	35	"	"	"	
0.54	"	"	30	"	"	"	
2.96	"	"	40	"	"	"	to the Tisbury town line,

Thence easterly in Tisbury

0.80	miles	at	40	miles	per	hour	
1.07	"	"	30	"	"	"	
0.41	"	"	20	"	"	"	
0.44	"	"	30	"	"	"	
0.46	"	"	40	"	"	"	to the Oak Bluffs town line,

Thence easterly in Oak Bluffs

0.09	miles	at	40	miles	per	hour	
0.25	"	"	35	"	"	"	
0.39	"	"	20	"	"	"	
0.23	"	"	35	"	"	"	
0.23	"	"	20	"	"	"	
0.25	"	"	35	"	"	"	
0.43	"	"	30	"	"	"	to the end of State Highway.

And beginning again in Oak Bluffs at the beginning of State Highway, thence easterly in Oak Bluffs

0.59	miles	at	30	miles	per	hour	
1.18	"	"	35	"	"	"	
1.19	"	"	40	"	"	"	to the Edgartown town line,

Thence easterly in Edgartown

1.86	miles	at	40	miles	per	hour	
0.38	"	"	30	"	"	"	
0.22	"	"	25	"	"	"	ending at the end of

State Highway; the total distance being 26.64 miles.

WESTBOUND - Main Street, Seaview Avenue, New York Avenue, Temahigan Avenue, Eastville Avenue, Beach Road, South Main Street, Vineyard Haven Road and South Road.

Beginning in Edgartown at the beginning of State Highway, thence westerly

0.22	miles	at	25	miles	per	hour	
0.38	"	"	30	"	"	"	

1.86 miles at 40 miles per hour to the Oak Bluffs line,

Thence westerly in Oak Bluffs

1.19 miles at 40 miles per hour

1.18 " " 35 " " "

0.59 " " 30 " " " to the end of State

Highway.

And beginning again at the beginning of State Highway west of town,

Thence westerly in Oak Bluffs

0.43 miles at 30 miles per hour

0.25 " " 35 " " "

0.23 " " 20 " " "

0.23 " " 35 " " "

0.39 " " 20 " " "

0.25 " " 35 " " "

0.09 " " 40 " " " to the Tisbury town line,

Thence westerly in Tisbury

0.46 miles at 40 miles per hour

0.44 " " 30 " " "

0.41 " " 20 " " "

1.07 " " 30 " " "

0.80 " " 40 " " " to the West Tisbury town line,

Thence westerly in West Tisbury

2.96 miles at 40 miles per hour

0.54 " " 30 " " "

0.24 " " 35 " " "

0.62 " " 40 " " "

0.84 " " 25 " " "

0.15 " " 40 " " " to the Chilmark town line.

Thence westerly in Chilmark

1.02 miles at 40 miles per hour

0.93 " " 35 " " "

1.11 " " 40 " " "

0.87 " " 35 " " "

0.81 " " 30 " " "

0.23 " " 25 " " "

1.20 " " 35 " " "

1.31 " " 30 " " "

0.31 " " 35 " " " to the Gay Head town line,

Thence westerly in Gay Head

3.03 miles at 35 miles per hour

0.40 " " 20 " " " ending at the end of

State Highway; the total distance being 27.04 miles.

EASTBOUND - Edgartown Road and West Tisbury Road

Beginning 215 feet east of South Road,  
thence easterly in West Tisbury

0.21	miles	at	25	miles	per	hour	
0.68	"	"	35	"	"	"	
2.31	"	"	45	"	"	"	
0.11	"	"	35	"	"	"	to the Edgartown town line,

Thence easterly in Edgartown

0.11	miles	at	35	miles	per	hour	
0.32	"	"	45	"	"	"	
0.10	"	"	35	"	"	"	
3.09	"	"	45	"	"	"	
0.87	"	"	35	"	"	"	
0.29	"	"	20	"	"	"	ending at the end of

State Highway; the total distance being 8.09 miles.

WESTBOUND - West Tisbury Road and Edgartown Road

Beginning 48 feet west of the beginning of State Highway,  
thence westerly in Edgartown

0.28	miles	at	20	miles	per	hour	
0.87	"	"	35	"	"	"	
3.09	"	"	45	"	"	"	
0.10	"	"	35	"	"	"	
0.32	"	"	45	"	"	"	
0.11	"	"	35	"	"	"	to the West Tisbury town

line,

Thence westerly in West Tisbury

0.11	miles	at	35	miles	per	hour	
2.31	"	"	45	"	"	"	
0.68	"	"	35	"	"	"	
0.25	"	"	25	"	"	"	ending at South Road;

the total distance being 8.12 miles.

Operation of a motor vehicle at a rate of speed in excess of these limits shall be prima facie evidence that such speed is greater than is reasonable and proper.

The provisions of this regulation shall not, however, abrogate in any sense, Section 14 of Chapter 90.

The Department of Public Works and the Registrar of Motor Vehicles, acting jointly do hereby certify in writing, that this regulation is consistent with the public interest.

Standard signs must be erected at the beginning of each zone.

FOR THE DEPARTMENT

DATE: January 14, 1972

BY: Bruce Campbell  
BRUCE CAMPBELL  
COMMISSIONER

for Highway Engineering

David Lucy  
Registrar of Motor Vehicles

## Appendix E. MassDOT Count Data

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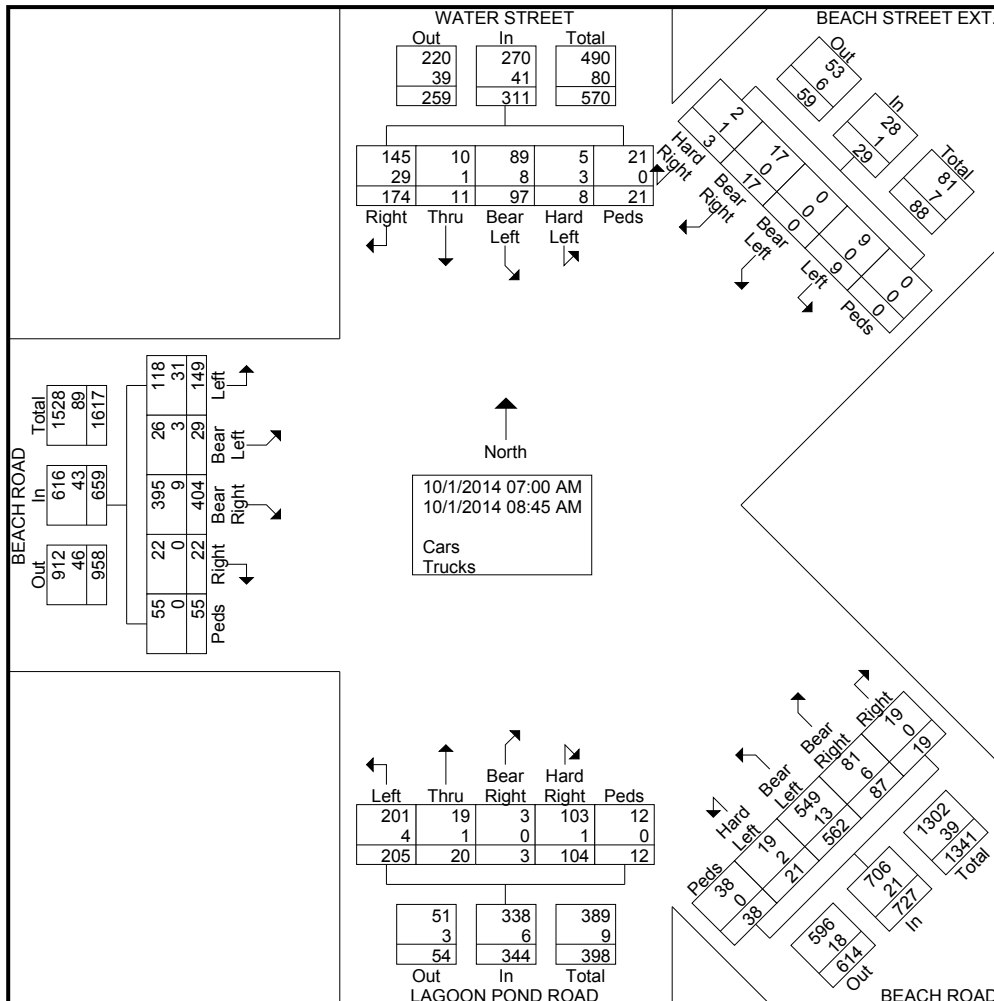
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 1

## Groups Printed- Cars - Trucks

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
07:00 AM	0	4	1	11	0	16	0	0	1	0	0	1	3	38	5	0	4	50	15	2	1	16	0	34	8	4	31	1	4	48	149
07:15 AM	1	6	1	14	2	24	0	0	1	1	0	2	1	44	5	2	4	56	25	2	0	4	1	32	8	1	49	0	5	63	177
07:30 AM	1	11	0	19	1	32	0	0	2	0	0	2	3	66	15	0	1	85	31	4	1	9	0	45	18	3	43	4	4	72	236
07:45 AM	1	18	6	39	3	67	3	0	1	0	0	4	2	88	14	2	13	119	24	4	0	13	2	43	29	2	65	3	17	116	349
<b>Total</b>	<b>3</b>	<b>39</b>	<b>8</b>	<b>83</b>	<b>6</b>	<b>139</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>236</b>	<b>39</b>	<b>4</b>	<b>22</b>	<b>310</b>	<b>95</b>	<b>12</b>	<b>2</b>	<b>42</b>	<b>3</b>	<b>154</b>	<b>63</b>	<b>10</b>	<b>188</b>	<b>8</b>	<b>30</b>	<b>299</b>	<b>911</b>
08:00 AM	0	14	0	26	4	44	0	0	2	0	0	2	2	85	8	1	4	100	27	3	0	14	2	46	20	4	68	3	4	99	291
08:15 AM	3	14	1	27	4	49	3	0	6	0	0	9	2	81	10	4	0	97	28	0	0	15	1	44	14	4	48	2	3	71	270
08:30 AM	2	15	1	21	2	41	2	0	3	0	0	5	2	87	12	6	3	110	19	2	0	14	2	37	21	3	52	3	8	87	280
08:45 AM	0	15	1	17	5	38	1	0	1	2	0	4	6	73	18	4	9	110	36	3	1	19	4	63	31	8	48	6	10	103	318
<b>Total</b>	<b>5</b>	<b>58</b>	<b>3</b>	<b>91</b>	<b>15</b>	<b>172</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>326</b>	<b>48</b>	<b>15</b>	<b>16</b>	<b>417</b>	<b>110</b>	<b>8</b>	<b>1</b>	<b>62</b>	<b>9</b>	<b>190</b>	<b>86</b>	<b>19</b>	<b>216</b>	<b>14</b>	<b>25</b>	<b>360</b>	<b>1159</b>
Grand Total	31.2 55.9						58.6 10.3						77.3 27.1						59.6 30.2						22.6 61.3 19.5						
Cars	5	89	10	145	21	270	9	0	17	2	0	28	19	549	81	19	38	706	201	19	3	103	12	338	118	26	395	22	55	616	1958
% Cars	62.5	91.8	90.9	83.3	100	86.8	100	0	100	66.7	0	96.6	90.5	97.7	93.1	100	100	97.1	98	95	100	99	100	98.3	79.2	89.7	97.8	100	100	93.5	94.6
Trucks	3	8	1	29	0	41	0	0	0	1	0	1	2	13	6	0	0	21	4	1	0	1	0	6	31	3	9	0	0	43	112
% Trucks	37.5	8.2	9.1	16.7	0	13.2	0	0	0	33.3	0	3.4	9.5	2.3	6.9	0	0	2.9	2	5	0	1	0	1.7	20.8	10.3	2.2	0	0	6.5	5.4



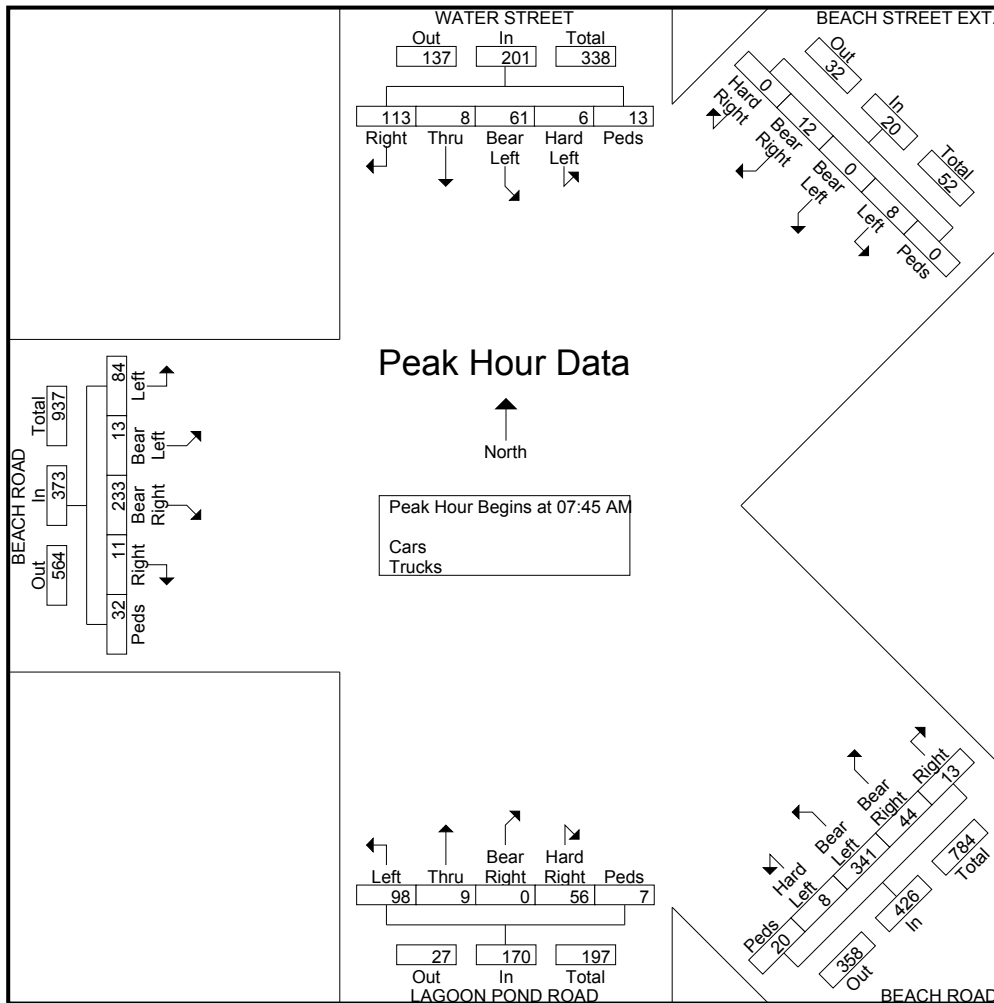
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 2

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
07:45 AM	1	18	6	39	3	67	3	0	1	0	0	4	2	88	14	2	13	119	4	0	13	2	43	29	2	65	3	17	116	349	
08:00 AM	0	14	0	26	4	44	0	0	2	0	0	2	2	85	8	1	4	100	27	3	0	14	2	46	20	4	68	3	4	99	291
08:15 AM	3	14	1	27	4	49	3	0	6	0	0	9	2	81	10	4	0	97	28	0	0	15	1	44	14	4	48	2	3	71	270
08:30 AM	2	15	1	21	2	41	2	0	3	0	0	5	2	87	12	6	3	110	19	2	0	14	2	37	21	3	52	3	8	87	280
Total Volume	6	61	8	113	13	201	8	0	12	0	0	20	8	341	44	13	20	426	98	9	0	56	7	170	84	13	233	11	32	373	1190
% App. Total	3	30.3	4	56.2	6.5		40	0	60	0	0		1.9	80	10.3	3.1	4.7		57.6	5.3	0	32.9	4.1		22.5	3.5	62.5	2.9	8.6		
PHF	.500	.847	.333	.724	.813	.750	.667	.000	.500	.000	.000	.556	1.00	.969	.786	.542	.385	.895	.875	.563	.000	.933	.875	.924	.724	.813	.857	.917	.471	.804	.852

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:45 AM



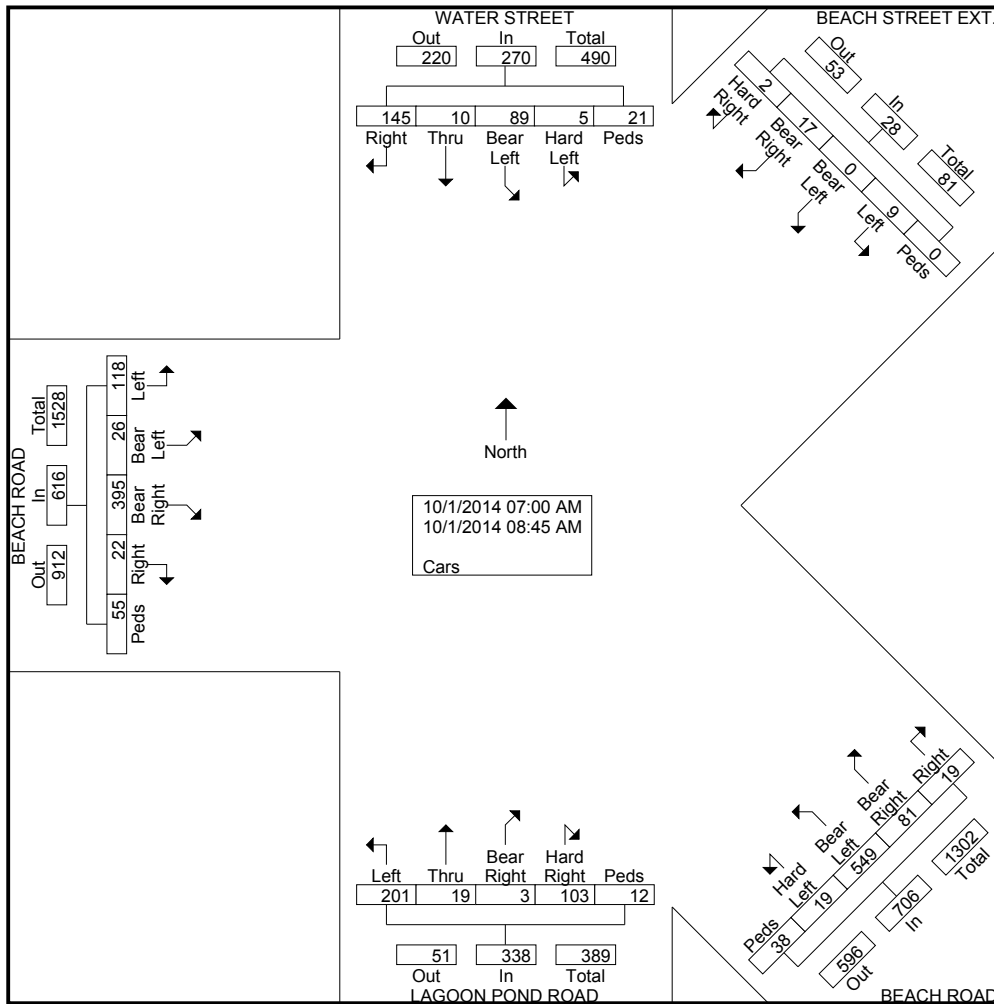
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 1

## Groups Printed- Cars

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound																																			
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total																													
07:00 AM	0	3	1	6	0	10	0	0	1	0	0	1	2	34	4	0	4	44	14	1	1	16	0	32	3	3	30	1	4	41	128																													
07:15 AM	1	5	1	12	2	21	0	0	1	0	0	1	1	43	5	2	4	55	25	2	0	4	1	32	5	0	46	0	5	56	165																													
07:30 AM	0	10	0	17	1	28	0	0	2	0	0	2	3	65	14	0	1	83	31	4	1	9	0	45	16	2	41	4	4	67	225																													
07:45 AM	1	17	5	35	3	61	3	0	1	0	0	4	2	87	14	2	13	118	23	4	0	13	2	42	24	2	65	3	17	111	336																													
<b>Total</b>	<b>2</b>	<b>35</b>	<b>7</b>	<b>70</b>	<b>6</b>	<b>120</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>229</b>	<b>37</b>	<b>4</b>	<b>22</b>	<b>300</b>	<b>93</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>3</b>	<b>151</b>	<b>48</b>	<b>7</b>	<b>182</b>	<b>8</b>	<b>30</b>	<b>275</b>	<b>854</b>																													
08:00 AM	0	13	0	16	4	33	0	0	2	0	0	2	1	84	7	1	4	97	27	3	0	14	2	46	17	4	68	3	4	96	274																													
08:15 AM	3	13	1	26	4	47	3	0	6	0	0	9	2	80	9	4	0	95	27	0	0	14	1	42	11	4	46	2	3	66	259																													
08:30 AM	0	13	1	18	2	34	2	0	3	0	0	5	2	86	11	6	3	108	19	2	0	14	2	37	18	3	52	3	8	84	268																													
08:45 AM	0	15	1	15	5	36	1	0	1	2	0	4	6	70	17	4	9	106	35	3	1	19	4	62	24	8	47	6	10	95	303																													
<b>Total</b>	<b>3</b>	<b>54</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>150</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>320</b>	<b>44</b>	<b>15</b>	<b>16</b>	<b>406</b>	<b>108</b>	<b>8</b>	<b>1</b>	<b>61</b>	<b>9</b>	<b>187</b>	<b>70</b>	<b>19</b>	<b>213</b>	<b>14</b>	<b>25</b>	<b>341</b>	<b>1104</b>																													
Grand Total	53.7						32.1						60.7						77.8						11.5						59.5						30.5						19.2						64.1						20.2					



