NORTH EASTON VILLAGE STATION AREA PLANNING STUDY

Old Colony Planning Council - June 2011

Acknowledgements

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Table of Contents

1 Introduction

The Old Colony Planning Council (OCPC) has conducted this study as part of the South Coast Rail Technical Assistance Program to discern the potential impacts of traffic demand and parking in and around North Easton Village as a result of the development of the North Easton Village commuter rail station. This study includes the examination of opportunities to integrate and coordinate proposed plans to redevelop the Ames Shovel Works residential development site, which is located off of North Main Street and Oliver Street, with the South Coast Rail plans. The purpose of this study is to develop traffic and parking strategies that accommodate Main Street businesses as well as promote an environment that encourages mass transit and safe, non-motorized alternative modes (including bicycle and pedestrian travel).

The goals of the study include:

- Examine existing pedestrian accommodations and connections to the North Easton Village Station, including bicycle travel
- Developing improvements to promote a walkable environment connecting existing uses to the site
- Evaluate traffic circulation and parking to improve traffic flow and safety and manage parking demand for passenger rail as well as other North Easton Village activities

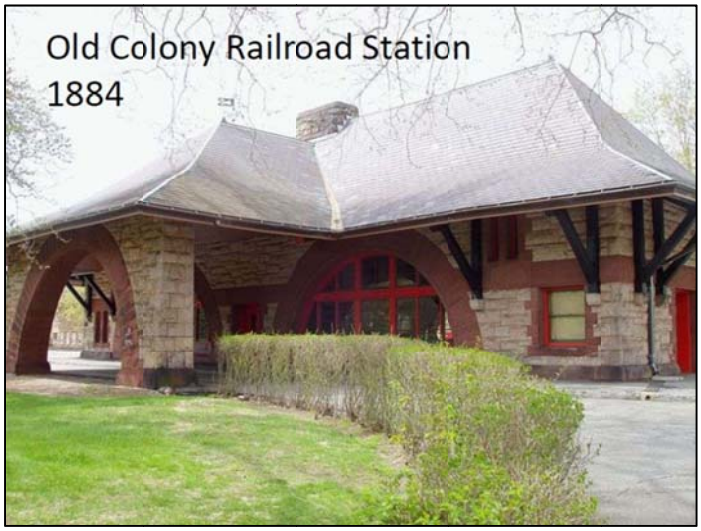
The North Easton Village Passenger Rail station is proposed to be located on Sullivan Street in North Easton adjacent to the existing historic Easton Railroad Depot and the Ames Shovel Works site. Figure 1 shows North Easton Village, the location of the proposed passenger rail station, and the Ames Shovel Works site.

2 Existing Conditions

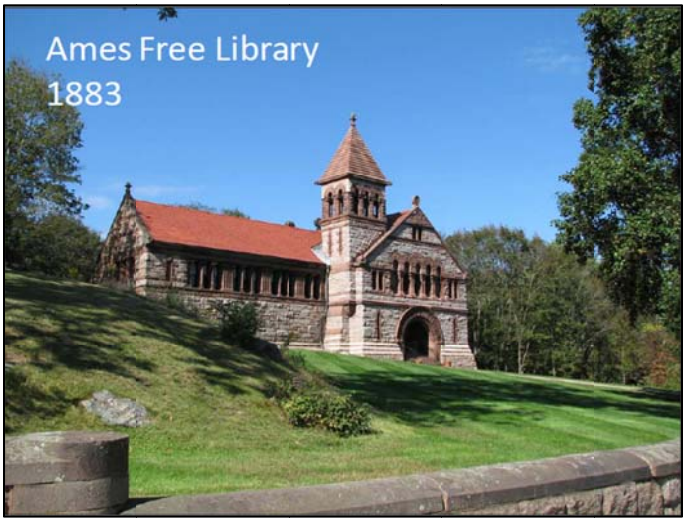
2.1 Land Use

The land use within the study area consists of a mix of uses and includes single family residential and apartments, historic estates and historic buildings, the North Easton Village commercial area along Main Street (with small shops, offices, and eateries), the public library, the Children's Museum on Mechanic Street, and an office complex on Oliver and Elm Streets. Mechanic Street, Oliver Street, and Pond Street are also bounded by conservation land and Shovel Shop Pond to the east. The abandoned railroad line dissects the village north south along Sullivan Street and Mechanic Street, passing beneath Main Street, and crosses at-grade on Oliver Street and Elm Street. A number of single family homes exist on Pond Street, Andrews Street and Mechanic Street; although much of the single home residential development is located on Elm Street and north of Elm Street, south of Main Street, and to the west along Lincoln Street and south of Lincoln Street.

Main Street looking westbound – North Easton Village



Historic H.H. Richardson Railroad Station



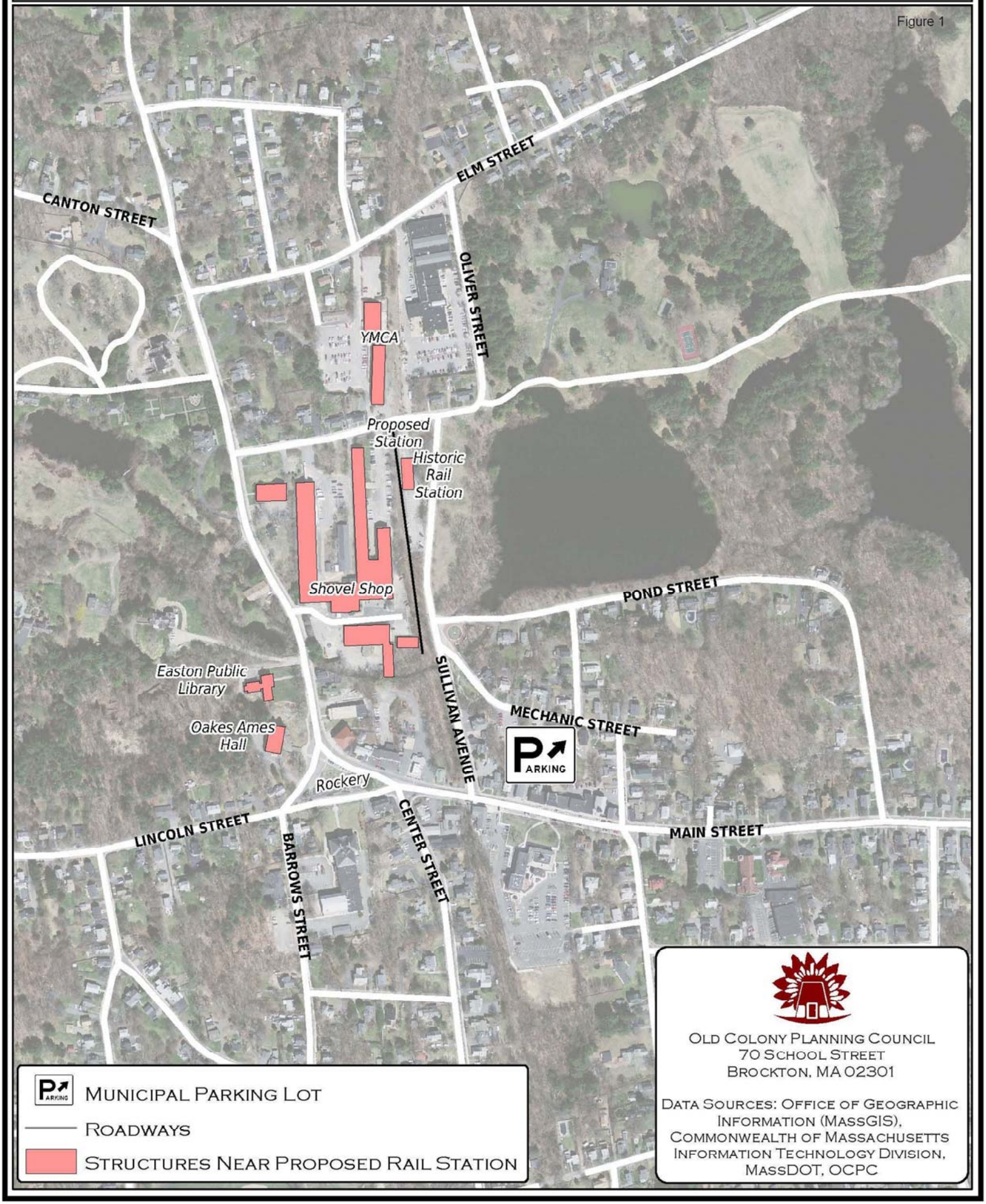
Historic H.H. Richardson North Easton Public Library

North Easton Village Station Area Planning Study

Study Area Location

June 2011

Figure 1



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts Information Technology Division, MassDOT, OCPC

North Easton Village is within the North Easton National Register Historic District. According to the Town of Easton Historic Preservation Plan, 2008, the primary purpose of the National Register is to recognize the value of the nation's historic and prehistoric resources and to ensure that actions of the Federal government do not adversely affect those resources. The National Historic Preservation Act stipulates that federal and state agencies funding or issuing permits for projects must consult with the Massachusetts Historical Commission and take potential adverse effects on historic properties into consideration and, if they are unavoidable, to mitigate them. In practice, the Massachusetts Historical Commission should seek the recommendation of the Easton Historical Commission before making final decisions.

The proposed North Easton Commuter Rail Station and the railroad right-of-way are also adjacent to two other important historical districts within the North Easton National Register Historic District, including the H.H. Richardson National Register Historic Landmark District of North Easton, and the proposed Ames Historic District. According to the Town of Easton Historic Preservation Plan, 2008, the H. H. Richardson Historic District of North Easton came about through a coalition of local historians working with the National Park Service to develop an appreciation of the connection of H. H. Richardson's architecture with the landscaping of F. L. Olmsted. National historic landmarks are designated by the Secretary of the Interior. In cases where federal permitting or funding is involved or when a federal agency's project affects a National Historic Landmark, the Advisory Council on Historic Preservation must have an opportunity to comment on the project and its effects on the property. A map of the historic districts in North Easton Village is included in the appendix to this report.

2.2 Preliminary Commuter Rail Station Plans

The preliminary plan for the Easton Village Passenger Rail alternative calls for the construction of an 800 foot passenger platform adjacent to the west side of the existing railroad tracks from Oliver Street south to a point just south of the Pond Street/Mechanic Street/Sullivan Street intersection. The platform will be four feet high and accessible via ramps to conform to Americans with Disability Act (ADA) standards. The platform will be partially covered with a 500 foot canopy. A drop off parking lot of ten parking spaces will be built east of the tracks and south of the existing historic Easton Train Depot off of Sullivan Street. This proposed lot, which is mostly located on the Easton Historical Society's property that currently is striped for 35 parking spaces, will be for drop off use only with all day parking prohibited. Bicycle racks will also be installed on the west side of Sullivan Street at the Pond Street/Mechanic Street/Sullivan Street intersection. Access to the platform (located on the west side of the tracks) will be via Oliver Street or an existing pedestrian underpass from Sullivan Street located opposite the Pond Street/Mechanic Street/Sullivan Street intersection. This underpass will be cleaned of vegetation and debris for re-use. Ramps to the proposed four foot high platform will be constructed at the Oliver Street and Sullivan Street/Underpass access points. The preliminary plans for the proposed North Easton Station are included in the appendix to this report.

The scheduling plans for the North Easton Station alternative include 18 inbound trains and 18 outbound trains per day with six trains during the peak hours (three in the morning and three in the afternoon peak hours running between 20 minute headways). The trains will provide access between Boston and Fall River and New Bedford, as well as communities in between including Stoughton, Easton, and Raynham.

According to the Draft EIS/EIR for the South Coast Rail project, the Easton Station is expected to attract 320 riders per day with the electric train alternative, or 290 per day with the diesel locomotive

alternative. The Draft EIS/EIR proposal did not include parking at the North Easton Station for park and ride riders. The Draft EIS/EIR included future traffic impact analyses for 320 daily passengers expected to be generated by the project under the electric train alternative, although the diesel train alternative is expected to generate only 290 daily passengers. This was due to the fact that the electric train alternative represents the worst case scenario. The Draft EIS/EIR expected that 80 of the riders will reach the station via auto, being dropped off by another person (also known as "kiss and ride"), while the remaining 240 riders will reach the station by bicycle or by walking. The Draft EIS/EIR states that despite the lack of parking provided specifically for commuter rail riders, there is a possibility that many of the riders will seek on-street parking. As part of this study, that potential demand for parking in the vicinity of the proposed station in North Easton and its impact on Easton Village will be estimated. The South Coast Rail project is currently undergoing environmental review concurrently at the federal and state level.

2.3 Ames Shovel Works Development

Beacon Properties is planning to convert the historic Ames Shovel Works site to a residential development that will include 119 condominiums. The development will include on site sewer treatment with extended capacity that will be shared with a portion of North Easton Village. The project will include two parking spaces per unit for a total of 236 parking spaces. The developer is planning to complete construction and open in March of 2013.

The Ames Shovel Works site currently contains 12 buildings. The site is within the proposed Ames Historic District as well as the North Easton National Register Historic District. The developer will demolish some of the non-historic buildings but will conserve those of historic value. The plans include adding a courtyard that will be open toward Main Street. The condominiums will be have direct private entry from the outside.

Ames Shovel Works (adjacent to abandoned railroad right of way)

2.4 Traffic Conditions

The geographic scope of this study includes North Easton Village including Main Street from Pond Street west to Lincoln Street and Barrows Street, including the Main Street/Center Street intersection, as well as Main Street north from Center Street to Elm Street, Sullivan Avenue, Mechanic Street, Pond Street, Oliver Street and Elm Street from Main Street to Oliver Street. All of the study area roads are under the jurisdiction or the Town of Easton. Main Street is a two lane minor urbanized arterial that is striped for parking in the downtown between Mechanic Street and Sullivan Avenue. Center Street is classified as a two lane minor arterial with restricted parking in the vicinity of Main Street. Lincoln Street and Elm Street are two lane collector roads. The remaining roads that make up the road network are local roads under Town jurisdiction. Barrows Street is one-way northbound to Lincoln Street, and Mechanic Street is also one way northbound from Main Street to Andrews Street.

Main Street provides sidewalks on both sides of the road throughout the downtown, except on the east side north of Elm Street. Lincoln Street provides sidewalks on the south side only. Sidewalks are provided for the most part on the road network except on Mechanic Street east side north of Pond Street, the south side of Oliver Street, the north side of Elm Street, and the east side of Pond Street from Main Street to the curve in the road.

The speed limit is posted at 20 miles per hour on Main Street in the village, and 30 miles per hour on Elm Street. All of the intersections are stop sign controlled, with traffic control missing at two intersections; the Mechanic Street/Sullivan Avenue/Pond Street intersection and the Mechanic Street/Oliver Street intersection. Although a stop line is present, along with crosswalks, at the Oliver Street approach to the Oliver Street/Main Street intersection, the stop sign at this intersection is missing. Main Street provides two mid-block crosswalks between Center Street and Pond Street and two mid-Block crosswalks north of Lincoln Street and Center Street. Figure 2 shows the existing conditions in the Easton Village.

As shown in Figure 2, a triangular island exists at the Lincoln Street/Main Street intersection, which is referred to as the "Rockery." This median creates an intersection at Barrows Street and Main Street, which currently lacks traffic control. The Rockery is part of the H.H. Richardson National Register Historic Landmark District and the proposed Ames Historic District. The Center Street/Main Street intersection currently has a stop sign control at three legs; Lincoln Street eastbound, Center Street northbound, and Main Street southeast. The Main Street northwest approach has a free movement. In addition, traffic enters and exits a service station driveway off of Main Street opposite Center Street.

2.4.1 Average Daily Traffic, Peak Hour Flows, and 85th Percentile Speeds

OCPC utilized automatic traffic recorders to determine the average daily traffic (ADT) at specific locations on the study area roadways. The automatic recorders were installed for a minimum 48-hour period and recorded traffic in both directions in one-hour intervals. A daily average (24-hour period) was derived from the 48 hour period. Figure 3 shows the ADT and the peak hour traffic flows on the study area roads in North Easton Village.

As shown in Figure 3, traffic circulation in and around North Easton Station is focused primarily on Main Street, Lincoln Street, Center Street, and Elm Street. Main Street carries the highest volumes with 12,380 vehicles per day and 1,050 vehicles during the peak hour east of Lincoln Street and 5,270 vehicles per day and 475 vehicles during the peak hour south of Oliver Street. Lincoln Street, west of Barrows Street carries 8,280 vehicles per day with 745 vehicles during the peak hour; Center Street

south of Main Street carries 6,470 vehicles per day and 595 vehicles per hour during the peak hour; and Elm Street carries 3,400 vehicles per day and 280 vehicles during the peak hour east of Oliver Street.

Figure 3 shows that the minor streets within Easton Village carry approximately 1,000 vehicles or less in a 24 hour period. Sullivan Avenue carries 1,065 vehicles per day with 80 during the peak hour; Mechanic Street carries 900 vehicles per day and 68 during the peak hour north of Pond Street and 185 vehicles per day and 16 during the peak hour south of Pond Street; Pond Street carries 225 vehicles per day and 20 during the peak hour; and, Oliver Street carries 475 to 645 vehicles per day and 45 to 58 during the peak hour.

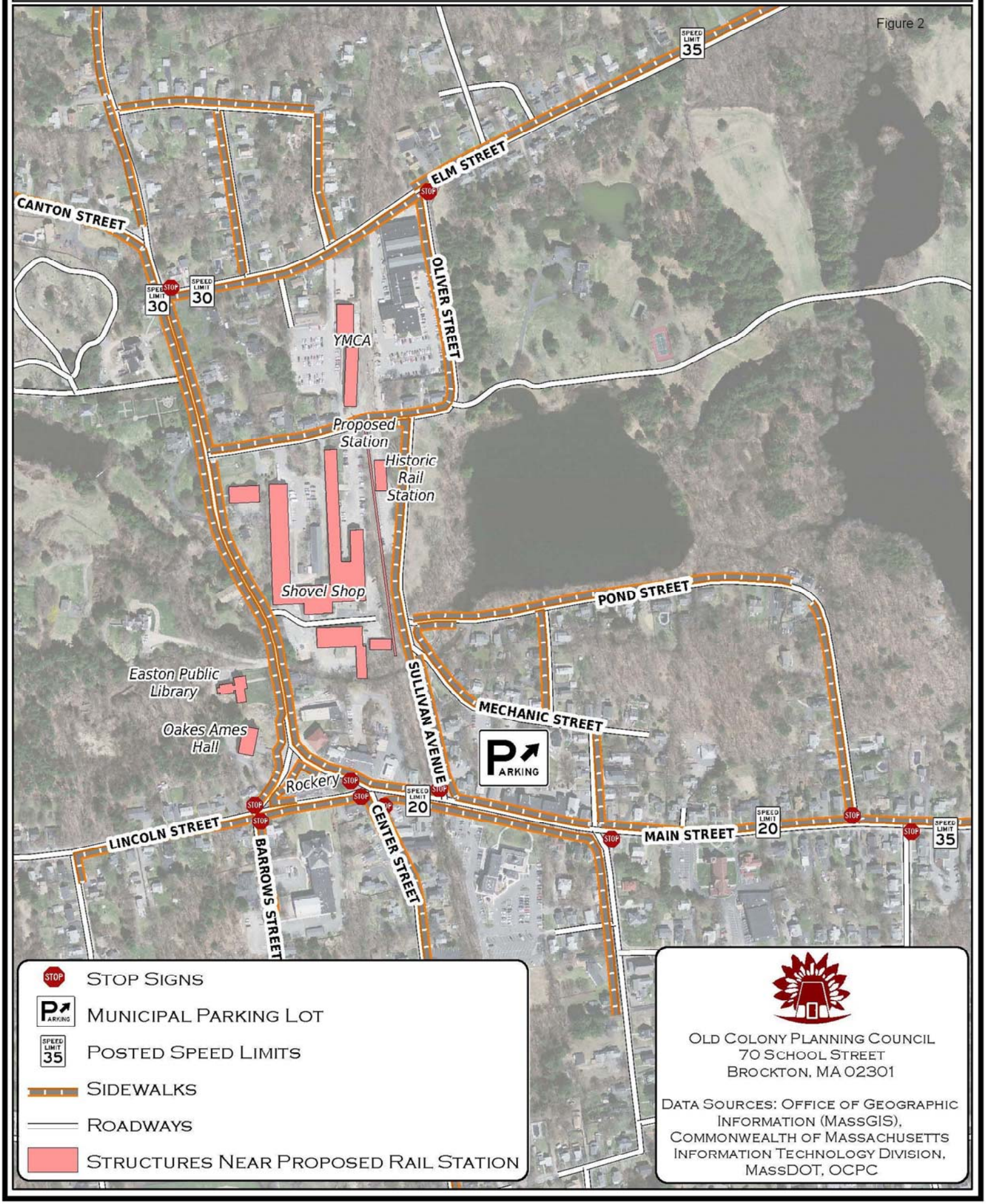
In addition to counting vehicles, OCPC's automatic traffic recorders were also utilized to determine vehicle speeds on the study area roads. The 85th percentile is the speed in which 85 percent of the vehicles were travelling on a road within a given study period. The 85th percentile is included by MassDOT in the criteria used to determine the legal posted speed. It is an indicator of the prevailing speed on a road. Figure 3 includes the 85th percentile for the roads within the study area. As shown in Figure 3, Central Street and Elm Street had the highest speeds with the 85th percentile at 39 miles per hour. Main Street (north of Oliver Street) and Lincoln Street had speeds of 35 miles per hour. The prevailing speed on Main Street through the commercial area (east of Central Street) was recorded at 29 miles per hour. The speed on Sullivan Street was 33 miles per hour and 35 miles per hour on Mechanic Street north of Pond Street in the vicinity of the proposed rail station. The prevailing speed on Oliver Street was 30 miles per hour in the vicinity of the proposed station, 24 miles per hour on Mechanic Street east of Sullivan Street, and 29 miles per hour on Pond Street.

North Easton Village Station Area Planning Study

Existing Conditions

June 2011

Figure 2



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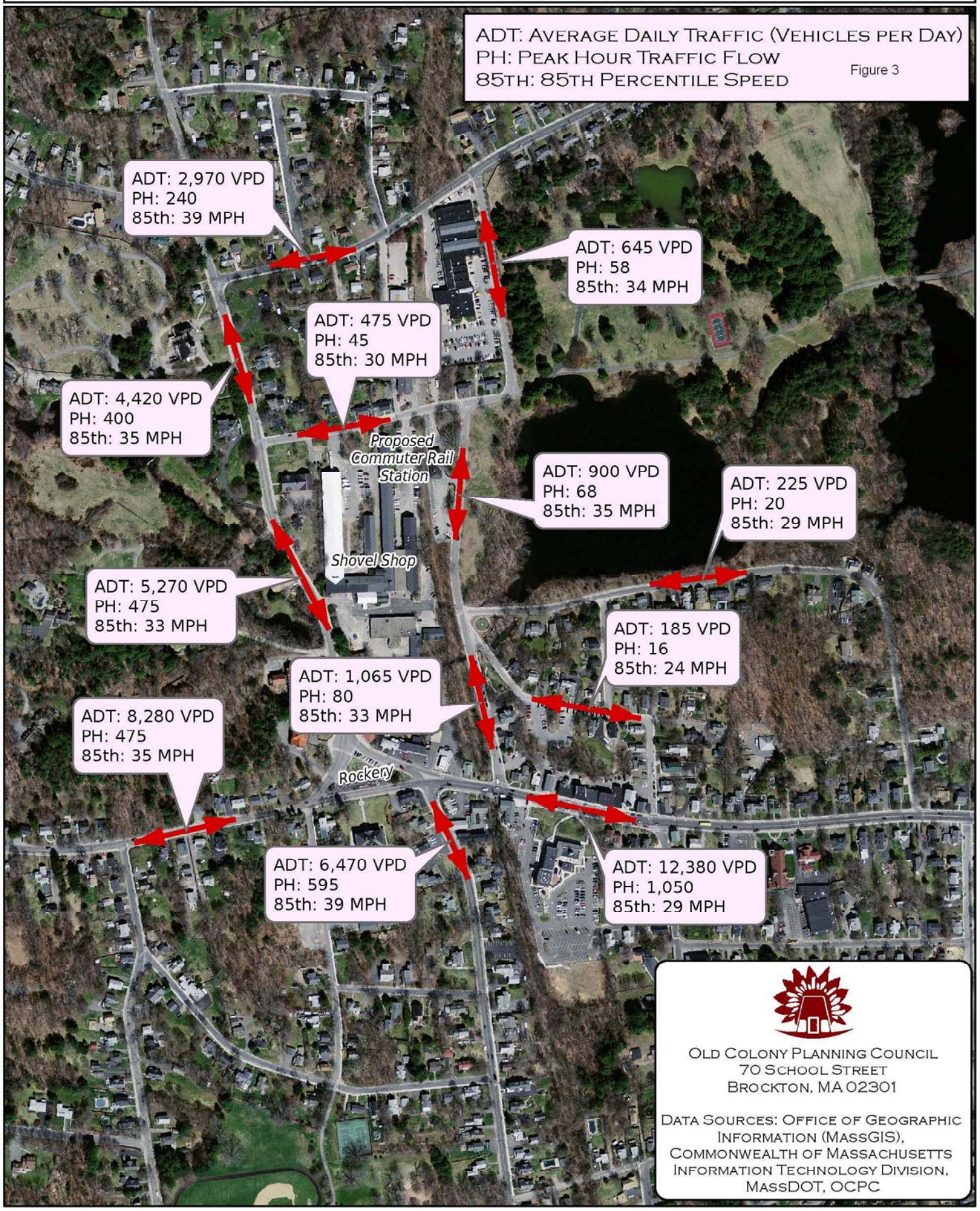
North Easton Village Station Area Planning Study

Traffic Conditions

June 2011



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2.4.2 Existing Traffic Operations

Manual turning movement counts were conducted at the study area intersections within Easton Village during the morning and afternoon, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. to determine the morning and afternoon peak hours of operation. The turning movement counts include a count of pedestrians and heavy vehicles entering intersections as well as passenger cars. The turning movement counts are included in the appendix to this study.