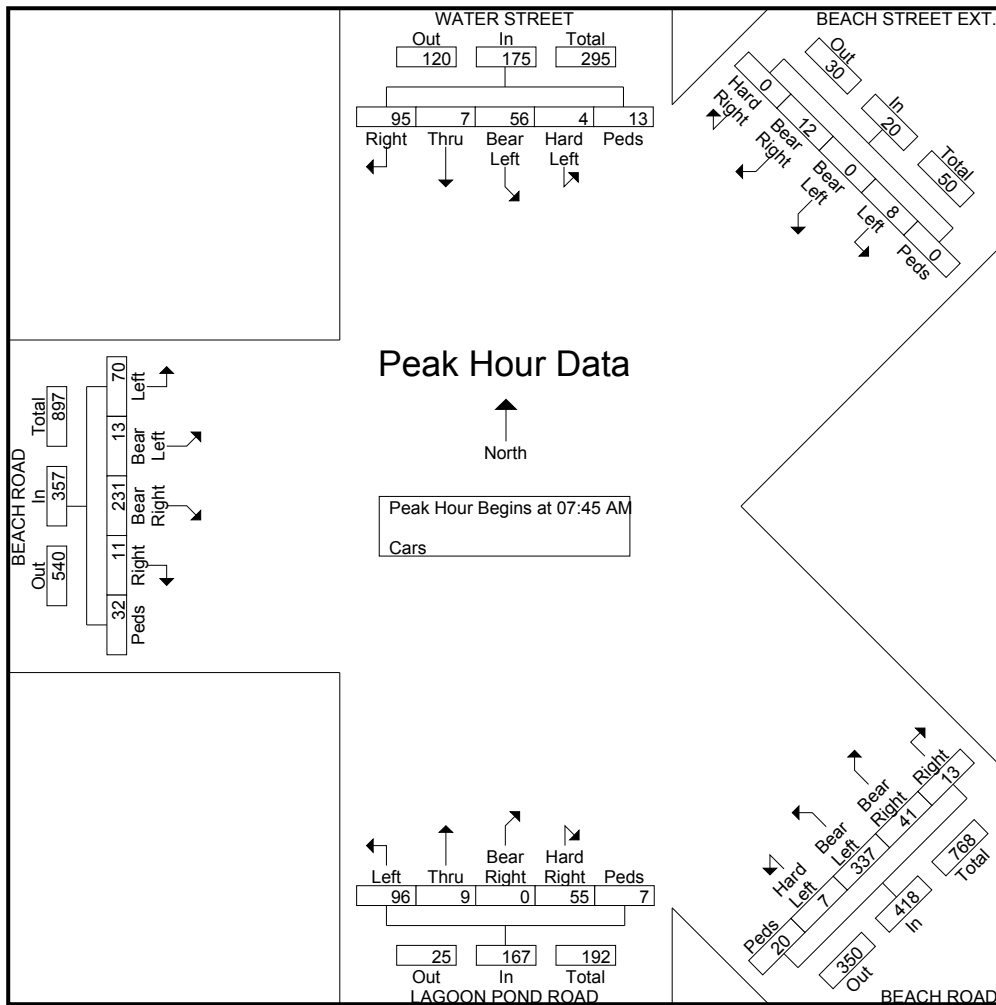
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181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 2

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
07:45 AM	1	17	5	35	3	61	3	0	1	0	0	4	2	87	14	2	13	118	4	0	13	2	42	24	2	65	3	17	111	336	
08:00 AM	0	13	0	16	4	33	0	0	2	0	0	2	1	84	7	1	4	97	27	3	0	14	2	46	17	4	68	3	4	96	274
08:15 AM	3	13	1	26	4	47	3	0	6	0	0	9	2	80	9	4	0	95	27	0	0	14	1	42	11	4	46	2	3	66	259
08:30 AM	0	13	1	18	2	34	2	0	3	0	0	5	2	86	11	6	3	108	19	2	0	14	2	37	18	3	52	3	8	84	268
Total Volume	4	56	7	95	13	175	8	0	12	0	0	20	7	337	41	13	20	418	96	9	0	55	7	167	70	13	231	11	32	357	1137
% App. Total	2.3	32	4	54.3	7.4		40	0	60	0	0		1.7	80.6	9.8	3.1	4.8		57.5	5.4	0	32.9	4.2		19.6	3.6	64.7	3.1	9		
PHF	.333	.824	.350	.679	.813	.717	.667	.000	.500	.000	.000	.556	.875	.968	.732	.542	.385	.886	.889	.563	.000	.982	.875	.908	.729	.813	.849	.917	.471	.804	.846

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:45 AM



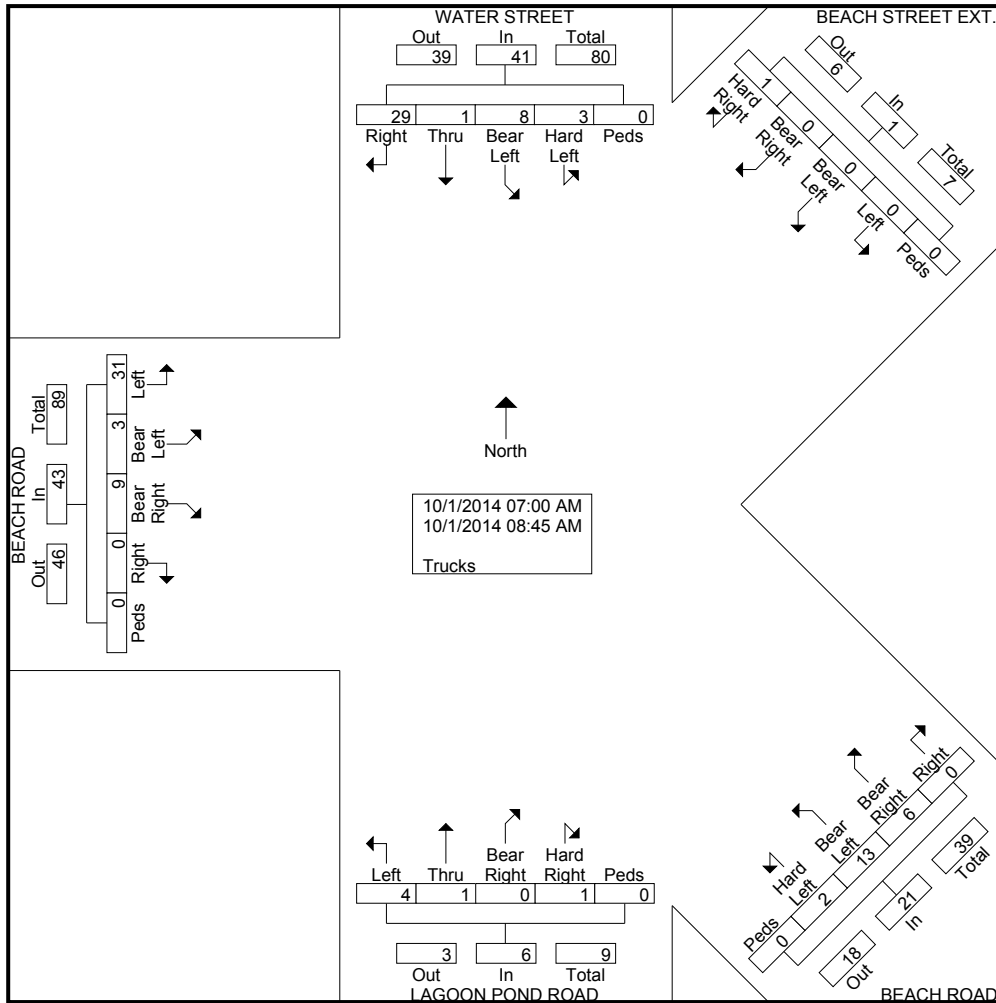
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
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File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 1

## Groups Printed- Trucks

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	5	0	6	0	0	0	0	0	0	1	4	1	0	0	6	1	1	0	0	0	2	5	1	1	0	0	7	21
07:15 AM	0	1	0	2	0	3	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3	1	3	0	0	7	12
07:30 AM	1	1	0	2	0	4	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	2	0	0	5	11
07:45 AM	0	1	1	4	0	6	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	5	0	0	0	0	5	13
<b>Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>
08:00 AM	0	1	0	10	0	11	0	0	0	0	0	0	1	1	1	0	0	3	0	0	0	0	0	0	3	0	0	0	0	3	17
08:15 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	1	0	2	3	0	2	0	0	5	11
08:30 AM	2	2	0	3	0	7	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	12
08:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	3	1	0	0	4	1	0	0	0	0	1	7	0	1	0	0	8	15
<b>Total</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>
Grand Total	3	8	1	29	0	41	0	0	0	1	0	1	2	13	6	0	0	21	4	1	0	1	0	6	31	3	9	0	0	43	112
Apprch %	7.3	19.5	2.4	70.7	0		0	0	0	100	0		9.5	61.9	28.6	0	0		66.7	16.7	0	16.7	0		72.1	7	20.9	0	0		
Total %	2.7	7.1	0.9	25.9	0	36.6	0	0	0	0.9	0	0.9	1.8	11.6	5.4	0	0	18.8	3.6	0.9	0	0.9	0	5.4	27.7	2.7	8	0	0	38.4	



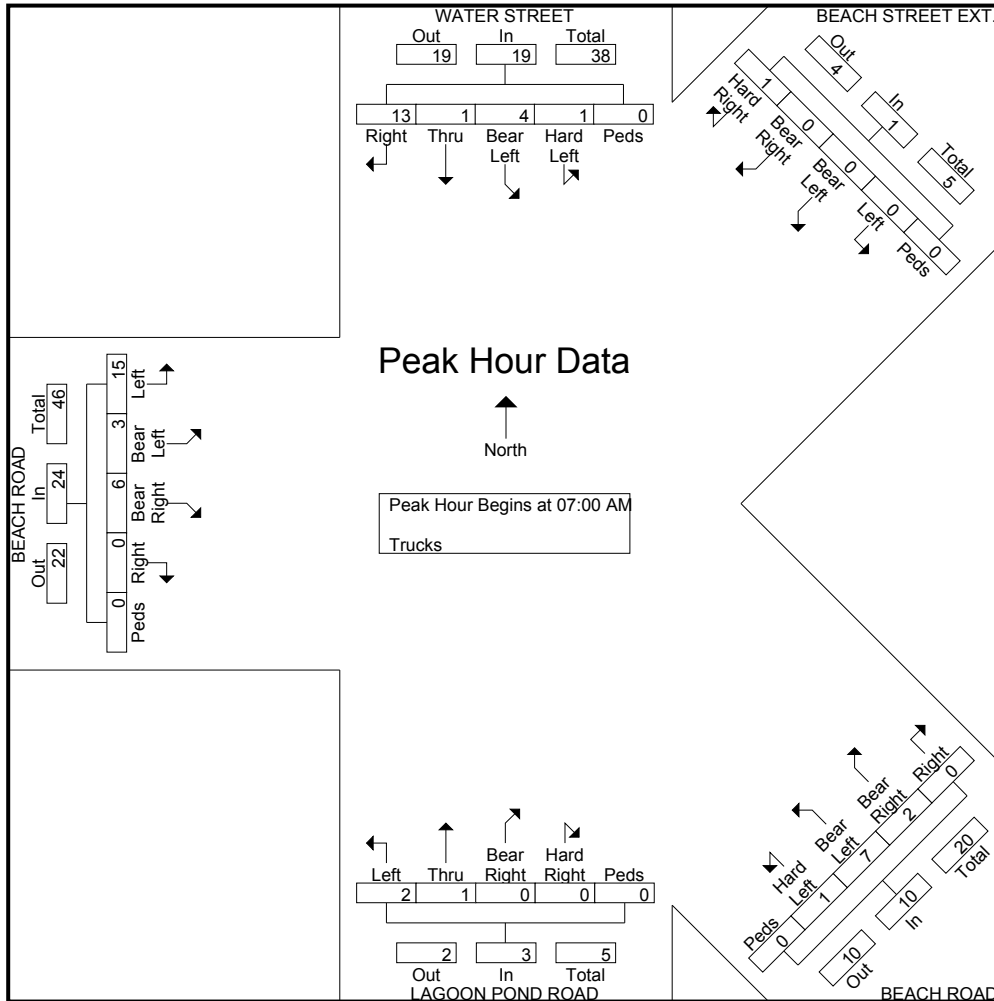
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - am  
Site Code : 10020.25  
Start Date : 10/1/2014  
Page No : 2

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
07:00 AM	0	1	0	5	0	6	0	0	0	0	0	0	1	4	1	0	0	6	1	1	0	0	0	2	5	1	1	0	0	7	21
07:15 AM	0	1	0	2	0	3	0	0	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3	1	3	0	0	7	12
07:30 AM	1	1	0	2	0	4	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2	1	2	0	0	5	11
07:45 AM	0	1	1	4	0	6	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	5	0	0	0	0	5	13
Total Volume	1	4	1	13	0	19	0	0	0	1	0	1	1	7	2	0	0	10	2	1	0	0	0	3	15	3	6	0	0	24	57
% App. Total	5.3	21.1	5.3	68.4	0		0	0	0	100	0		10	70	20	0	0		66.7	33.3	0	0	0		62.5	12.5	25	0	0		
PHF	.250	1.00	.250	.650	.000	.792	.000	.000	.000	.250	.000	.250	.250	.438	.500	.000	.000	.417	.500	.250	.000	.000	.000	.375	.750	.750	.500	.000	.000	.857	.679

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:00 AM



# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 1

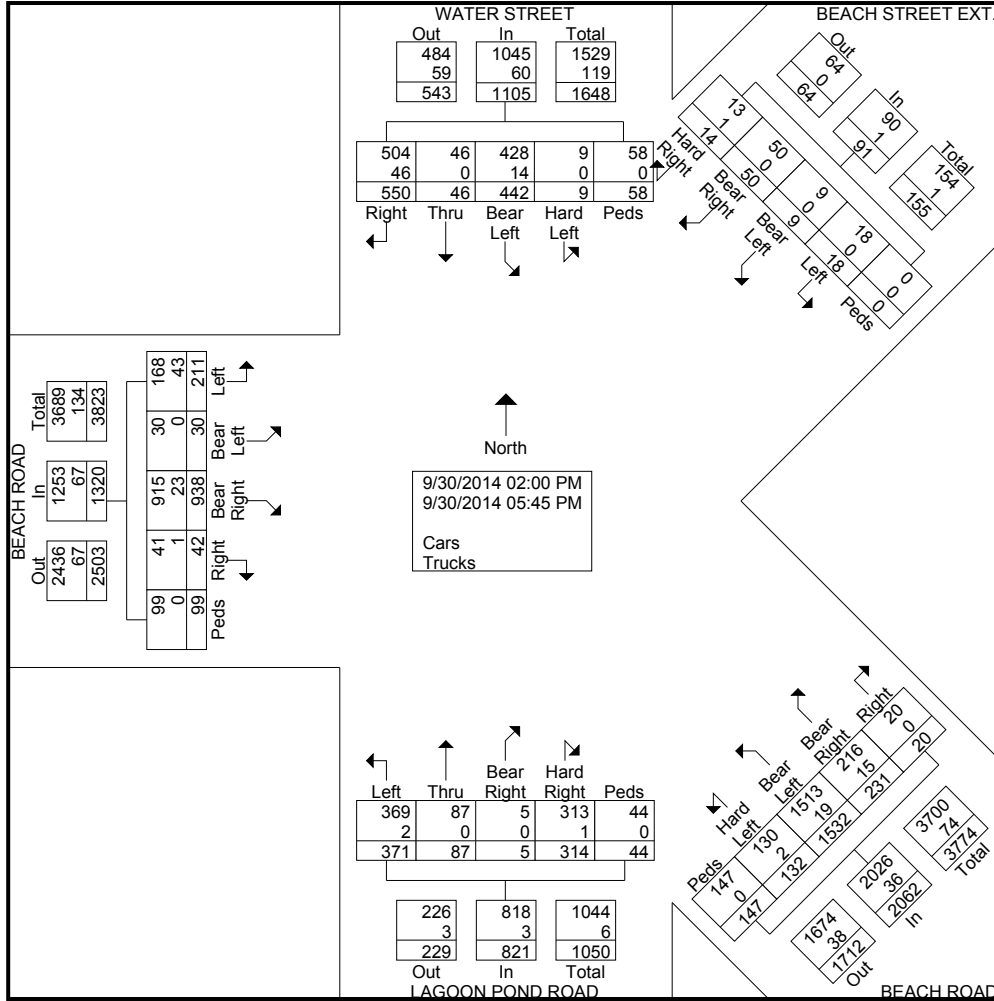
### Groups Printed- Cars - Trucks

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						Int.	
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total		
02:00 PM	0	23	1	39	2	65	1	0	1	2	0	4	7	76	13	0	17	113	28	4	0	23	2	57	16	0	58	3	8	85	324	
02:15 PM	1	23	2	22	4	52	1	0	5	1	0	7	6	94	12	3	4	119	24	8	0	19	1	52	14	3	63	1	4	85	315	
02:30 PM	0	25	1	35	2	63	1	1	4	1	0	7	13	104	9	2	11	139	30	7	0	8	0	45	10	0	73	4	6	93	347	
02:45 PM	1	14	4	27	0	46	4	0	5	2	0	11	12	96	12	0	6	126	32	7	0	19	3	61	9	2	77	5	2	95	339	
<b>Total</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>123</b>	<b>8</b>	<b>226</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>370</b>	<b>46</b>	<b>5</b>	<b>38</b>	<b>497</b>	<b>114</b>	<b>26</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>215</b>	<b>49</b>	<b>5</b>	<b>271</b>	<b>13</b>	<b>20</b>	<b>358</b>	<b>1325</b>	
03:00 PM	0	21	1	39	2	63	1	0	3	0	0	4	14	86	11	0	17	128	25	6	0	35	3	69	16	1	59	6	6	88	352	
03:15 PM	2	38	5	48	7	100	0	0	3	1	0	4	4	115	9	1	9	138	25	4	0	24	3	56	11	0	62	2	10	85	383	
03:30 PM	1	26	1	33	4	65	2	1	4	0	0	7	4	95	15	2	10	126	29	4	0	24	6	63	15	1	61	5	8	90	351	
03:45 PM	0	25	2	23	4	54	1	0	2	0	0	3	13	117	8	1	9	148	34	4	1	14	7	60	7	3	58	2	12	82	347	
<b>Total</b>	<b>3</b>	<b>110</b>	<b>9</b>	<b>143</b>	<b>17</b>	<b>282</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>35</b>	<b>413</b>	<b>43</b>	<b>4</b>	<b>45</b>	<b>540</b>	<b>113</b>	<b>18</b>	<b>1</b>	<b>97</b>	<b>19</b>	<b>248</b>	<b>49</b>	<b>5</b>	<b>240</b>	<b>15</b>	<b>36</b>	<b>345</b>	<b>1433</b>	
04:00 PM	0	26	3	26	7	62	0	0	2	0	0	2	5	119	21	2	6	153	25	6	0	23	4	58	11	0	43	2	9	65	340	
04:15 PM	0	36	1	29	10	76	0	2	2	0	0	4	8	92	22	2	10	134	19	8	1	21	3	52	22	3	59	2	4	90	356	
04:30 PM	1	46	6	72	3	128	1	2	2	2	0	7	16	107	25	3	30	181	22	5	0	25	1	53	27	4	64	2	10	107	476	
04:45 PM	0	33	6	41	8	88	0	0	6	0	0	6	4	90	17	1	6	118	29	5	0	20	0	54	11	2	53	3	7	76	342	
<b>Total</b>	<b>1</b>	<b>141</b>	<b>16</b>	<b>168</b>	<b>28</b>	<b>354</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>408</b>	<b>85</b>	<b>8</b>	<b>52</b>	<b>586</b>	<b>95</b>	<b>24</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>217</b>	<b>71</b>	<b>9</b>	<b>219</b>	<b>9</b>	<b>30</b>	<b>338</b>	<b>1514</b>	
05:00 PM	2	36	2	28	1	69	1	1	3	0	0	5	12	98	15	0	3	128	13	6	0	16	1	36	8	1	58	1	4	72	310	
05:15 PM	0	24	2	21	4	51	2	1	1	2	0	6	3	94	11	0	3	111	13	7	1	13	2	36	14	5	57	1	2	79	283	
05:30 PM	1	17	7	30	0	55	1	0	3	1	0	5	6	69	10	2	4	91	15	5	1	16	1	38	12	2	50	1	4	69	258	
05:45 PM	0	29	2	37	0	68	2	1	4	2	0	9	5	80	21	1	2	109	8	1	1	14	7	31	8	3	43	2	3	59	276	
<b>Total</b>	<b>3</b>	<b>106</b>	<b>13</b>	<b>116</b>	<b>5</b>	<b>243</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>341</b>	<b>57</b>	<b>3</b>	<b>12</b>	<b>439</b>	<b>49</b>	<b>19</b>	<b>3</b>	<b>59</b>	<b>11</b>	<b>141</b>	<b>42</b>	<b>11</b>	<b>208</b>	<b>5</b>	<b>13</b>	<b>279</b>	<b>1127</b>	
Grand Total	9	442	46	550	58	1105	18	9	50	14	0	91	132	1532	231	20	147	2062	371	87	5	314	44	821	211	30	938	42	99	1320	5399	
Apprch %	0.8	40	4.2	49.8	5.2		19.8	9.9	54.9	15.4	0		6.4	74.3	11.2	1	7.1		45.2	10.6	0.6	38.2	5.4		16	2.3	71.1	3.2	7.5			
Total %	0.2	8.2	0.9	10.2	1.1	20.5	0.3	0.2	0.9	0.3	0	1.7	2.4	28.4	4.3	0.4	2.7	38.2	6.9	1.6	0.1	5.8	0.8	15.2	3.9	0.6	17.4	0.8	1.8	24.4		
<b>Cars</b>	<b>9</b>	<b>428</b>	<b>46</b>	<b>504</b>	<b>58</b>	<b>1045</b>	<b>18</b>	<b>9</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>90</b>	<b>130</b>	<b>1513</b>	<b>216</b>	<b>20</b>	<b>147</b>	<b>2026</b>	<b>369</b>	<b>87</b>	<b>5</b>	<b>313</b>	<b>44</b>	<b>818</b>	<b>168</b>	<b>30</b>	<b>915</b>	<b>41</b>	<b>99</b>	<b>1253</b>	<b>5232</b>	
<b>% Cars</b>	<b>100</b>	<b>96.8</b>	<b>100</b>	<b>91.6</b>	<b>100</b>	<b>94.6</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>92.9</b>	<b>0</b>	<b>98.9</b>	<b>98.5</b>	<b>98.8</b>	<b>93.5</b>	<b>100</b>	<b>100</b>	<b>98.3</b>	<b>99.5</b>	<b>100</b>	<b>100</b>	<b>99.7</b>	<b>100</b>	<b>99.6</b>	<b>79.6</b>	<b>100</b>	<b>97.5</b>	<b>97.6</b>	<b>100</b>	<b>94.9</b>	<b>96.9</b>	
<b>Trucks</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>167</b>	
<b>% Trucks</b>	<b>0</b>	<b>3.2</b>	<b>0</b>	<b>8.4</b>	<b>0</b>	<b>5.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.1</b>	<b>0</b>	<b>1.1</b>	<b>1.5</b>	<b>1.2</b>	<b>6.5</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>0.3</b>	<b>0</b>	<b>0.4</b>	<b>20.4</b>	<b>0</b>	<b>2.5</b>	<b>2.4</b>	<b>0</b>	<b>5.1</b>	<b>3.1</b>	

# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 2



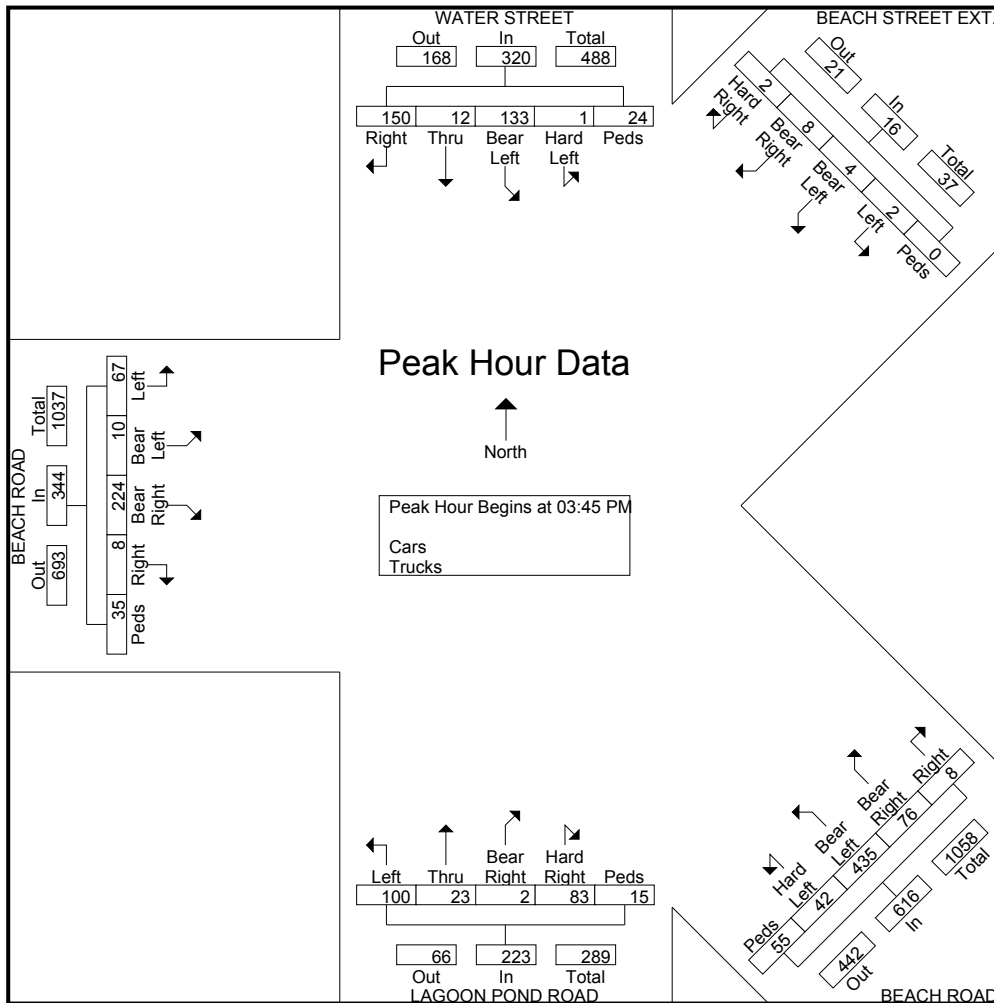
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 3

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
03:45 PM	0	25	2	23	4	54	1	0	2	0	0	3	13	117	8	1	9	148	34	4	1	14	7	60	7	3	58	2	12	82	347
04:00 PM	0	26	3	26	7	62	0	0	2	0	0	2	5	119	21	2	6	153	25	6	0	23	4	58	11	0	43	2	9	65	340
04:15 PM	0	36	1	29	10	76	0	2	2	0	0	4	8	92	22	2	10	134	19	8	1	21	3	52	22	3	59	2	4	90	356
04:30 PM	1	46	6	72	3	128	1	2	2	2	0	7	16	107	25	3	30	181	16	107	25	3	30	181	27	4	64	2	10	107	476
Total Volume	1	133	12	150	24	320	2	4	8	2	0	16	42	435	76	8	55	616	100	23	2	83	15	223	67	10	224	8	35	344	1519
% App. Total	0.3	41.6	3.8	46.9	7.5	12.5	25	50	12.5	0	6.8	70.6	12.3	1.3	8.9	44.8	10.3	0.9	37.2	6.7	19.5	2.9	65.1	2.3	10.2						
PHF	.250	.723	.500	.521	.600	.625	.500	.500	1.00	.250	.000	.571	.656	.914	.760	.667	.458	.851	.735	.719	.500	.830	.536	.929	.620	.625	.875	1.00	.729	.804	.798

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 03:45 PM



# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 1

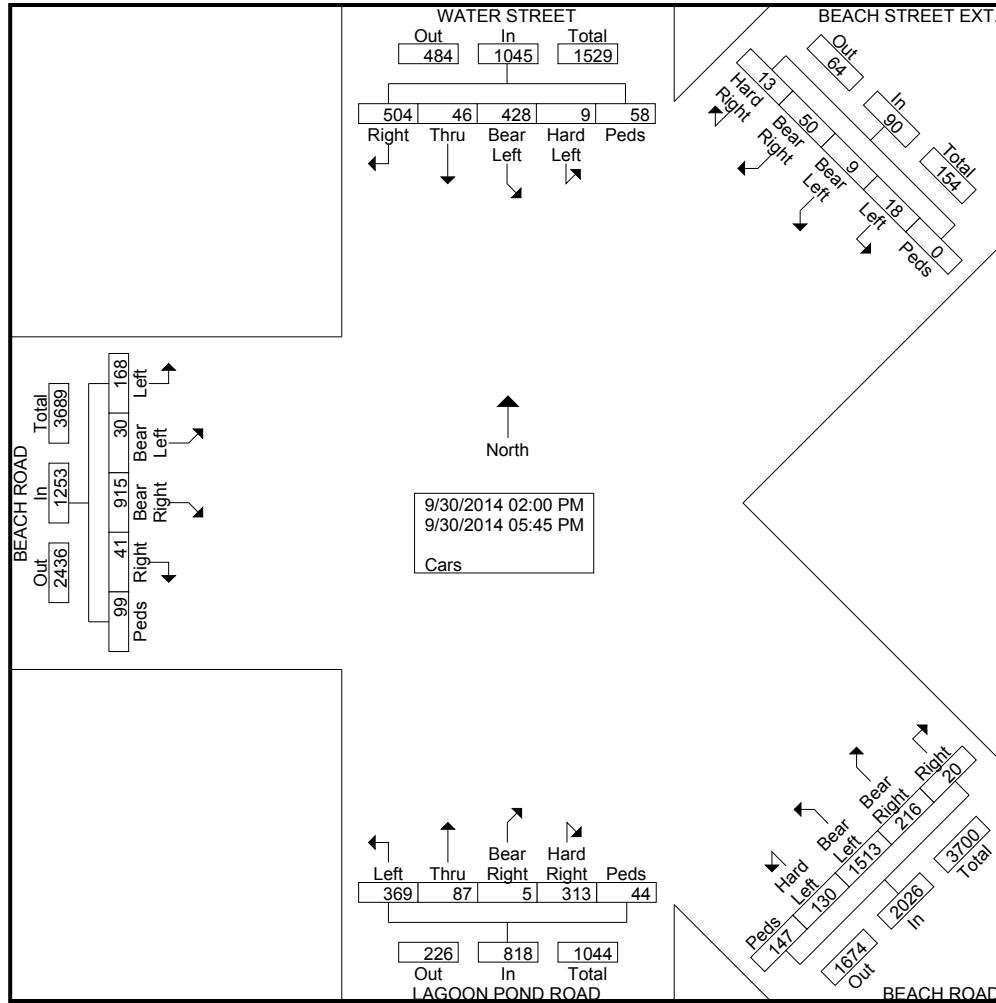
### Groups Printed- Cars

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						Int. Total
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	
02:00 PM	0	20	1	34	2	57	1	0	1	1	0	3	7	74	11	0	17	109	28	4	0	23	2	57	14	0	56	3	8	81	307
02:15 PM	1	23	2	20	4	50	1	0	5	1	0	7	6	94	12	3	4	119	24	8	0	19	1	52	11	3	61	1	4	80	308
02:30 PM	0	24	1	33	2	60	1	1	4	1	0	7	13	99	7	2	11	132	30	7	0	8	0	45	8	0	67	4	6	85	329
02:45 PM	1	13	4	24	0	42	4	0	5	2	0	11	12	95	12	0	6	125	32	7	0	19	3	61	6	2	71	5	2	86	325
<b>Total</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>111</b>	<b>8</b>	<b>209</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>362</b>	<b>42</b>	<b>5</b>	<b>38</b>	<b>485</b>	<b>114</b>	<b>26</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>215</b>	<b>39</b>	<b>5</b>	<b>255</b>	<b>13</b>	<b>20</b>	<b>332</b>	<b>1269</b>
03:00 PM	0	21	1	34	2	58	1	0	3	0	0	4	14	85	10	0	17	126	25	6	0	35	3	69	12	1	59	5	6	83	340
03:15 PM	2	36	5	46	7	96	0	0	3	1	0	4	4	115	9	1	9	138	25	4	0	24	3	56	9	0	60	2	10	81	375
03:30 PM	1	25	1	31	4	62	2	1	4	0	0	7	4	95	14	2	10	125	29	4	0	24	6	63	13	1	61	5	8	88	345
03:45 PM	0	25	2	21	4	52	1	0	2	0	0	3	13	114	6	1	9	143	34	4	1	14	7	60	3	3	58	2	12	78	336
<b>Total</b>	<b>3</b>	<b>107</b>	<b>9</b>	<b>132</b>	<b>17</b>	<b>268</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>35</b>	<b>409</b>	<b>39</b>	<b>4</b>	<b>45</b>	<b>532</b>	<b>113</b>	<b>18</b>	<b>1</b>	<b>97</b>	<b>19</b>	<b>248</b>	<b>37</b>	<b>5</b>	<b>238</b>	<b>14</b>	<b>36</b>	<b>330</b>	<b>1396</b>
04:00 PM	0	25	3	22	7	57	0	0	2	0	0	2	5	116	20	2	6	149	25	6	0	23	4	58	9	0	43	2	9	63	329
04:15 PM	0	36	1	26	10	73	0	2	2	0	0	4	7	92	21	2	10	132	17	8	1	21	3	50	19	3	57	2	4	85	344
04:30 PM	1	44	6	69	3	123	1	2	2	2	0	7	15	107	24	3	30	179	22	5	0	25	1	53	24	4	64	2	10	104	466
04:45 PM	0	33	6	41	8	88	0	0	6	0	0	6	4	90	17	1	6	118	29	5	0	20	0	54	9	2	53	3	7	74	340
<b>Total</b>	<b>1</b>	<b>138</b>	<b>16</b>	<b>158</b>	<b>28</b>	<b>341</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>31</b>	<b>405</b>	<b>82</b>	<b>8</b>	<b>52</b>	<b>578</b>	<b>93</b>	<b>24</b>	<b>1</b>	<b>89</b>	<b>8</b>	<b>215</b>	<b>61</b>	<b>9</b>	<b>217</b>	<b>9</b>	<b>30</b>	<b>326</b>	<b>1479</b>
05:00 PM	2	34	2	25	1	64	1	1	3	0	0	5	12	98	14	0	3	127	13	6	0	16	1	36	5	1	57	1	4	68	300
05:15 PM	0	24	2	18	4	48	2	1	1	2	0	6	3	92	11	0	3	109	13	7	1	12	2	35	12	5	55	1	2	75	273
05:30 PM	1	16	7	28	0	52	1	0	3	1	0	5	6	69	8	2	4	89	15	5	1	16	1	38	8	2	50	1	4	65	249
05:45 PM	0	29	2	32	0	63	2	1	4	2	0	9	5	78	20	1	2	106	8	1	1	14	7	31	6	3	43	2	3	57	266
<b>Total</b>	<b>3</b>	<b>103</b>	<b>13</b>	<b>103</b>	<b>5</b>	<b>227</b>	<b>6</b>	<b>3</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>26</b>	<b>337</b>	<b>53</b>	<b>3</b>	<b>12</b>	<b>431</b>	<b>49</b>	<b>19</b>	<b>3</b>	<b>58</b>	<b>11</b>	<b>140</b>	<b>31</b>	<b>11</b>	<b>205</b>	<b>5</b>	<b>13</b>	<b>265</b>	<b>1088</b>
Grand Total	9	428	46	504	58	1045	18	9	50	13	0	90	130	1513	216	20	147	2026	369	87	5	313	44	818	168	30	915	41	99	1253	5232
Apprch %	0.9	41	4.4	48.2	5.6		20	10	55.6	14.4	0		6.4	74.7	10.7	1	7.3		45.1	10.6	0.6	38.3	5.4		13.4	2.4	73	3.3	7.9		
Total %	0.2	8.2	0.9	9.6	1.1	20	0.3	0.2	1	0.2	0	1.7	2.5	28.9	4.1	0.4	2.8	38.7	7.1	1.7	0.1	6	0.8	15.6	3.2	0.6	17.5	0.8	1.9	23.9	

# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 2



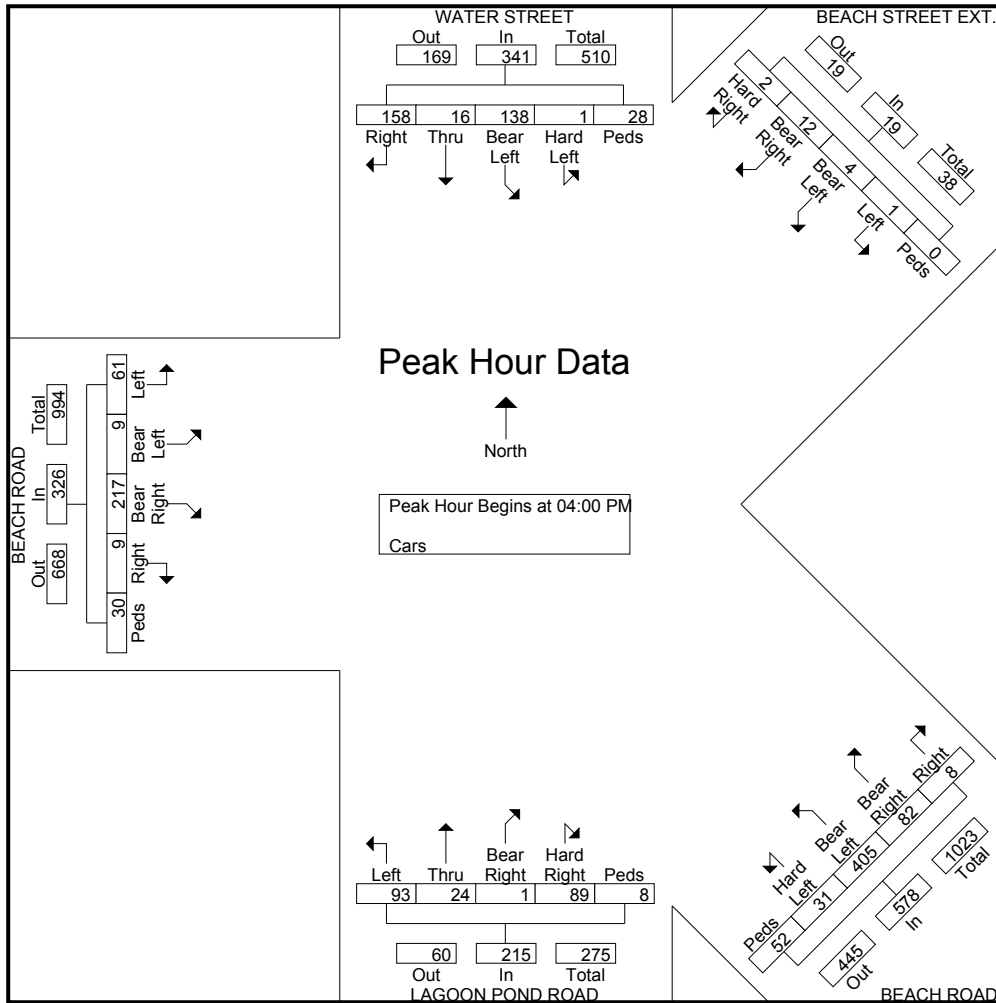
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 3

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
04:00 PM	0	25	3	22	7	57	0	0	2	0	0	2	5	116	20	2	6	149	25	6	0	23	4	58	9	0	43	2	9	63	329
04:15 PM	0	36	1	26	10	73	0	2	2	0	0	4	7	92	21	2	10	132	17	8	1	21	3	50	19	3	57	2	4	85	344
04:30 PM	1	44	6	69	3	123	1	2	2	2	0	7	15	107	24	3	30	179				25	1	53	24	4	64	2	10	104	466
04:45 PM	0	33	6	41	8	88	0	0	6	0	0	6	4	90	17	1	6	118	29	5	0	20	0	54	9	2	53	3	7	74	340
Total Volume	1	138	16	158	28	341	1	4	12	2	0	19	31	405	82	8	52	578	93	24	1	89	8	215	61	9	217	9	30	326	1479
% App. Total	0.3	40.5	4.7	46.3	8.2		5.3	21.1	63.2	10.5	0		5.4	70.1	14.2	1.4	9		43.3	11.2	0.5	41.4	3.7		18.7	2.8	66.6	2.8	9.2		
PHF	.250	.784	.667	.572	.700	.693	.250	.500	.500	.250	.000	.679	.517	.873	.854	.667	.433	.807	.802	.750	.250	.890	.500	.927	.635	.563	.848	.750	.750	.784	.793

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM



# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 1

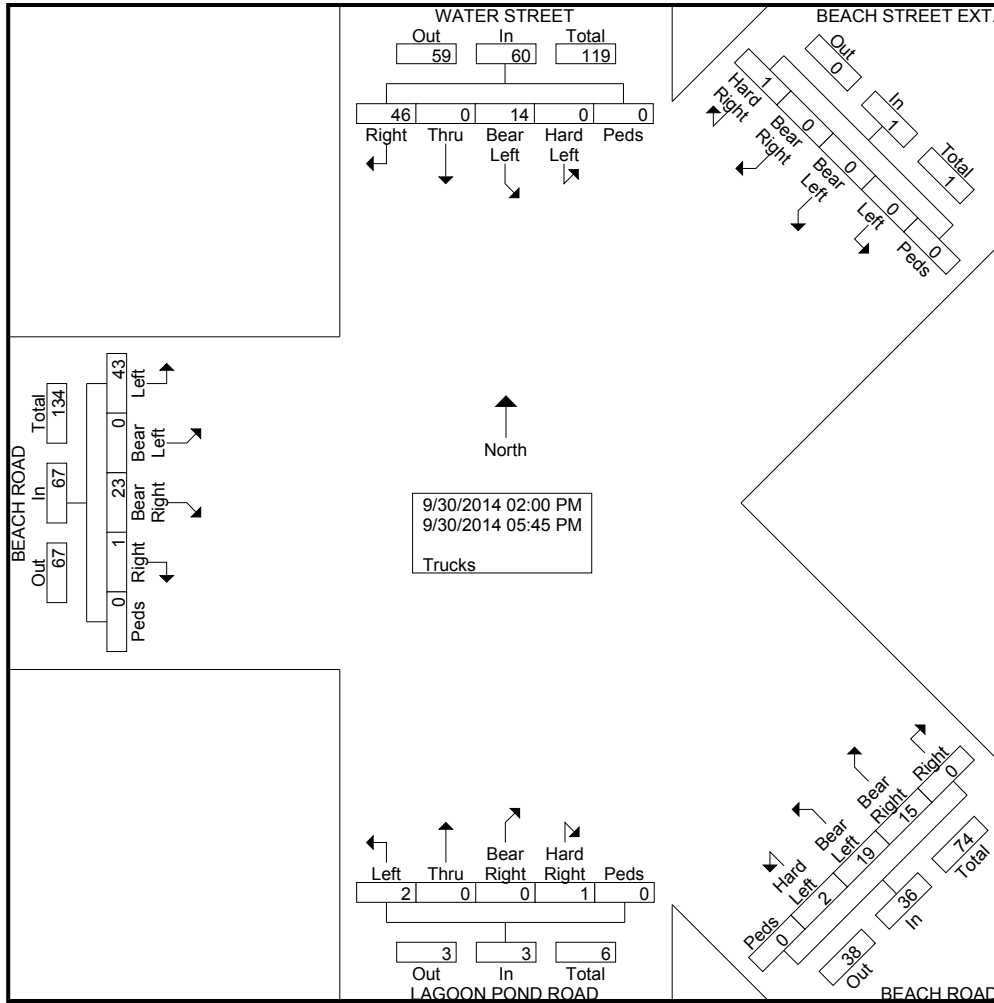
### Groups Printed- Trucks

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound					BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						Int. Total	
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds		App. Total
02:00 PM	0	3	0	5	0	8	0	0	0	1	0	1	0	2	2	0	0	4	0	0	0	0	0	0	2	0	2	0	0	4	17
02:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	7
02:30 PM	0	1	0	2	0	3	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	2	0	6	0	0	8	18
02:45 PM	0	1	0	3	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	6	0	0	9	14
<b>Total</b>	0	5	0	12	0	17	0	0	0	1	0	1	0	8	4	0	0	12	0	0	0	0	0	0	10	0	16	0	0	26	56
03:00 PM	0	0	0	5	0	5	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	0	0	1	0	5	12
03:15 PM	0	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	8
03:30 PM	0	1	0	2	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	6
03:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	4	0	0	0	0	4	11
<b>Total</b>	0	3	0	11	0	14	0	0	0	0	0	0	0	4	4	0	0	8	0	0	0	0	0	0	12	0	2	1	0	15	37
04:00 PM	0	1	0	4	0	5	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	2	0	0	0	0	2	11
04:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	1	0	1	0	0	2	2	0	0	0	0	0	3	0	2	0	0	5	12
04:30 PM	0	2	0	3	0	5	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	3	0	0	0	0	3	10
04:45 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	2	0	0	0	0	2	2
<b>Total</b>	0	3	0	10	0	13	0	0	0	0	0	0	2	3	3	0	0	8	2	0	0	0	0	0	10	0	2	0	0	12	35
05:00 PM	0	2	0	3	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	1	0	0	4	10
05:15 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	2	0	2	0	0	4	10
05:30 PM	0	1	0	2	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	0	0	4	9
05:45 PM	0	0	0	5	0	5	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	2	0	0	0	0	2	10
<b>Total</b>	0	3	0	13	0	16	0	0	0	0	0	0	0	4	4	0	0	8	0	0	0	1	0	1	11	0	3	0	0	14	39
<b>Grand Total</b>	0	14	0	46	0	60	0	0	0	1	0	1	2	19	15	0	0	36	2	0	0	1	0	3	43	0	23	1	0	67	167
<b>Apprch %</b>	0	23.3	0	76.7	0		0	0	0	100	0		5.6	52.8	41.7	0	0		66.7	0	0	33.3	0		64.2	0	34.3	1.5	0		
<b>Total %</b>	0	8.4	0	27.5	0	35.9	0	0	0	0.6	0	0.6	1.2	11.4	9	0	0	21.6	1.2	0	0	0.6	0	1.8	25.7	0	13.8	0.6	0	40.1	

# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 2



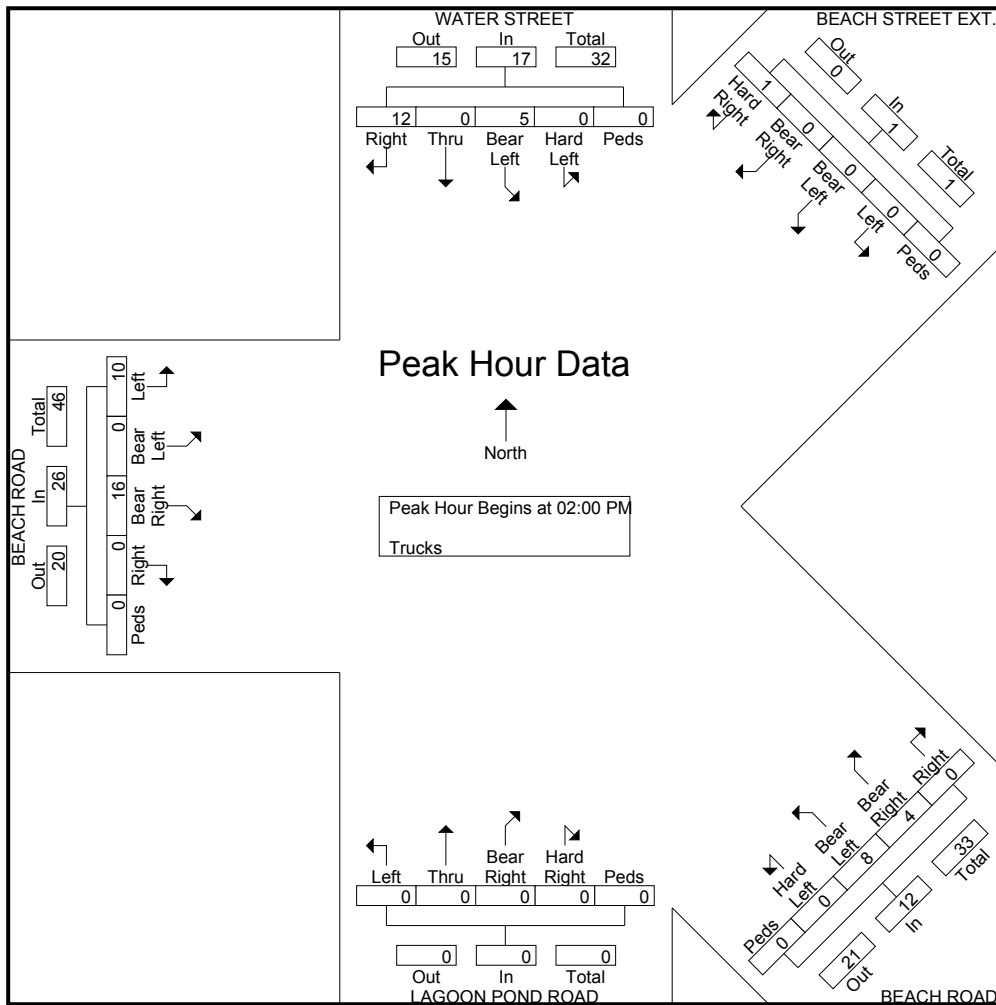
# Greenman-Pedersen Inc.

181 Ballardvale Street, Suite 202  
Wilmington, MA 01887

File Name : beach rd @ water st - pm  
Site Code : 10020.25  
Start Date : 9/30/2014  
Page No : 3

Start Time	WATER STREET Southbound						BEACH STREET EXT. Southwestbound						BEACH ROAD Northwestbound						LAGOON POND ROAD Northbound						BEACH ROAD Eastbound						
	Hard Left	Bear Left	Thru	Right	Peds	App. Total	Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Right	Peds	App. Total	Left	Thru	Bear Right	Hard Right	Peds	App. Total	Left	Bear Left	Bear Right	Right	Peds	App. Total	Int. Total
02:00 PM	0	3	0	5	0	8	0	0	0	1	0	1	0	2	2	0	0	4	0	0	0	0	0	0	2	0	2	0	0	4	17
02:15 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	7
02:30 PM	0	1	0	2	0	3	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	6	0	0	0	0	8	18
02:45 PM	0	1	0	3	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0	6	0	0	9	14
Total Volume	0	5	0	12	0	17	0	0	0	1	0	1	0	8	4	0	0	12	0	0	0	0	0	0	10	0	16	0	0	26	56
% App. Total	0	29.4	0	70.6	0		0	0	0	100	0		0	66.7	33.3	0	0		0	0	0	0	0	0	38.5	0	61.5	0	0		
PHF	.000	.417	.000	.600	.000	.531	.000	.000	.000	.250	.000	.250	.000	.400	.500	.000	.000	.429	.000	.000	.000	.000	.000	.000	.833	.000	.667	.000	.000	.722	.778

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 02:00 PM



# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 1

### Groups Printed- Cars - Trucks

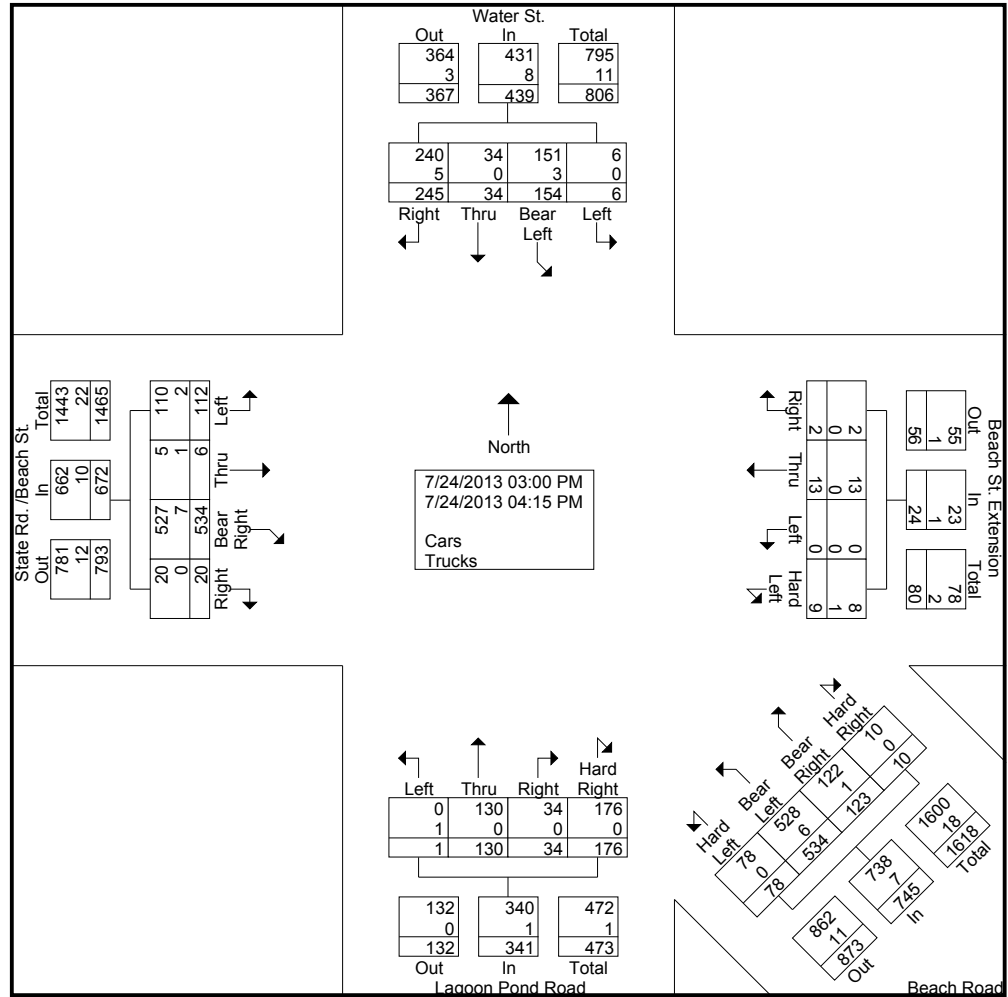
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
03:00 PM	45	5	20	0	70	0	3	0	3	6	3	10	73	14	100	32	4	22	1	59	1	86	1	13	101	336
03:15 PM	38	5	30	0	73	1	2	0	1	4	0	12	88	4	104	30	2	16	0	48	2	92	1	21	116	345
03:30 PM	42	3	24	1	70	0	2	0	1	3	2	24	89	21	136	33	8	26	0	67	7	67	0	12	86	362
03:45 PM	29	6	18	0	53	0	2	0	0	2	1	17	112	14	144	28	7	22	0	57	3	94	0	19	116	372
<b>Total</b>	<b>154</b>	<b>19</b>	<b>92</b>	<b>1</b>	<b>266</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>63</b>	<b>362</b>	<b>53</b>	<b>484</b>	<b>123</b>	<b>21</b>	<b>86</b>	<b>1</b>	<b>231</b>	<b>13</b>	<b>339</b>	<b>2</b>	<b>65</b>	<b>419</b>	<b>1415</b>
04:00 PM	46	8	34	3	91	0	2	0	1	3	0	28	85	14	127	31	5	22	0	58	2	89	3	22	116	395
04:15 PM	45	7	28	2	82	1	2	0	3	6	4	32	87	11	134	22	8	22	0	52	5	106	1	25	137	411
<b>Grand Total</b>	<b>245</b>	<b>34</b>	<b>154</b>	<b>6</b>	<b>439</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>10</b>	<b>123</b>	<b>534</b>	<b>78</b>	<b>745</b>	<b>176</b>	<b>34</b>	<b>130</b>	<b>1</b>	<b>341</b>	<b>20</b>	<b>534</b>	<b>6</b>	<b>112</b>	<b>672</b>	<b>2221</b>
Apprch %	55.8	7.7	35.1	1.4		8.3	54.2	0	37.5		1.3	16.5	71.7	10.5		51.6	10	38.1	0.3		3	79.5	0.9	16.7		
Total %	11	1.5	6.9	0.3	19.8	0.1	0.6	0	0.4	1.1	0.5	5.5	24	3.5	33.5	7.9	1.5	5.9	0	15.4	0.9	24	0.3	5	30.3	
Cars	240	34	151	6	431	2	13	0	8	23	10	122	528	78	738	176	34	130	0	340	20	527	5	110	662	2194
% Cars	98	100	98.1	100	98.2	100	100	0	88.9	95.8	100	99.2	98.9	100	99.1	100	100	100	0	99.7	100	98.7	83.3	98.2	98.5	98.8
Trucks	5	0	3	0	8	0	0	0	1	1	0	1	6	0	7	0	0	0	1	1	0	7	1	2	10	27
% Trucks	2	0	1.9	0	1.8	0	0	0	11.1	4.2	0	0.8	1.1	0	0.9	0	0	0	100	0.3	0	1.3	16.7	1.8	1.5	1.2

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 2

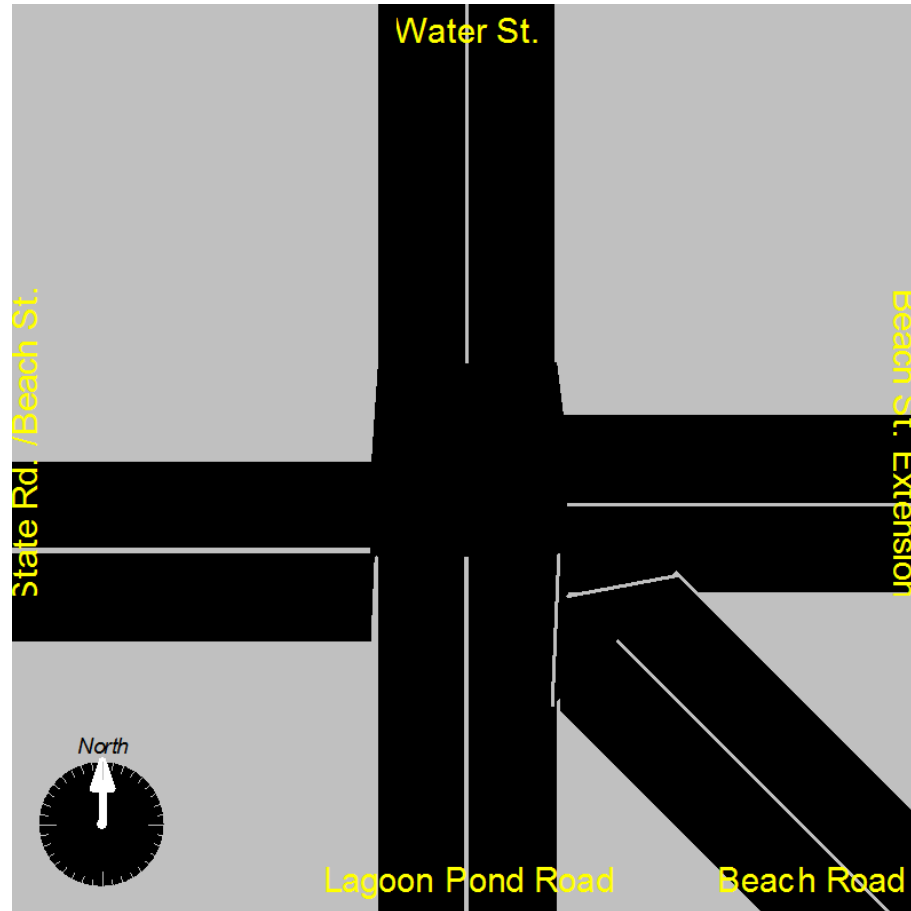


# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 3



# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 1

### Groups Printed- Bicycle

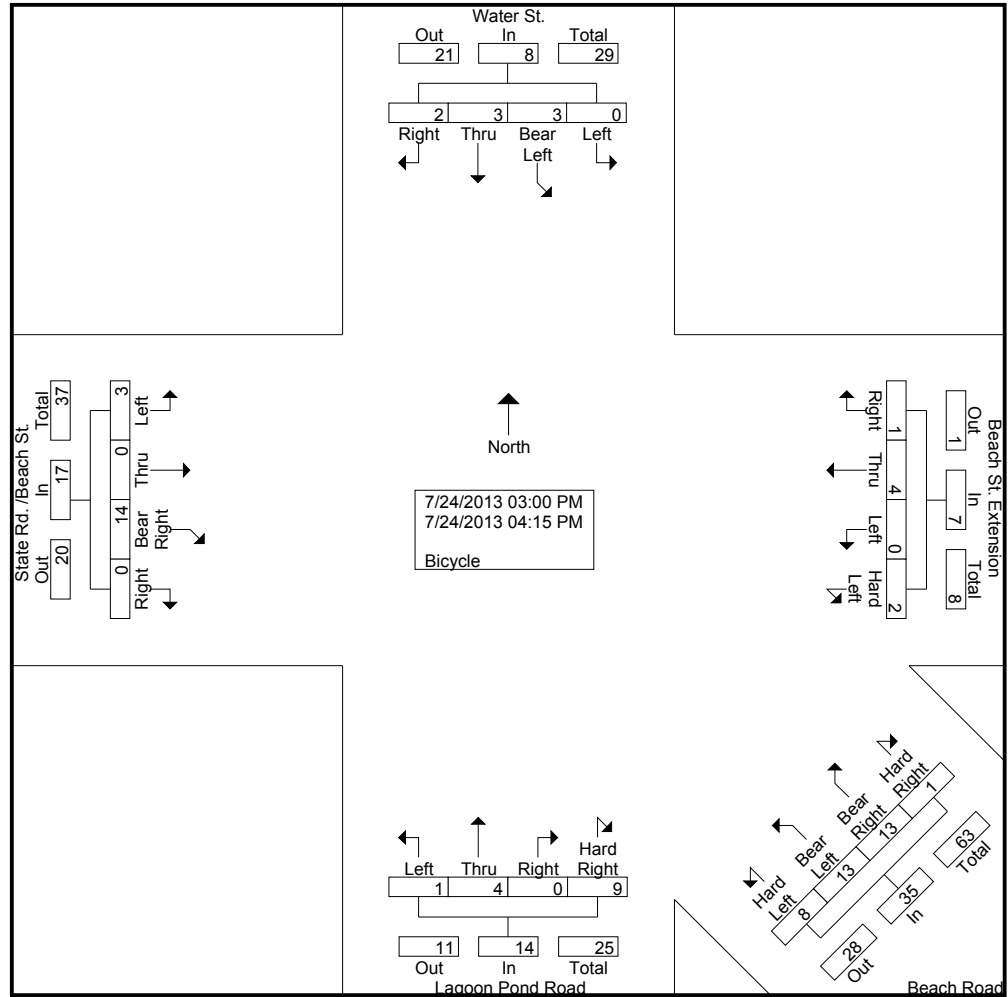
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
03:00 PM	0	0	0	0	0	0	0	0	1	1	1	1	1	0	3	2	0	0	0	2	0	2	0	0	2	8
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	7	2	4	13	3	0	0	0	3	0	0	0	0	0	17
03:30 PM	2	0	0	0	2	1	4	0	0	5	0	3	2	0	5	1	0	0	0	1	0	0	0	0	0	13
03:45 PM	0	2	0	0	2	0	0	0	1	1	0	0	2	1	3	3	0	2	1	6	0	5	0	0	5	17
<b>Total</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>55</b>
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	3	3	6	0	0	2	0	2	0	2	0	2	4	14
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	5	0	1	6	12
<b>Grand Total</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>35</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>81</b>
Apprch %	25	37.5	37.5	0		14.3	57.1	0	28.6		2.9	37.1	37.1	22.9		64.3	0	28.6	7.1		0	82.4	0	17.6		
Total %	2.5	3.7	3.7	0	9.9	1.2	4.9	0	2.5	8.6	1.2	16	16	9.9	43.2	11.1	0	4.9	1.2	17.3	0	17.3	0	3.7	21	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 2

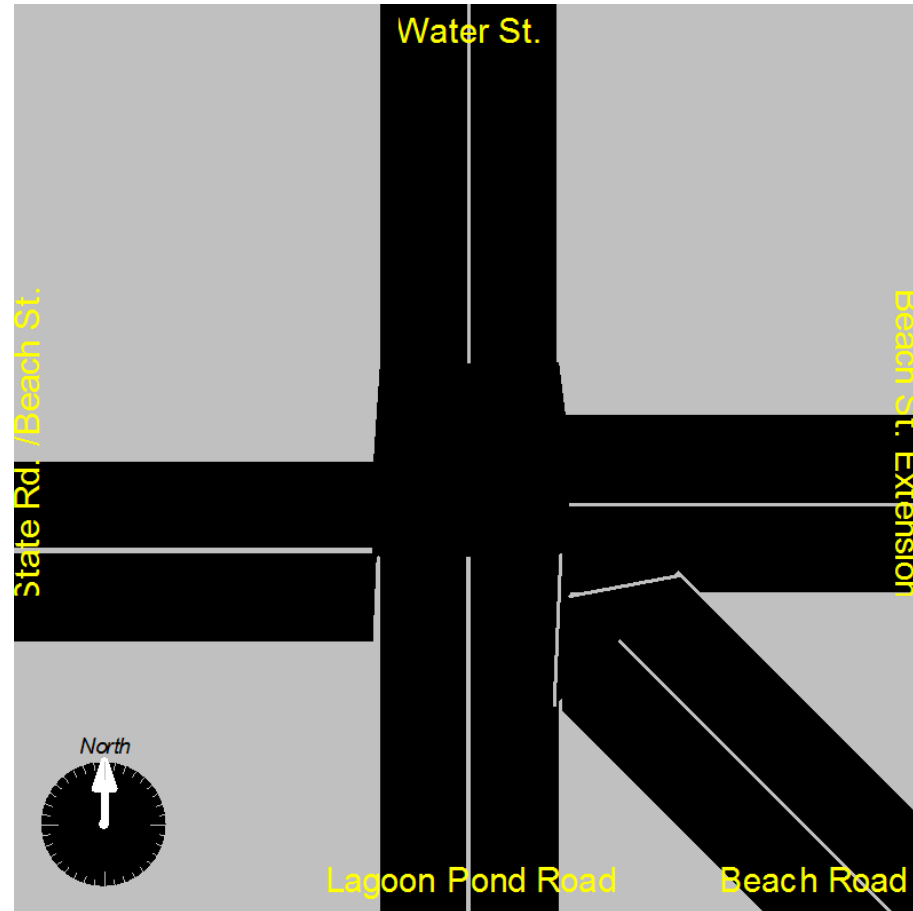


# Martha's Vineyard Commission

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Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
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# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
Page No : 1