Level-of-service analyses (LOS) were completed for the study area intersections to determine the operating conditions during the morning and afternoon peak hours. The LOS analysis was performed utilizing SYNCHRO software. Level-of-service analysis is a qualitative and quantitative measure based on the analysis techniques published in the *Highway Capacity Manual* by the Transportation Research Board. Level-of-service is a general measure that summarizes the overall operation of an intersection or transportation facility. It is based upon the operational conditions of a facility including lane use, traffic control, and lane width, and takes into account such factors as operating speeds, traffic interruptions, and freedom to maneuver. Level-of-service represents a range of operating conditions and is summarized with letter grades from “A” to “F”, with “A” being the most desirable. Level-of-service “E” represents the maximum flow rate or the capacity of a facility. The following describes the characteristics of each level-of-service:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is still relatively unaffected.
- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream. Occasional backups occur behind turning vehicles.
- LOS "D" represents high-density, but stable, flow. Speed and freedom to maneuver are restricted, and the driver experiences a below average level of comfort and convenience. Small increases in traffic flow will generally cause operational problems at this level.
- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform level. Freedom to maneuver within the traffic stream is extremely limited, and generally requires forcing other vehicles to give way. Congestion levels and delay are very high.
- LOS "F" is representative of forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount that can traverse the point, resulting in lengthy queues and delay.

The LOS definitions describe conditions based on a number of operational parameters. There are certain parameters utilized as measures of effectiveness for specific facilities. In the case of the intersections, two-lane highways, and arterials, which represent the physical conditions that typify the study area corridor, time delay, average stop delay, and average travel speed are used as measures of operational effectiveness to which levels-of-service are assigned. Table 1 shows the delay criteria for each level-of-service for both un-signalized and signalized intersections.

Table 1 - Level-of-Service Criteria Average Delay in Seconds

Level-of-Service	Stop Sign	Traffic Signal
A	0 to 10	0 to 10
B	>10 to 15	>10 to 20
C	>15 to 25	>20 to 35
D	>25 to 35	>35 to 55
E	>35 to 50	>55 to 80
F	>50	>80

Table 2 shows the un-signalized levels-of-service for the study area intersections under existing peak hour conditions. Poor levels-of-service with very long delays and back-ups (LOS "E" and "F") are shown in shaded blocks.

Table 2 - Easton Village Existing Level-of-Service Summary

		AM Peak Hour	PM Peak Hour
1	**Main Street at Barrows Street**		
	Barrows Street northeast left turns	B*	B*
2	**Lincoln Street at Barrows Street**		
	Barrows Street northbound left turns	C	E
	Barrows Street southbound right turns	A	B
3	**Main Street at Center Street and Lincoln Street**		
	Main Street southbound through and left	F**	F**
	Center Street northbound left, through, right	C**	E**
4	**Main Street at Sullivan Street**		
	Sullivan Street southbound left and right turns	C	D
	Main Street eastbound left turns	A	A
5	**Main Street at Williams and Mechanic Street**		
	Williams Street left, through, and right turns	C	C
	Main Street eastbound left turns	A	A
6	**Main Street at Pond Street**		
	Pond Street southbound left and right turns	C	D
	Main Street eastbound left turns	A	A
7	**North Main Street at Elm Street**		
	Elm Street westbound left and right turns	B	B
	North Main Street southbound left turns	A	A
8	**North Main Street at Oliver Street**		
	Oliver Street westbound left and right turns	B	B
	North Main Street southbound left turns	A	A
9	**Mechanic Street at Oliver Street**		
	Mechanic Street northbound left and right turns	A	A
	Oliver Street westbound left turns	A	A
10	**Oliver Street at Elm Street**		
	Oliver Street northbound left and right turns	A	A
	Elm Street westbound left turns	A	A
11	**Sullivan Street at Mechanic Street at Pond Street**		
	Pond Street left, through, right	A**	A**
	Mechanic Street left, through, right	A**	A**

*No stop sign control, sign configuration not allowed by HCS, LOS based on the assumption that Barrows St has a stop sign.
**Sign configuration not allowed by HCS, this LOS is based on assumption of two-way stop

Table 2 shows that the study area intersections operate under acceptable levels-of-service under morning and afternoon peak hour conditions, except for the p.m. peak at the Main Street at Lincoln Street and Barrows Street intersection, and the Main Street at Lincoln Street/Center Street intersection, which experience LOS "E" and "F" conditions. Left turn movements out of Barrows Street to Lincoln Street experience LOS "E" conditions during the PM peak. At the Main Street/Lincoln Street/Center Street intersection, the three way stop sign configuration, a stop sign on the southbound, northbound, and eastbound approaches, is not allowed in Highway Capacity Manual analysis for a four-way intersection; however, analysis assuming that this was a conventional stop signed intersection with a stop sign on the northbound and southbound approaches shows that the LOS for the southbound critical movements would be at LOS "F".

At the Main Street at Sullivan intersection and the Main Street at Pond Street intersection, the left turn movements out of the side street and onto the major street experience LOS "D" conditions, with average delays between 25 and 35 seconds. This is due mainly to the volume of traffic on Lincoln Street and Main Street, which lacks sufficient gaps to allow vehicles in from the side streets without long delay. The Main Street/Center Street/Lincoln Street intersection is a major focal point of North Easton Village traffic.

2.5 Existing Parking Conditions

Parking availability and restrictions in Easton Village and on the road network were compiled based on field visits by staff and information from the Town's parking ordinances obtained from the Easton Police Department. Posted parking restrictions were observed by OCPC staff in the field. Parking is allowed with hourly restrictions on Main Street on the north side between Mechanic Street and Sullivan Avenue, and also on the south side of Main Street to a point just west of Sullivan Avenue. The striping on Main Street provides 13 parking spaces on the north side and 16 parking spaces on the south side, with several of these designated for handicapped parking. Parking restrictions are posted on Main Street that limit parking for one hour between 7 a.m. and 5 p.m. Parking is also allowed on the east side of Sullivan Avenue, which is restricted by Town ordinance to one hour parking between 7 a.m. and 6 p.m., although these restrictions are not posted. There is no striping on Sullivan Avenue for designated parking, and the east side of the street provides informal parking that can accommodate approximately 15 to 20 vehicles. In addition, the island at Barrows Street and Main Street provides approximately 18 parking spaces, nine spaces on the Barrows Street side and nine spaces on the Main Street side. There are no parking restrictions for these 18 spaces. North Easton Village also has a public parking lot off of Mechanic Street that can accommodate approximately 35 to 40 vehicles. Although the lot is striped for parking, the lot accommodates additional informal parking on the west side of the lot behind the Children's Museum. The historic Easton Train Station contains a parking lot that is striped to accommodate 30 spaces; however, this lot is owned by the Easton Historical Society and is not available for public parking. Figure 4 shows the available parking and restrictions in Easton Village.

OCPC planning staff conducted a parking accumulation study on November 18th and 19th in 2010 for the North Easton Village. The number of parked cars on the streets, at the Barrows Street/Main Street Island, and in the Municipal lot was counted in the morning, noon, and afternoon. Table 3 summarizes the results of the parking accumulation study.

Municipal Parking Lot on Mechanic Street

Historic Train Station and adjacent parking lot on Mechanic Street

Table 3 - Parking Utilization North Easton Village

Location	***AM Peak Parked Vehicles***	***Noon Peak Parked Vehicles***	***PM Peak Parked Vehicles***	***Total parked Vehicles***	**Number of Available Spaces**	**Posted Parking Restriction**
Andrews Street	2	2	0	***4***	N/A	None posted
Barrows Street at Main Street Island (Rockery)	9	6	6	***21***	9	None posted
Main Street at Lincoln Street Island (Rockery)	9	9	6	***24***	9	None posted
Main Street	10	14	14	***38***	29	1 hour between 7 a.m. to 5 p.m.
Mechanic Street	4	8	6	***18***	N/A	Parking prohibited except for east side near Main Street
Oliver Street	1	0	0	***1***	N/A	Parking prohibited south side
Pond Street	2	0	2	***4***	N/A	Parking prohibited west side near Main Street
Sullivan Avenue	1	8	12	***21***	15 to 20	None posted, restricted by ordinance one hour between 7 a.m. to 6 p.m.
Town Parking Lot (Mechanic Street)	5	13	7	***25***	35 to 40	None posted
TOTAL	***43***	***60***	***53***	***156***		

(N/A = not available)

Table 3 shows that the parking at the Rockery at Barrows Street and Main Street is heavily utilized in the morning and at noon. Parking is at capacity in the morning and near capacity at noon and in the p.m. Although other parking is available in North Easton Village, this area is the closest to capacity. Parking is utilized along Main Street and Sullivan Avenue; however, more than half of the capacity is available during the day. Table 3 shows that during the day of the field survey, more than half of the parking capacity was available at the municipal lot off of Mechanic Street.

Figure 4 shows parking availability in the North Easton Village. Figure 4 shows a number of private parking lots in the Village that present a potential for commuter rail utilization under an agreed upon shared option. The most convenient to the station is the property owned by the Easton Historical Society, which is located adjacent to the proposed commuter rail platform on Mechanic Street. This lot can accommodate approximately 30 cars. This lot is generally unused during the work week; however, during the week ends, this lot is essential to Easton Historical Society events. The YMCA, which is located just north of the proposed commuter rail platform, with access from Elm Street and an exit on

Oliver Street, has two parking lots. The YMCA's large lot is adjacent to the YMCA and utilized during the day by YMCA members. The other smaller YMCA lot is located adjacent to Elm Street. This lot has capacity for 30 vehicles and is usually empty during the workday. The municipal parking lot, located off of Mechanic Street, currently holds approximately 35 to 40 vehicles and is utilized during the day by the adjacent Children's Museum and businesses on Main Street. This lot is also has a pedestrian connection directly to Main Street via a back alley, which can accommodate wheelchairs, although the ramp is in need of repair due to corrugations and surface defects.

Other parking areas in North Easton include Oakes Ames Memorial Hall and the Ames Free Library. The parking area behind Oakes Ames Memorial Hall has a very limited amount of space and access to this area is poor. Access to Oakes Ames Memorial Hall parking is on a narrow drive with a steep grade. This access also interferes with traffic on Barrows Street adjacent to the Rockery. Parking at the Ames Free Library is also limited and necessary for library patrons during the day.

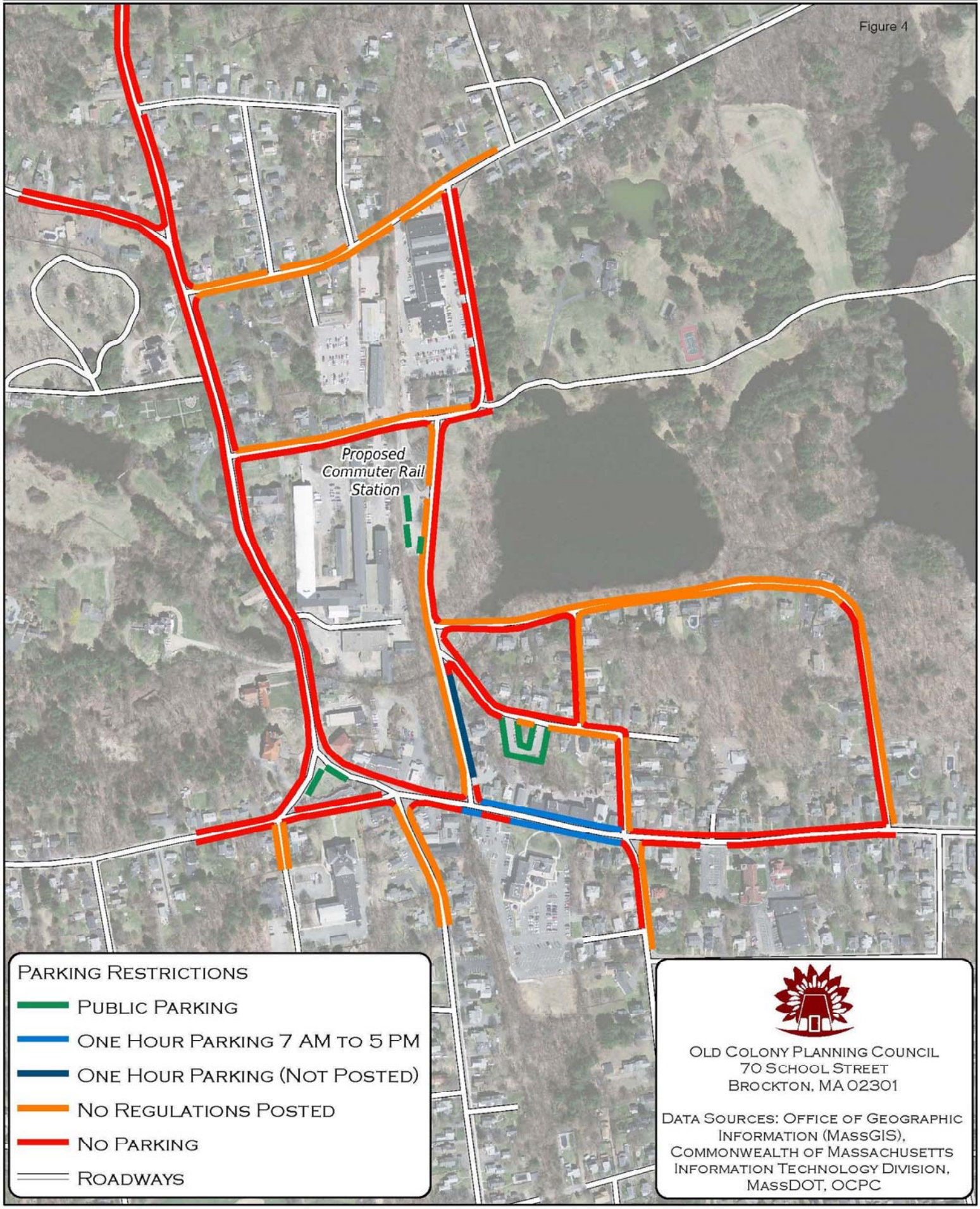
On-street parking is limited in the vicinity of proposed train station. Nevertheless, parking is not prohibited completely on Andrews Street, and Pond Street and residents use these streets for parking. These streets are vulnerable to potential commuter rail parking, as is the municipal lot on Mechanic Street.

North Easton Village Station Area Planning Study

Parking Restrictions

June 2011

Figure 4



Old Colony Planning Council
70 School Street
Brockton, MA 02301

Data Sources: Office of Geographic Information (MassGIS), Commonwealth of Massachusetts Information Technology Division, MassDOT, OCPC

2.6 Crash Experience

Information on crashes at the North Easton Village intersections was obtained from the Massachusetts Department of Transportation (MassDOT) for the latest available three-year period (2006, 2007, and 2008). This data, which is made available to MassDOT by the Massachusetts Registry of Motor Vehicles (RMV), was compiled and analyzed in accordance with the standard practices published by the Institute of Transportation Engineers (ITE) in the *Manual of Traffic Engineering Studies.* The number and types of crashes was compiled and intersection crash rates were calculated based on the procedures in the *Manual of Traffic Engineering Studies* and compared with the average crash rates for the State and for MassDOT District 5. Table 4 summarizes the crashes at intersections in the North Easton Village. Table 5 summarizes crashes in the North Easton Village along the road not located at a specific intersection.

The purpose for analyzing crash data includes:

- To define and identify high crash locations;
- To justify actions for the installation of traffic control devices;
- To evaluate the geometric design (including lane use) and proposed changes in traffic regulations;
- To justify expenditures for improvements that offer crash reduction or prevention;
- To identify a need for traffic enforcement; and,
- To identify needs in pedestrian and bicycle safety and certain actions causing crashes that can be prevented through driver and/or public education.

Table 4 - Intersection Crashes in North Easton Village (2006-2007-2008)

Intersection Location	Total Crashes	Angle Crashes	Head-on Crashes	Rear-end Crashes	Side swipe (same direction)	Side swipe (opposite direction)	Ran off Road	Hit Pedestrian	Injury Crashes
Center Street at Main Street/Lincoln Street	8	4	1	2	0	0	1	0	2
Elm Street at Main Street	5	0	0	2	0	0	3	0	1
Mechanic Street at Main Street/Williams	3	0	0	1	1	0	1	0	1
Pond Street at Main Street	3	1	0	0	0	0	2	0	0
King Avenue at Elm Street	2	2	0	0	0	0	0	0	1
Barrows Street at Lincoln Street	1	1	0	0	0	0	0	0	0
Mechanic Street at Oliver Street	1	0	0	0	0	0	1	0	1
Oliver Street at Main Street	1	1	0	0	0	0	0	0	0
Sullivan Avenue at Main Street	1	0	0	1	0	0	0	0	0
Sullivan Avenue at Mechanic Street and Pond Street	0	0	0	0	0	0	0	0	0
Total Intersection Crashes	25	9	1	6	1	0	8	0	6

Table 4 shows that the Center Street at Main Street/Lincoln Street intersection had the most crashes within the three-year study period with eight total crashes. The majority of these crashes, four, were angle type crashes, two were rear-end crashes, with one head-on crash and one ran-off-road crash. Two

of the crashes at this intersection resulted in personal injury. The remainder resulted in property damage only. This intersection experiences the heaviest daily and peak hour traffic volumes and the alignment of the intersection is poor, with vehicles entering from the north leg at skewed angle at the triangular traffic island. In addition, traffic is entering and exiting a service station from a driveway off of Main Street, directly to and from the intersection opposite Center Street. The Elm Street at Main Street intersection had the second most number of crashes with five crashes in the three year period. Two of these crashes were rear-end crashes and three of these crashes were lane departure crashes whereby the vehicle ran off the side of the road and hit a fixed object.

Table 5 shows crashes in the study area that occurred along the roads that were not associated with vehicles traveling through an intersection. As shown in Table 5, the section of Main Street east of Sullivan and the section of Main Street east of Center Street experienced the most crashes. These sections of Main Street experience the most activity with vehicles entering and exiting parking spaces in front of businesses. In addition, these sections of Main Street also have a significant number of pedestrians crossing Main Street. There were two crashes involving pedestrians on Main Street. One of these crashes occurred on Main Street east of Sullivan Street and the other occurred on Main Street east of Barrows and just west of the Main Street/Center Street intersection between the north side of Main Street and the Lincoln Street traffic island.

Table 5 - Non-Intersection Crashes in North Easton Village (2006-2007-2008)

Street Location	Total Crashes	Angle Crashes	Head-on Crashes	Rear-end Crashes	Side swipe (same direction)	Side swipe (opposite direction)	Ran off Road	Hit Pedestrian	Injury Crashes
Main Street east of Sullivan Avenue	5	0	0	2	1	0	1	1	1
Main Street east of Center Street	3	2	0	1	0	0	0	0	0
Elm Street east of Pleasant Street	2	1	0	0	0	0	1	0	1
Center Street south of Main Street	1	0	0	0	1	0	0	0	0
Elm Street east of Main Street	1	0	0	0	0	0	1	0	0
Lincoln Street west of Barrows	1	0	0	0	0	1	0	0	0
Main Street east of Barrows west of Center	1	0	0	0	0	0	0	1	1
Main Street west of Pond Street	1	0	0	1	0	0	0	0	0
Oliver Street north of Mechanic Street	1	0	0	0	0	1	0	0	0
Total non-Intersection Crashes	16	3	0	4	2	2	3	2	3
All Crashes	46	15	1	12	3	2	11	2	10

Crash rates are used, according to the *Manual of Traffic Engineering Studies,* to characterize the crash exposure of a facility. Crash rates for intersections are calculated based on the average number of crashes per million entering vehicles (MEV). The number of crashes often increases as traffic volumes increase. Traffic growth creates more opportunities for crashes and therefore increases vehicle

exposure to crashes. A particular condition that causes crashes at an intersection can become exacerbated with increased traffic, and frequency will therefore rise. The crash rate utilized for intersection analysis is the crash rate per million entering vehicles, which is the average number of accidents per year (over three years) times one million, divided by the number of vehicles entering the intersection in a year. Table 6 shows the number of crashes and crash rates for the study area intersections.

Table 6 - Intersection Crash Rates

Intersection Location	Total Crashes	Crash Rate (per million entering vehicles)
Center Street at Main Street/Lincoln Street	8	0.51
Elm Street at Main Street	5	0.75
Mechanic Street at Main Street/Williams	3	0.24
Pond Street at Main Street	3	0.24
King Avenue at Elm Street	2	0.54
Barrows Street at Lincoln Street	1	0.10
Mechanic Street at Oliver Street	1	0.87
Oliver Street at Main Street	1	0.18
Sullivan Avenue at Main Street	1	0.08
Sullivan Avenue at Mechanic Street and Pond Street	0	0.00

The average statewide crash rate for Massachusetts is 0.62 crashes per million entering vehicles for un-signalized intersections. The average crash rate for MassDOT's District 5 is also 0.62 crashes per million entering vehicles. All of the study area intersections are below the average crash rates except for the Elm Street at Main Street intersection and the Mechanic Street at Oliver Street intersection. The Elm Street at Main Street intersection experienced five crashes in the three year study period; however, the Mechanic Street at Oliver Street intersection experienced only one crash in the three year period. The elevated crash rate is due to the low number of entering vehicles since the rate is based on crashes per million entering vehicles. This intersection currently lacks traffic control (stop sign). The Manual On Engineering Traffic Control Devices (MUTCD) recommends a stop sign to establish intersection control and designate right-of-way. The MUTCD recommends that a stop sign be installed based on engineering judgment according to factors such as the number of crashes due to lack of traffic control, lack of sight distance, and the number of entering vehicles (at least 2,000 vehicles per day entering the intersection). Although this intersection does not currently meet these conditions, increases in traffic due to the Ames Shovel Woks development and the commuter rail station could possibly increase crash exposure, despite the low number of crashes at this intersection. The Town should consider adding a stop sign to the Mechanic Street northbound approach.

3 Future Impacts

3.1 Peak Hour Trip Generation

In order to discern the future AM and PM peak hour and parking impacts of the commuter rail station on the North Easton Village, AM and PM peak hour trip generation for the commuter rail station was estimated for four future scenarios with various mode shares. Three of these mode share scenarios are based on the Draft EIS/EIR for the South Coast Rail project, which are based on the traffic model for the Boston MPO. The remaining future scenario was developed by OCPC based on an estimate of transit use and potential bicycle and walking traffic within a 1/2 mile radius to and from the proposed station.

Future peak hour traffic for this study was estimated for the horizon year 2030, which is consistent with the Draft EIS/EIR for the South Coast Rail. The 2030 future traffic developed for this study under the four scenarios is based on a background growth of 6.9 percent. This 6.9 percent background growth was used in the Draft EIS/EIR for South Coast Rail to estimate 2030 peak hour volumes over 2008 volumes. The new trips due to the North Easton Commuter Rail Station and the Ames Shovel works were added to the 2030 volumes (estimated using the background growth rate) to determine the 2030 "Build" AM and PM peak hour volumes.

The four future mode share scenarios for future AM and PM peak hour traffic to and from the station due to the North Easton commuter rail station are as follows:

1. No park and ride vehicle trips (zero percent), 25 percent kiss and ride vehicle trips, 75 percent bicycle and walking trips. This assumption was used in the DEIS/SEIR for South Coast Rail for the North Easton Station (Appendix 4.1-H of the South Coast Rail DEIS/DEIR).
2. Thirty percent park and ride vehicle trips, 25 percent kiss and ride vehicle trips, and 45 percent walking and bicycle trips. This scenario has the lowest park and ride share included in other proposed stations on the proposed South Coast project (Appendix 4.1-H of the South Coast Rail DEIS/DEIR)
3. Forty percent park and ride trips, 25 percent kiss and ride trips, and 35 percent bicycle and walking trips. This scenario is based on an estimated increase in transit use that a commuter rail station generates in a community where new commuter rail service is introduced when a rail station is constructed in a community. In 1997, commuter rail service to Boston was reintroduced in the OCPC Region. Based on US Census data, the increases in transit use were tracked for seven OCPC communities for the year 2000 over 1990. A new commuter rail station was located in all of these seven communities in 1997. An average increase of 3.60 percent was estimated based on the transit use in 2000 over 1990 in these communities. This increase was added to the existing 4.7 percent use in Easton to estimate an 8.3 percent transit use within a half-mile distance to the proposed North Easton station to estimate the number of walkers and bicyclists to the station. The data is included in the appendix to this report.
4. Seventy percent park and ride vehicle trips, 25 percent kiss and ride vehicle trips, and 5 percent bicycle and walking trips. This scenario has the highest park and ride share included in other proposed stations on the proposed South Coast project (Appendix 4.1-H of the South Coast Rail DEIS/DEIR)

Table 7 summarizes the estimated daily vehicle trips and walking and bicycle trips due to the four future scenarios.