### Groups Printed- Pedestrians

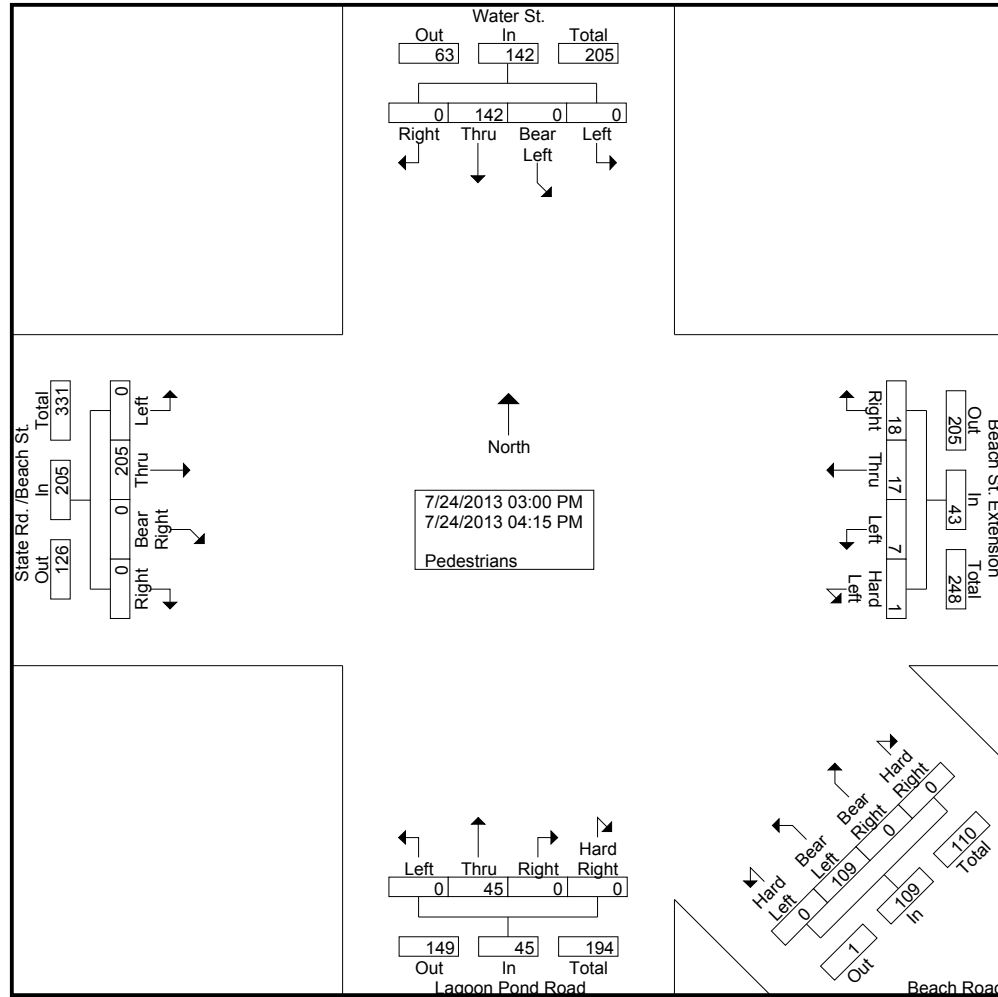
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
03:00 PM	0	39	0	0	39	3	1	0	1	5	0	0	6	0	6	0	0	5	0	5	0	0	19	0	19	74
03:15 PM	0	19	0	0	19	1	0	0	0	1	0	0	10	0	10	0	0	2	0	2	0	0	38	0	38	70
03:30 PM	0	15	0	0	15	6	6	1	0	13	0	0	20	0	20	0	0	4	0	4	0	0	35	0	35	87
03:45 PM	0	18	0	0	18	5	6	2	0	13	0	0	18	0	18	0	0	15	0	15	0	0	38	0	38	102
Total	0	91	0	0	91	15	13	3	1	32	0	0	54	0	54	0	0	26	0	26	0	0	130	0	130	333
04:00 PM	0	27	0	0	27	0	0	2	0	2	0	0	28	0	28	0	0	2	0	2	0	0	26	0	26	85
04:15 PM	0	24	0	0	24	3	4	2	0	9	0	0	27	0	27	0	0	17	0	17	0	0	49	0	49	126
Grand Total	0	142	0	0	142	18	17	7	1	43	0	0	109	0	109	0	0	45	0	45	0	0	205	0	205	544
Apprch %	0	100	0	0		41.9	39.5	16.3	2.3		0	0	100	0		0	0	100	0		0	0	100	0		
Total %	0	26.1	0	0	26.1	3.3	3.1	1.3	0.2	7.9	0	0	20	0	20	0	0	8.3	0	8.3	0	0	37.7	0	37.7	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
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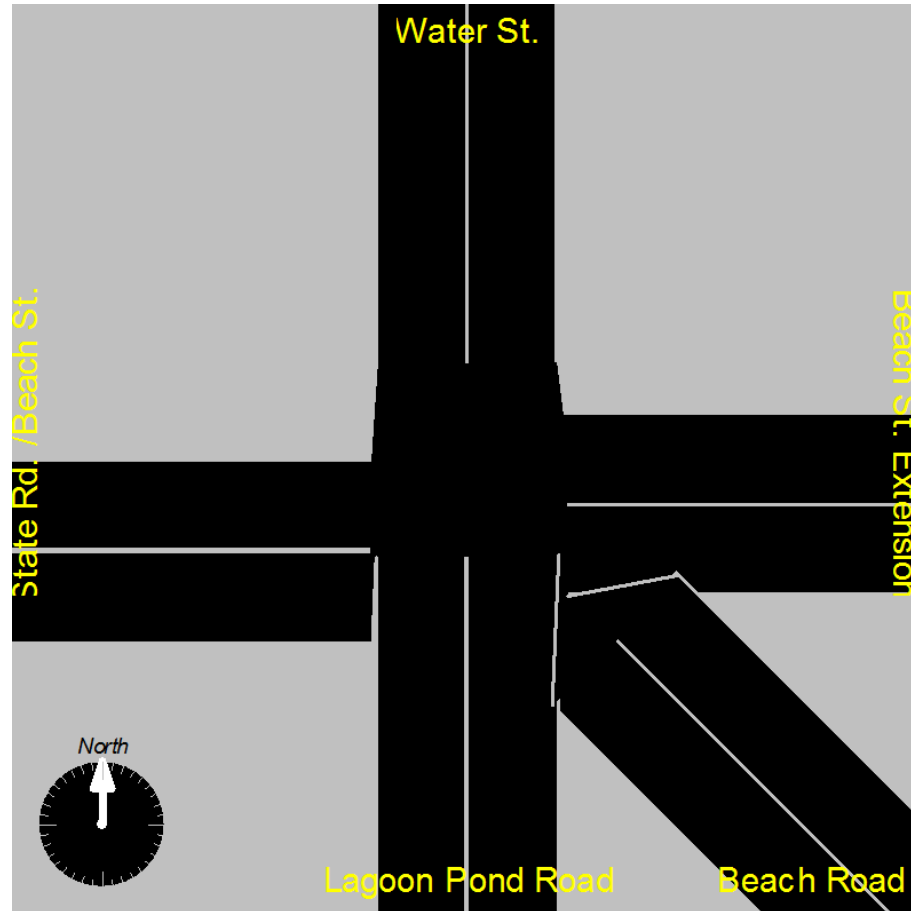


# Martha's Vineyard Commission

33 New York Avenue  
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5 Corners TMC  
Wednesday 7/24/13

File Name : 5 corners 7-24-13 tmc all  
Site Code : 00005001  
Start Date : 7/24/2013  
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### Martha's Vineyard Traffic Counts (1990-2005)

Site#	Location	Town	ADT	Year	Season
101	South Road Near West Tisbury Town Li	Chilmark	3188	1993	Summer
101	South Road Near West Tisbury Town Li	Chilmark	6205	1994	Summer
101	South Road Near West Tisbury Town Li	Chilmark	3646	1995	Summer
101	South Road Near West Tisbury Town Li	Chilmark	2516	1996	Summer
101	South Road Near West Tisbury Town Li	Chilmark	4871	1998	Summer
101	South Road Near West Tisbury Town Li	Chilmark	3465	1999	Summer
101	South Road Near West Tisbury Town Li	Chilmark	4197	2001	Summer
101	South Road Near West Tisbury Town Li	Chilmark	2543	2002	Summer
102	Middle Road Near Bettlebung Corner	Chilmark	3671	1991	Summer
102	Middle Road Near Bettlebung Corner	Chilmark	638	1996	Winter
102	Middle Road Near Bettlebung Corner	Chilmark	639	1997	Winter
102	Middle Road Near Bettlebung Corner	Chilmark	651	1998	Winter
103	North Road Near Captain Flanders	Chilmark	2718	1991	Summer
103	North Road Near Captain Flanders	Chilmark	2749	1993	Summer
103	North Road Near Captain Flanders	Chilmark	2965	1995	Summer
103	North Road Near Captain Flanders	Chilmark	912	1996	Winter
103	North Road Near Captain Flanders	Chilmark	1152	1997	Winter
103	North Road Near Captain Flanders	Chilmark	1414	1998	Winter
103	North Road Near Captain Flanders	Chilmark	1852	2001	Summer
103	North Road Near Captain Flanders	Chilmark	2977	2002	Summer
107	South Road Near Community Center	Chilmark	4816	1991	Summer
107	South Road Near Community Center	Chilmark	5133	1993	Summer
107	South Road Near Community Center	Chilmark	6122	1994	Summer
107	South Road Near Community Center	Chilmark	5406	1995	Summer
107	South Road Near Community Center	Chilmark	5400	1996	Summer
107	South Road Near Community Center	Chilmark	1555	1997	Summer
107	South Road Near Community Center	Chilmark	1660	1998	Summer
107	South Road Near Community Center	Chilmark	5219	2001	Summer
107	South Road Near Community Center	Chilmark	1840	2002	Summer
107	South Road Near Community Center	Chilmark	4971	2002	Summer
110	State Road South of BeetleBung Corner	Chilmark	5840	1991	Summer
110	State Road South of BeetleBung Corner	Chilmark	5291	1993	Summer
110	State Road South of BeetleBung Corner	Chilmark	5628	1995	Summer
110	State Road South of BeetleBung Corner	Chilmark	5749	1996	Summer
111	North Road at Menemsha	Chilmark	4339	1993	Summer
111	North Road at Menemsha	Chilmark	4449	1995	Summer
111	North Road at Menemsha	Chilmark	1497	1996	Winter
201	Edg-VH road (Edg) @ MSPCA	Edgartown	9275	1993	Summer
201	Edg-VH road (Edg) @ MSPCA	Edgartown	9417	1995	Summer
201	Edg-VH road (Edg) @ MSPCA	Edgartown	11782	1996	Summer
201	Edg-VH road (Edg) @ MSPCA	Edgartown	10652	1997	Summer

201	Edg-VH road (Edg) @ MSPCA	Edgartown	11051	1998	Summer
201	Edg-VH road (Edg) @ MSPCA	Edgartown	10583	2000	Winter
201	Edg-VH road (Edg) @ MSPCA	Edgartown	12077	2001	Summer
201	Edg-VH road (Edg) @ MSPCA	Edgartown	15770	2004	Summer
201	Edg-VH Road @ MSPCA	Edgartown	12813	2005	Summer
202	Upper Main street at Donaroma's	Edgartown	21263	1991	Summer
202	Upper Main street at Donaroma's	Edgartown	9593	1992	Winter
202	Upper Main street at Donaroma's	Edgartown	19834	1993	Summer
202	Upper Main street at Donaroma's	Edgartown	20315	1994	Summer
202	Upper Main street at Donaroma's	Edgartown	22071	1995	Summer
202	Upper Main street at Donaroma's	Edgartown	20775	1996	Summer
202	Upper Main street at Donaroma's	Edgartown	19863	1997	Summer
202	Upper Main street at Donaroma's	Edgartown	17663	1998	Summer
202	Upper Main street at Donaroma's	Edgartown	22293	1999	Summer
202	Upper Main St at Donaromas	Edgartown	17910	2000	Winter
202	Upper Main street at Donaroma's	Edgartown	19849	2001	Summer
202	Upper Main street at Donaroma's	Edgartown	21690	2003	Summer
202	Upper Main street at Donaroma's	Edgartown	21613	2004	Summer
202	Upper Main Street @ Donoromas	Edgartown	20254	2005	Summer
203	Edg-WT Rd West of Barnes Rd	Edgartown	8554	2004	Summer
204	Pinehurst Road between Chase/Main S	Edgartown	2195	1997	Summer
204	Pinehurst Road between Chase/Main S	Edgartown	2653	1998	Summer
204	Pinehurst Road between Chase/Main S	Edgartown	2432	1999	Summer
204	Pinehurst Road South of Main Street	Edgartown	4167	2005	Summer
205	Chase Road South of Pinehurst Road	Edgartown	1760	1997	Summer
205	Chase Road South of Pinehurst Road	Edgartown	1950	1998	Summer
205	Chase Road South of Pinehurst Road	Edgartown	2075	1999	Summer
205	Chase Road near Edg-WT Road	Edgartown	2751	2005	Summer
206	North Water Street at Library	Edgartown	2497	1990	Winter
206	North Water Street at Library	Edgartown	2581	1994	Winter
206	North Water Street at Library	Edgartown	3993	1996	Summer
206	North Water Street at Library	Edgartown	2592	1998	Summer
206	North Water Street at Library	Edgartown	3051	1999	Summer
206	North Water Street at Library	Edgartown	1804	2000	Summer
206	North Water Street at Library	Edgartown	1354	2001	Winter
206	North Water Street at Library	Edgartown	1356	2001	Summer
206	North Water Street at Library	Edgartown	1292	2002	Winter
206	North Water Street at Library	Edgartown	1256	2003	Winter
206	North Water Street at Library	Edgartown	1569	2003	Summer
206	North Water Street at Library	Edgartown	2450	2003	Summer
206	North Water Street at Library	Edgartown	2558	2004	Summer
206	North Water Street	Edgartown	2177	2005	Summer
207	Chappaquiddick road near Ferry	Edgartown	1098	1995	Summer
207	Chappaquiddick road near Ferry	Edgartown	1835	1996	Summer

207	Chappaquiddick road near Ferry	Edgartown	2458	1997	Summer
207	Chappaquiddick road near Ferry	Edgartown	2235	1998	Summer
207	Chappaquiddick road near Ferry	Edgartown	2295	1999	Summer
207	Chappy Road near Caleb's Pond	Edgartown	2235*	2002	Summer
209	Katama Road south of Cleveland Town	Edgartown	10037	1991	Summer
209	Katama Road south of Cleveland Town	Edgartown	9489	1993	Summer
209	Katama Road south of Cleveland Town	Edgartown	10402	1994	Summer
209	Katama Road south of Cleveland Town	Edgartown	10434	1995	Summer
209	Katama Road south of Cleveland Town	Edgartown	10687	1996	Summer
209	Katama Road south of Cleveland Town	Edgartown	11636	1997	Summer
209	Katama Road south of Cleveland Town	Edgartown	10540	1998	Summer
209	Katama Road south of Cleveland Town	Edgartown	7201	1999	Summer
209	Katama Road south of Cleveland Town	Edgartown	9919	2003	Summer
209	Katama Road south of Cleveland Town	Edgartown	9331	2004	Summer
209	Katama Road South of Clevelandtown R	Edgartown	9839	2005	Summer
210	Meeting House North of Slough Cove R	Edgartown	657	1997	Summer
210	Meeting House North of Slough Cove R	Edgartown	685	1998	Summer
210	Meeting House North of Slough Cove R	Edgartown	664	1999	Summer
210	Meeting House North of Slough Cove R	Edgartown	1238	2003	Summer
211	Herring Creek Rd (ED) @ South Beach	Edgartown	1921	2001	Summer
212	Katama Road north of Pond Lot Road	Edgartown	2562	1991	Summer
212	Katama Road north of Pond Lot Road	Edgartown	4262	1998	Summer
212	Katama Road north of Pond Lot Road	Edgartown	3444	1999	Summer
213	Beach Road @ Oakdale	Edgartown	9632	1998	Summer
213	Beach Road @ Oakdale	Edgartown	6198	2000	Summer
213	Beach Road @ Oakdale	Edgartown	8716	2001	Summer
214	Chappy Road East of Litchfield Road	Edgartown	846	1996	Winter
214	Chappy Road East of Litchfield Road	Edgartown	1785	1997	Summer
214	Chappy Road East of Litchfield Road	Edgartown	1756	1998	Summer
214	Chappy Road East of Litchfield Road	Edgartown	2061	1999	Summer
215	Litchfield Road Near West End	Edgartown	403	1999	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	6865	1993	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	7179	1994	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	7598	1995	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	8107	1996	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	6041	1997	Summer
216	West Tisbury Road East of Mashacket R	Edgartown	4670	1998	Summer
216	Edg-WT road East of Mashacket Road	Edgartown	5842	2000	Summer
216	Edg-WT road East of Mashacket Road	Edgartown	8450	2004	Summer
218	Katama Road @ South Beach	Edgartown	832	2004	Winter
218	Katama Road @ South Beach	Edgartown	1726	2005	Summer
219	Herring Creek Road North of Crocker D	Edgartown	4268	1997	Summer
219	Herring Creek Road North of Crocker D	Edgartown	508	1999	Summer
219	Herring Creek Road North of Crocker D	Edgartown	3197	1999	Summer

222	Beach Road @ Triangle	Edgartown	8865	2005	Summer
223	Peases Point Way near Edg. Commons	Edgartown	4669	1996	Winter
223	Peases Point Way near Edg. Commons	Edgartown	4943	1997	Winter
223	Peases Point Way near Edg. Commons	Edgartown	6501	1998	Winter
223	Peasepoint Way @ Main Street	Edgartown	8088	2005	Summer
224	Airport Road Near Bussiness Park	Edgartown	3293	1993	Summer
224	Airport Road Near Bussiness Park	Edgartown	2221	1995	Summer
224	Airport Road Near Bussiness Park	Edgartown	4315	1996	Summer
224	Airport Road Near Bussiness Park	Edgartown	4572	1997	Summer
226	Pinehurst Road East of Chase Street	Edgartown	1295	2005	Summer
228	Edg-WT Road East of Barnes Road	Edgartown	4164	2005	Summer
228	Main Street Edg Near Church Street	Edgartown	5880	2005	Summer
229	Watcha Path Road	Edgartown	153	2005	Summer
296	Meeting House Way	Edgartown	625	2004	Summer
296	Meeting House Way	Edgartown	805	2005	Summer
297	Twelfth Street	Edgartown	216	2004	Winter
302	Moshup Trail Near East End	Aquinnah	1139	1991	Summer
302	Moshup Trail Near East End	Aquinnah	905	1993	Summer
302	Moshup Trail Near East End	Aquinnah	932	1995	Summer
302	Moshup Trail Near East End	Aquinnah	1062	1997	Summer
302	Moshup Trail Near East End	Aquinnah	1155	1998	Summer
303	Lobsterville Road Near South Road	Aquinnah	991	1991	Summer
303	Lobsterville Road Near South Road	Aquinnah	1146	1993	Summer
303	Lobsterville Road Near South Road	Aquinnah	1081	1995	Summer
303	Lobsterville Road Near South Road	Aquinnah	1079	1996	Summer
303	Lobsterville Road Near South Road	Aquinnah	218	1997	Winter
303	Lobsterville Road Near South Road	Aquinnah	999	1998	Summer
304	South Road West of Lobsterville Road	Aquinnah	1829	1991	Summer
304	South Road West of Lobsterville Road	Aquinnah	2098	1993	Summer
304	South Road West of Lobsterville Road	Aquinnah	2038	1995	Summer
304	South Road West of Lobsterville Road	Aquinnah	2185	1996	Summer
304	South Road West of Lobsterville Road	Aquinnah	501	1997	Winter
305	State Road East of Moshup Trail	Aquinnah	890	1997	Winter
305	State Road East of Moshup Trail	Aquinnah	4216	1998	Summer
305	State Road East of Moshup Trail	Aquinnah	4150	1999	Summer
306	Black Brook Rd	Aquinnah	233	1998	Summer
306	Black Brook Rd	Aquinnah	396	1999	Summer
307	wampanoag Housing Rd	Aquinnah	194	1997	Summer
307	wampanoag Housing Rd	Aquinnah	190	1998	Summer
307	wampanoag Housing Rd	Aquinnah	265	1999	Summer
401	Circuit Ave Ext.	Oak Bluffs	1065	2004	Summer
402	New York Avenue Near MVC	Oak Bluffs	11696	1991	Summer
402	New York Avenue Near MVC	Oak Bluffs	11832	1992	Summer
402	New York Avenue Near MVC	Oak Bluffs	12476	1993	Summer