Table 7 - Trip Generation due to the proposed North Easton Commuter Rail Station

	Scenario 1 (zero park and ride, 75% walk/bike)*	Scenario 2 (30% park and ride, 45% walk/bike)*	Scenario 3 (40% park and ride, 35% walk/bike)*	Scenario 4 (70% park and ride, 5% walk/bike)*
Daily Vehicle Trips In	160	251	282	373
Daily Vehicle Trips Out	160	251	282	373
Total Daily Vehicle Trips	320	402	564	746
Daily Walk/Bike Trips In	240	144	112	16
Daily Walk/Bike Trips Out	240	144	112	16
Daily Walk/Bike Trips	480	288	224	32
AM Peak Vehicles In	43	83	96	137
AM Peak Vehicles Out	43	53	55	74
Total AM Peak Vehicles	86	136	151	211
AM Peak Walk/Bike In	106	64	50	7
AM Peak Walk/Bike Out	25	15	12	2
Total AM Peak Walk/Bike	131	79	62	9
PM Peak Vehicles In	32	36	40	45
PM Peak Vehicles Out	32	62	73	103
Total PM Peak Vehicles	64	98	113	148
PM Peak Walk/Bike In	15	9	7	1
PM Peak Walk/Bike Out	80	38	37	5
Total PM Peak Walk/Bike	95	47	44	6

Note: Park and ride trips converted to vehicle trips with vehicle occupancy factor of 1.05 consistent with the South Coast Rail Draft EIR/EIS.
*All scenarios assume 25% kiss and ride pick up and drop off.

The number of cars within the morning peak hour that could potentially necessitate parking generated by the proposed commuter rail station can be derived based upon the park and ride mode split for each of the future scenarios. Table 8 summarizes this potential parking demand for each of the future scenarios, based on the number of park and ride commuters expected to use the proposed North Easton Station.

Table 8 - Potential Parking Demand

	Park and Ride Scenario 1	Park and Ride Scenario 2	Park and Ride Scenario 3	Park and Ride Scenario 4
Potential Parking Demand (based on morning park and ride trips)	0	50	65	125

Table 8 shows the estimated parking demand generated by the proposed commuter rail station based on the number of park and ride trips generated by the station for the AM peak period. Scenario 1, which assumes zero park and ride vehicles and 75 percent walkers and bicyclists, will likely generate no parking demand. Scenario 2, which assumes a 30 percent mode split for park and ride vehicles and 45 percent walkers and bicyclists, will likely generate a need for 50 parking spaces, and Scenario 2, which assumes a 40 percent park and ride mode split and 35 percent walking and bicyclists, will likely generate

a demand for 65 parking spaces. Scenario 4, which assumes a 75 percent mode split for park and ride and a 5 percent mode split for walking and bicyclists, shows the most need for parking with 125 spaces. All four scenarios assume a 25 percent mode split for kiss and ride drop off and pick-ups.

The number of future trips expected due to the Ames Shovel Works development was estimated using the ITE Trip Generation Handbook, eighth edition. The estimated number of future trips was estimated using the fitted curve equation for Land Use Code 230 Residential Condominium/Townhouse. The estimated daily trips and peak hour trips (peak hour of the adjacent street traffic) are shown in Table 9. The Ames Shovel Works development will provide on-site parking for residents and is not expected to impact on-street or off-site parking in the North Easton Village.

Table 9 - Trips Due to the 119 Condominium Unit Ames Shovel Works Development

	IN	OUT	TOTAL
Daily Trips	371	371	742
Morning Peak Hour	10	49	59
Afternoon Peak Hour	46	23	69

3.2 Mode Split Verification

In order to verify the mode splits used in the trip generation in Scenario 1, Scenario 2, Scenario 3, and Scenario 4, OCPC conducted counts of vehicles, pedestrians, and bicyclists at MBTA commuter rail stations in communities similar to North Easton Village. These counts were taken for three hour periods during the morning and afternoon peak hour train arrivals and departures. Counts were taken of park and ride vehicles, kiss and ride vehicles (drop-off and pick-up trips) pedestrian trips, and bicycle trips. Table 10 summarizes the results of these counts.

Table 10 - Commuter Rail Trip Generation Mode Split

Commuter Rail Station	Available Parking	Park&Ride AM	Kiss&Ride AM	Walk/Bike AM	Park&Ride PM	Kiss&Ride PM	Walk&Bike PM
Abington	405 spaces	69%	13%	18%	77%	13%	10%
Beverly Farms	25 spaces	61%	9%	30%	57%	16%	27%
Endicott Dedham	45 spaces	12%	37%	51%	25%	27%	48%
Whitman	208 spaces	47%	26%	27%	58%	22%	20%

Table 10 shows that the mode split for park and ride trip generation in the morning varies between 12 percent and 69 percent, the kiss and ride varies between 9 percent and 37 percent, and the walk and bicycle trip generation varies from 18 percent to 51 percent. During the afternoon peak, the mode split was between 25 percent and 77 percent for park and ride, 13 percent and 27 percent for kiss and ride, and between 10 percent and 48 percent for walk and bicycle.

3.3 Future LOS Analysis

The future peak hour turning movements at the study area intersections were estimated based on the number of new vehicle trips due to the Ames Shovel Works development and the North Easton Commuter Rail Station. The AM and PM peak hour trips due to the proposed Ames Shovel Works and the North Easton Commuter Rail Station were added to the 2030 estimated traffic to determine the future conditions. Level-of-service analyses (LOS) were then completed for the future AM and PM peak

hours for the study area intersections to determine the future 2030 operating conditions. Table 11 summarizes the LOS for the future 2030 AM and PM peak hour operating conditions.

Table 11 shows that the future traffic operational impacts for the AM and PM peak hours will be focused at the intersections where the existing peak hour operations are problematic. The Main Street at Lincoln Street and Center Street intersection will experience LOS "E" and "F" conditions, with very long delays and forced flow conditions, under all of the four scenarios (except for the Center Street northbound left, through, and right movements during the AM peak under scenario 1). This intersection currently experiences "E" and "F" conditions during AM and PM operations (except for the Center Street northbound left, through, and right movements during the AM peak). The Barrows Street northbound left turn movements at the Lincoln Street/Barrows Street intersection will continue to experience LOS "E" conditions (as it does currently) under future operations and will further drop to LOS "F" under Scenarios 3 and 4. The Main Street at Sullivan intersection and the Main Street at Pond Street intersection will continue to experience delays for southbound vehicles turning left onto Main Street, as under existing PM peak conditions. The delays are expected to be longer with longer back-ups under future PM peak conditions as the LOS will go from LOS "D" under existing conditions to LOS "E" under future conditions under all future scenarios (except for Scenario 4, which will drop to LOS "F").

Table 11 - Future 2030 LOS Summary

		Scen. 1 AM	Scen. 1 PM	Scen. 2 AM	Scen. 2 PM	Scen. 3 AM	Scen. 3 PM	Scen. 4 AM	Scen. 4 PM
1	**Main Street at Barrows Street**								
	Barrows Street northeast left turns	B*	B*	B*	B*	B*	B*	B*	B*
2	**Lincoln Street at Barrows Street**								
	Barrows Street northbound left turns	C	E	D	E	D	F	D	F
	Barrows Street southbound right turns	A	C	A	C	A	C	A	C
3	**Main Street at Center Street and Lincoln Street**								
	Main Street southbound through and left	F**	F**	F**	F**	F**	F**	F**	F**
	Center Street northbound left, through, right	D**	F**	E**	F**	E**	F**	E**	F**
4	**Main Street at Sullivan Street**								
	Sullivan Street southbound left and right turns	C	E	C	E	C	E	D	F
	Main Street eastbound left turns	A	A	A	A	A	A	A	A
5	**Main Street at Williams and Mechanic Street**								
	Williams Street left, through, and right turns	C	C	C	C	C	C	C	C
	Main Street eastbound left turns	A	A	A	A	A	A	A	A
6	**Main Street at Pond Street**								
	Pond Street southbound left and right turns	C	E	C	E	C	E	D	E
	Main Street eastbound left turns	A	A	A	A	A	A	A	A
7	**North Main Street at Elm Street**								
	Elm Street westbound left and right turns	B	B	B	B	B	B	B	B
	North Main Street southbound left turns	A	A	A	A	A	A	A	A
8	**North Main Street at Oliver Street**								
	Oliver Street westbound left and right turns	A	B	B	B	B	B	B	B
	North Main Street southbound left turns	A	A	A	A	A	A	A	A
9	**Mechanic Street at Oliver Street**								
	Mechanic Street northbound left and right turns	A	A	A	A	A	A	A	A
	Oliver Street westbound left turns	A	A	A	A	A	A	A	A
10	**Oliver Street at Elm Street**								
	Oliver Street northbound left and right turns	A	A	A	B	A	A	B	A
	Elm Street westbound left turns	A	A	A	A	A	A	A	A
11	**Sullivan Street at Mechanic Street at Pond Street**								
	Pond Street left, through, right	B**	A**	B**	A**	B**	A**	B**	A**
	Mechanic Street left, through, right	A**	A**	A**	A**	A**	A**	A**	A**

*No stop sign control, sign configuration not allowed by HCS, LOS based on the assumption that Barrows St has a stop sign.

**Sign configuration not allowed by HCS, Based on assumption of conventional two-way stop

3.4 Traffic Mitigation

The Draft EIS/EIR for the South Coast Rail project evaluated future traffic at the Main Street/Lincoln Street/Center Street intersection to determine if the volumes met the criteria for the installation of a traffic signal as published in the Manual on Uniform Traffic Control Devices (MUTCD). The Draft EIS/EIR concluded that the intersection is projected to meet peak hour traffic signal warrants (with or without the SCR Project); however, a traffic signal system with the required lane configurations cannot be installed, due to impacts to the adjacent historic Rockery, which could not be avoided. Nevertheless, LOS analyses were performed for the AM and PM peak hour for the four future scenarios. Level-of-Service analyses were also performed for the four way stop control. The MUTCD states that the multi-way stop (four way stop sign) can be used as an interim measure to control traffic where traffic control signals are justified. Table 12 summarizes the AM and PM Peak hours for the Main Street/Lincoln Street/Center Street intersection under 2030 signalized conditions, and Table 13 summarize the AM and PM peak hour LOS for the Main Street/Lincoln Street/Center Street intersection under 2030 four way stop control conditions.

Table 12 – Signalized 2030 LOS at the Main Street/Lincoln Street/Center Street Intersection

	AM Peak LOS	PM Peak LOS
Scenario 1	A	C
Scenario 2	A	C
Scenario 3	A	C
Scenario 4	A	C

Table 13 – Four Way Stop (un-signalized) 2030 LOS at the Main Street/Lincoln Street/Center Street Intersection

	Lincoln Street Eastbound Left, Through, Right		Main Street Westbound Left, Through, Right		Center Street Northbound, Left, Through, Right		Main Street Southbound Left, Through, Right	
	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS	AM Peak LOS	PM Peak LOS
Scenario 1	D	C	D	F	D	C	B	B
Scenario 2	D	C	D	F	D	C	C	B
Scenario 3	D	C	D	F	D	C	C	B
Scenario 4	D	C	D	F	D	C	C	B

Table 12 shows that a signal at the Main Street/Lincoln Street and Center Street intersection would result in acceptable AM and PM peak hour levels-of-service under 2030 conditions with the commuter rail station in place. Table 13 shows that a four-way stop sign at this intersection would result in level-of-service of "D" or better for all movements under 2030 AM and PM peak hour conditions, except for the Main Street westbound movements, which would result in LOS "F" conditions.

4 Conclusions and Recommendations

In addition to its typical New England small town environment, North Easton Village has its own unique character due to several buildings designed by the renowned architect H.H. Richardson. In addition, estates built by members of the Ames family have added to this character with a legacy of picturesque landscapes. These assets have led the Town to establish the North Easton National Register Historic District, the H.H. Richardson National Register Historic Landmark District, and the proposed Ames Historic District. It is important that future development in the village, such as the addition of the commuter rail station, contribute to preserving and enhancing this unique town character.

Estimates in trip generation for park and ride vehicles, which are based upon the daily and peak hour ridership of the proposed North Easton Village station in the Draft EIS/EIR for the project, show that the proposed commuter rail station could likely produce a parking demand in the morning between 50 and 125 vehicles. The Draft EIS/EIR assumed that 75 percent of the riders would reach the station by walking or bicycle, and that there would be zero park and riders since no parking would be provided at the station. This assumes that 106 people would bicycle or walk to the station in the morning and 240 people would bicycle or walk to the station daily; therefore requiring no parking associated with the commuter rail station. This represents a "least case" scenario for traffic and parking impacts, with the only traffic being generated by the station coming from the "kiss and ride" drop off and pick-ups, which would represent 25 percent of the mode split (approximately 160 trips per day, 80 in and 80 out). The "worst case" scenario, scenario 4, assumes that 70 percent of the commuters arrive at the station via single occupancy vehicle, 25 percent arrive via kiss and ride, and 5 percent arrive by foot or bicycle. This scenario results in the highest vehicle trip generation and the highest parking demand with a need for 125 parking spaces.

Counts of vehicles, pedestrians, and bicyclists were taken by OCPC of existing MBTA rail stations similar to the proposed North Easton station. These stations include Beverly Farms in Beverly, Dedham Station, Abington Station, and the Whitman Station. These counts showed that the mode split for walkers and bicyclists was generally in the vicinity of 30 percent. These counts also showed that riders parked on street despite posted hourly parking limitations and available parking adjacent to the station. These counts taken by OCPC of trip generation and modes split are included in the appendix to this report.

If the mode split for the proposed North Easton Commuter Rail Station is similar to Scenario 2 and Scenario 3, the resultant demand will be between 50 and 65 parking spaces. These 50 to 65 potential park and ride commuter rail riders are likely to park in North Easton Village close to the proposed station (either on-street or at the existing municipal lot behind Main Street) since no off-street parking is planned in conjunction with the proposed station.

In addition to the potential impact to on-street parking in the North Easton Village, traffic generated due to the proposed commuter rail station will add to the increasingly poor levels-of-service at several intersections along Main Street including Lincoln Street at Barrows Street intersection, Main Street at Lincoln Street and Center Street, Main Street at Sullivan Street, and Main Street at Pond Street. The Main Street at Lincoln Street and Center Street intersection is a key intersection in the village that is already experiencing poor LOS under existing AM and PM Peak conditions (LOS "F"). At the other Main Street intersections, the poor peak hour Levels-of-Service are experienced on the minor street movements out of the side streets entering Main Streets due to the lack of sufficient gaps in Main Street traffic.

Safety at the study area intersections and the Main Street corridor are also a concern, since more traffic in the area will increase pedestrian exposure as well as vehicular exposure along Main Street and at study area intersections. Although the area has extensive sidewalks on at least one side, there are some gaps in the sidewalks, especially on Canton Road. These gaps impact the potential for walkers to the proposed station and expose pedestrians to vehicular traffic as they transition from one side of the road to the other. Other serious threats to pedestrians include exposure to train tracks. The MBTA should maintain fencing along the tracks to keep pedestrians away from the train right-of-way. The existing fencing along the right-of-way is currently in a state of disrepair.

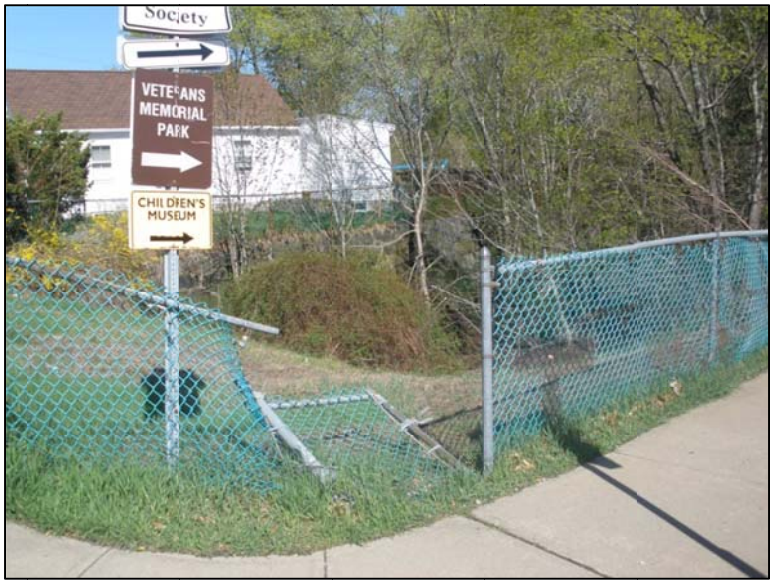
The recommendations in this report were developed in keeping with the Town's needs to preserve and enhance the character of North Easton Village, and to ensure safety for vehicles, bicyclists, and pedestrians. Based on the level-of service analyses, the parking inventory and survey, and the analysis of the potential for parking impacts from the proposed commuter rail station, the following recommendations were developed:

- The Town should review, revise, and update its ordinances on parking restrictions in the North Easton Village to prevent commuter rail riders from parking on Elm Street, Oliver Street, Pond Street, Andrews Street, and in the municipal parking lot. Parking restrictions and limitations on these streets should be posted. These areas should be for non-commuter rail station use. Posting for parking in the municipal lot should be restricted for use for patrons to downtown businesses and destinations, and all day parking should be prohibited in this lot.
- Additional enforcement will likely be required on Main Street, Oliver Street, at the commuter rail platform entrance, and on Mechanic Street, at the proposed tunnel beneath the tracks, in order to ensure that motorists do not stop in traffic to drop off and pick up passengers. Enforcement is necessary to ensure that all drop-offs and pick-ups associated with the MBTA should be done in the designated area.
- Stop signs, with stop lines, should be posted on the Oliver Street approach to the Oliver Street/Main Street intersection, on the Pond Street approach and Mechanic Street (northwest) approach to the Sullivan Street/Mechanic Street/Pond Street intersection, and on the Mechanic Street northbound approach to the Oliver Street/Mechanic Street intersection. A stop sign should also be posted on the Barrows Street northbound approach to the Barrows Street/Main Street intersection (just north of the Rockery).
- The Town should consider making the Main Street/Lincoln Street/Center Street intersection a four-way stop controlled intersection or adding traffic signals to this intersection. Although the Draft EIS/EIR for the South Coast Rail stated that lane reconfiguration would impact the rockery, the 2030 LOS analysis for this study assumed no changes in lane use under signal operation.
- The Easton Historical Society parking lot on Sullivan Avenue (next to the proposed MBTA platform site) and the YMCA lot (small northern lot off of Elm Street) represent two opportunities to provide parking areas for MBTA commuters that are easily accessible by foot to the platform. Both of these lots are unused during the week day and can provide the lot owners with added income from parking fees. The MBTA and the Town of Easton should approach the Easton Historical Society to share parking (30 spaces) at its Sullivan Street lot for MBTA commuters during the work week. The Town and MBTA should also ensure that the Historical Society agrees to allow the MBTA to use this parking area as a designated drop-off and pick-up area for passengers. The MBTA and the Town of Easton also should approach the YMCA to share its upper lot (approximately 30 parking spaces) off of Elm Street for MBTA commuters during the work week. This lot is accessible via Elm Street. Signs on Elm Street and Main Street should be posted to direct commuters to this lot for MBTA parking. The access on Elm Street

would draw some of the commuter rail traffic away from the local road network and intersections in the village.

- Crosswalks across Main Street, including mid-block crossings, are currently faded and should be repainted. The Town should consider using textured surfaces for crosswalks to better alert motorists of pedestrian crossings.
- The MBTA should repair, construct, and maintain fencing along the railroad right-of-way to prevent pedestrians from walking across or along the railroad tracks.
- The MBTA should install bicycle racks for bicycle parking at the station in areas that are convenient at the platform for bicycle commuters.

Fence along MBTA right of way and Sullivan Street in disrepair



Fence along the MBTA right of way at the Main Street/Sullivan Street intersection in disrepair

- Improvements to Main Street in North Easton Village should consider the models and designs used in the Complete Streets concept. The Complete Streets concept enables safe access for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. It allows all users to safely move along and across a complete street. Some of the design components included in the Complete Streets design include wide shoulders and/or bicycle lanes, multiple crossing opportunities, refuge medians, bus shelters, raised crosswalks, audible pedestrian signals, sidewalk bulb outs and traffic calming.

Main Street looking eastbound

"Complete streets" example

Main Street looking westbound toward Center St

"Complete streets" example

5 Appendix

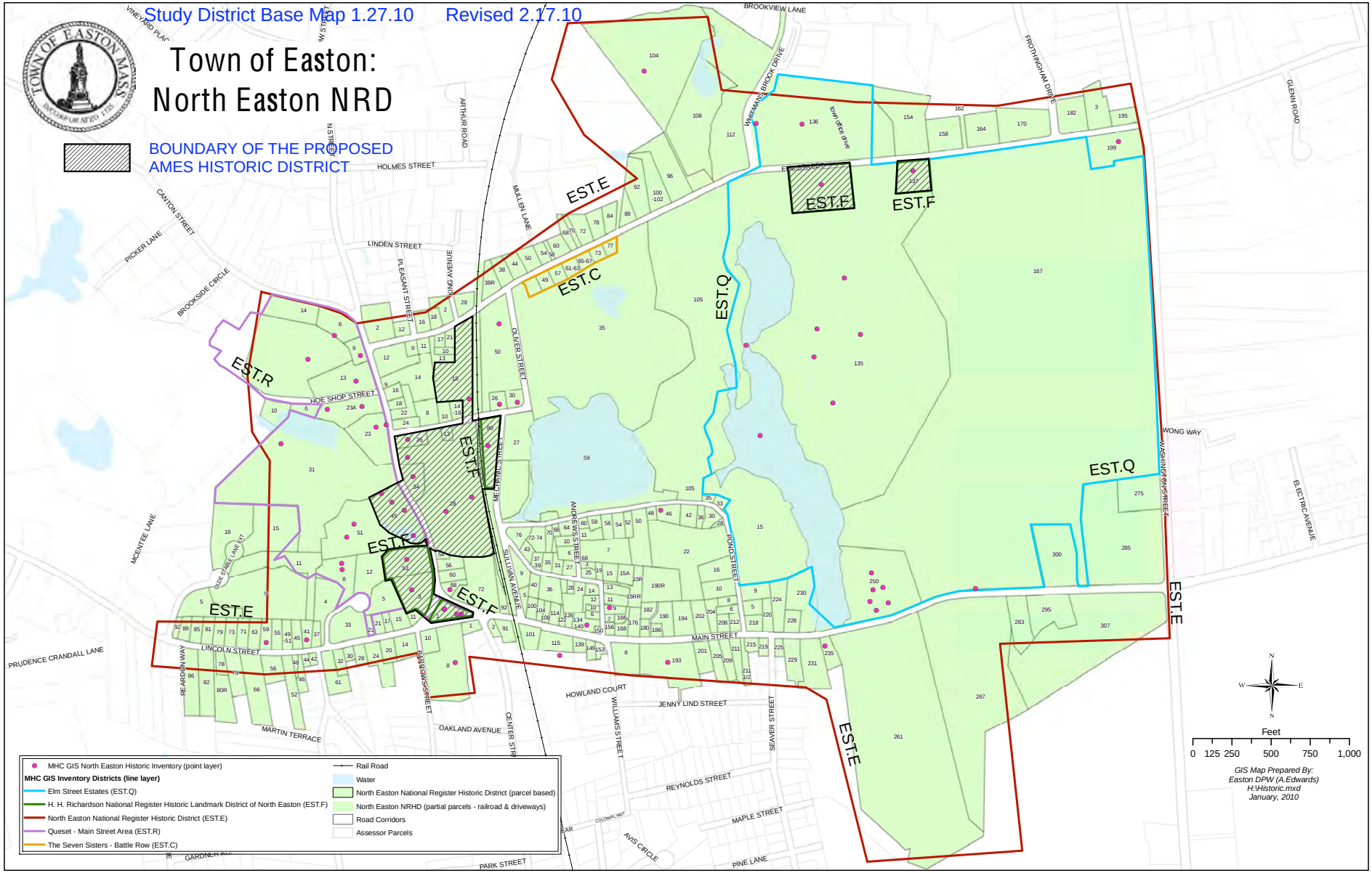
Appendix included in the enclosed CD.

NORTH EASTON VILLAGE STATION AREA PLANNING STUDY

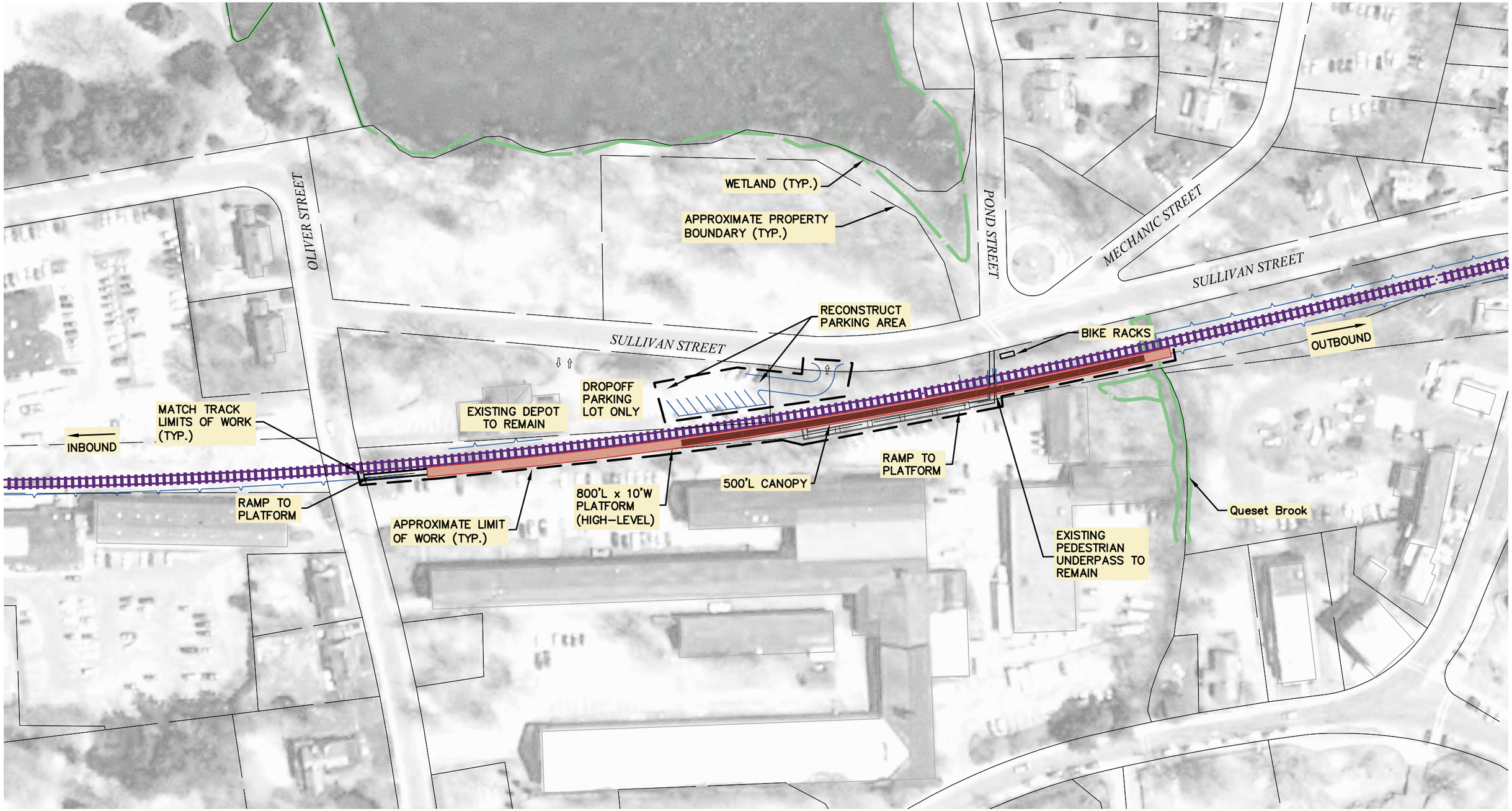
APPENDIX

Old Colony Planning Council June 2011

NORTH EASTON HISTORIC DISTRICTS


Study District Base Map 1.27.10 Revised 2.17.10
Town of Easton:
North Easton NRD
BOUNDARY OF THE PROPOSED
AMES HISTORIC DISTRICT
EST.E
EST.F
EST.C
EST.Q
EST.R
BROOKVIEW LANE
ROTHINGHAM DRIVE
GLENN ROAD
WHITMAN'S BROOK DRIVE
HOLMES STREET
ARTHUR ROAD
CANTON STREET
PICKER LANE
BROOKSIDE CIRCLE
LINDEN STREET
PLEASANT STREET
MULLEN LANE
OLIVER STREET
HOE SHOP STREET
MECHANIC STREET
ANDREWS STREET
SULLIVAN AVENUE
POND STREET
MAIN STREET
WONG WAY
WASHINGTON STREET
ELECTRIC AVENUE
MCENTEE LANE
OLDE STONE LANE EXT
PRUDENCE CRANDALL LANE
LINCOLN STREET
REARDON WAY
MARTIN TERRACE
BARROWS STREET
OAKLAND AVENUE
CENTER STREET
HOWLAND COURT
JENNY LIND STREET
WILLIAMS STREET
SEAVER STREET
REYNOLDS STREET
MAPLE STREET
AVIS CIRCLE
PINE LANE
PARK STREET
COLONIAL WAY
MHC GIS North Easton Historic Inventory (point layer)
MHC GIS Inventory Districts (line layer)
Elm Street Estates (EST.Q)
H. H. Richardson National Register Historic Landmark District of North Easton (EST.F)
North Easton National Register Historic District (EST.E)
Queset - Main Street Area (EST.R)
The Seven Sisters - Battle Row (EST.C)
Rail Road
Water
North Easton National Register Historic District (parcel based)
North Easton NRHD (partial parcels - railroad & driveways)
Road Corridors
Assessor Parcels
Feet
0 125 250 500 750 1,000
GIS Map Prepared By:
Easton DPW (A.Edwards)
H:\Historic.mxd
January, 2010

SOUTHCOAST RAIL PRELIMINARY PLANS – NORTH EASTON RAIL STATION



\\Mabos\projects\10111.00\cadd\A-prjdwg\SCR_2008_Stations\Easton-Easton Village\10111_EastonVillage.dwg Printing Date: 9/14/2009

0 50 100 Feet

Parking Summary Chart

STANDARD SPACES	0
ACCESSIBLE SPACES	0
DROPOFF SPACES	10
TOTAL SPACES	10

Legend

- *Platform*
- *Canopy*
- *Transitional Plaza*
- *Proposed Track*
- *Existing Track*
- *Wetland*
- *Retaining Wall*
- *Property*
- *Proposed Roadway*
- *Limit of Work*

Figure 3.2-32

Easton Village
Conceptual Station Design

TURNING MOVEMENT COUNTS

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Rain
Board # & Staff: TDC-8 (2) & AV
Traffic Control: One Way Stop

File Name : 88_Elm&Oliver_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Elm Street Westbound				Oliver Street Northbound				Elm Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	1	25	0	26	1	1	0	2	26	0	1	27	55
07:15 AM	5	9	0	14	0	3	0	3	31	1	0	32	49
07:30 AM	4	18	0	22	0	4	0	4	26	0	1	27	53
07:45 AM	2	23	0	25	1	7	0	8	32	1	0	33	66
Total	12	75	0	87	2	15	0	17	115	2	2	119	223
08:00 AM	11	14	0	25	0	4	0	4	28	1	0	29	58
08:15 AM	5	17	0	22	1	6	0	7	31	1	0	32	61
08:30 AM	5	23	0	28	1	3	0	4	22	5	0	27	59
08:45 AM	7	25	0	32	2	4	0	6	36	2	0	38	76
Total	28	79	0	107	4	17	0	21	117	9	0	126	254
Grand Total	40	154	0	194	6	32	0	38	232	11	2	245	477
Apprch %	20.6	79.4	0		15.8	84.2	0		94.7	4.5	0.8		
Total %	8.4	32.3	0	40.7	1.3	6.7	0	8	48.6	2.3	0.4	51.4	
FHWA 1-3	40	148	0	188	6	32	0	38	226	9	0	235	461
% FHWA 1-3	100	96.1	0	96.9	100	100	0	100	97.4	81.8	0	95.9	96.6
FHWA 4	0	0	0	0	0	0	0	0	0	0	1	1	1
% FHWA 4	0	0	0	0	0	0	0	0	0	0	50	0.4	0.2
FHWA 5-13	0	6	0	6	0	0	0	0	6	2	1	9	15
% FHWA 5-13	0	3.9	0	3.1	0	0	0	0	2.6	18.2	50	3.7	3.1

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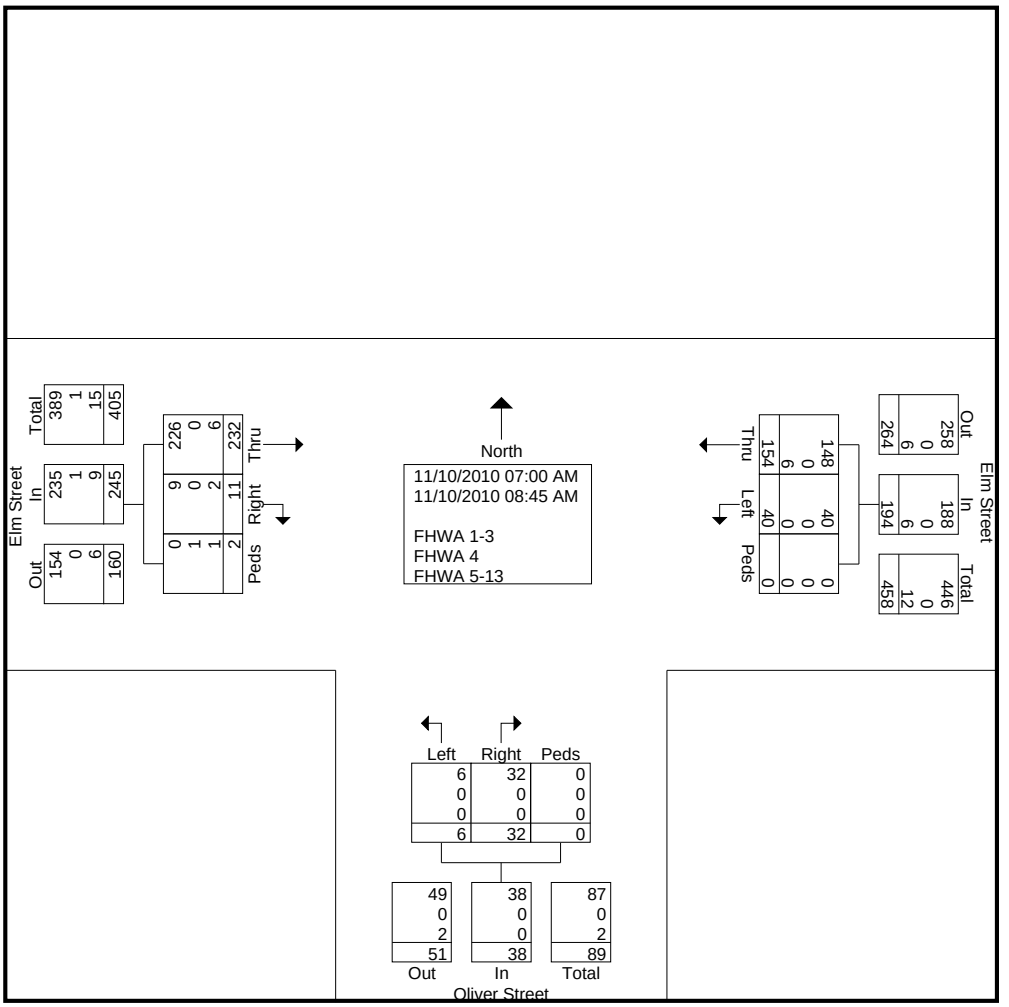
File Name : 88_Elm&Oliver_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 2



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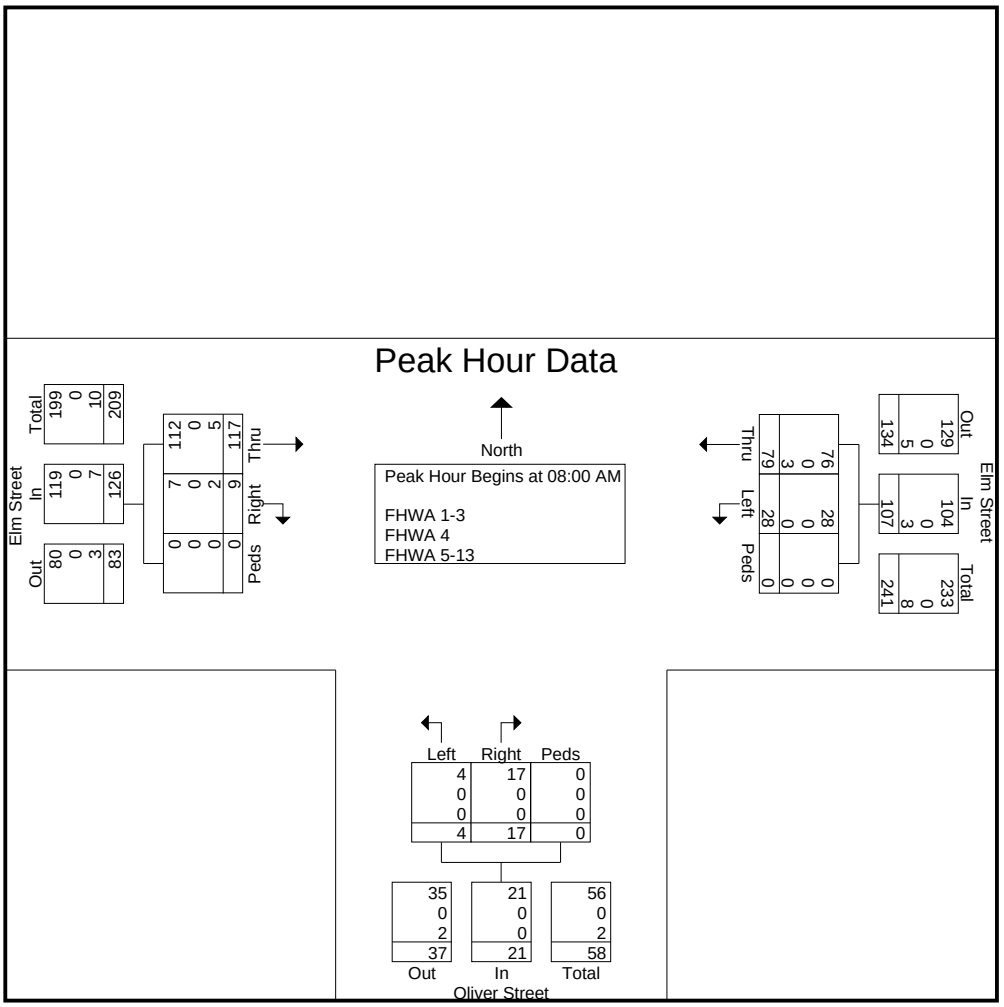
Community: Easton
Weather: Rain
Board # & Staff: TDC-8 (2) & AV
Traffic Control: One Way Stop

File Name : 88_Elm&Oliver_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 4

	Elm Street Westbound				Oliver Street Northbound				Elm Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	**11**	14	0	25	0	4	0	4	28	1	0	29	58
08:15 AM	5	17	0	22	1	**6**	0	**7**	31	1	0	32	61
08:30 AM	5	23	0	28	1	3	0	4	22	**5**	0	27	59
08:45 AM	7	**25**	0	**32**	**2**	4	0	6	**36**	2	0	**38**	**76**
Total Volume	28	79	0	107	4	17	0	21	117	9	0	126	254
% App. Total	26.2	73.8	0		19	81	0		92.9	7.1	0		
PHF	.636	.790	.000	.836	.500	.708	.000	.750	.813	.450	.000	.829	.836
FHWA 1-3	28	76	0	104	4	17	0	21	112	7	0	119	244
% FHWA 1-3	100	96.2	0	97.2	100	100	0	100	95.7	77.8	0	94.4	96.1
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	3	0	3	0	0	0	0	5	2	0	7	10
% FHWA 5-13	0	3.8	0	2.8	0	0	0	0	4.3	22.2	0	5.6	3.9



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File Name : 88_Elm&Oliver_AM
Site Code : 88
Start Date : 11/10/2010

Image 1

Old Colony Planning Council
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Community: Easton
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Board # & Staff: TDC-8 (2) & AV
Traffic Control: One Way Stop

File Name : 88_Elm&Oliver_PM
Site Code : 88
Start Date : 11/10/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Elm Street Westbound				Oliver Street Northbound				Elm Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	6	45	0	51	2	3	0	5	17	3	0	20	76
04:15 PM	4	32	0	36	2	4	1	7	20	0	1	21	64
04:30 PM	9	34	0	43	2	3	0	5	16	0	0	16	64
04:45 PM	3	30	0	33	4	5	0	9	19	0	0	19	61
Total	22	141	0	163	10	15	1	26	72	3	1	76	265
05:00 PM	3	42	0	45	3	6	0	9	18	0	0	18	72
05:15 PM	4	45	0	49	1	4	0	5	16	1	0	17	71
05:30 PM	3	39	0	42	0	4	0	4	19	0	0	19	65
05:45 PM	9	36	0	45	1	7	0	8	21	0	1	22	75
Total	19	162	0	181	5	21	0	26	74	1	1	76	283
Grand Total	41	303	0	344	15	36	1	52	146	4	2	152	548
Apprch %	11.9	88.1	0		28.8	69.2	1.9		96.1	2.6	1.3		
Total %	7.5	55.3	0	62.8	2.7	6.6	0.2	9.5	26.6	0.7	0.4	27.7	
FHWA 1-3	40	297	0	337	15	36	0	51	142	3	0	145	533
% FHWA 1-3	97.6	98	0	98	100	100	0	98.1	97.3	75	0	95.4	97.3
FHWA 4	0	0	0	0	0	0	1	1	0	0	1	1	2
% FHWA 4	0	0	0	0	0	0	100	1.9	0	0	50	0.7	0.4
FHWA 5-13	1	6	0	7	0	0	0	0	4	1	1	6	13
% FHWA 5-13	2.4	2	0	2	0	0	0	0	2.7	25	50	3.9	2.4

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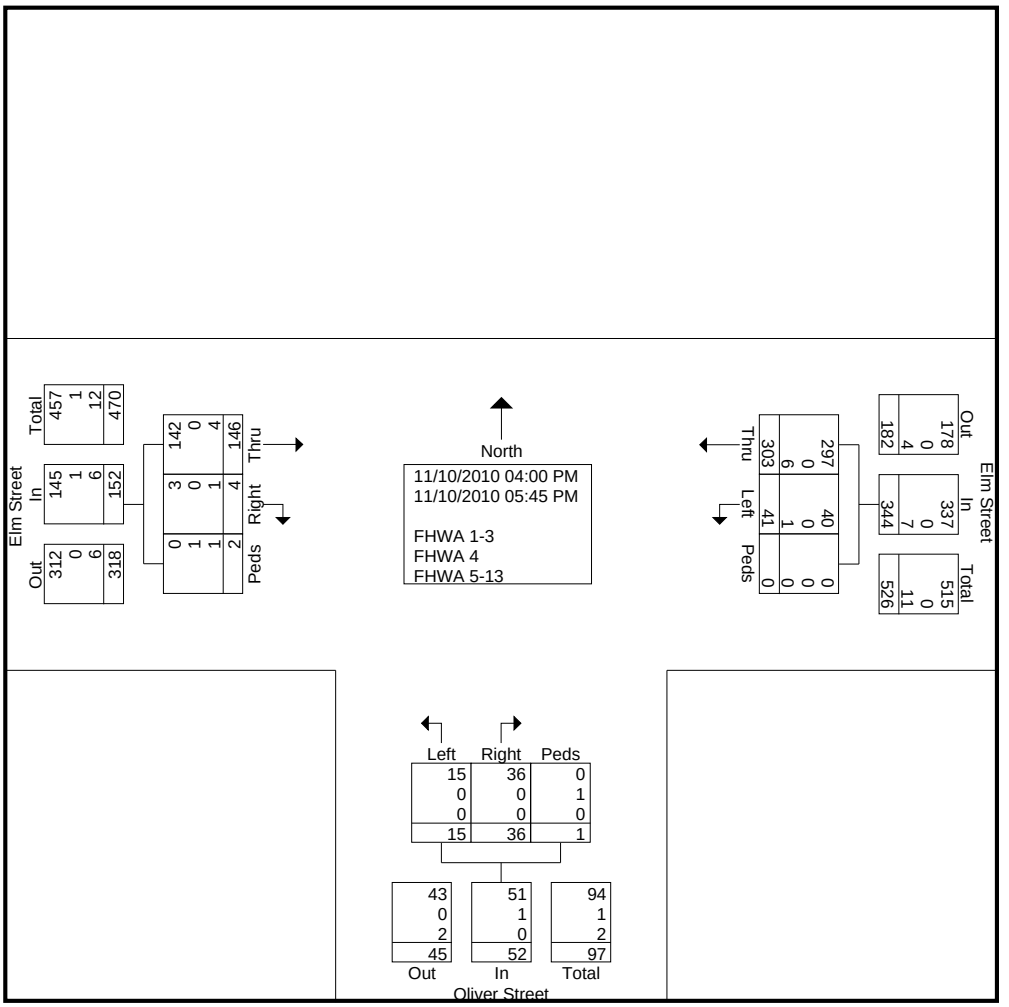
Start Date : 11/10/2010
Page No : 2



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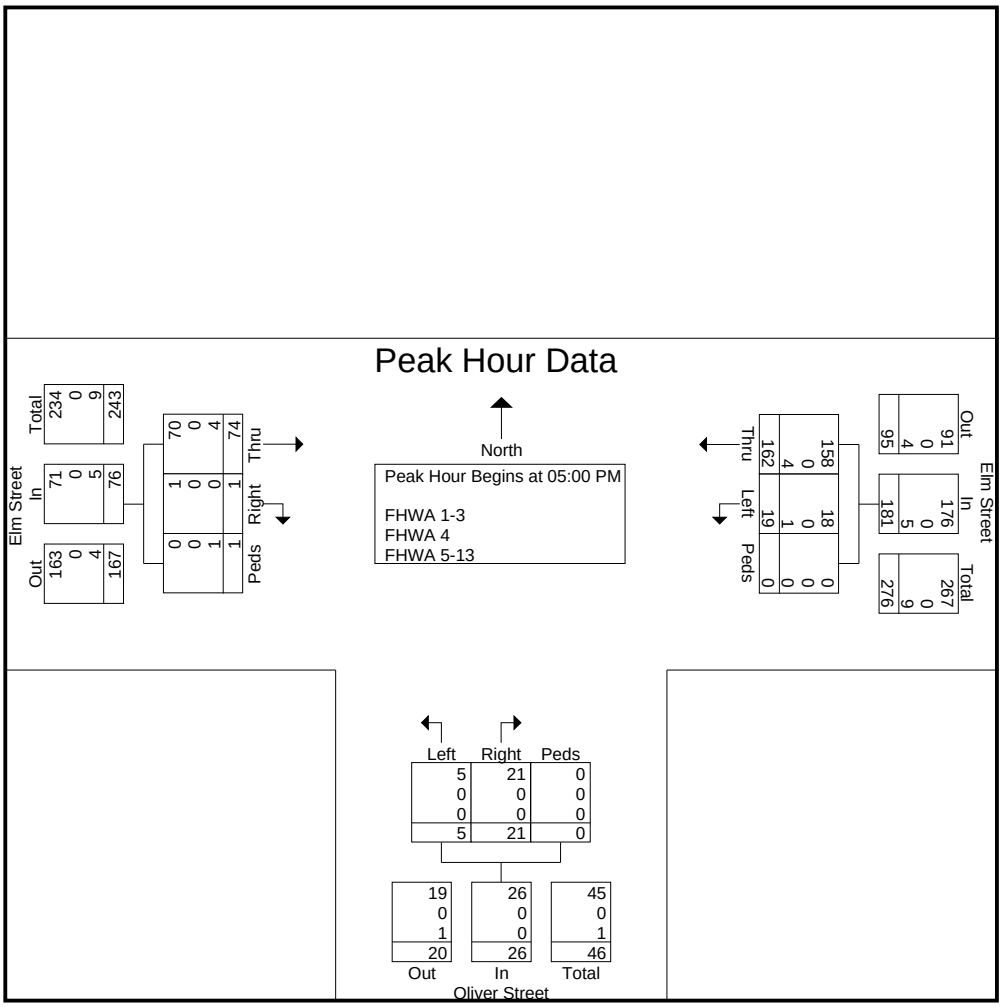
File Name : 88_Elm&Oliver_PM
Site Code : 88
Start Date : 11/10/2010
Page No : 4

	Elm Street Westbound				Oliver Street Northbound				Elm Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	3	42	0	45	**3**	6	0	**9**	18	0	0	18	72
05:15 PM	4	**45**	0	**49**	1	4	0	5	16	**1**	0	17	71
05:30 PM	3	39	0	42	0	4	0	4	19	0	0	19	65
05:45 PM	**9**	36	0	45	1	**7**	0	8	**21**	0	**1**	**22**	**75**
Total Volume	19	162	0	181	5	21	0	26	74	1	1	76	283
% App. Total	10.5	89.5	0		19.2	80.8	0		97.4	1.3	1.3		
PHF	.528	.900	.000	.923	.417	.750	.000	.722	.881	.250	.250	.864	.943
FHWA 1-3	18	158	0	176	5	21	0	26	70	1	0	71	273
% FHWA 1-3	94.7	97.5	0	97.2	100	100	0	100	94.6	100	0	93.4	96.5
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	1	4	0	5	0	0	0	0	4	0	1	5	10
% FHWA 5-13	5.3	2.5	0	2.8	0	0	0	0	5.4	0	100	6.6	3.5



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File Name : 88_Elm&Oliver_PM
Site Code : 88
Start Date : 11/10/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_AM
Site Code : 88
Start Date : 11/4/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Barrow Street Southbound					Lincoln Street Westbound					Barrows Street Northbound					Lincoln Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	39	0	40	0	47	0	0	47	1	0	2	1	4	19	66	0	0	85	176
07:15 AM	0	0	42	0	42	0	40	0	0	40	0	0	2	0	2	47	62	0	1	110	194
07:30 AM	0	0	12	0	12	0	28	0	0	28	0	1	4	1	6	27	50	0	0	77	123
07:45 AM	0	0	14	0	14	0	27	0	0	27	0	2	3	0	5	24	74	0	0	98	144
Total	1	0	107	0	108	0	142	0	0	142	1	3	11	2	17	117	252	0	1	370	637
08:00 AM	0	0	13	0	13	0	20	0	0	20	4	3	3	0	10	22	79	0	0	101	144
08:15 AM	0	0	22	0	22	0	28	0	0	28	1	3	1	0	5	30	86	0	1	117	172
08:30 AM	0	0	12	0	12	0	40	0	0	40	1	2	2	0	5	28	69	0	0	97	154
08:45 AM	0	0	15	0	15	0	33	0	0	33	0	0	5	0	5	24	81	0	0	105	158
Total	0	0	62	0	62	0	121	0	0	121	6	8	11	0	25	104	315	0	1	420	628
Grand Total	1	0	169	0	170	0	263	0	0	263	7	11	22	2	42	221	567	0	2	790	1265
Apprch %	0.6	0	99.4	0		0	100	0	0		16.7	26.2	52.4	4.8		28	71.8	0	0.3		
Total %	0.1	0	13.4	0	13.4	0	20.8	0	0	20.8	0.6	0.9	1.7	0.2	3.3	17.5	44.8	0	0.2	62.5	
FHWA 1-3	1	0	161	0	162	0	255	0	0	255	4	11	21	0	36	215	561	0	0	776	1229
% FHWA 1-3	100	0	95.3	0	95.3	0	97	0	0	97	57.1	100	95.5	0	85.7	97.3	98.9	0	0	98.2	97.2
FHWA 4	0	0	3	0	3	0	1	0	0	1	2	0	0	1	3	4	0	0	1	5	12
% FHWA 4	0	0	1.8	0	1.8	0	0.4	0	0	0.4	28.6	0	0	50	7.1	1.8	0	0	50	0.6	0.9
FHWA 5-13	0	0	5	0	5	0	7	0	0	7	1	0	1	1	3	2	6	0	1	9	24
% FHWA 5-13	0	0	3	0	2.9	0	2.7	0	0	2.7	14.3	0	4.5	50	7.1	0.9	1.1	0	50	1.1	1.9