402	New York Avenue Near MVC	Oak Bluffs	12716	1994	Summer
402	New York Avenue Near MVC	Oak Bluffs	13114	1995	Summer
402	New York Avenue Near MVC	Oak Bluffs	12284	1996	Summer
402	New York Avenue Near MVC	Oak Bluffs	11874	1997	Summer
402	New York Avenue Near MVC	Oak Bluffs	12697	1998	Summer
402	New York Avenue Near MVC	Oak Bluffs	12006	1999	Summer
402	New York Avenue Near MVC	Oak Bluffs	2323	2000	Winter
402	New York Avenue Near MVC	Oak Bluffs	5182	2000	Winter
402	New York Avenue Near MVC	Oak Bluffs	9609	2000	Summer
402	New York Avenue Near MVC	Oak Bluffs	11054	2001	Summer
402	New York Avenue Near MVC	Oak Bluffs	12852*	2001	Summer
402	New York Avenue Near MVC	Oak Bluffs	6252	2002	Winter
402	New York Avenue Near MVC	Oak Bluffs	10713	2004	Summer
402	New York Ave.	Oak Bluffs	11893	2005	Summer
403	Sea Vie Ave EXT	Oak Bluffs	3387	2004	Summer
404	Sea View Ave (OB) @ Ocean Park	Oak Bluffs	7004	2001	Summer
404	Sea View Ave (OB) @ Ocean Park	Oak Bluffs	8064	2004	Summer
404	Seaview Ave Near Ocean Park	Oak Bluffs	6765	2005	Summer
405	Beach Road at Big Bridge	Oak Bluffs	9165	1991	Summer
405	Beach Road at Big Bridge	Oak Bluffs	4836	1993	Winter
405	Beach Road at Big Bridge	Oak Bluffs	7060	1994	Summer
405	Beach Road at Big Bridge	Oak Bluffs	8161	1995	Summer
405	Beach Road at Big Bridge	Oak Bluffs	7061	1996	Summer
405	Beach Road at Big Bridge	Oak Bluffs	3870	2002	Winter
405	Beach Road @ Big Bridge	Oak Bluffs	7007	2005	Summer
406	Wing Road at Fire House	Oak Bluffs	6121	1995	Summer
406	Wing Road at Fire House	Oak Bluffs	6923	1996	Summer
406	Wing Road at Fire House	Oak Bluffs	4653	1998	Summer
406	Wing Road at Fire House	Oak Bluffs	2358*	2001	Summer
406	Wing Road @ Fire House	Oak Bluffs	10252	2004	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	2831	1993	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	3471	1995	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	3016	1996	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	3815	1998	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	4063	1999	Summer
407	Barnes Rd (OB) North of Blinker	Oak Bluffs	5507	2001	Summer
407	Barnes Rd North of Blinker	Oak Bluffs	6713	2004	Summer
407	Barnes Road North of Blinker	Oak Bluffs	6642	2005	Summer
408	Barnes Rd South of Blinker	Oak Bluffs	6847	2004	Summer
408	Barnes Rd South of Blinker	Oak Bluffs	8322	2004	Summer
408	Barnes Road @ Deer Run	Oak Bluffs	10274	2005	Summer
409	EDG-VH Road West of County Road	Oak Bluffs	8061	1990	Summer
409	EDG-VH Road West of County Road	Oak Bluffs	7403	1998	Summer
409	Edg-VH Road East of Blinker	Oak Bluffs	9972	2005	Summer

411	Edg-VH Road West of Barnes Road	Oak Bluffs	9448	1998	Summer
411	Edg-VH Road West of Blinker	Oak Bluffs	14103	2005	Summer
412	Barnes Road South of Wing Road	Oak Bluffs	9821	1998	Summer
412	Barnes Road South of Wing Road	Oak Bluffs	8294	2004	Summer
413	County Road Near Eastville	Oak Bluffs	4137	2000	Winter
413	County Road Near Eastville	Oak Bluffs	6303	2000	Summer
413	County Road South of Eastville	Oak Bluffs	7968	2005	Summer
414	County Road North of 4-way Stop	Oak Bluffs	5102	1998	Summer
414	County Road North of 4-way Stop	Oak Bluffs	5311	2001	Summer
414	County Road North of 4-way Stop	Oak Bluffs	6278	2004	Summer
415	Dukes County Ave. Near Wing Road	Oak Bluffs	1874	1993	Summer
415	Dukes County Ave. Near Wing Road	Oak Bluffs	2355	1997	Summer
415	Dukes County Ave. Near Wing Road	Oak Bluffs	1740	1998	Summer
415	Dukes County Ave. Near Wing Road	Oak Bluffs	2723	1999	Summer
415	Dukes County Ave. Near Wing Road	Oak Bluffs	2989	2001	Summer
415	Dukes County Ave near Masonic Ave	Oak Bluffs	2878	2005	Summer
416	Edg-VH Road Near Edgartown Town Lin	Oak Bluffs	5673	1993	Summer
416	Edg-VH Road Near Edgartown Town Lin	Oak Bluffs	10646	1996	Summer
416	Edg-VH Road Near Edgartown Town Lin	Oak Bluffs	9183	1998	Summer
416	Edg-VH Road Near Edgartown Town Lin	Oak Bluffs	11405	2004	Summer
416	Edg-VH Road East of County Road	Oak Bluffs	9033	2005	Summer
417	Oak Bluffs Ave @ Carousel	Oak Bluffs	6851	2005	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	5375	1993	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	7863	1994	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	3682	1995	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	4677	1999	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	6631	2001	Summer
418	Eastville Avenue East of County Road	Oak Bluffs	6858	2002	Summer
418	Eastville Ave Near MV Hospital	Oak Bluffs	8208	2005	Summer
419	Temahigan Ave (OB) @ State Police	Oak Bluffs	8264*	2001	Summer
419	Temahigan @ State Police	Oak Bluffs	7049	2005	Summer
424	Airport Road Near Deer Run	Oak Bluffs	3166	1993	Summer
424	Airport Road Near Deer Run	Oak Bluffs	3619	1994	Summer
424	Airport Road Near Deer Run	Oak Bluffs	3009	1995	Summer
424	Airport Road Near Deer Run	Oak Bluffs	3352	1996	Summer
424	Airport Road Near Deer Run	Oak Bluffs	4626	1997	Summer
424	Airport Road Near Deer Run	Oak Bluffs	4633	1998	Summer
424	Airport Road Near Deer Run	Oak Bluffs	4874	1999	Summer
426	County Road South of 4 way Stop	Oak Bluffs	5290	1999	Summer
426	County Road South of 4 way Stop	Oak Bluffs	6206	2004	Summer
427	East Chop Drive West of Munroe	Oak Bluffs	787	2005	Summer
428	East Chop Drive West of Brewster Ave.	Oak Bluffs	696	2005	Summer
497	Beach Rd @ Carousel	Oak Bluffs	9257	2004	Summer
498	Shirley Ave near County Road	Oak Bluffs	282	2000	Summer

501	Beach Road Near Lagoon Pond	Tisbury	15638	1991	Summer
501	Beach Road Near Lagoon Pond	Tisbury	15942	1993	Summer
501	Beach Road Near Lagoon Pond	Tisbury	16531	1994	Summer
501	Beach Road Near Lagoon Pond	Tisbury	15405	1995	Summer
501	Beach Road Near Lagoon Pond	Tisbury	15239	1996	Summer
501	Beach Road Near Lagoon Pond	Tisbury	15458	1997	Summer
501	Beach Road Near Lagoon Pond	Tisbury	14398	1998	Summer
501	Beach Road Near Lagoon Pond	Tisbury	14929	1999	Summer
501	Beach Road Near Lagoon Pond	Tisbury	13398*	2001	Summer
501	Beach Road Near Lagoon Pond	Tisbury	13563	2002	Summer
501	Beach Road Near Lagoon Pond	Tisbury	15237	2003	Summer
501	Beach Road near 5 Corners	Tisbury	20239	2005	Summer
504	Main Street VH South of Owen Park	Tisbury	5187	2005	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	11205	1991	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	10196	1994	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	14299	1995	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	12674	1997	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	11552	1998	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	14435	2002	Summer
507	VH-EDG Road at Skiff Avenue	Tisbury	13157	2004	Summer
508	State Road North of Lambert's Cove Road	Tisbury	11269	1991	Summer
508	State Road North of Lambert's Cove Road	Tisbury	11457	1992	Summer
508	State Road North of Lambert's Cove Road	Tisbury	11824	1993	Summer
508	State Road North of Lambert's Cove Road	Tisbury	12236	1994	Summer
508	State Road North of Lambert's Cove Road	Tisbury	12757	1995	Summer
508	State Road North of Lambert's Cove Road	Tisbury	12703	1996	Summer
508	State Road North of Lambert's Cove Road	Tisbury	13562	1997	Summer
508	State Road North of Lambert's Cove Road	Tisbury	14658	1998	Summer
508	State Road North of Lambert's Cove Road	Tisbury	14969	1999	Summer
508	State Road North of Lambert's Cove Road	Tisbury	9557	2000	Winter
508	State Road North of Lambert's Cove Road	Tisbury	10736	2001	Summer
508	State Road North of Lambert's Cove Road	Tisbury	11614	2002	Summer
508	State Road North of Lambert's Cove Road	Tisbury	9395	2003	Summer
508	State Road North of Lambert's Cove Road	Tisbury	11704	2004	Summer
508	State Road North of Lambert's Cove Road	Tisbury	14658	2004	Summer
509	Lamberts Cove Road Near State Road	Tisbury	2776	1995	Summer
509	Lamberts Cove Road Near State Road	Tisbury	3088	1997	Summer
509	Lamberts Cove Road Near State Road	Tisbury	2947	1998	Summer
509	Lamberts Cove Road Near State Road	Tisbury	3201	1999	Summer
509	Lamberts Cove Road near State Road	Tisbury	2119	2000	winter
520	Lagoon Pond Road Near Post Office	Tisbury	3831	2002	Summer
520	Lagoon Pond Road Near Post Office	Tisbury	3723	2003	Summer
520	Lagoon Pond Road Near Post Office	Tisbury	3919	2003	Summer
520	Lagoon Pond Road Near Post Office	Tisbury	5459	2004	Summer

524	South Main Street (Tis) Near Post Office	Tisbury	15888	2003	Summer
525	Beach Rd Before 5 Corners	Tisbury	22265	2004	Summer
527	State Rd North of Edg-VH Rd	Tisbury	21936	2004	Summer
528	Main Street South of Woodlawn Avenue	Tisbury	3029	1999	Summer
528	Main Street South of Woodlawn Avenue	Tisbury	3416	2001	Summer
532	VH- Edg Rd @ OB Tis Town Line	Tisbury	11286	2001	Summer
534	State Road near Martin Road	Tisbury	15548	1993	Summer
534	State Road near Martin Road	Tisbury	16971	1994	Summer
534	State Road near Martin Road	Tisbury	18987	1995	Summer
534	State Road near Martin Road	Tisbury	12740	1996	Summer
534	State Road near Martin Road	Tisbury	15329	1997	Summer
534	State Road near Martin Road	Tisbury	9880	1998	Summer
534	State Road near Martin Road	Tisbury	14849	1999	Summer
534	State Road near Martin Road	Tisbury	17399	2002	Summer
534	State Road near Martin Road	Tisbury	18027	2004	Summer
535	State Road @ Fire Station	Tisbury	17464	2004	Summer
536	Look Street	Tisbury	3244	2004	Summer
537	Pine Tree Road West of Spring Street	Tisbury	3369	2005	Summer
601	Old County Road near State Road	West Tisbury	4420	1991	Summer
601	Old County Road near State Road	West Tisbury	4924	1993	Summer
601	Old County Road near State Road	West Tisbury	2917	1995	Summer
601	Old County Road near State Road	West Tisbury	3139	1996	Summer
601	Old County Road near State Road	West Tisbury	3930	1997	Summer
601	Old County Road near State Road	West Tisbury	4213	1998	Summer
601	Old County Road near State Road	West Tisbury	4077	1999	Summer
601	Old County Road near State Road	West Tisbury	4035	2000	Summer
601	Old County Road near State Road	West Tisbury	3494	2002	Summer
602	Lamberts Cove Road Near South End	West Tisbury	2186	1998	Summer
602	Lamberts Cove Road Near South End	West Tisbury	2537	1999	Summer
604	State road at Takemmy farm	West Tisbury	5240	1991	Summer
604	State road at Takemmy farm	West Tisbury	4207	1993	Summer
604	State road at Takemmy farm	West Tisbury	4139	1994	Summer
604	State road at Takemmy farm	West Tisbury	4219	1998	Summer
604	State road at Takemmy farm	West Tisbury	8823	1999	Summer
604	State road at Takemmy farm	West Tisbury	8778	2004	Summer
605	Middle Road Near Pan Handle Road	West Tisbury	2440	1991	Summer
605	Middle Road Near Pan Handle Road	West Tisbury	2104	1995	Summer
605	Middle Road Near Pan Handle Road	West Tisbury	869	1998	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	6995	1990	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	6823	1991	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	4323	1993	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	6565	1994	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	9019	1995	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	9069	1996	Summer

606	EDG-WT Road at Mill Pond	West Tisbury	7281	1997	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	6102	1998	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	5245	1999	Summer
606	EDG-WT Road at Mill Pond	West Tisbury	3669	2000	winter
606	EDG-WT Road at Mill Pond	West Tisbury	7640	2004	Summer
606	Edg-WT Road @ Mill Pond	West Tisbury	7926	2005	Summer
607	State Road North of Edgartown West T	West Tisbury	3184	2000	Summer
608	Edg-WT Road at the Airport	West Tisbury	7712	1993	Summer
608	Edg-WT Road at the Airport	West Tisbury	7064	1995	Summer
608	Edg-WT Road at the Airport	West Tisbury	3249	1996	Summer
608	Edg-WT Road at the Airport	West Tisbury	5040	1998	Summer
608	Edg-WT Road at the Airport	West Tisbury	4077	1999	Summer
609	State Road Near Old County Road	West Tisbury	5061	1991	Summer
609	State Road Near Old County Road	West Tisbury	4018	1993	Summer
609	State Road Near Old County Road	West Tisbury	3579	1995	Summer
609	State Road Near Old County Road	West Tisbury	3852	1996	Summer
609	State Road Near Old County Road	West Tisbury	5369	1998	Summer
609	State Road Near Old County Road	West Tisbury	5959	1999	Summer
609	State Road Near Old County Road	West Tisbury	5836	2000	Summer
609	State Road Near Old County Road	West Tisbury	6053	2002	Summer
610	North Road at 7 Gates Field	West Tisbury	1583	1991	Summer
610	North Road at 7 Gates Field	West Tisbury	3116	1995	Summer
610	North Road at 7 Gates Field	West Tisbury	2800	1996	Summer
610	North Road at 7 Gates Field	West Tisbury	2713	1997	Summer
610	North Road at 7 Gates Field	West Tisbury	1503	1998	Summer
610	North Road at 7 Gates Field	West Tisbury	2086	2000	Summer
610	North Road at 7 Gates Field	West Tisbury	2313	2001	Summer
610	North Road at 7 Gates Field	West Tisbury	1635	2002	Summer
610	North Road at 7 Gates Field	West Tisbury	2810	2003	Summer
611	Old County Road near Edgartown Road	West Tisbury	2142	2002	Summer
612	State Road Near Tisbury Town Line	West Tisbury	9119	1998	Summer
612	State Road Near Tisbury Town Line	West Tisbury	11303	1999	Summer
695	Middle Rd East of Meeting House Lane	West Tisbury	2029	2004	Summer
696	Middle Rd West of Meeting House Lane	West Tisbury	1972	2004	Summer
697	North Rd @ WT town line	West Tisbury	3117	2004	Summer
698	South Rd @ WT town line	West Tisbury	5217	2004	Summer
701	SSA Terminal Bridge, WoodsHole		3683	2000	Winter
***	Wing Road (OB) for IEH DRI review	West Tisbury	6621	2003	Summer
5**	State Road ( Tis) @ West Tisbury Town	West Tisbury	7812	2002	Summer
999*	Look ST (Tis) near William St	West Tisbury	2687	2002	Summer
	Kennebeck Ave (OB) near clubs	West Tisbury	3681	2001	Summer
	Circuit Ave (OB) near Warwick	West Tisbury	6034	2001	Summer

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

Tisbury - State Rd at Edg-VHRd & LookSt  
Turning Movement Count  
Thursday, July 17, 2014

File Name : 14jul17\_TMC Tisbury StateRd at Edg-VHRd & LookSt ALL  
Site Code :  
Start Date : 7/17/2014  
Page No : 1

Groups Printed- Cars - Trucks - Bicycles - Pedestrians - Mopeds

Start Time	Look Street From North					State Road From East					Edgartown-Vineyard Haven Road From South					State Road From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:00 PM	3	18	4	0	25	6	96	32	0	134	46	6	61	1	114	62	101	4	0	167	440
12:15 PM	2	15	7	0	24	4	101	27	0	132	36	6	59	0	101	54	84	2	0	140	397
12:30 PM	7	26	11	0	44	14	77	35	0	126	40	12	50	1	103	59	86	5	1	151	424
12:45 PM	0	2	4	0	6	5	71	35	0	111	29	7	54	0	90	47	87	4	0	138	345
Total	12	61	26	0	99	29	345	129	0	503	151	31	224	2	408	222	358	15	1	596	1606
01:00 PM	1	15	0	0	16	6	104	42	0	152	43	4	75	0	122	46	79	0	0	125	415
01:15 PM	2	5	4	0	11	2	85	26	0	113	30	7	52	0	89	37	69	5	0	111	324
Grand Total	15	81	30	0	126	37	534	197	0	768	224	42	351	2	619	305	506	20	1	832	2345
Apprch %	11.9	64.3	23.8	0		4.8	69.5	25.7	0		36.2	6.8	56.7	0.3		36.7	60.8	2.4	0.1		
Total %	0.6	3.5	1.3	0	5.4	1.6	22.8	8.4	0	32.8	9.6	1.8	15	0.1	26.4	13	21.6	0.9	0	35.5	
Cars	11	75	27	0	113	36	491	168	0	695	196	41	329	2	568	283	463	17	1	764	2140
% Cars	73.3	92.6	90	0	89.7	97.3	91.9	85.3	0	90.5	87.5	97.6	93.7	100	91.8	92.8	91.5	85	100	91.8	91.3
Trucks	1	2	0	0	3	1	19	11	0	31	11	1	16	0	28	14	18	0	0	32	94
% Trucks	6.7	2.5	0	0	2.4	2.7	3.6	5.6	0	4	4.9	2.4	4.6	0	4.5	4.6	3.6	0	0	3.8	4
Bicycles	1	2	2	0	5	0	15	14	0	29	11	0	4	0	15	6	6	2	0	14	63
% Bicycles	6.7	2.5	6.7	0	4	0	2.8	7.1	0	3.8	4.9	0	1.1	0	2.4	2	1.2	10	0	1.7	2.7
Pedestrians	2	1	1	0	4	0	4	2	0	6	2	0	1	0	3	2	16	1	0	19	32
% Pedestrians	13.3	1.2	3.3	0	3.2	0	0.7	1	0	0.8	0.9	0	0.3	0	0.5	0.7	3.2	5	0	2.3	1.4
Mopeds	0	1	0	0	1	0	5	2	0	7	4	0	1	0	5	0	3	0	0	3	16
% Mopeds	0	1.2	0	0	0.8	0	0.9	1	0	0.9	1.8	0	0.3	0	0.8	0	0.6	0	0	0.4	0.7

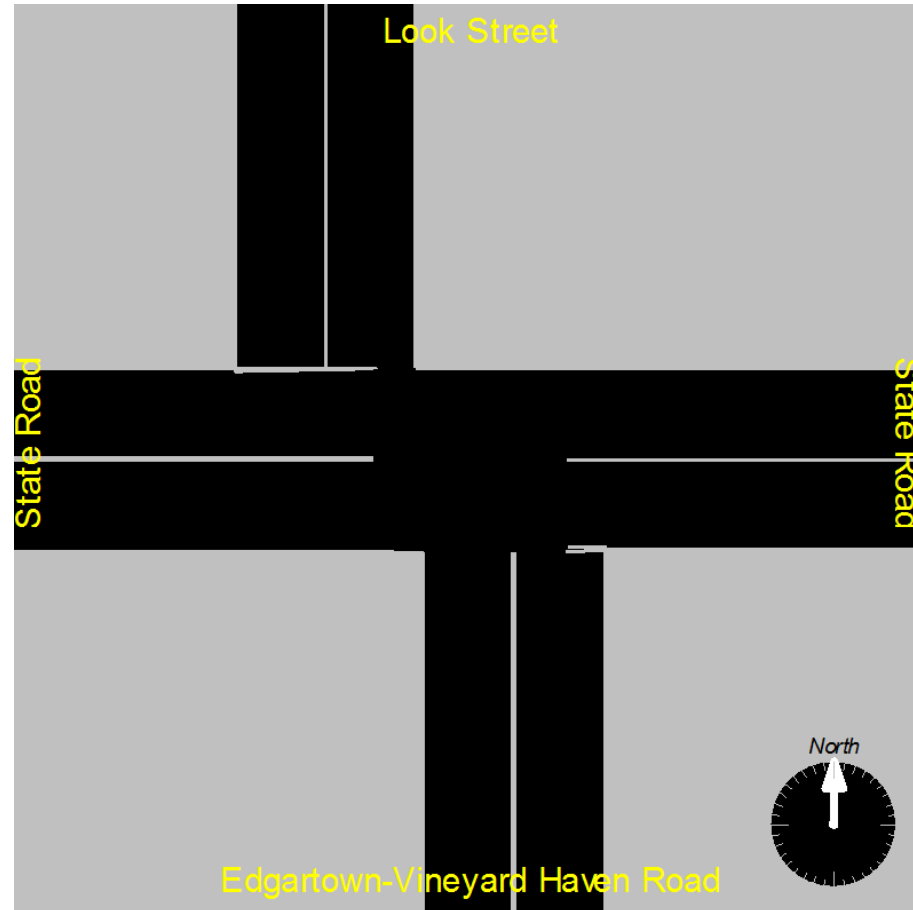


# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

Tisbury - State Rd at Edg-VHRd & LookSt  
Turning Movement Count  
Thursday, July 17, 2014

File Name : 14jul17\_TMC Tisbury StateRd at Edg-VHRd & LookSt ALL  
Site Code :  
Start Date : 7/17/2014  
Page No : 3



# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

## Groups Printed- Cars - Trucks - Bicycle - Pedestrians

Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	28	11	43	5	87	9	5	2	6	22	7	31	90	19	147	17	0	7	21	45	7	74	5	43	129	430
10:15 AM	47	12	44	12	115	11	10	1	0	22	1	25	64	10	100	24	6	14	16	60	5	84	7	50	146	443
10:30 AM	75	11	55	6	147	2	3	0	0	5	3	29	75	5	112	27	1	8	18	54	11	73	1	38	123	441
10:45 AM	40	8	35	9	92	9	5	0	1	15	2	36	86	10	134	22	1	5	19	47	7	66	2	31	106	394
Total	190	42	177	32	441	31	23	3	7	64	13	121	315	44	493	90	8	34	74	206	30	297	15	162	504	1708
11:00 AM	43	8	31	11	93	6	13	0	5	24	3	32	79	11	125	22	1	6	17	46	11	65	2	30	108	396
11:15 AM	65	7	30	7	109	15	7	2	0	24	0	30	76	14	120	22	3	10	24	59	6	53	4	41	104	416
11:30 AM	59	11	48	13	131	8	2	0	6	16	0	38	52	3	93	27	0	12	17	56	10	64	0	40	114	410
11:45 AM	89	48	83	18	238	3	5	1	6	15	0	12	41	6	59	9	0	11	8	28	12	62	0	27	101	441
Total	256	74	192	49	571	32	27	3	17	79	3	112	248	34	397	80	4	39	66	189	39	244	6	138	427	1663
Grand Total	446	116	369	81	1012	63	50	6	24	143	16	233	563	78	890	170	12	73	140	395	69	541	21	300	931	3371
Apprch %	44.1	11.5	36.5	8		44.1	35	4.2	16.8		1.8	26.2	63.3	8.8		43	3	18.5	35.4		7.4	58.1	2.3	32.2		
Total %	13.2	3.4	10.9	2.4	30	1.9	1.5	0.2	0.7	4.2	0.5	6.9	16.7	2.3	26.4	5	0.4	2.2	4.2	11.7	2	16	0.6	8.9	27.6	
Cars	386	52	237	14	689	7	14	1	11	33	10	142	512	78	742	162	1	31	136	330	22	465	15	173	675	2469
% Cars	86.5	44.8	64.2	17.3	68.1	11.1	28	16.7	45.8	23.1	62.5	60.9	90.9	100	83.4	95.3	8.3	42.5	97.1	83.5	31.9	86	71.4	57.7	72.5	73.2
Trucks	15	0	6	0	21	5	12	2	1	20	0	0	0	0	0	0	0	0	0	0	0	1	0	11	12	53
% Trucks	3.4	0	1.6	0	2.1	7.9	24	33.3	4.2	14	0	0	0	0	0	0	0	0	0	0	0	0.2	0	3.7	1.3	1.6
Bicycle	5	12	44	0	61	3	0	0	8	11	4	17	16	0	37	7	0	5	0	12	0	22	6	12	40	161
% Bicycle	1.1	10.3	11.9	0	6	4.8	0	0	33.3	7.7	25	7.3	2.8	0	4.2	4.1	0	6.8	0	3	0	4.1	28.6	4	4.3	4.8
Pedestrians	40	52	82	67	241	48	24	3	4	79	2	74	35	0	111	1	11	37	4	53	47	53	0	104	204	688
% Pedestrians	9	44.8	22.2	82.7	23.8	76.2	48	50	16.7	55.2	12.5	31.8	6.2	0	12.5	0.6	91.7	50.7	2.9	13.4	68.1	9.8	0	34.7	21.9	20.4

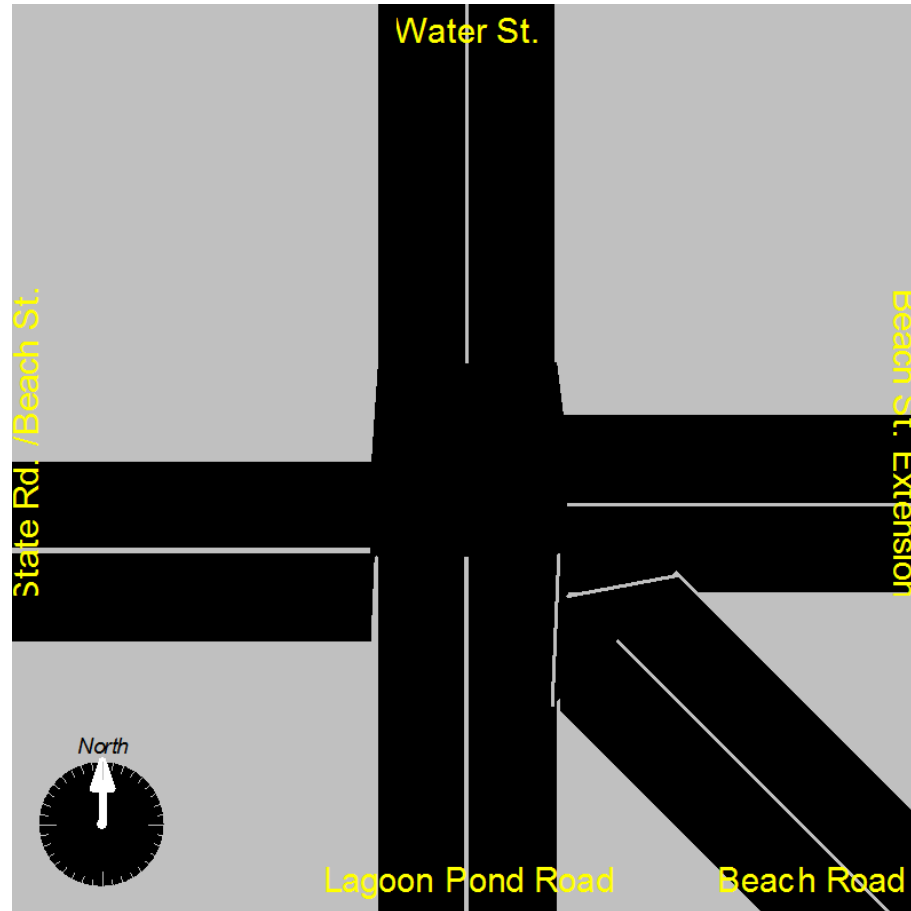


# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 3



# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

Default Comments  
Change These in The Preferences Window  
Select File/Preference in the Main Scree  
Then Click the Comments Tab

File Name : 5 corners carstrucks 7-20-13  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

### Groups Printed- Cars - Trucks

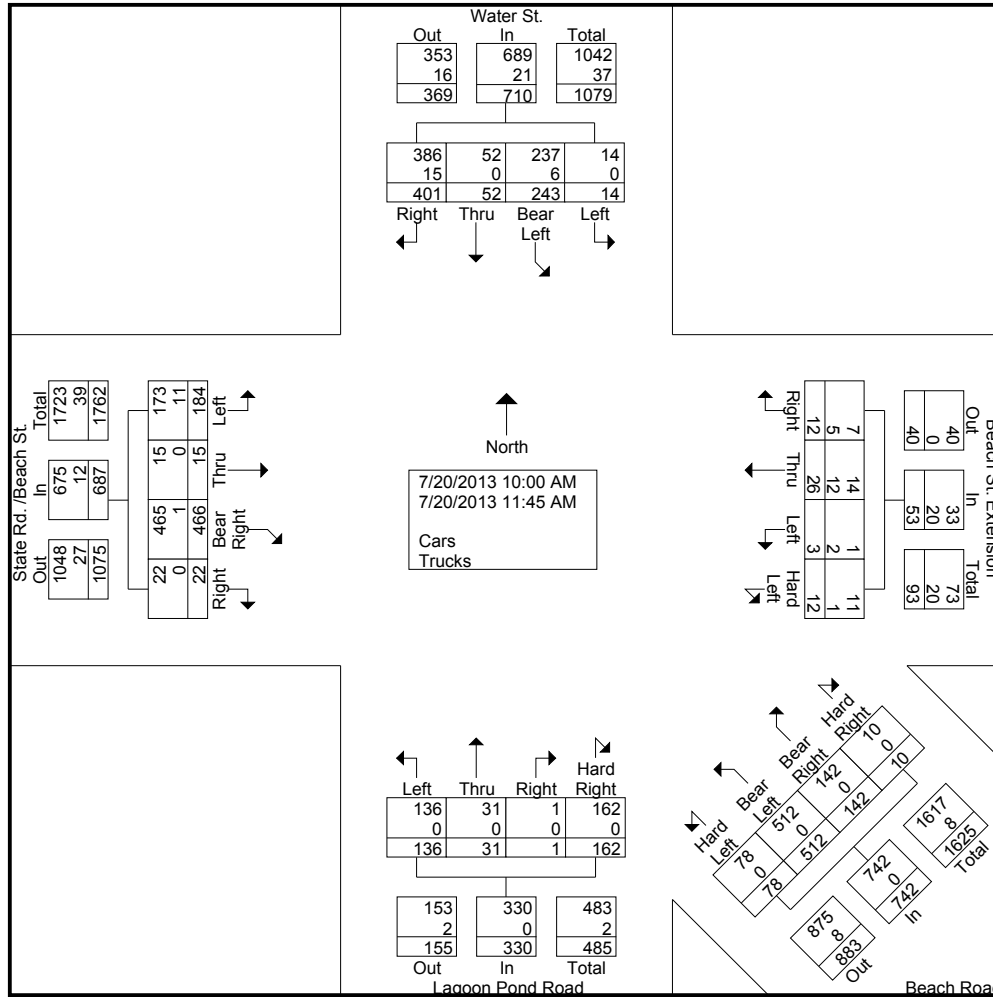
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	22	9	26	2	59	2	3	1	0	6	3	26	83	19	131	14	0	3	21	38	5	59	3	30	97	331
10:15 AM	43	2	26	1	72	1	4	1	0	6	1	19	61	10	91	24	1	9	16	50	2	83	3	17	105	324
10:30 AM	63	7	42	1	113	0	1	0	0	1	1	17	67	5	90	24	0	0	18	42	1	58	1	21	81	327
10:45 AM	34	3	28	2	67	1	4	0	1	6	2	22	81	10	115	20	0	2	19	41	2	56	2	25	85	314
<b>Total</b>	<b>162</b>	<b>21</b>	<b>122</b>	<b>6</b>	<b>311</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>19</b>	<b>7</b>	<b>84</b>	<b>292</b>	<b>44</b>	<b>427</b>	<b>82</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>171</b>	<b>10</b>	<b>256</b>	<b>9</b>	<b>93</b>	<b>368</b>	<b>1296</b>
11:00 AM	40	4	19	2	65	3	6	0	3	12	3	18	76	11	108	22	0	3	13	38	6	64	2	22	94	317
11:15 AM	58	6	22	3	89	1	1	0	0	2	0	18	64	14	96	22	0	6	24	52	1	47	4	25	77	316
11:30 AM	58	7	24	1	90	3	2	0	3	8	0	16	42	3	61	27	0	7	17	51	3	54	0	32	89	299
11:45 AM	83	14	56	2	155	1	5	1	5	12	0	6	38	6	50	9	0	1	8	18	2	45	0	12	59	294
<b>Total</b>	<b>239</b>	<b>31</b>	<b>121</b>	<b>8</b>	<b>399</b>	<b>8</b>	<b>14</b>	<b>1</b>	<b>11</b>	<b>34</b>	<b>3</b>	<b>58</b>	<b>220</b>	<b>34</b>	<b>315</b>	<b>80</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>159</b>	<b>12</b>	<b>210</b>	<b>6</b>	<b>91</b>	<b>319</b>	<b>1226</b>
<b>Grand Total</b>	<b>401</b>	<b>52</b>	<b>243</b>	<b>14</b>	<b>710</b>	<b>12</b>	<b>26</b>	<b>3</b>	<b>12</b>	<b>53</b>	<b>10</b>	<b>142</b>	<b>512</b>	<b>78</b>	<b>742</b>	<b>162</b>	<b>1</b>	<b>31</b>	<b>136</b>	<b>330</b>	<b>22</b>	<b>466</b>	<b>15</b>	<b>184</b>	<b>687</b>	<b>2522</b>
Apprch %	56.5	7.3	34.2	2		22.6	49.1	5.7	22.6		1.3	19.1	69	10.5		49.1	0.3	9.4	41.2		3.2	67.8	2.2	26.8		
Total %	15.9	2.1	9.6	0.6	28.2	0.5	1	0.1	0.5	2.1	0.4	5.6	20.3	3.1	29.4	6.4	0	1.2	5.4	13.1	0.9	18.5	0.6	7.3	27.2	
Cars	386	52	237	14	689	7	14	1	11	33	10	142	512	78	742	162	1	31	136	330	22	465	15	173	675	2469
% Cars	96.3	100	97.5	100	97	58.3	53.8	33.3	91.7	62.3	100	100	100	100	100	100	100	100	100	100	100	99.8	100	94	98.3	97.9
Trucks	15	0	6	0	21	5	12	2	1	20	0	0	0	0	0	0	0	0	0	0	0	1	0	11	12	53
% Trucks	3.7	0	2.5	0	3	41.7	46.2	66.7	8.3	37.7	0	0	0	0	0	0	0	0	0	0	0	0.2	0	6	1.7	2.1

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

Default Comments  
Change These in The Preferences Window  
Select File/Preference in the Main Scree  
Then Click the Comments Tab

File Name : 5 corners carstrucks 7-20-13  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 2

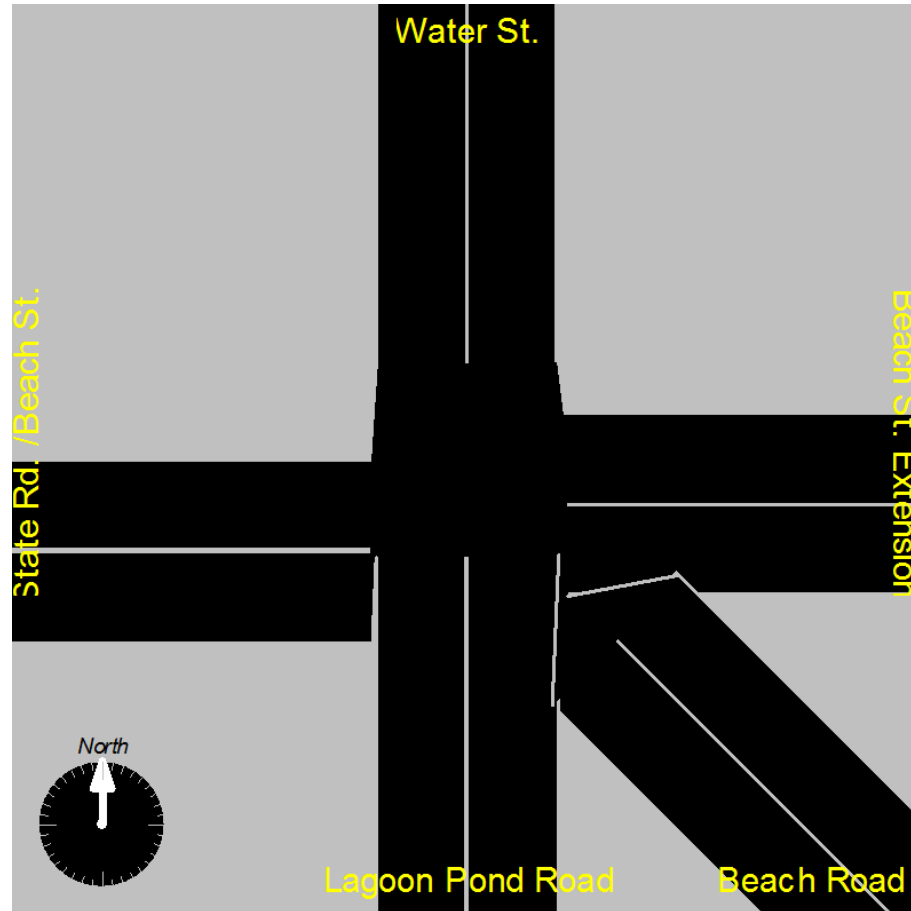


# Martha's Vineyard Commission

33 New York Avenue  
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Select File/Preference in the Main Scree  
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File Name : 5 corners carstrucks 7-20-13  
Site Code : 00005001  
Start Date : 7/20/2013  
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# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

### Groups Printed- Cars

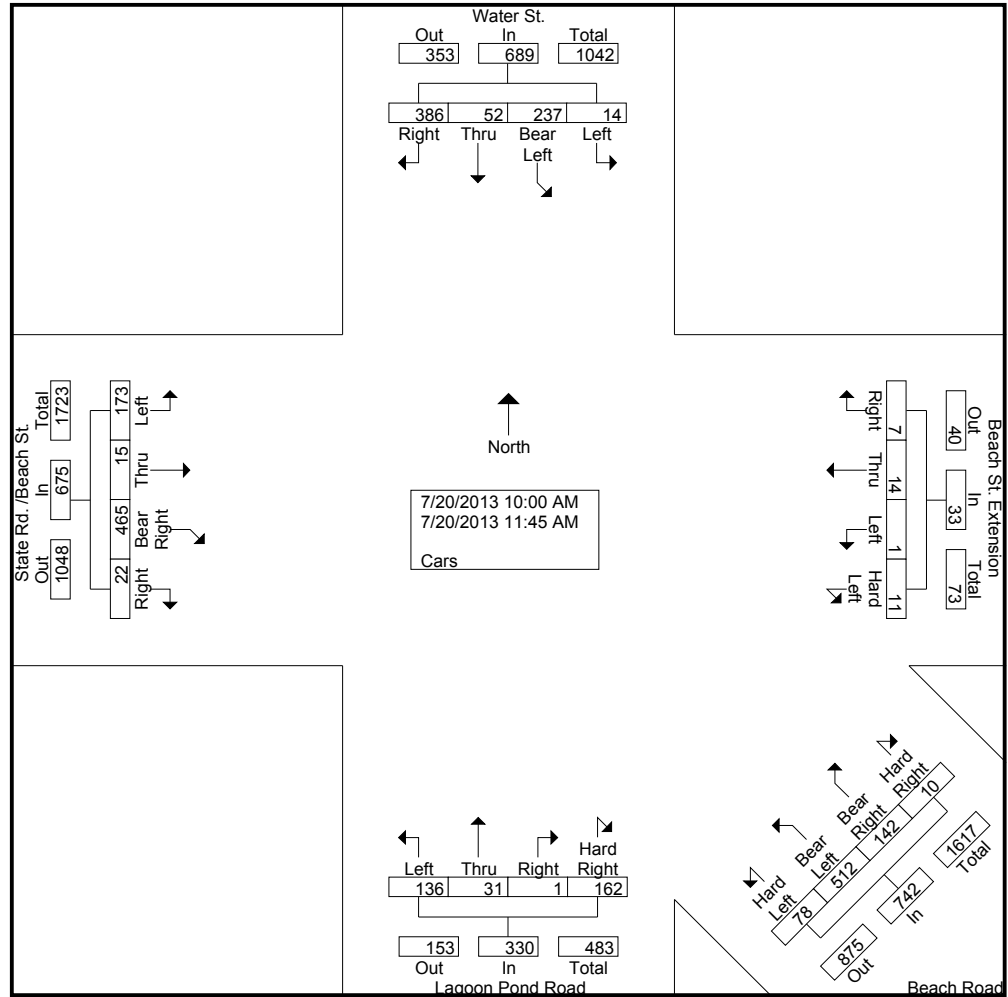
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	20	9	25	2	56	0	2	0	0	2	3	26	83	19	131	14	0	3	21	38	5	59	3	26	93	320
10:15 AM	41	2	26	1	70	0	2	0	0	2	1	19	61	10	91	24	1	9	16	50	2	83	3	17	105	318
10:30 AM	61	7	41	1	110	0	0	0	0	0	1	17	67	5	90	24	0	0	18	42	1	58	1	21	81	323
10:45 AM	34	3	27	2	66	1	2	0	0	3	2	22	81	10	115	20	0	2	19	41	2	56	2	22	82	307
Total	156	21	119	6	302	1	6	0	0	7	7	84	292	44	427	82	1	14	74	171	10	256	9	86	361	1268
11:00 AM	36	4	18	2	60	1	3	0	3	7	3	18	76	11	108	22	0	3	13	38	6	64	2	22	94	307
11:15 AM	56	6	21	3	86	1	0	0	0	1	0	18	64	14	96	22	0	6	24	52	1	46	4	23	74	309
11:30 AM	56	7	24	1	88	3	2	0	3	8	0	16	42	3	61	27	0	7	17	51	3	54	0	32	89	297
11:45 AM	82	14	55	2	153	1	3	1	5	10	0	6	38	6	50	9	0	1	8	18	2	45	0	10	57	288
Total	230	31	118	8	387	6	8	1	11	26	3	58	220	34	315	80	0	17	62	159	12	209	6	87	314	1201
Grand Total	386	52	237	14	689	7	14	1	11	33	10	142	512	78	742	162	1	31	136	330	22	465	15	173	675	2469
Apprch %	56	7.5	34.4	2		21.2	42.4	3	33.3		1.3	19.1	69	10.5		49.1	0.3	9.4	41.2		3.3	68.9	2.2	25.6		
Total %	15.6	2.1	9.6	0.6	27.9	0.3	0.6	0	0.4	1.3	0.4	5.8	20.7	3.2	30.1	6.6	0	1.3	5.5	13.4	0.9	18.8	0.6	7	27.3	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 2

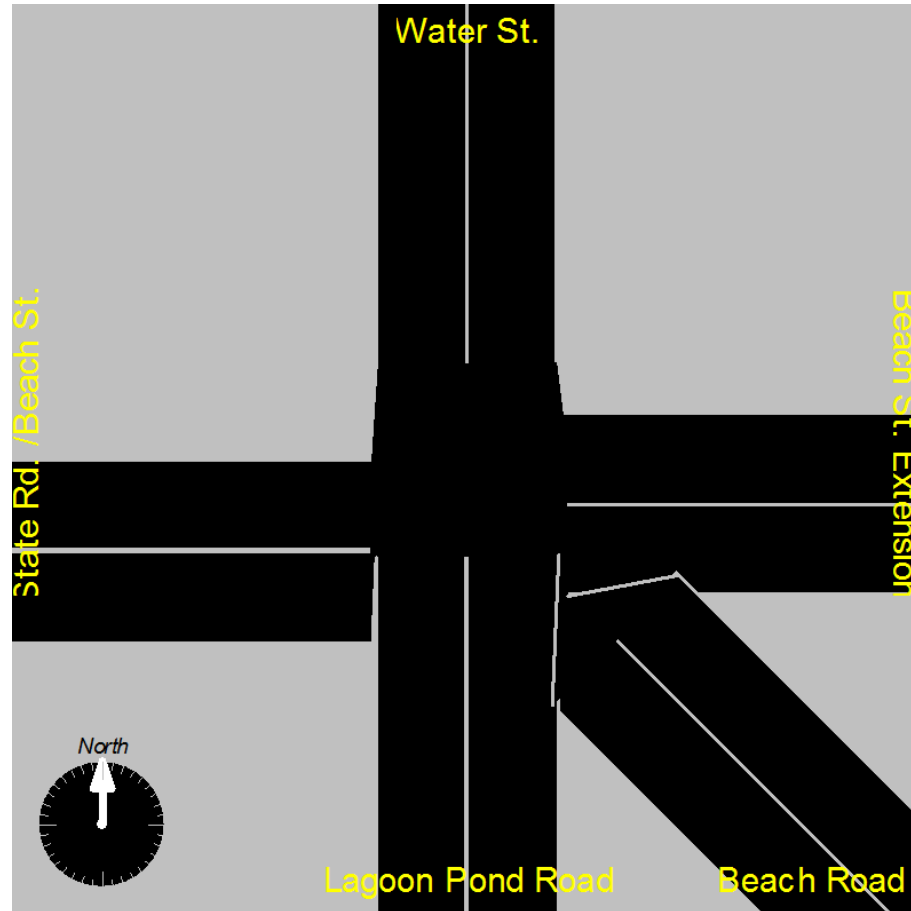


# Martha's Vineyard Commission

33 New York Avenue  
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5 Corners TMC  
Saturday 7-20-13

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# Martha's Vineyard Commission