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Community: Easton
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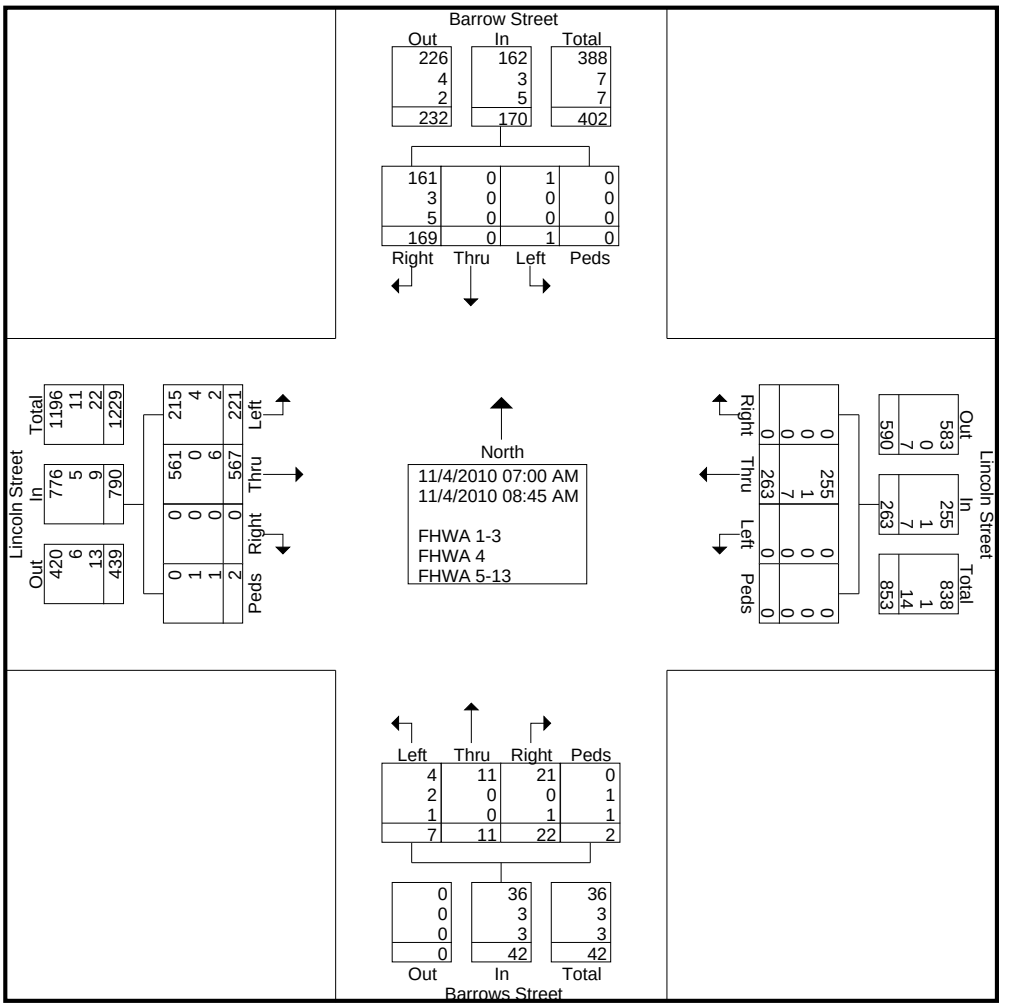
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_AM
Site Code : 88
Start Date : 11/4/2010
Page No : 2



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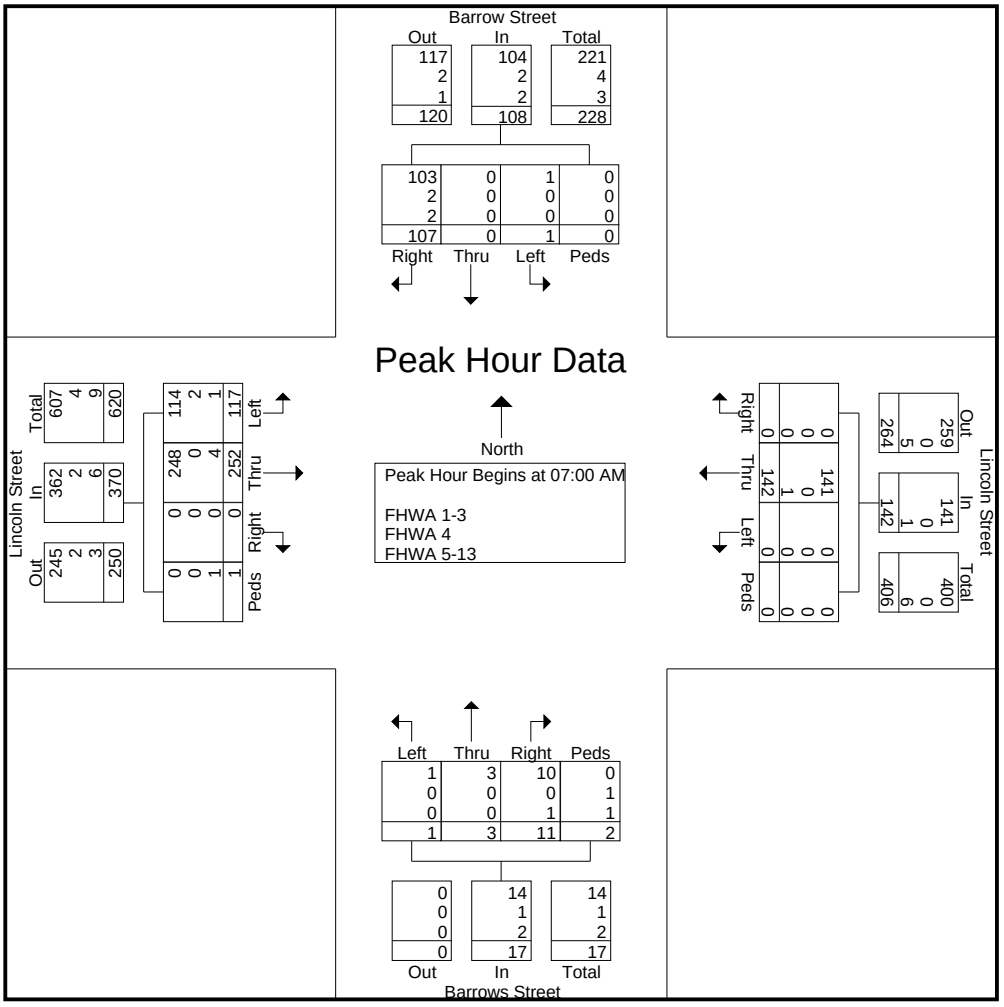
	Barrow Street Southbound					Lincoln Street Westbound					Barrows Street Northbound					Lincoln Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	**1**	0	39	0	40	0	**47**	0	0	**47**	**1**	0	2	**1**	4	19	66	0	0	85	176
07:15 AM	0	0	**42**	0	**42**	0	40	0	0	40	0	0	2	0	2	**47**	62	0	**1**	**110**	**194**
07:30 AM	0	0	12	0	12	0	28	0	0	28	0	1	**4**	1	**6**	27	50	0	0	77	123
07:45 AM	0	0	14	0	14	0	27	0	0	27	0	**2**	3	0	5	24	**74**	0	0	98	144
Total Volume	1	0	107	0	108	0	142	0	0	142	1	3	11	2	17	117	252	0	1	370	637
% App. Total	0.9	0	99.1	0		0	100	0	0		5.9	17.6	64.7	11.8		31.6	68.1	0	0.3		
PHF	.250	.000	.637	.000	.643	.000	.755	.000	.000	.755	.250	.375	.688	.500	.708	.622	.851	.000	.250	.841	.821
FHWA 1-3	1	0	103	0	104	0	141	0	0	141	1	3	10	0	14	114	248	0	0	362	621
% FHWA 1-3	100	0	96.3	0	96.3	0	99.3	0	0	99.3	100	100	90.9	0	82.4	97.4	98.4	0	0	97.8	97.5
FHWA 4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	5
% FHWA 4	0	0	1.9	0	1.9	0	0	0	0	0	0	0	0	50.0	5.9	1.7	0	0	0	0.5	0.8
FHWA 5-13	0	0	2	0	2	0	1	0	0	1	0	0	1	1	2	1	4	0	1	6	11
% FHWA 5-13	0	0	1.9	0	1.9	0	0.7	0	0	0.7	0	0	9.1	50.0	11.8	0.9	1.6	0	100	1.6	1.7



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_AM
Site Code : 88
Start Date : 11/4/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_PM
Site Code : 88
Start Date : 11/3/2010

Groups Printed- 3 - FHWA 4 - 13

	Barrows Street Southbound					Lincoln Street Westbound					Barrows Street Northbound					Lincoln Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	1	0	33	0	34	0	64	0	0	64	2	2	1	0	5	21	64	0	3	88	191
04:15 PM	0	0	30	0	30	1	63	0	0	64	1	3	2	1	7	23	73	0	5	101	202
04:30 PM	0	0	28	0	28	0	59	0	1	60	1	0	3	2	6	10	40	0	1	51	145
04:45 PM	2	0	55	0	57	1	88	0	0	89	1	0	1	0	2	21	58	0	5	84	232
Total	3	0	146	0	149	2	274	0	1	277	5	5	7	3	20	75	235	0	14	324	770
05:00 PM	0	0	36	0	36	0	68	0	0	68	1	0	1	1	3	25	46	1	1	73	180
05:15 PM	1	0	66	0	67	0	87	0	0	87	0	1	2	4	7	27	51	0	0	78	239
05:30 PM	2	0	42	0	44	0	72	0	0	72	0	1	3	2	6	13	57	0	2	72	194
05:45 PM	0	0	22	0	22	0	71	0	0	71	0	0	2	0	2	32	57	0	0	89	184
Total	3	0	166	0	169	0	298	0	0	298	1	2	8	7	18	97	211	1	3	312	797
Grand Total	6	0	312	0	318	2	572	0	1	575	6	7	15	10	38	172	446	1	17	636	1567
Apprch %	1.9	0	98.1	0		0.3	99.5	0	0.2		15.8	18.4	39.5	26.3		27	70.1	0.2	2.7		
Total %	0.4	0	19.9	0	20.3	0.1	36.5	0	0.1	36.7	0.4	0.4	1	0.6	2.4	11	28.5	0.1	1.1	40.6	
FHWA 1-3	6	0	306	0	312	2	560	0	0	562	6	6	14	0	26	170	432	1	0	603	1503
% FHWA 1-3	100	0	98.1	0	98.1	100	97.9	0	0	97.7	100	85.7	93.3	0	68.4	98.8	96.9	100	0	94.8	95.9
FHWA 4	0	0	1	0	1	0	0	0	0	0	0	0	0	4	4	0	0	0	5	5	10
% FHWA 4	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	40	10.5	0	0	0	29.4	0.8	0.6
FHWA 5-13	0	0	5	0	5	0	12	0	1	13	0	1	1	6	8	2	14	0	12	28	54
% FHWA 5-13	0	0	1.6	0	1.6	0	2.1	0	100	2.3	0	14.3	6.7	60	21.1	1.2	3.1	0	70.6	4.4	3.4

Old Colony Planning Council
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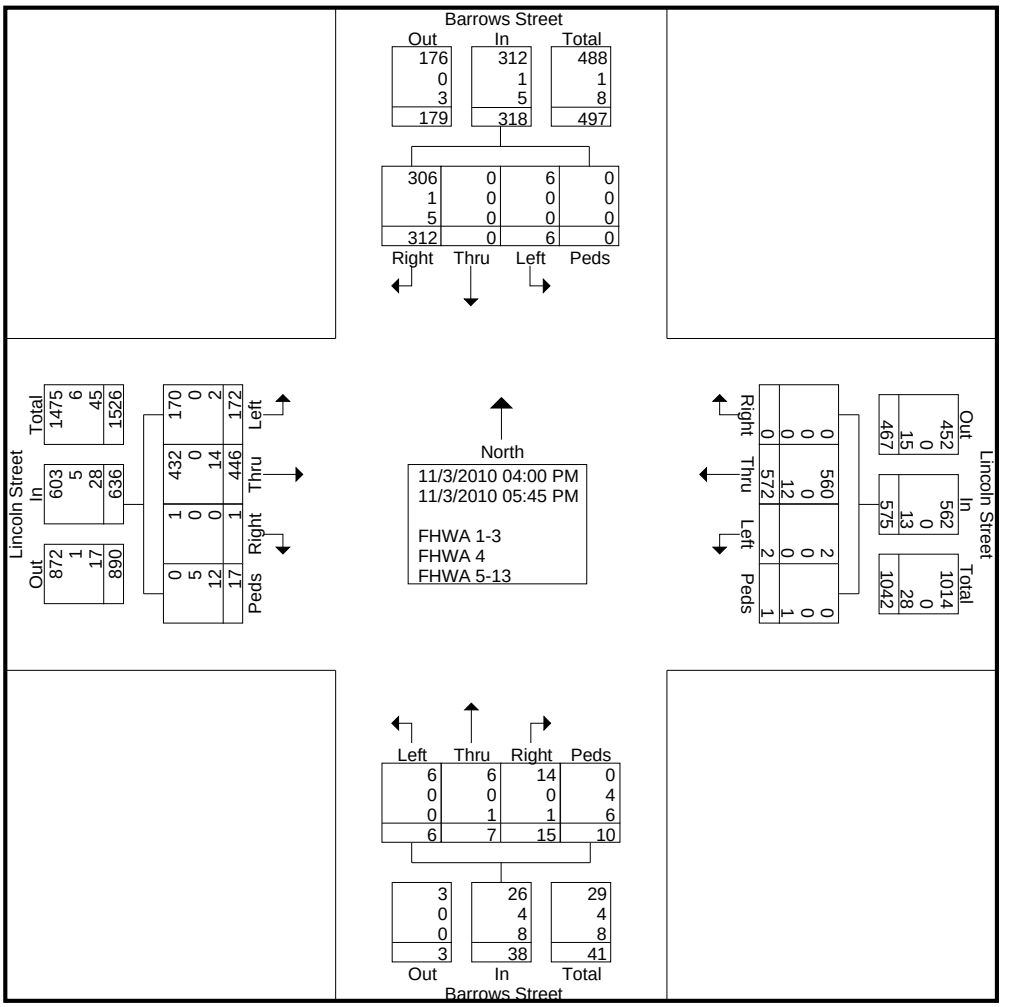
Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_PM
Site Code : 88
Start Date : 11/3/2010
Page No : 2



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Community: Easton
Weather: Clear
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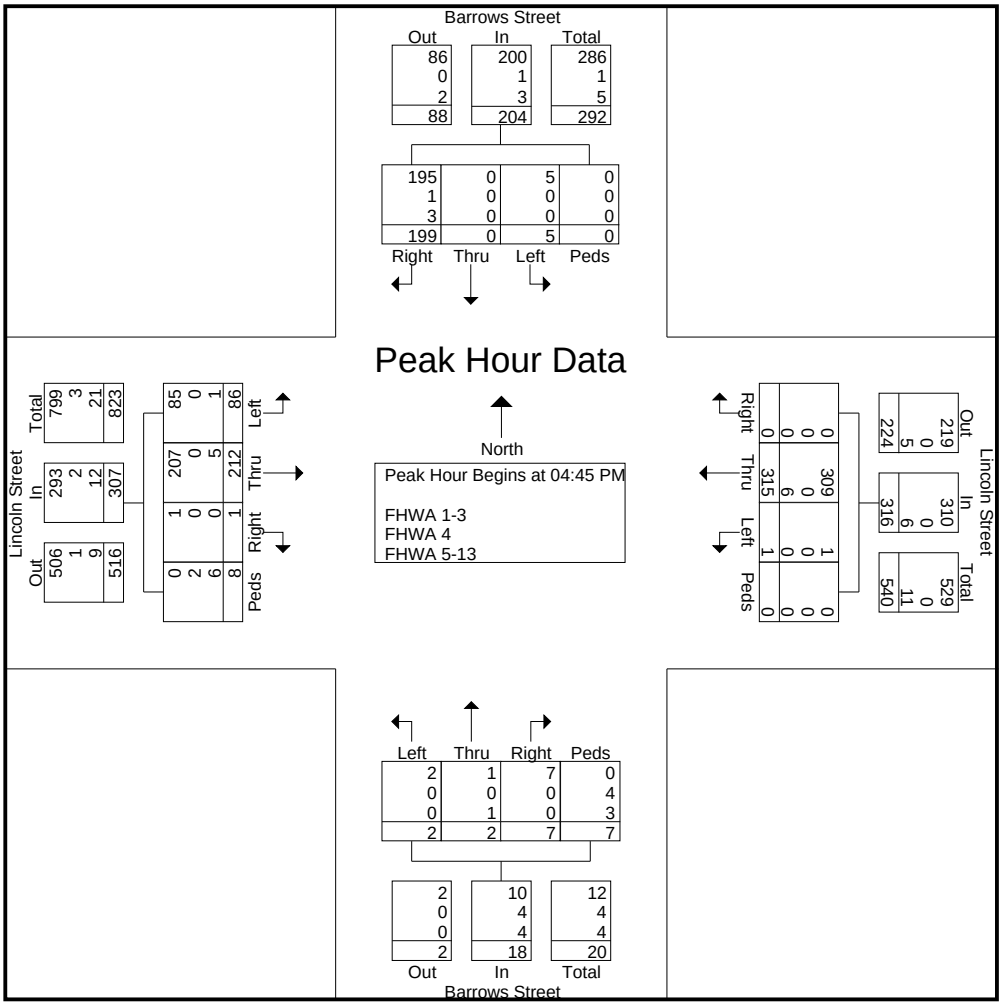
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_PM
Site Code : 88
Start Date : 11/3/2010
Page No : 4

	Barrows Street Southbound					Lincoln Street Westbound					Barrows Street Northbound					Lincoln Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**2**	0	55	0	57	**1**	**88**	0	0	**89**	**1**	0	1	0	2	21	**58**	0	**5**	**84**	232
05:00 PM	0	0	36	0	36	0	68	0	0	68	1	0	1	1	3	25	46	**1**	1	73	180
05:15 PM	1	0	**66**	0	**67**	0	87	0	0	87	0	**1**	2	**4**	**7**	**27**	51	0	0	78	**239**
05:30 PM	2	0	42	0	44	0	72	0	0	72	0	1	**3**	2	6	13	57	0	2	72	194
Total Volume	5	0	199	0	204	1	315	0	0	316	2	2	7	7	18	86	212	1	8	307	845
% App. Total	2.5	0	97.5	0		0.3	99.7	0	0		11.1	11.1	38.9	38.9		28	69.1	0.3	2.6		
PHF	.625	.000	.754	.000	.761	.250	.895	.000	.000	.888	.500	.500	.583	.438	.643	.796	.914	.250	.400	.914	.884
FHWA 1-3	5	0	195	0	200	1	309	0	0	310	2	1	7	0	10	85	207	1	0	293	813
% FHWA 1-3	100	0	98.0	0	98.0	100	98.1	0	0	98.1	100	50.0	100	0	55.6	98.8	97.6	100	0	95.4	96.2
FHWA 4	0	0	1	0	1	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	7
% FHWA 4	0	0	0.5	0	0.5	0	0	0	0	0	0	0	0	57.1	22.2	0	0	0	25.0	0.7	0.8
FHWA 5-13	0	0	3	0	3	0	6	0	0	6	0	1	0	3	4	1	5	0	6	12	25
% FHWA 5-13	0	0	1.5	0	1.5	0	1.9	0	0	1.9	0	50.0	0	42.9	22.2	1.2	2.4	0	75.0	3.9	3.0



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Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Two Way Stop

File Name : 88_Lincoln&Barrows_PM
Site Code : 88
Start Date : 11/3/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_AM
Site Code : 88
Start Date : 11/18/2010

Groups Printed- 3 - FHWA 4 - 13

	Sullivan Avenue Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	4	5	0	9	100	3	0	103	2	119	0	121	233
07:15 AM	5	7	0	12	85	1	0	86	8	190	0	198	296
07:30 AM	5	1	0	6	65	1	0	66	4	175	0	179	251
07:45 AM	6	1	0	7	56	1	0	57	3	158	0	161	225
Total	20	14	0	34	306	6	0	312	17	642	0	659	1005
08:00 AM	5	5	3	13	72	5	0	77	5	152	0	157	247
08:15 AM	2	3	3	8	79	5	0	84	5	179	0	184	276
08:30 AM	3	5	0	8	84	9	0	93	4	150	0	154	255
08:45 AM	4	3	0	7	54	4	2	60	10	157	1	168	235
Total	14	16	6	36	289	23	2	314	24	638	1	663	1013
Grand Total	34	30	6	70	595	29	2	626	41	1280	1	1322	2018
Apprch %	48.6	42.9	8.6		95	4.6	0.3		3.1	96.8	0.1		
Total %	1.7	1.5	0.3	3.5	29.5	1.4	0.1	31	2	63.4	0	65.5	
FHWA 1-3	34	29	0	63	569	28	0	597	41	1254	0	1295	1955
% FHWA 1-3	100	96.7	0	90	95.6	96.6	0	95.4	100	98	0	98	96.9
FHWA 4	0	0	3	3	4	0	2	6	0	5	1	6	15
% FHWA 4	0	0	50	4.3	0.7	0	100	1	0	0.4	100	0.5	0.7
FHWA 5-13	0	1	3	4	22	1	0	23	0	21	0	21	48
% FHWA 5-13	0	3.3	50	5.7	3.7	3.4	0	3.7	0	1.6	0	1.6	2.4

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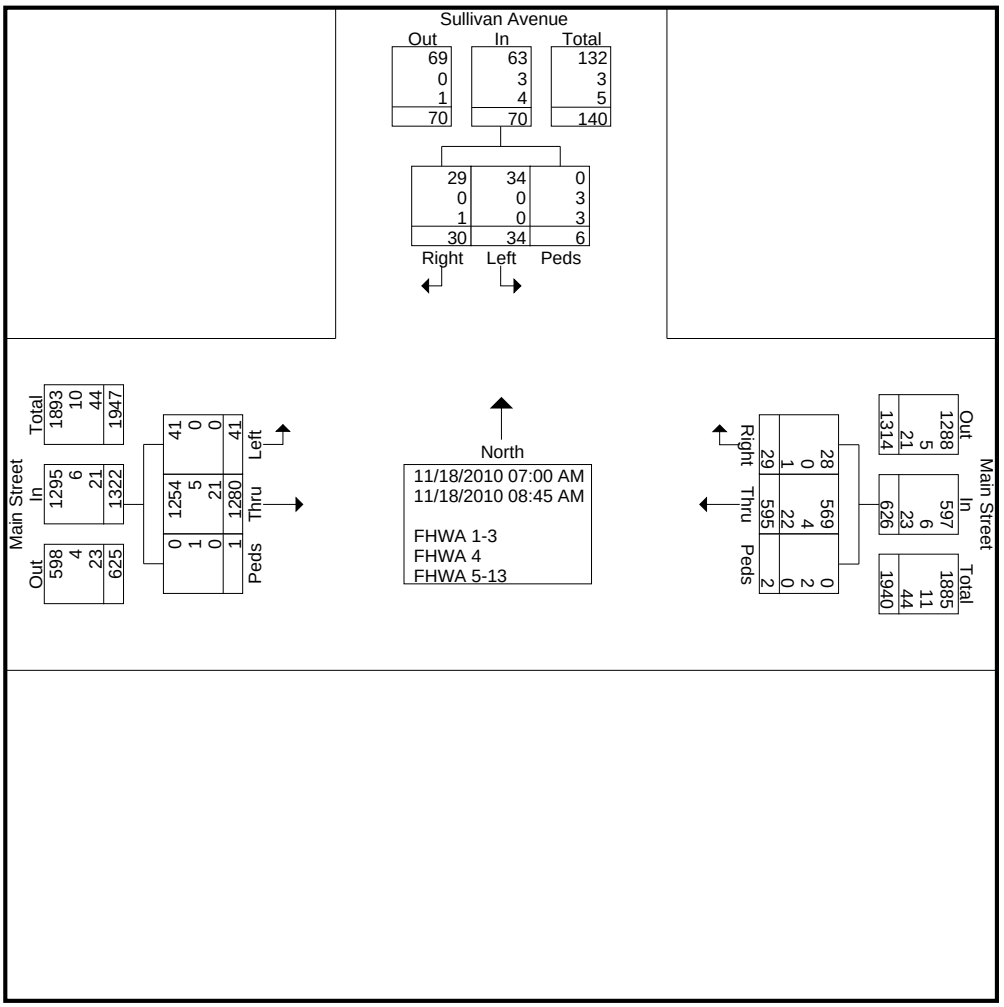
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_AM
Site Code : 88
Start Date : 11/18/2010
Page No : 2



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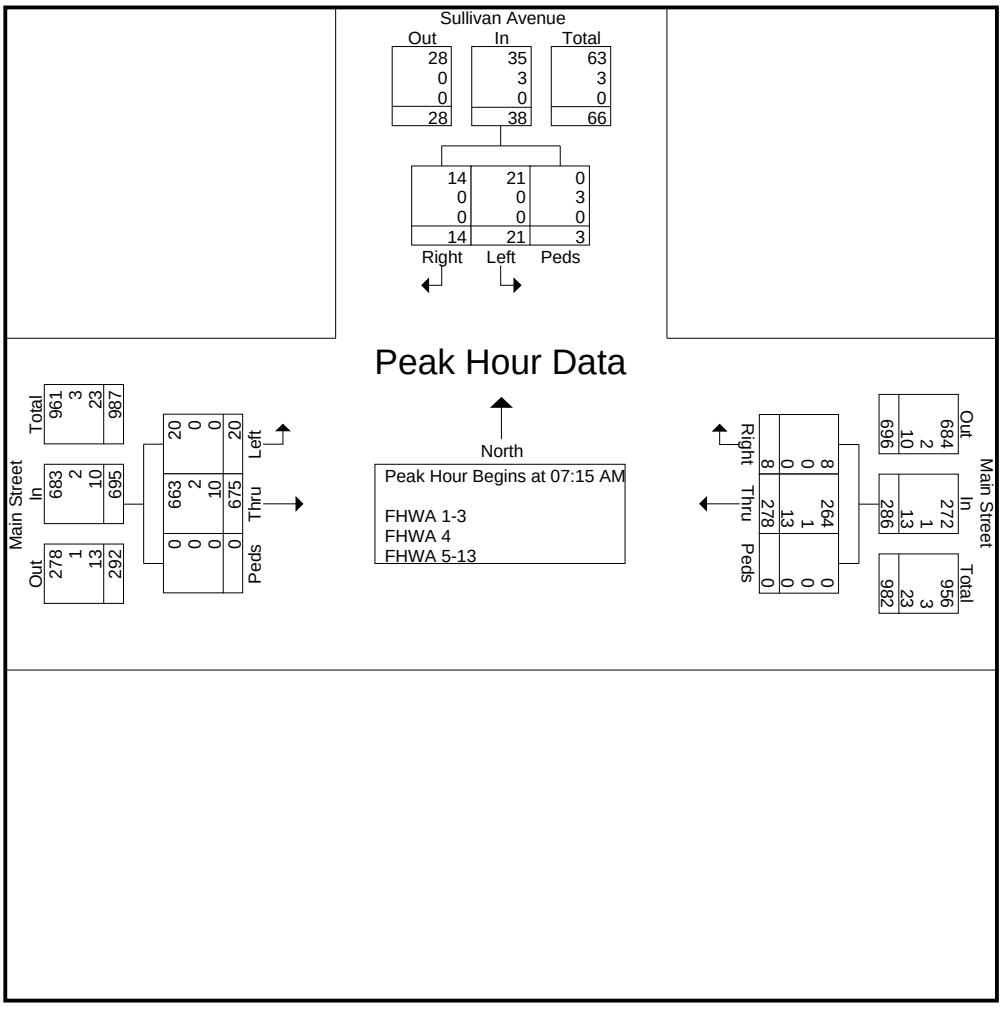
Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_AM
Site Code : 88
Start Date : 11/18/2010
Page No : 4

	Sullivan Avenue Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	5	**7**	0	12	**85**	1	0	**86**	**8**	**190**	0	**198**	**296**
07:30 AM	5	1	0	6	65	1	0	66	4	175	0	179	251
07:45 AM	**6**	1	0	7	56	1	0	57	3	158	0	161	225
08:00 AM	5	5	**3**	**13**	72	**5**	0	77	5	152	0	157	247
Total Volume	21	14	3	38	278	8	0	286	20	675	0	695	1019
% App. Total	55.3	36.8	7.9		97.2	2.8	0		2.9	97.1	0		
PHF	.875	.500	.250	.731	.818	.400	.000	.831	.625	.888	.000	.878	.861
FHWA 1-3	21	14	0	35	264	8	0	272	20	663	0	683	990
% FHWA 1-3	100	100	0	92.1	95.0	100	0	95.1	100	98.2	0	98.3	97.2
FHWA 4	0	0	3	3	1	0	0	1	0	2	0	2	6
% FHWA 4	0	0	100	7.9	0.4	0	0	0.3	0	0.3	0	0.3	0.6
FHWA 5-13	0	0	0	0	13	0	0	13	0	10	0	10	23
% FHWA 5-13	0	0	0	0	4.7	0	0	4.5	0	1.5	0	1.4	2.3



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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_AM
Site Code : 88
Start Date : 11/18/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: One Way Stop

File Name : 88_Main&Pond_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Pond Street Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	2	4	137	4	0	141	1	119	0	120	265
04:15 PM	1	1	1	3	165	1	0	166	1	119	0	120	289
04:30 PM	7	1	4	12	168	2	0	170	0	116	0	116	298
04:45 PM	2	1	4	7	172	1	0	173	2	114	0	116	296
Total	12	3	11	26	642	8	0	650	4	468	0	472	1148
05:00 PM	3	0	1	4	198	4	0	202	4	110	0	114	320
05:15 PM	6	1	0	7	197	1	0	198	14	110	0	124	329
05:30 PM	1	0	1	2	162	4	0	166	1	108	0	109	277
05:45 PM	3	0	4	7	165	3	0	168	1	104	0	105	280
Total	13	1	6	20	722	12	0	734	20	432	0	452	1206
Grand Total	25	4	17	46	1364	20	0	1384	24	900	0	924	2354
Apprch %	54.3	8.7	37		98.6	1.4	0		2.6	97.4	0		
Total %	1.1	0.2	0.7	2	57.9	0.8	0	58.8	1	38.2	0	39.3	
FHWA 1-3	25	4	0	29	1346	20	0	1366	24	882	0	906	2301
% FHWA 1-3	100	100	0	63	98.7	100	0	98.7	100	98	0	98.1	97.7
FHWA 4	0	0	12	12	0	0	0	0	0	1	0	1	13
% FHWA 4	0	0	70.6	26.1	0	0	0	0	0	0.1	0	0.1	0.6
FHWA 5-13	0	0	5	5	18	0	0	18	0	17	0	17	40
% FHWA 5-13	0	0	29.4	10.9	1.3	0	0	1.3	0	1.9	0	1.8	1.7

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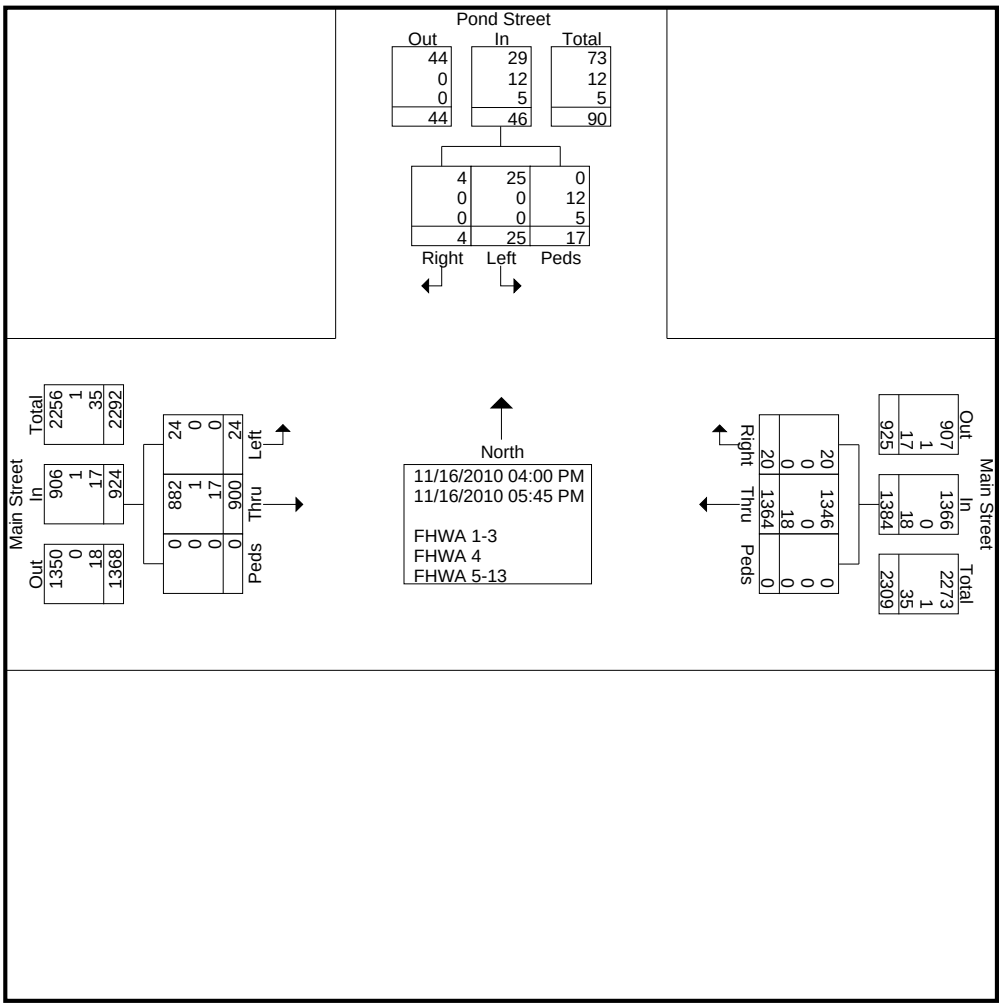
Traffic Control: One Way Stop

File Name : 88_Main&Pond_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 2



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File Name : 88_Main&Pond_PM
Site Code : 88
Start Date : 11/16/2010

	Pond Street Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	**7**	**1**	**4**	**12**	168	2	0	170	0	**116**	0	116	298
04:45 PM	2	1	4	7	172	1	0	173	2	114	0	116	296
05:00 PM	3	0	1	4	**198**	**4**	0	**202**	4	110	0	114	320
05:15 PM	6	1	0	7	197	1	0	198	**14**	110	0	**124**	**329**
Total Volume	18	3	9	30	735	8	0	743	20	450	0	470	1243
% App. Total	60	10	30		98.9	1.1	0		4.3	95.7	0		
PHF	.643	.750	.563	.625	.928	.500	.000	.920	.357	.970	.000	.948	.945
FHWA 1-3	18	3	0	21	722	8	0	730	20	444	0	464	1215
% FHWA 1-3	100	100	0	70.0	98.2	100	0	98.3	100	98.7	0	98.7	97.7
FHWA 4	0	0	8	8	0	0	0	0	0	0	0	0	8
% FHWA 4	0	0	88.9	26.7	0	0	0	0	0	0	0	0	0.6
FHWA 5-13	0	0	1	1	13	0	0	13	0	6	0	6	20
% FHWA 5-13	0	0	11.1	3.3	1.8	0	0	1.7	0	1.3	0	1.3	1.6

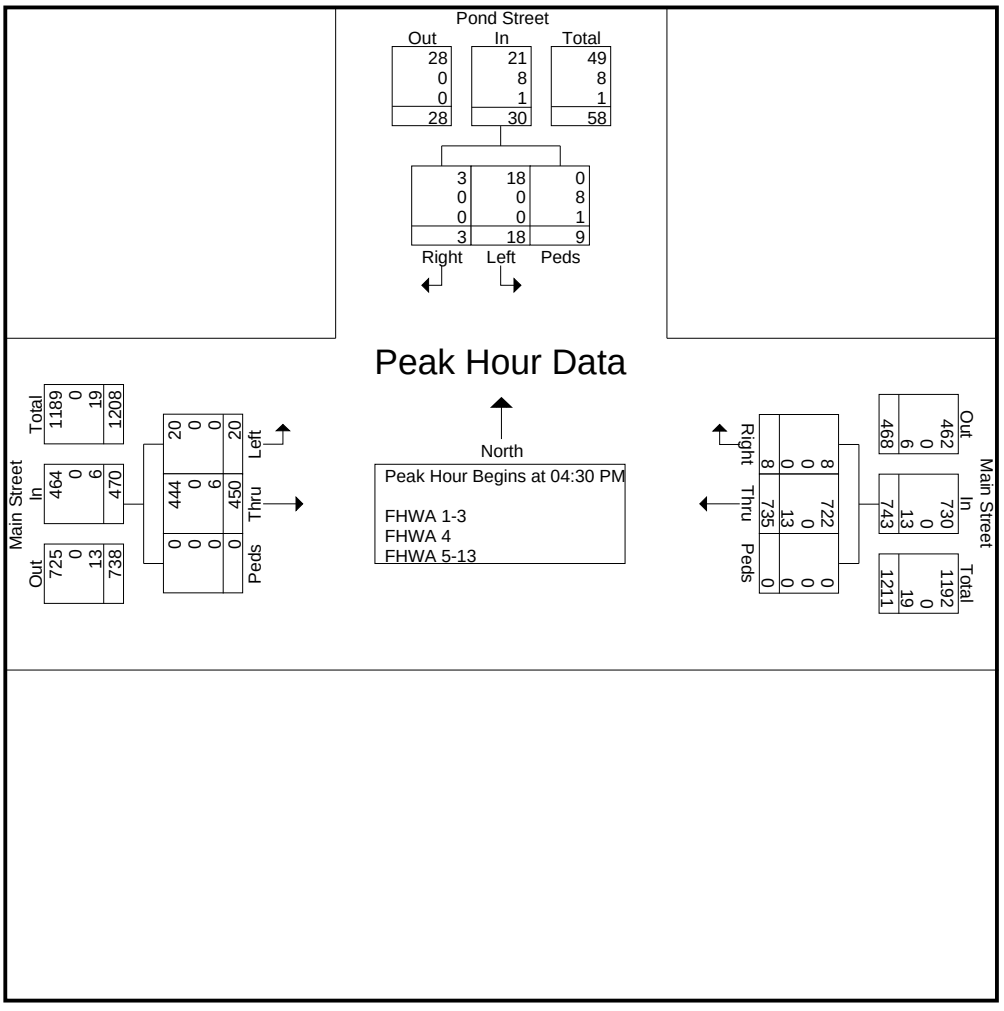

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Image 1

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Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: One Way Stop

File Name : 88_Main&Pond_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Pond Street Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	7	1	0	8	106	1	0	107	1	134	0	135	250
07:15 AM	2	0	1	3	94	0	0	94	0	192	0	192	289
07:30 AM	3	1	0	4	69	0	0	69	0	194	0	194	267
07:45 AM	6	2	0	8	80	3	0	83	0	165	0	165	256
Total	18	4	1	23	349	4	0	353	1	685	0	686	1062
08:00 AM	1	1	1	3	64	0	1	65	0	155	0	155	223
08:15 AM	0	0	0	0	85	1	0	86	0	181	0	181	267
08:30 AM	2	0	0	2	94	2	0	96	0	155	0	155	253
08:45 AM	2	0	0	2	86	2	0	88	0	172	0	172	262
Total	5	1	1	7	329	5	1	335	0	663	0	663	1005
Grand Total	23	5	2	30	678	9	1	688	1	1348	0	1349	2067
Apprch %	76.7	16.7	6.7		98.5	1.3	0.1		0.1	99.9	0		
Total %	1.1	0.2	0.1	1.5	32.8	0.4	0	33.3	0	65.2	0	65.3	
FHWA 1-3	22	5	0	27	646	9	0	655	1	1319	0	1320	2002
% FHWA 1-3	95.7	100	0	90	95.3	100	0	95.2	100	97.8	0	97.9	96.9
FHWA 4	0	0	2	2	5	0	1	6	0	10	0	10	18
% FHWA 4	0	0	100	6.7	0.7	0	100	0.9	0	0.7	0	0.7	0.9
FHWA 5-13	1	0	0	1	27	0	0	27	0	19	0	19	47
% FHWA 5-13	4.3	0	0	3.3	4	0	0	3.9	0	1.4	0	1.4	2.3

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
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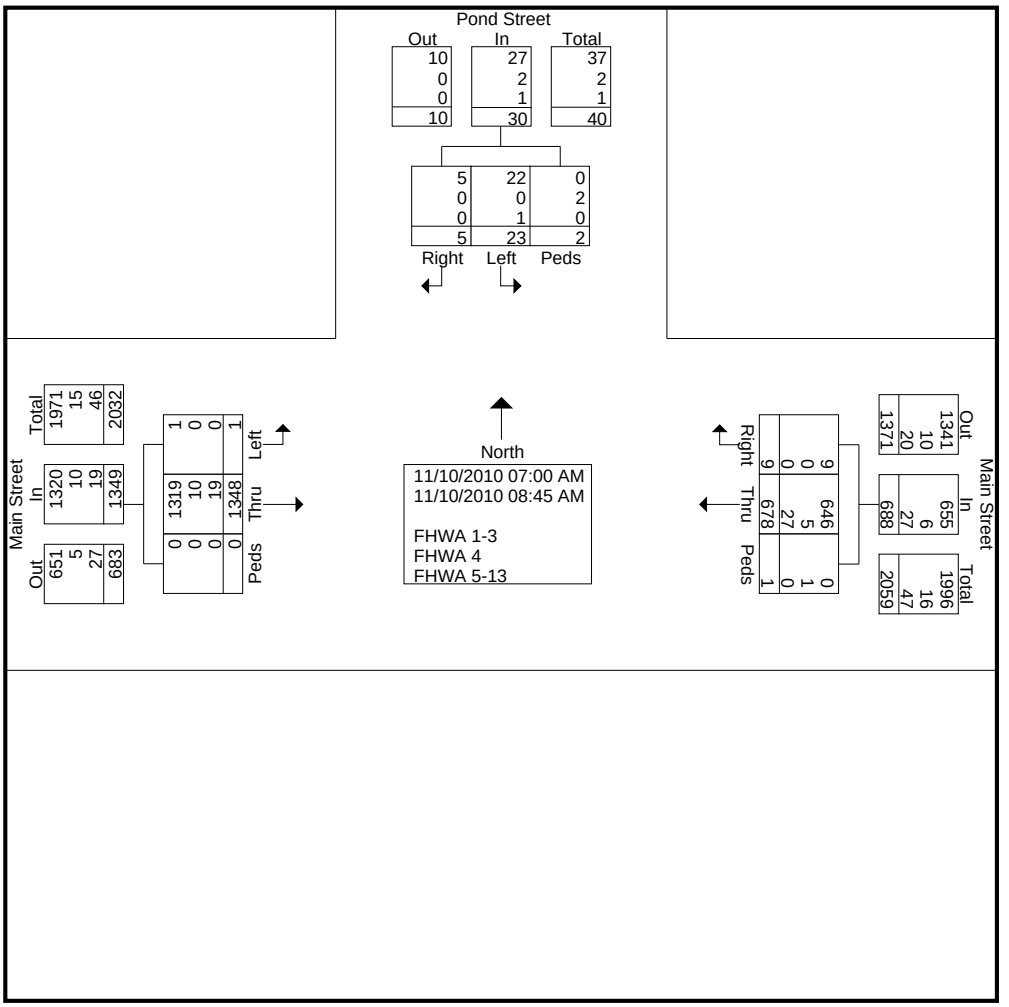
Board # & Staff: DB-400 (6) & BH
Traffic Control: One Way Stop

File Name : 88_Main&Pond_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 2



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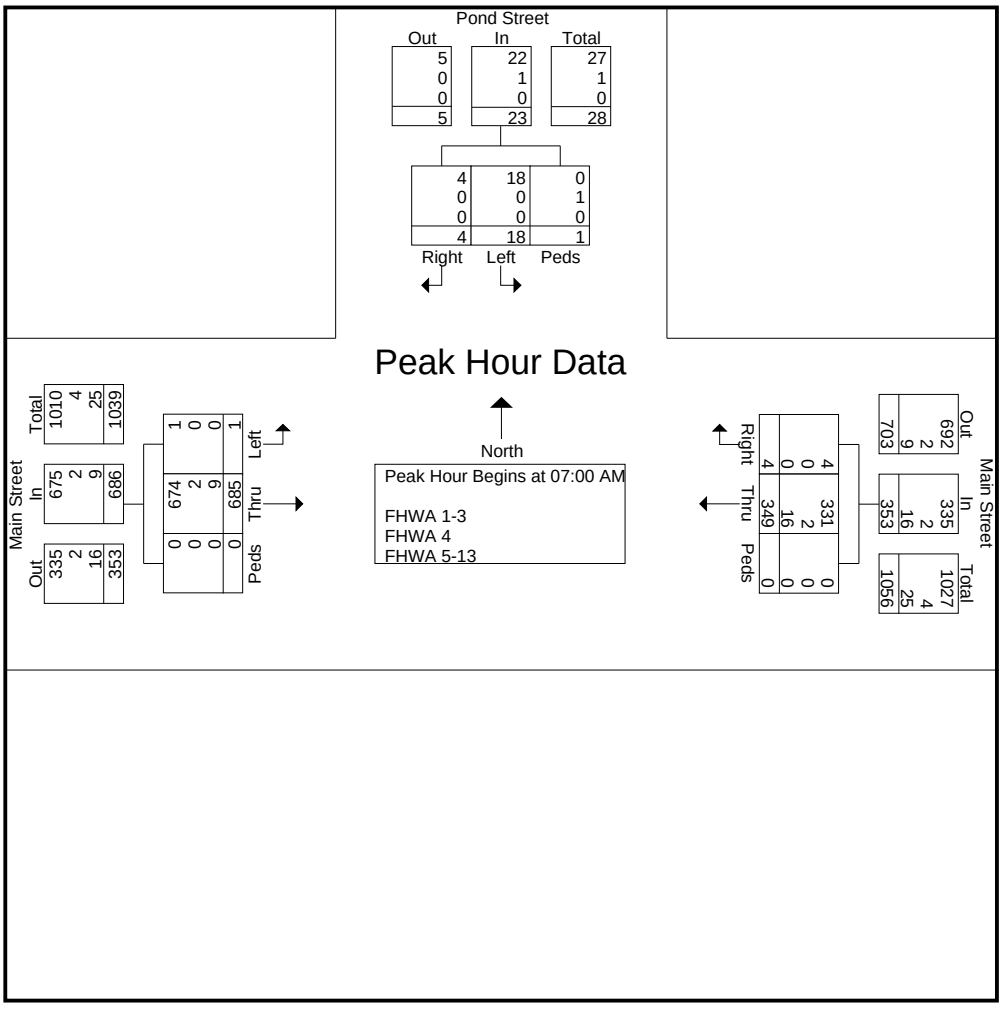
Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: One Way Stop

File Name : 88_Main&Pond_AM
Site Code : 88
Start Date : 11/10/2010
Page No : 4

	Pond Street Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
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													
07:00 AM	**7**	1	0	**8**	**106**	1	0	**107**	**1**	134	0	135	250
07:15 AM	2	0	**1**	3	94	0	0	94	0	192	0	192	**289**
07:30 AM	3	1	0	4	69	0	0	69	0	**194**	0	**194**	267
07:45 AM	6	**2**	0	8	80	**3**	0	83	0	165	0	165	256
Total Volume	18	4	1	23	349	4	0	353	1	685	0	686	1062
% App. Total	78.3	17.4	4.3		98.9	1.1	0		0.1	99.9	0		
PHF	.643	.500	.250	.719	.823	.333	.000	.825	.250	.883	.000	.884	.919
FHWA 1-3	18	4	0	22	331	4	0	335	1	674	0	675	1032
% FHWA 1-3	100	100	0	95.7	94.8	100	0	94.9	100	98.4	0	98.4	97.2
FHWA 4	0	0	1	1	2	0	0	2	0	2	0	2	5
% FHWA 4	0	0	100	4.3	0.6	0	0	0.6	0	0.3	0	0.3	0.5
FHWA 5-13	0	0	0	0	16	0	0	16	0	9	0	9	25
% FHWA 5-13	0	0	0	0	4.6	0	0	4.5	0	1.3	0	1.3	2.4



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70 School Street
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Community: Easton
Weather: Showers
Board # & Staff: DB-400 (6) & BH
Traffic Control: One Way Stop

File Name : 88_Main&Pond_AM
Site Code : 88
Start Date : 11/10/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Oliver_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Main Street Southbound				Oliver Street Westbound				Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	44	0	44	6	1	0	7	39	1	0	40	91
04:15 PM	1	53	0	54	5	0	1	6	47	2	0	49	109
04:30 PM	1	44	1	46	6	1	2	9	38	2	0	40	95
04:45 PM	1	53	0	54	6	2	0	8	48	3	0	51	113
Total	3	194	1	198	23	4	3	30	172	8	0	180	408
05:00 PM	2	57	0	59	10	4	0	14	45	1	0	46	119
05:15 PM	0	56	0	56	6	3	1	10	40	2	0	42	108
05:30 PM	1	55	1	57	5	1	0	6	52	1	0	53	116
05:45 PM	1	57	0	58	8	2	0	10	47	0	0	47	115
Total	4	225	1	230	29	10	1	40	184	4	0	188	458
Grand Total	7	419	2	428	52	14	4	70	356	12	0	368	866
Apprch %	1.6	97.9	0.5		74.3	20	5.7		96.7	3.3	0		
Total %	0.8	48.4	0.2	49.4	6	1.6	0.5	8.1	41.1	1.4	0	42.5	
FHWA 1-3	7	414	0	421	51	14	0	65	354	11	0	365	851
% FHWA 1-3	100	98.8	0	98.4	98.1	100	0	92.9	99.4	91.7	0	99.2	98.3
FHWA 4	0	1	1	2	0	0	1	1	0	0	0	0	3
% FHWA 4	0	0.2	50	0.5	0	0	25	1.4	0	0	0	0	0.3
FHWA 5-13	0	4	1	5	1	0	3	4	2	1	0	3	12
% FHWA 5-13	0	1	50	1.2	1.9	0	75	5.7	0.6	8.3	0	0.8	1.4

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Traffic Control: One Way Stop