33 New York Avenue  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

### Groups Printed- Trucks

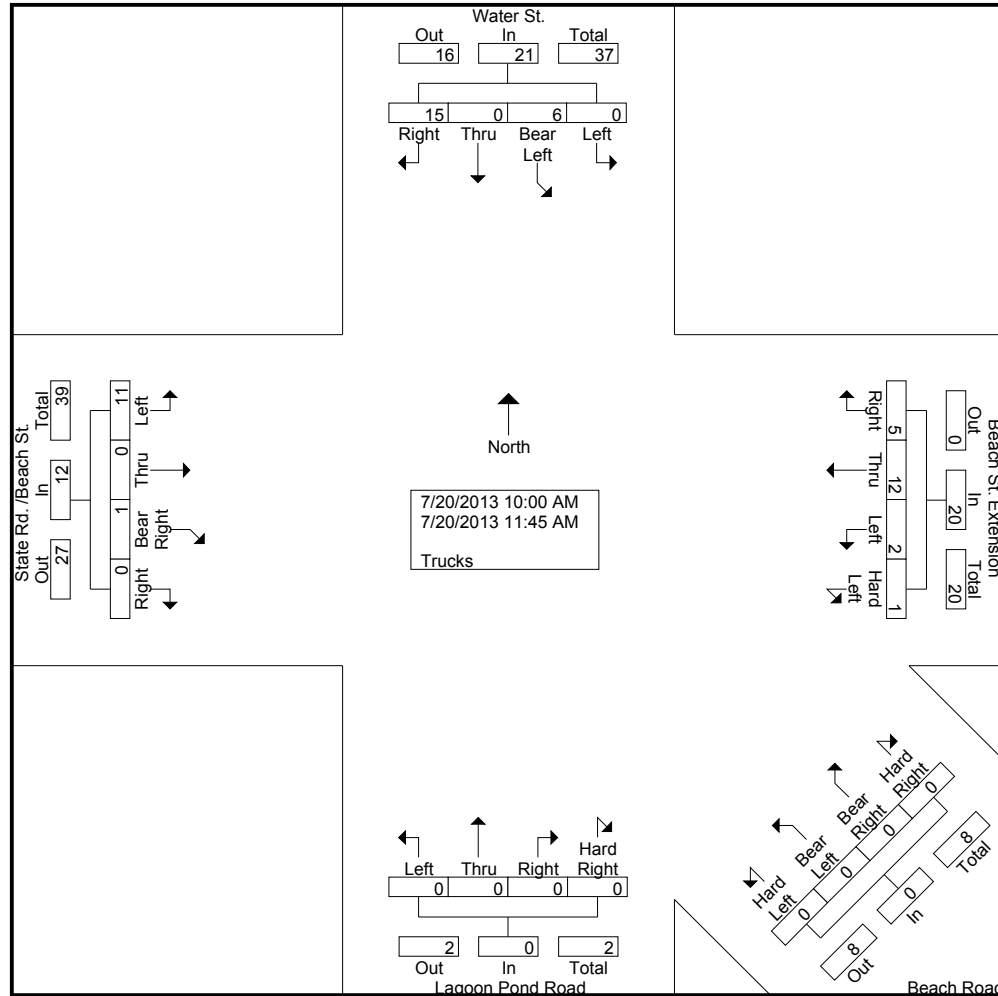
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	2	0	1	0	3	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	11
10:15 AM	2	0	0	0	2	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:30 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:45 AM	0	0	1	0	1	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	7
<b>Total</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>28</b>
11:00 AM	4	0	1	0	5	2	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
11:15 AM	2	0	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	7
11:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 AM	1	0	1	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	6
<b>Total</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>25</b>
<b>Grand Total</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>12</b>	<b>53</b>
Apprch %	71.4	0	28.6	0		25	60	10	5		0	0	0	0		0	0	0	0		0	8.3	0	91.7		
Total %	28.3	0	11.3	0	39.6	9.4	22.6	3.8	1.9	37.7	0	0	0	0		0	0	0	0		0	1.9	0	20.8	22.6	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
www.mvcommission.org

5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 2

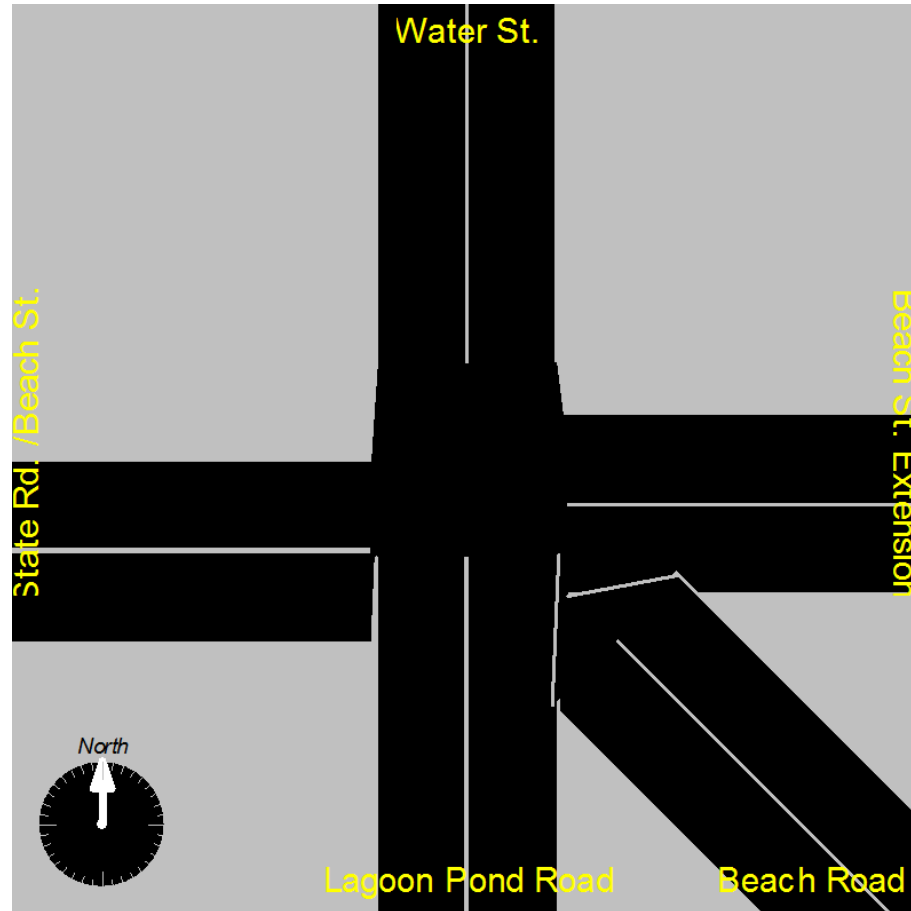


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5 Corners TMC  
Saturday 7-20-13

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Start Date : 7/20/2013  
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# Martha's Vineyard Commission

33 New York Avenue  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

### Groups Printed- Bicycle

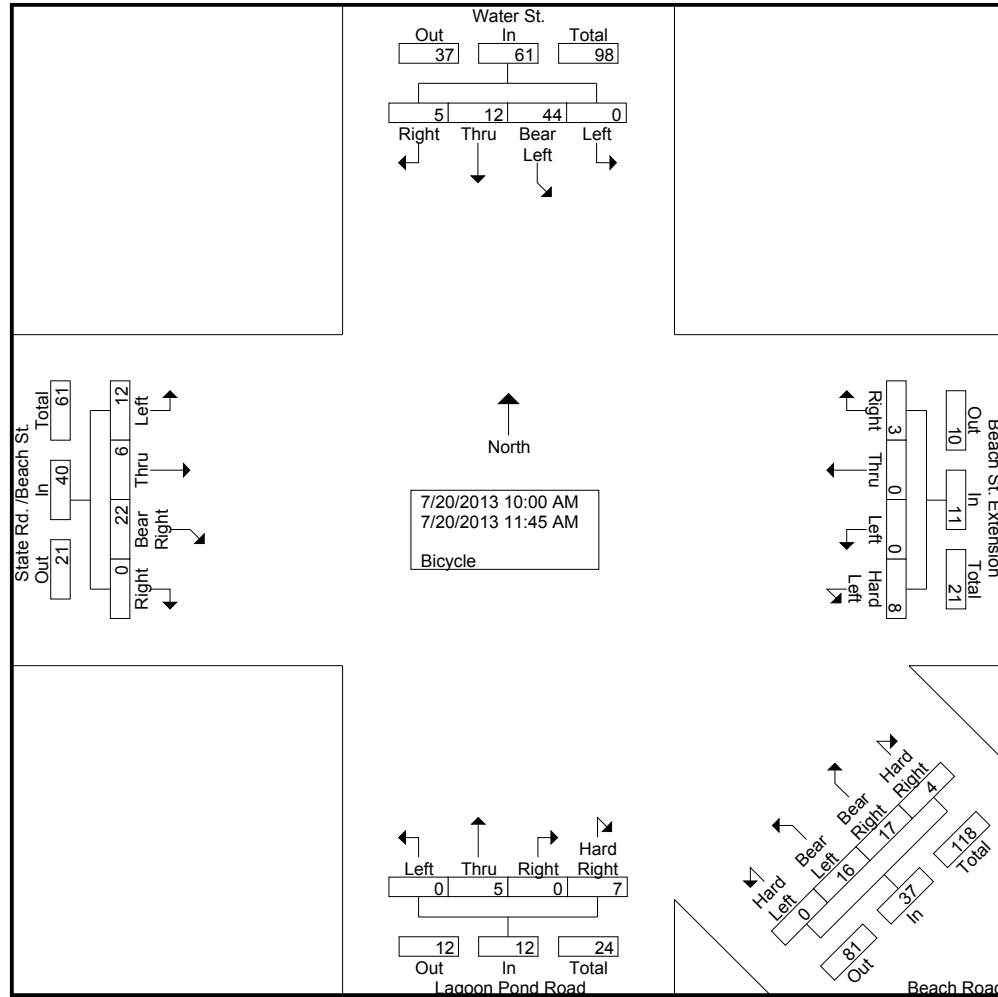
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	0	2	1	0	3	0	0	0	2	2	2	0	0	0	2	3	0	0	0	3	0	2	2	0	4	14
10:15 AM	1	0	14	0	15	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	4	8	12	30
10:30 AM	0	0	8	0	8	2	0	0	0	2	2	1	0	0	3	3	0	5	0	8	0	9	0	1	10	31
10:45 AM	2	0	3	0	5	0	0	0	0	0	0	2	2	0	4	1	0	0	0	1	0	2	0	0	2	12
<b>Total</b>	<b>3</b>	<b>2</b>	<b>26</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>9</b>	<b>28</b>	<b>87</b>
11:00 AM	0	0	1	0	1	0	0	0	2	2	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
11:15 AM	2	0	3	0	5	0	0	0	0	0	0	4	7	0	11	0	0	0	0	0	0	2	0	1	3	19
11:30 AM	0	0	0	0	0	0	0	0	3	3	0	1	7	0	8	0	0	0	0	0	0	0	0	1	1	12
11:45 AM	0	10	14	0	24	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	7	0	1	8	34
<b>Total</b>	<b>2</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>74</b>
<b>Grand Total</b>	<b>5</b>	<b>12</b>	<b>44</b>	<b>0</b>	<b>61</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>4</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>12</b>	<b>40</b>	<b>161</b>
Apprch %	8.2	19.7	72.1	0		27.3	0	0	72.7		10.8	45.9	43.2	0		58.3	0	41.7	0		0	55	15	30		
Total %	3.1	7.5	27.3	0	37.9	1.9	0	0	5	6.8	2.5	10.6	9.9	0	23	4.3	0	3.1	0	7.5	0	13.7	3.7	7.5	24.8	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
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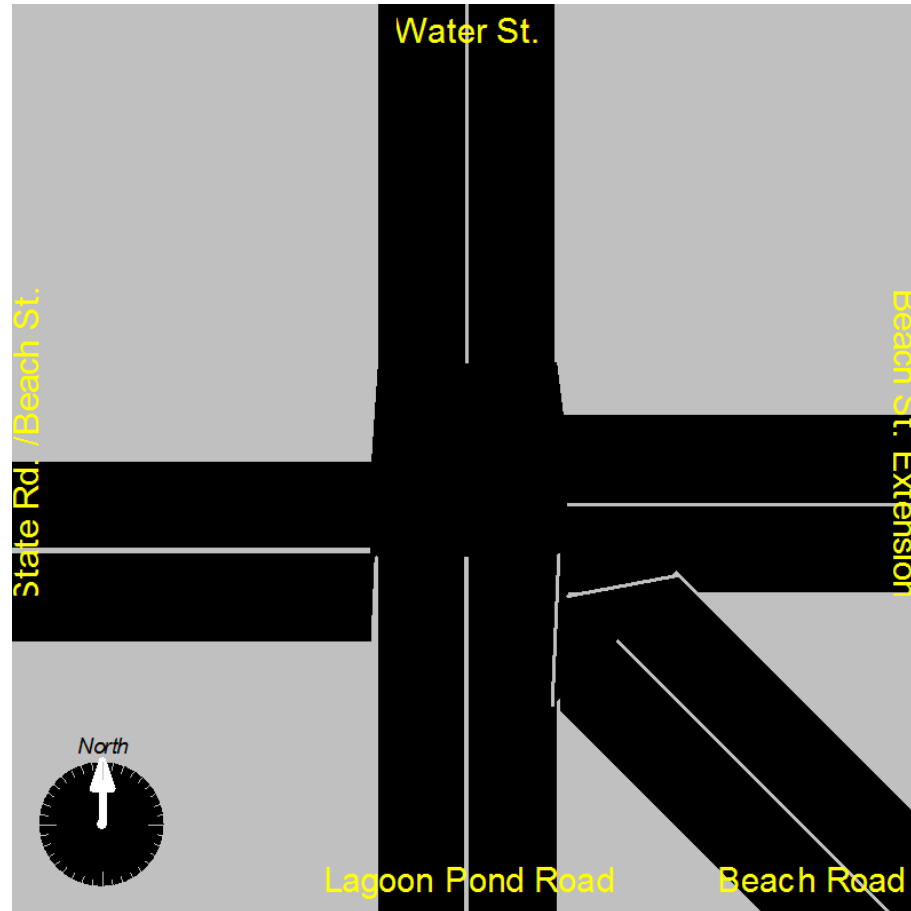


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33 New York Avenue  
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5 Corners TMC  
Saturday 7-20-13

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# Martha's Vineyard Commission

33 New York Avenue  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
Start Date : 7/20/2013  
Page No : 1

### Groups Printed- Pedestrians

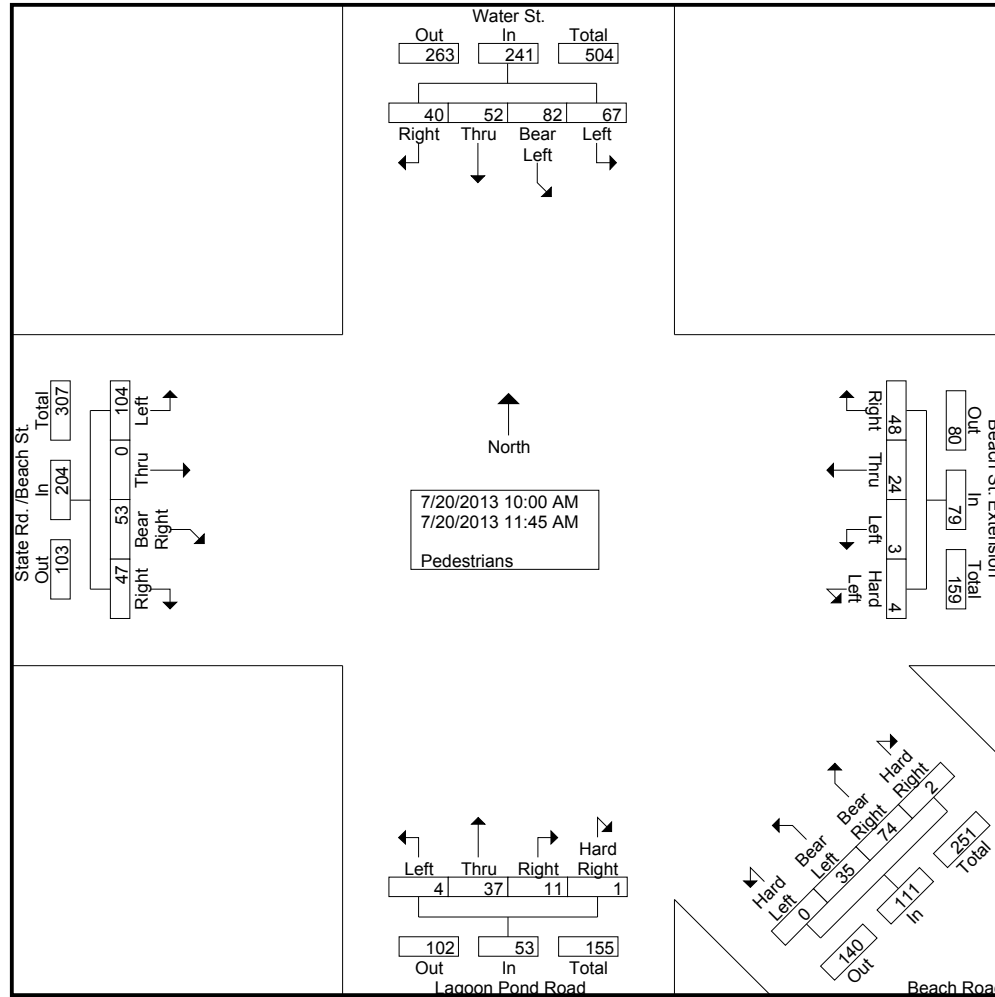
Start Time	Water St. From North					Beach St. Extension From East					Beach Road From Southeast					Lagoon Pond Road From South					State Rd. /Beach St. From West					Int. Total
	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	
10:00 AM	6	0	16	3	25	7	2	1	4	14	2	5	7	0	14	0	0	4	0	4	2	13	0	13	28	85
10:15 AM	3	10	4	11	28	9	6	0	0	15	0	4	3	0	7	0	5	5	0	10	3	1	0	25	29	89
10:30 AM	12	4	5	5	26	0	2	0	0	2	0	11	8	0	19	0	1	3	0	4	10	6	0	16	32	83
10:45 AM	4	5	4	7	20	8	1	0	0	9	0	12	3	0	15	1	1	3	0	5	5	8	0	6	19	68
<b>Total</b>	<b>25</b>	<b>19</b>	<b>29</b>	<b>26</b>	<b>99</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>40</b>	<b>2</b>	<b>32</b>	<b>21</b>	<b>0</b>	<b>55</b>	<b>1</b>	<b>7</b>	<b>15</b>	<b>0</b>	<b>23</b>	<b>20</b>	<b>28</b>	<b>0</b>	<b>60</b>	<b>108</b>	<b>325</b>
11:00 AM	3	4	11	9	27	3	7	0	0	10	0	8	3	0	11	0	1	3	4	8	5	1	0	8	14	70
11:15 AM	5	1	5	4	15	14	6	2	0	22	0	8	5	0	13	0	3	4	0	7	5	4	0	15	24	81
11:30 AM	1	4	24	12	41	5	0	0	0	5	0	21	3	0	24	0	0	5	0	5	7	10	0	7	24	99
11:45 AM	6	24	13	16	59	2	0	0	0	2	0	5	3	0	8	0	0	10	0	10	10	10	0	14	34	113
<b>Total</b>	<b>15</b>	<b>33</b>	<b>53</b>	<b>41</b>	<b>142</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>42</b>	<b>14</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>4</b>	<b>30</b>	<b>27</b>	<b>25</b>	<b>0</b>	<b>44</b>	<b>96</b>	<b>363</b>
<b>Grand Total</b>	<b>40</b>	<b>52</b>	<b>82</b>	<b>67</b>	<b>241</b>	<b>48</b>	<b>24</b>	<b>3</b>	<b>4</b>	<b>79</b>	<b>2</b>	<b>74</b>	<b>35</b>	<b>0</b>	<b>111</b>	<b>1</b>	<b>11</b>	<b>37</b>	<b>4</b>	<b>53</b>	<b>47</b>	<b>53</b>	<b>0</b>	<b>104</b>	<b>204</b>	<b>688</b>
Apprch %	16.6	21.6	34	27.8		60.8	30.4	3.8	5.1		1.8	66.7	31.5	0		1.9	20.8	69.8	7.5		23	26	0	51		
Total %	5.8	7.6	11.9	9.7	35	7	3.5	0.4	0.6	11.5	0.3	10.8	5.1	0	16.1	0.1	1.6	5.4	0.6	7.7	6.8	7.7	0	15.1	29.7	

# Martha's Vineyard Commission

33 New York Avenue  
Oak Bluffs, MA 02557  
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5 Corners TMC  
Saturday 7-20-13

File Name : 5 Corners CarsTrucksBikesPeds  
Site Code : 00005001  
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# Martha's Vineyard Commission

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