File Name : 88_Main&Oliver_PM
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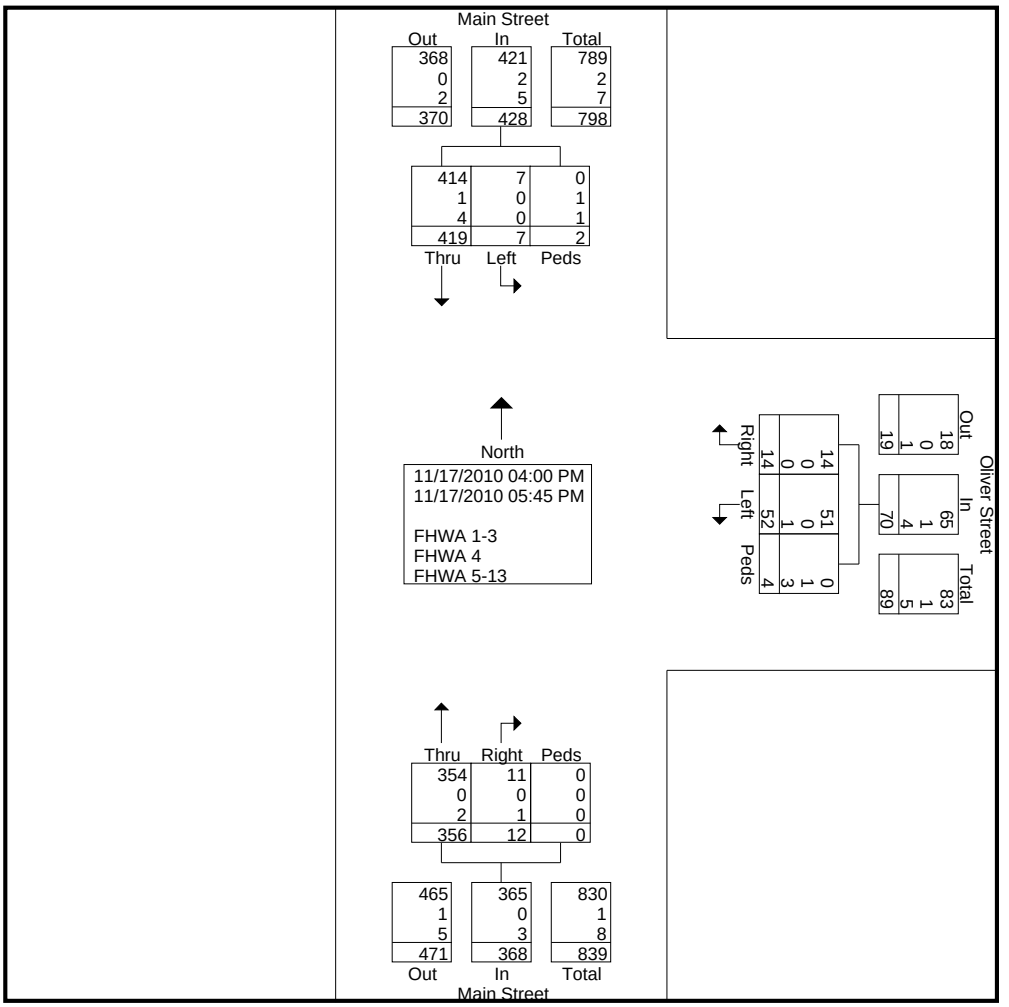

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File Name : 88_Main&Oliver_PM
Site Code : 88
Start Date : 11/17/2010
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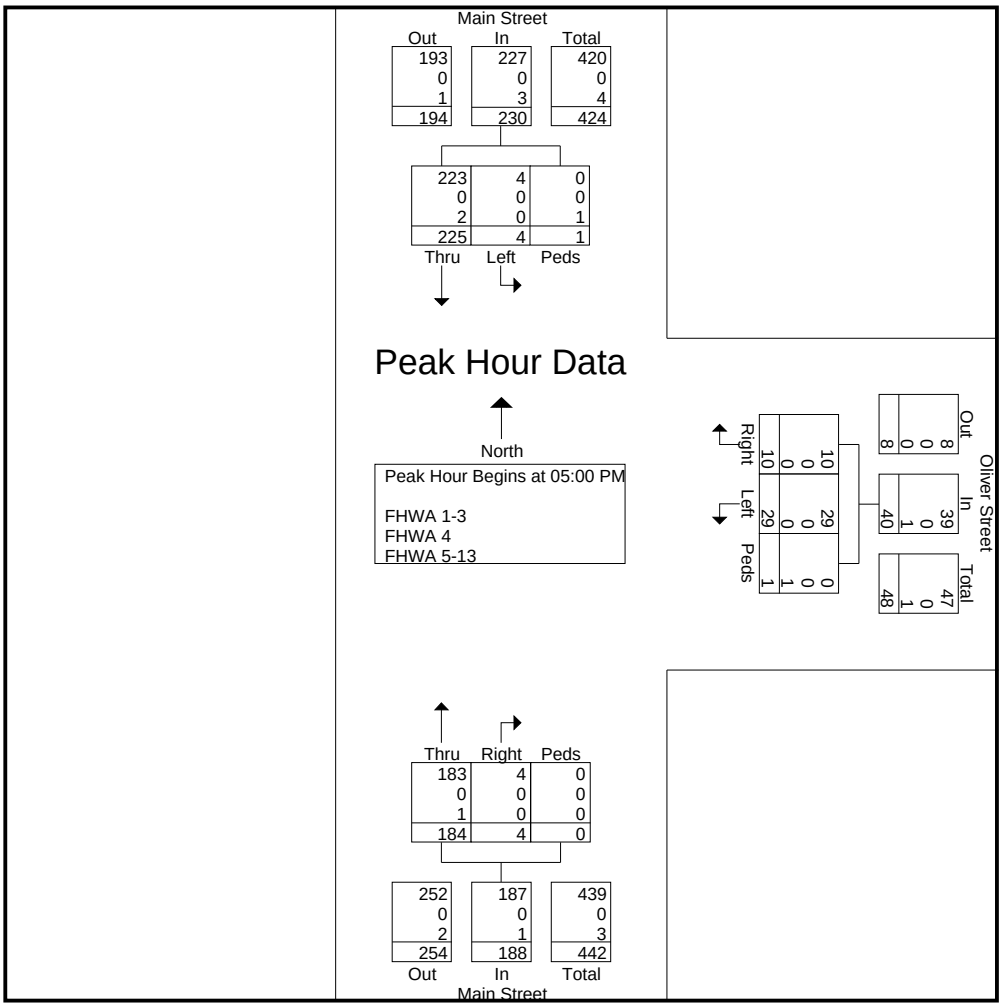
	Main Street Southbound				Oliver Street Westbound				Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	**2**	**57**	0	**59**	**10**	**4**	0	**14**	45	1	0	46	**119**
05:15 PM	0	56	0	56	6	3	**1**	10	40	**2**	0	42	108
05:30 PM	1	55	**1**	57	5	1	0	6	**52**	1	0	**53**	116
05:45 PM	1	57	0	58	8	2	0	10	47	0	0	47	115
Total Volume	4	225	1	230	29	10	1	40	184	4	0	188	458
% App. Total	1.7	97.8	0.4		72.5	25	2.5		97.9	2.1	0		
PHF	.500	.987	.250	.975	.725	.625	.250	.714	.885	.500	.000	.887	.962
FHWA 1-3	4	223	0	227	29	10	0	39	183	4	0	187	453
% FHWA 1-3	100	99.1	0	98.7	100	100	0	97.5	99.5	100	0	99.5	98.9
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	2	1	3	0	0	1	1	1	0	0	1	5
% FHWA 5-13	0	0.9	100	1.3	0	0	100	2.5	0.5	0	0	0.5	1.1



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File Name : 88_Main&Oliver_PM
Site Code : 88
Start Date : 11/17/2010

Image 1

Old Colony Planning Council
70 School Street
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(508) 583-1833
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Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Oliver_AM
Site Code : 88
Start Date : 11/16/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Main Street Southbound				Oliver Street Westbound				Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	0	69	0	69	3	3	0	6	41	3	0	44	119
07:15 AM	0	63	0	63	1	4	0	5	66	3	0	69	137
07:30 AM	0	40	0	40	1	2	0	3	62	1	0	63	106
07:45 AM	2	39	0	41	0	1	1	2	49	0	0	49	92
Total	2	211	0	213	5	10	1	16	218	7	0	225	454
08:00 AM	0	35	0	35	3	0	2	5	57	4	0	61	101
08:15 AM	2	42	0	44	3	0	1	4	46	1	0	47	95
08:30 AM	1	39	0	40	4	3	2	9	34	2	0	36	85
08:45 AM	4	38	1	43	3	6	3	12	45	1	0	46	101
Total	7	154	1	162	13	9	8	30	182	8	0	190	382
Grand Total	9	365	1	375	18	19	9	46	400	15	0	415	836
Apprch %	2.4	97.3	0.3		39.1	41.3	19.6		96.4	3.6	0		
Total %	1.1	43.7	0.1	44.9	2.2	2.3	1.1	5.5	47.8	1.8	0	49.6	
FHWA 1-3	7	352	0	359	17	16	0	33	385	13	0	398	790
% FHWA 1-3	77.8	96.4	0	95.7	94.4	84.2	0	71.7	96.2	86.7	0	95.9	94.5
FHWA 4	1	3	0	4	1	1	5	7	4	0	0	4	15
% FHWA 4	11.1	0.8	0	1.1	5.6	5.3	55.6	15.2	1	0	0	1	1.8
FHWA 5-13	1	10	1	12	0	2	4	6	11	2	0	13	31
% FHWA 5-13	11.1	2.7	100	3.2	0	10.5	44.4	13	2.8	13.3	0	3.1	3.7

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Traffic Control: One Way Stop

File Name : 88_Main&Oliver_AM
Site Code : 88
Start Date : 11/16/2010
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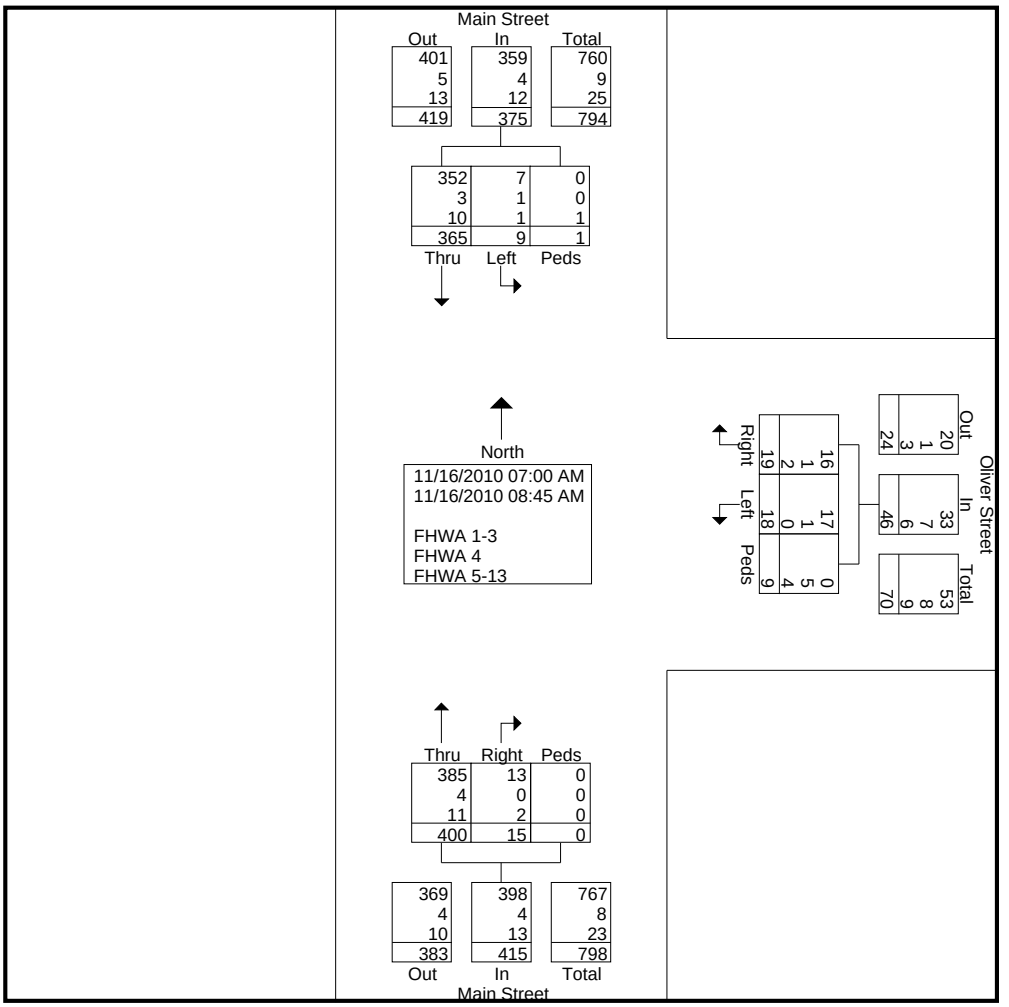

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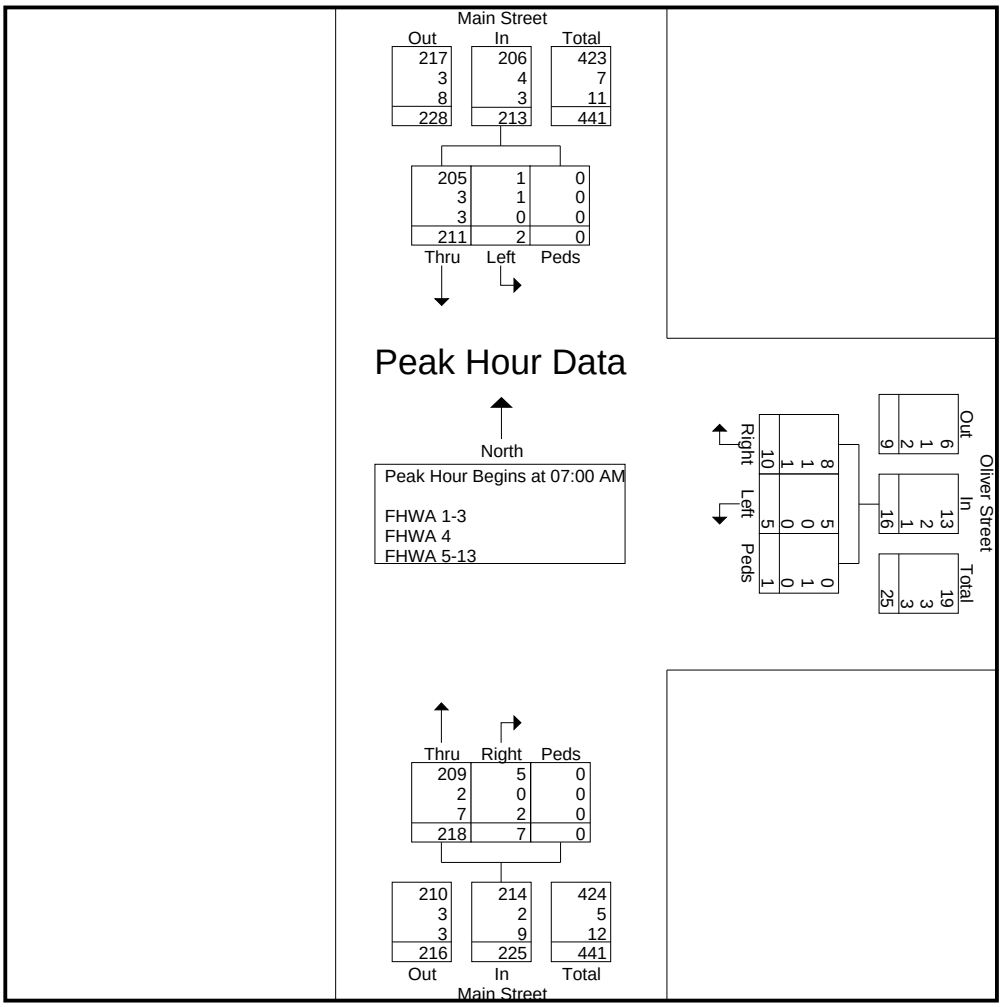
File Name : 88_Main&Oliver_AM
Site Code : 88
Start Date : 11/16/2010
Page No : 4

	Main Street Southbound				Oliver Street Westbound				Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
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													
07:00 AM	0	**69**	0	**69**	**3**	3	0	**6**	41	**3**	0	44	119
07:15 AM	0	63	0	63	1	**4**	0	5	**66**	3	0	**69**	**137**
07:30 AM	0	40	0	40	1	2	0	3	62	1	0	63	106
07:45 AM	**2**	39	0	41	0	1	**1**	2	49	0	0	49	92
Total Volume	2	211	0	213	5	10	1	16	218	7	0	225	454
% App. Total	0.9	99.1	0		31.2	62.5	6.2		96.9	3.1	0		
PHF	.250	.764	.000	.772	.417	.625	.250	.667	.826	.583	.000	.815	.828
FHWA 1-3	1	205	0	206	5	8	0	13	209	5	0	214	433
% FHWA 1-3	50.0	97.2	0	96.7	100	80.0	0	81.3	95.9	71.4	0	95.1	95.4
FHWA 4	1	3	0	4	0	1	1	2	2	0	0	2	8
% FHWA 4	50.0	1.4	0	1.9	0	10.0	100	12.5	0.9	0	0	0.9	1.8
FHWA 5-13	0	3	0	3	0	1	0	1	7	2	0	9	13
% FHWA 5-13	0	1.4	0	1.4	0	10.0	0	6.3	3.2	28.6	0	4.0	2.9



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File Name : 88_Main&Oliver_AM
Site Code : 88
Start Date : 11/16/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (2) & AV
Traffic Control: Two Way Stop

File Name : 88_Main&Mechanic_PM
Site Code : 88
Start Date : 11/9/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Mechanic Street Southbound					Main Street Westbound					Williams Street Northbound					Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	3	3	14	151	3	0	168	2	0	9	0	11	2	100	4	3	109	291
04:15 PM	0	0	0	1	1	10	143	2	0	155	5	0	5	0	10	0	116	1	1	118	284
04:30 PM	0	0	0	1	1	6	133	3	0	142	4	0	5	0	9	2	117	1	0	120	272
04:45 PM	0	0	0	0	0	8	186	4	0	198	3	0	7	0	10	1	96	2	0	99	307
Total	0	0	0	5	5	38	613	12	0	663	14	0	26	0	40	5	429	8	4	446	1154
05:00 PM	0	0	0	0	0	11	145	5	0	161	3	0	5	4	12	4	108	3	0	115	288
05:15 PM	0	0	0	0	0	9	171	5	0	185	2	0	3	0	5	2	116	2	0	120	310
05:30 PM	0	0	0	0	0	6	166	5	0	177	3	0	7	0	10	0	108	5	0	113	300
05:45 PM	0	0	0	1	1	8	165	2	0	175	2	0	5	3	10	1	100	2	0	103	289
Total	0	0	0	1	1	34	647	17	0	698	10	0	20	7	37	7	432	12	0	451	1187
Grand Total	0	0	0	6	6	72	1260	29	0	1361	24	0	46	7	77	12	861	20	4	897	2341
Apprch %	0	0	0	100		5.3	92.6	2.1	0		31.2	0	59.7	9.1		1.3	96	2.2	0.4		
Total %	0	0	0	0.3	0.3	3.1	53.8	1.2	0	58.1	1	0	2	0.3	3.3	0.5	36.8	0.9	0.2	38.3	
FHWA 1-3	0	0	0	0	0	71	1243	29	0	1343	24	0	46	0	70	12	844	19	0	875	2288
% FHWA 1-3	0	0	0	0	0	98.6	98.7	100	0	98.7	100	0	100	0	90.9	100	98	95	0	97.5	97.7
FHWA 4	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	5
% FHWA 4	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	28.6	2.6	0	0	0	25	0.1	0.2
FHWA 5-13	0	0	0	4	4	1	17	0	0	18	0	0	0	5	5	0	17	1	3	21	48
% FHWA 5-13	0	0	0	66.7	66.7	1.4	1.3	0	0	1.3	0	0	0	71.4	6.5	0	2	5	75	2.3	2.1

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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (2) & AV
Traffic Control: Two Way Stop

File Name : 88_Main&Mechanic_PM
Site Code : 88
Start Date : 11/9/2010
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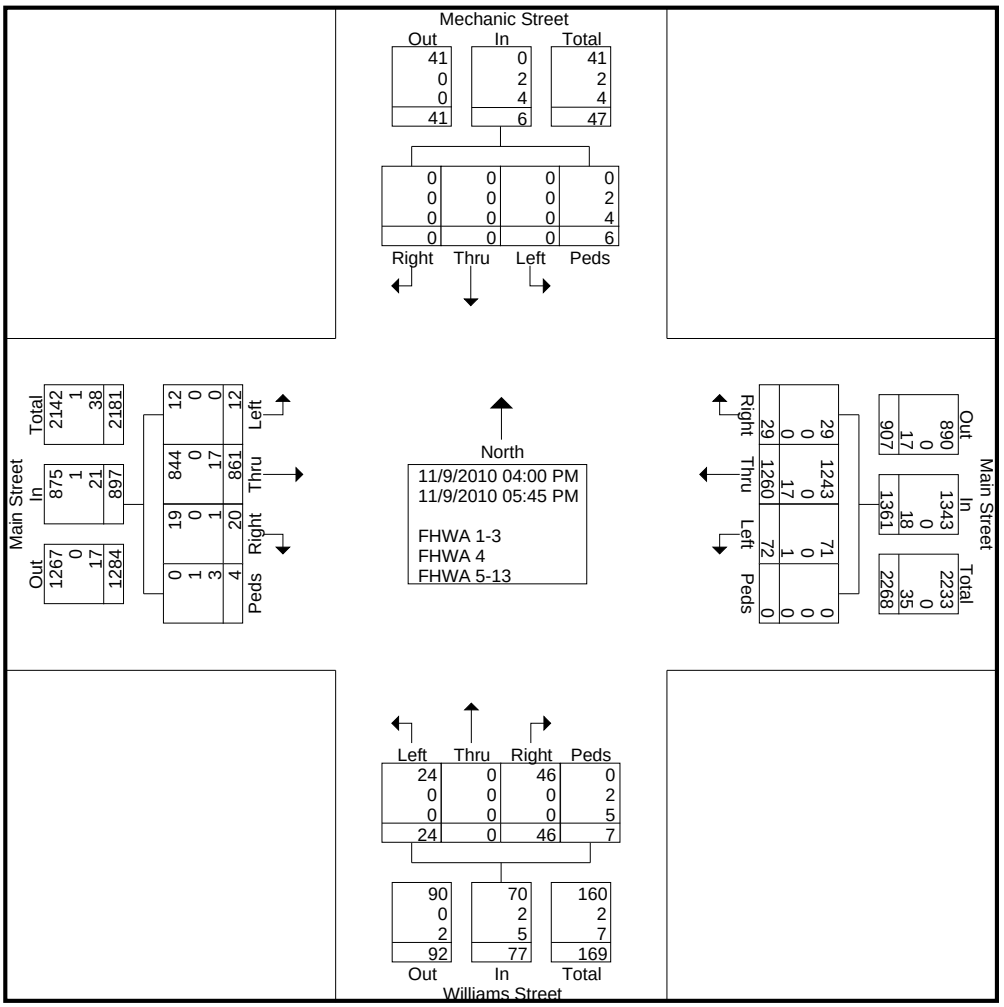

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File Name : 88_Main&Mechanic_PM
Site Code : 88
Start Date : 11/9/2010
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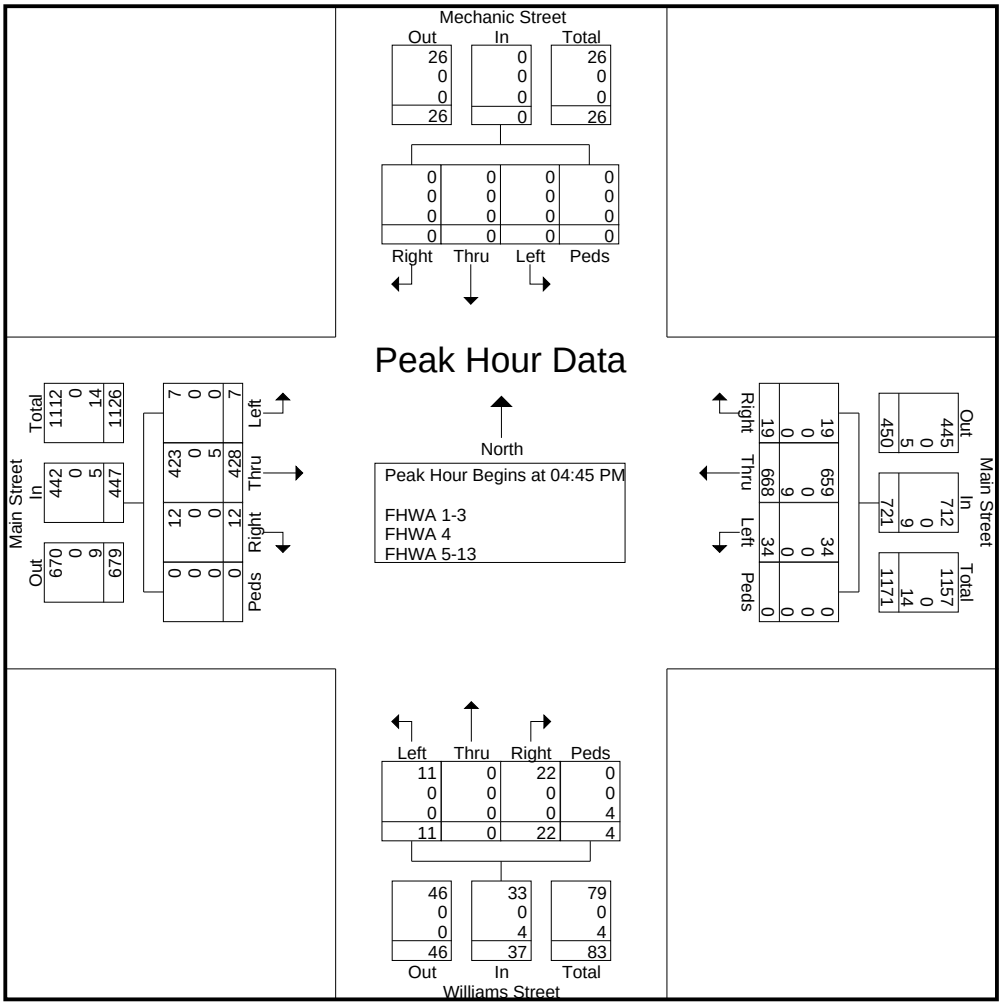
	Mechanic Street Southbound					Main Street Westbound					Williams Street Northbound					Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	8	**186**	4	0	**198**	**3**	0	**7**	0	10	1	96	2	0	99	307
05:00 PM	0	0	0	0	0	**11**	145	**5**	0	161	3	0	5	**4**	**12**	**4**	108	3	0	115	288
05:15 PM	0	0	0	0	0	9	171	5	0	185	2	0	3	0	5	2	**116**	2	0	**120**	**310**
05:30 PM	0	0	0	0	0	6	166	5	0	177	3	0	7	0	10	0	108	**5**	0	113	300
Total Volume	0	0	0	0	0	34	668	19	0	721	11	0	22	4	37	7	428	12	0	447	1205
% App. Total	0	0	0	0		4.7	92.6	2.6	0		29.7	0	59.5	10.8		1.6	95.7	2.7	0		
PHF	.000	.000	.000	.000	.000	.773	.898	.950	.000	.910	.917	.000	.786	.250	.771	.438	.922	.600	.000	.931	.972
FHWA 1-3	0	0	0	0	0	34	659	19	0	712	11	0	22	0	33	7	423	12	0	442	1187
% FHWA 1-3	0	0	0	0	0	100	98.7	100	0	98.8	100	0	100	0	89.2	100	98.8	100	0	98.9	98.5
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	0	0	0	0	0	9	0	0	9	0	0	0	4	4	0	5	0	0	5	18
% FHWA 5-13	0	0	0	0	0	0	1.3	0	0	1.2	0	0	0	100	10.8	0	1.2	0	0	1.1	1.5



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (2) & AV
Traffic Control: Two Way Stop

File Name : 88_Main&Mechanic_PM
Site Code : 88
Start Date : 11/9/2010

Image 1

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File Name : 88_Main&Mechanic_AM
Site Code : 88
Start Date : 11/9/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Mechanic Street Southbound					Main Street Westbound					Williams Street Northbound					Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
08:00 AM	0	0	0	0	0	1	126	0	0	127	3	0	7	0	10	1	144	1	0	146	283
08:15 AM	0	0	0	0	0	1	90	1	0	92	2	0	2	0	4	1	200	2	0	203	299
08:30 AM	0	0	0	0	0	3	65	1	0	69	3	0	5	0	8	1	182	3	0	186	263
08:45 AM	0	0	0	1	1	4	78	5	0	87	2	0	6	2	10	0	130	2	4	136	234
Total	0	0	0	1	1	9	359	7	0	375	10	0	20	2	32	3	656	8	4	671	1079
09:00 AM	0	0	0	1	1	3	73	2	0	78	1	0	15	0	16	0	171	2	0	173	268
09:15 AM	0	0	0	1	1	7	80	1	0	88	1	0	8	0	9	2	149	1	1	153	251
09:30 AM	0	0	0	1	1	4	80	2	0	86	3	0	14	0	17	1	158	1	4	164	268
09:45 AM	0	0	0	2	2	7	82	1	0	90	1	0	8	0	9	1	128	1	4	134	235
Total	0	0	0	5	5	21	315	6	0	342	6	0	45	0	51	4	606	5	9	624	1022
Grand Total	0	0	0	6	6	30	674	13	0	717	16	0	65	2	83	7	1262	13	13	1295	2101
Apprch %	0	0	0	100		4.2	94	1.8	0		19.3	0	78.3	2.4		0.5	97.5	1	1		
Total %	0	0	0	0.3	0.3	1.4	32.1	0.6	0	34.1	0.8	0	3.1	0.1	4	0.3	60.1	0.6	0.6	61.6	
FHWA 1-3	0	0	0	0	0	29	644	13	0	686	16	0	60	0	76	7	1234	13	0	1254	2016
% FHWA 1-3	0	0	0	0	0	96.7	95.5	100	0	95.7	100	0	92.3	0	91.6	100	97.8	100	0	96.8	96
FHWA 4	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	6
% FHWA 4	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	50	1.2	0	0	0	23.1	0.2	0.3
FHWA 5-13	0	0	0	4	4	1	30	0	0	31	0	0	5	1	6	0	28	0	10	38	79
% FHWA 5-13	0	0	0	66.7	66.7	3.3	4.5	0	0	4.3	0	0	7.7	50	7.2	0	2.2	0	76.9	2.9	3.8

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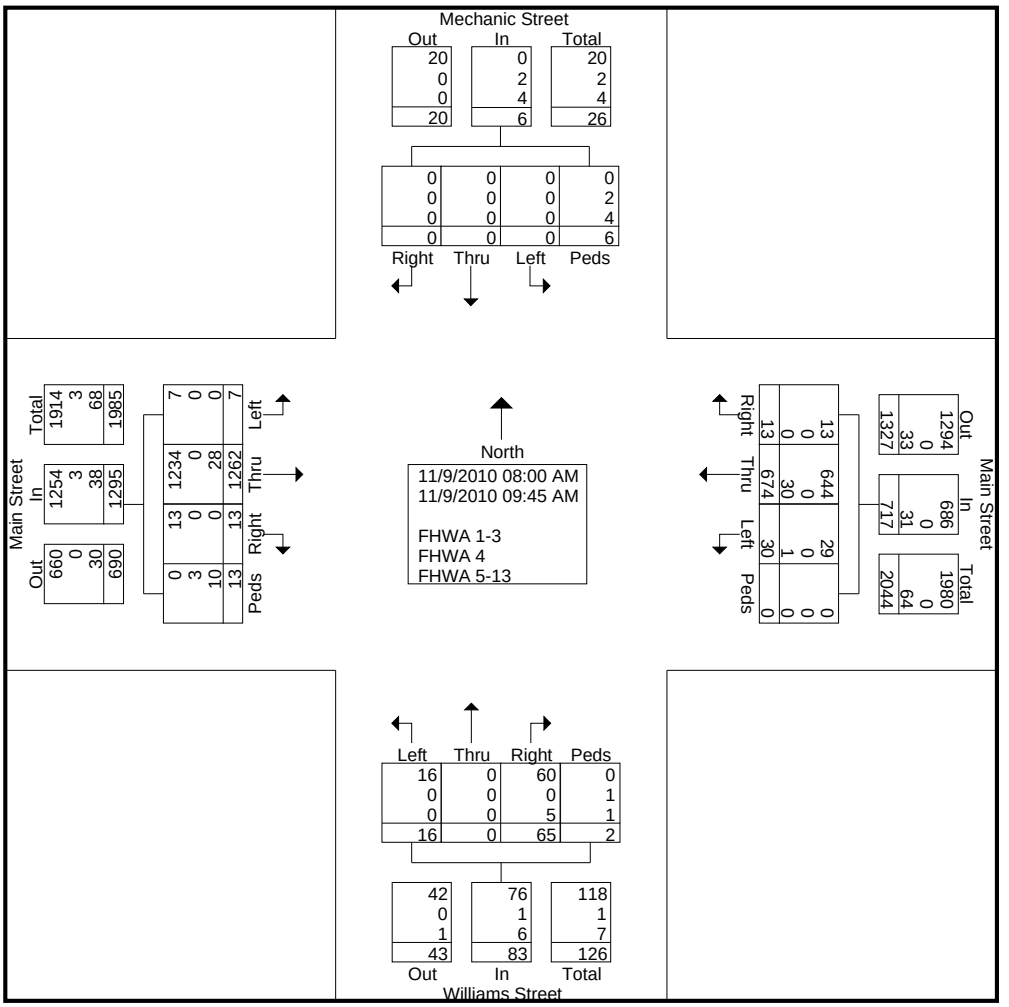

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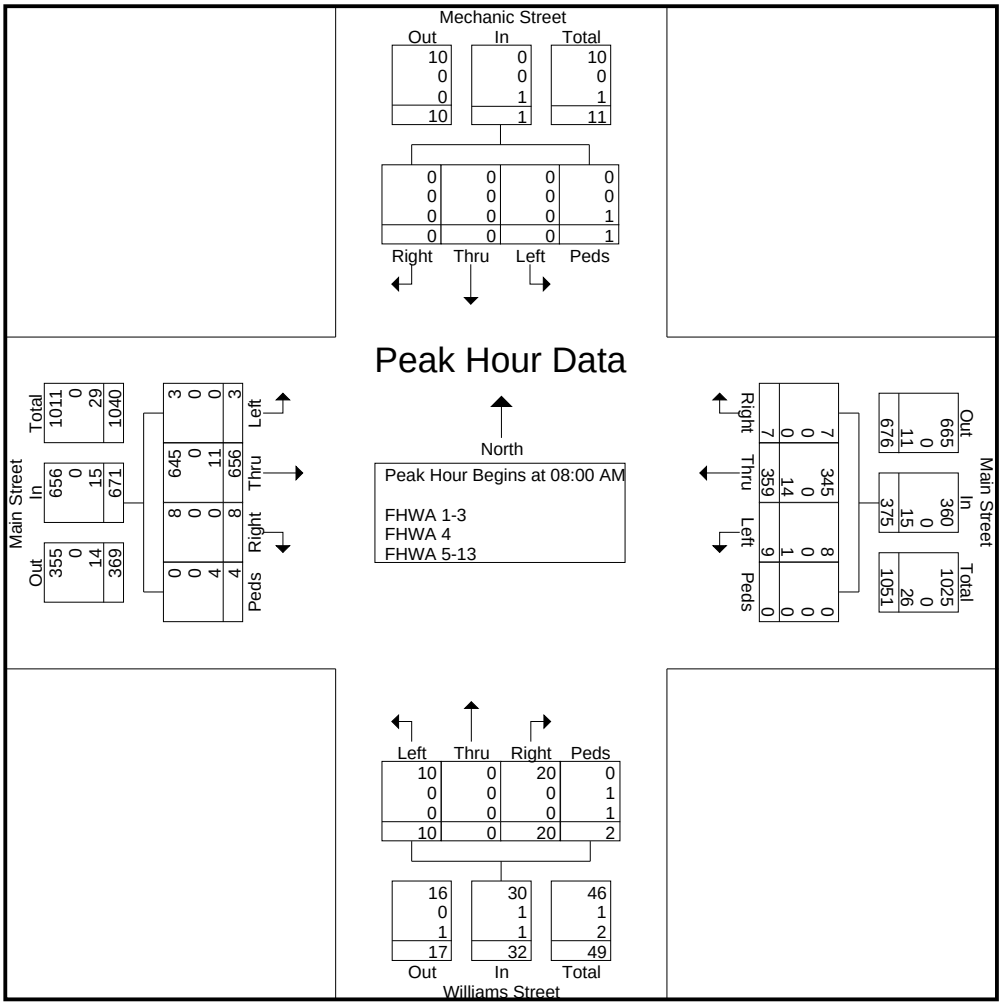
File Name : 88_Main&Mechanic_AM
Site Code : 88
Start Date : 11/9/2010
Page No : 4

	Mechanic Street Southbound					Main Street Westbound					Williams Street Northbound					Main Street Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	**126**	0	0	**127**	**3**	0	**7**	0	**10**	**1**	144	1	0	146	283
08:15 AM	0	0	0	0	0	1	90	1	0	92	2	0	2	0	4	1	**200**	2	0	**203**	**299**
08:30 AM	0	0	0	0	0	3	65	1	0	69	3	0	5	0	8	1	182	**3**	0	186	263
08:45 AM	0	0	0	**1**	**1**	**4**	78	**5**	0	87	2	0	6	**2**	10	0	130	2	**4**	136	234
Total Volume	0	0	0	1	1	9	359	7	0	375	10	0	20	2	32	3	656	8	4	671	1079
% App. Total	0	0	0	100		2.4	95.7	1.9	0		31.2	0	62.5	6.2		0.4	97.8	1.2	0.6		
PHF	.000	.000	.000	.250	.250	.563	.712	.350	.000	.738	.833	.000	.714	.250	.800	.750	.820	.667	.250	.826	.902
FHWA 1-3	0	0	0	0	0	8	345	7	0	360	10	0	20	0	30	3	645	8	0	656	1046
% FHWA 1-3	0	0	0	0	0	88.9	96.1	100	0	96.0	100	0	100	0	93.8	100	98.3	100	0	97.8	96.9
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	3.1	0	0	0	0	0	0.1
FHWA 5-13	0	0	0	1	1	1	14	0	0	15	0	0	0	1	1	0	11	0	4	15	32
% FHWA 5-13	0	0	0	100	100	11.1	3.9	0	0	4.0	0	0	0	50.0	3.1	0	1.7	0	100	2.2	3.0



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File Name : 88_Main&Mechanic_AM
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Image 1

Old Colony Planning Council
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Community: Easton
Weather: Clear
Board # & Staff: DB-400 (5) & JC
Traffic Control: Three Way Stop

File Name : 88_Main&Center_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Main Street Southbound						Gas Station Southwestbound						Main Street Westbound						Center Street Northbound						Lincoln Street Eastbound						
Start Time	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
04:00 PM	0	13	16	1	1	31	1	2	0	3	0	6	57	60	17	3	0	137	3	9	0	36	1	49	0	0	46	4	1	51	274
04:15 PM	1	13	16	0	1	31	1	0	2	4	0	7	52	77	27	2	3	161	4	6	1	41	0	52	0	0	58	5	0	63	314
04:30 PM	3	21	16	1	0	41	5	2	0	4	0	11	56	74	26	4	0	160	2	8	0	31	0	41	0	0	50	2	0	52	305
04:45 PM	3	17	19	0	0	39	5	0	2	2	0	9	52	71	27	3	2	155	5	7	0	25	0	37	0	0	57	6	0	63	303
Total	7	64	67	2	2	142	12	4	4	13	0	33	217	282	97	12	5	613	14	30	1	133	1	179	0	0	211	17	1	229	1196
05:00 PM	2	19	20	1	0	42	3	1	0	2	0	6	55	96	32	1	0	184	6	5	0	43	3	57	0	3	65	2	2	72	361
05:15 PM	1	22	15	0	0	38	5	0	2	2	0	9	71	94	24	5	1	195	4	9	0	34	0	47	0	1	46	2	0	49	338
05:30 PM	2	17	22	0	0	41	0	2	1	2	0	5	54	64	19	4	0	141	2	14	0	38	0	54	0	0	49	7	0	56	297
05:45 PM	1	15	14	0	0	30	3	4	1	2	0	10	64	72	25	3	2	166	2	11	0	33	0	46	0	1	36	5	0	42	294
Total	6	73	71	1	0	151	11	7	4	8	0	30	244	326	100	13	3	686	14	39	0	148	3	204	0	5	196	16	2	219	1290
Grand Total	13	137	138	3	2	293	23	11	8	21	0	63	461	608	197	25	8	1299	28	69	1	281	4	383	0	5	407	33	3	448	2486
Apprch %	4.4	46.8	47.1	1	0.7		36.5	17.5	12.7	33.3	0		35.5	46.8	15.2	1.9	0.6		7.3	18	0.3	73.4	1		0	1.1	90.8	7.4	0.7		
Total %	0.5	5.5	5.6	0.1	0.1	11.8	0.9	0.4	0.3	0.8	0	2.5	18.5	24.5	7.9	1	0.3	52.3	1.1	2.8	0	11.3	0.2	15.4	0	0.2	16.4	1.3	0.1	18	
FHWA 1-3	13	133	137	3	0	286	23	11	8	21	0	63	452	596	187	25	0	1260	28	68	1	277	0	374	0	5	399	33	0	437	2420
% FHWA 1-3	100	97.1	99.3	100	0	97.6	100	100	100	100	0	100	98	98	94.9	100	0	97	100	98.6	100	98.6	0	97.7	0	100	98	100	0	97.5	97.3
FHWA 4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	1	1	2	0	0	0	0	1	1	8
% FHWA 4	0	0	0	0	50	0.3	0	0	0	0	0	0	0	0	0	0	50	0.3	0	0	0	0.4	25	0.5	0	0	0	0	33.3	0.2	0.3
FHWA 5-13	0	4	1	0	1	6	0	0	0	0	0	0	9	12	10	0	4	35	0	1	0	3	3	7	0	0	8	0	2	10	58
% FHWA 5-13	0	2.9	0.7	0	50	2	0	0	0	0	0	0	2	2	5.1	0	50	2.7	0	1.4	0	1.1	75	1.8	0	0	2	0	66.7	2.2	2.3

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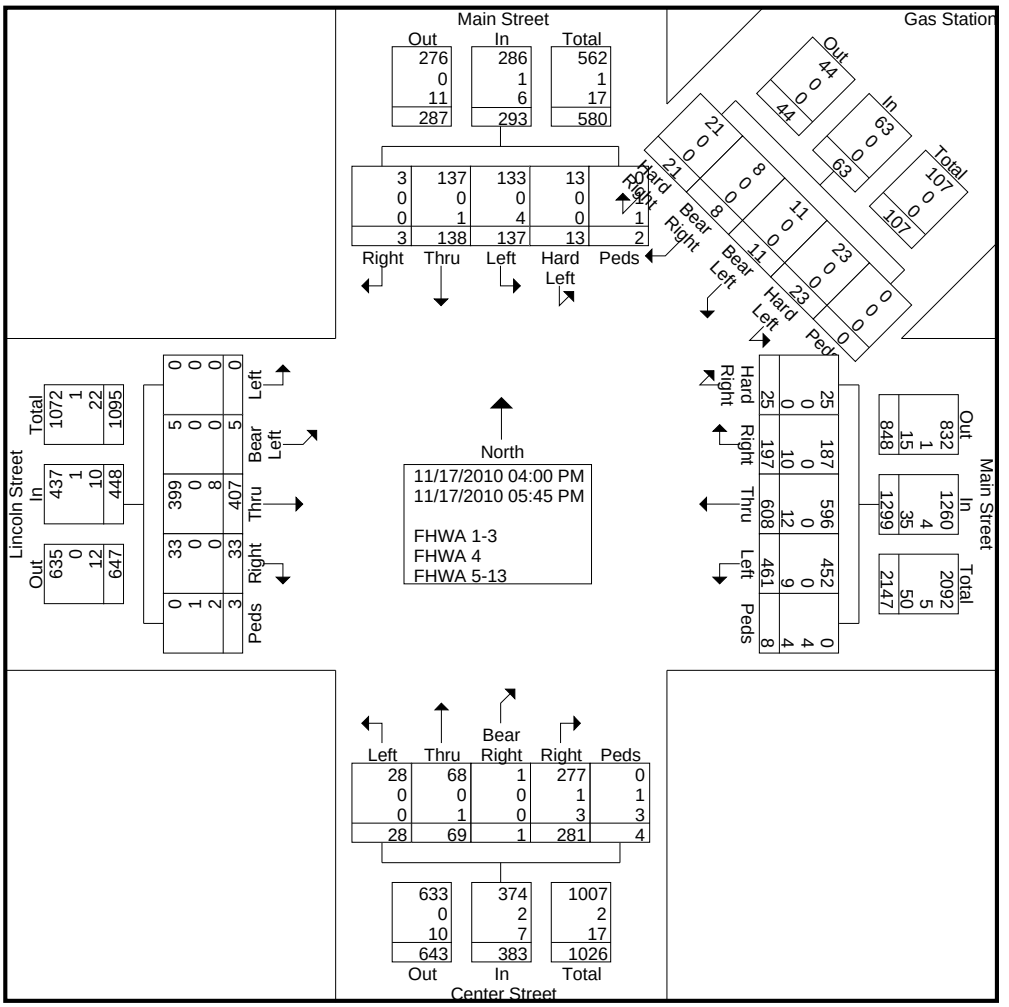
Traffic Control: Three Way Stop

File Name : 88_Main&Center_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 2



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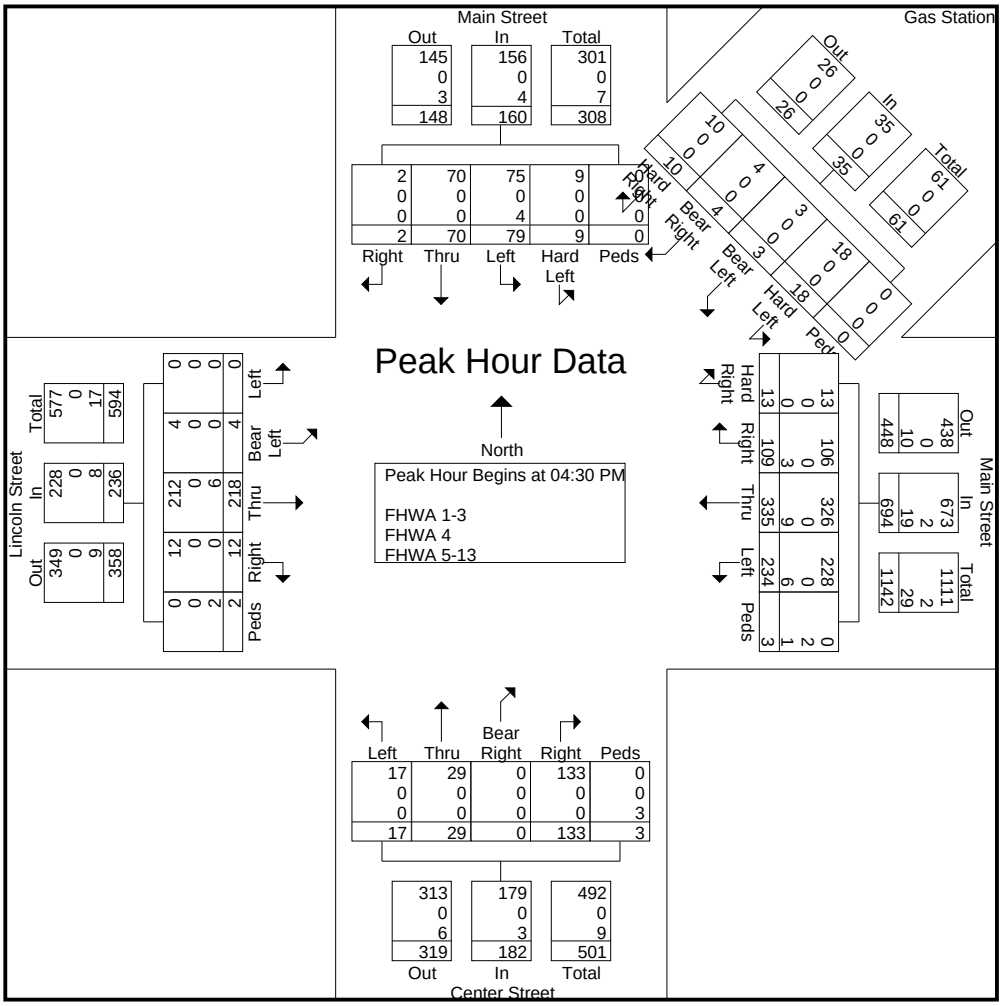
	Main Street Southbound						Gas Station Southwestbound						Main Street Westbound						Center Street Northbound						Lincoln Street Eastbound						
Start Time	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:30 PM																															
04:30 PM	**3**	21	16	**1**	0	41	**5**	**2**	0	**4**	0	**11**	56	74	26	4	0	160	2	8	0	31	0	41	0	0	50	2	0	52	305
04:45 PM	3	17	19	0	0	39	5	0	**2**	2	0	9	52	71	27	3	**2**	155	5	7	0	25	0	37	0	0	57	**6**	0	63	303
05:00 PM	2	19	**20**	1	0	**42**	3	1	0	2	0	6	55	**96**	**32**	1	0	184	**6**	5	0	**43**	**3**	**57**	0	**3**	**65**	2	**2**	**72**	**361**
05:15 PM	1	**22**	15	0	0	38	5	0	2	2	0	9	**71**	94	24	**5**	1	**195**	4	**9**	0	34	0	47	0	1	46	2	0	49	338
Total Volume	9	79	70	2	0	160	18	3	4	10	0	35	234	335	109	13	3	694	17	29	0	133	3	182	0	4	218	12	2	236	1307
% App. Total	5.6	49.4	43.8	1.2	0		51.4	8.6	11.4	28.6	0		33.7	48.3	15.7	1.9	0.4		9.3	15.9	0	73.1	1.6		0	1.7	92.4	5.1	0.8		
PHF	.750	.898	.875	.500	.000	.952	.900	.375	.500	.625	.000	.795	.824	.872	.852	.650	.375	.890	.708	.806	.000	.773	.250	.798	.000	.333	.838	.500	.250	.819	.905
FHWA 1-3	9	75	70	2	0	156	18	3	4	10	0	35	228	326	106	13	0	673	17	29	0	133	0	179	0	4	212	12	0	228	1271
% FHWA 1-3	100	94.9	100	100	0	97.5	100	100	100	100	0	100	97.4	97.3	97.2	100	0	97.0	100	100	0	100	0	98.4	0	100	97.2	100	0	96.6	97.2
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	66.7	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.2
FHWA 5-13	0	4	0	0	0	4	0	0	0	0	0	0	6	9	3	0	1	19	0	0	0	0	3	3	0	0	6	0	2	8	34
% FHWA 5-13	0	5.1	0	0	0	2.5	0	0	0	0	0	0	2.6	2.7	2.8	0	33.3	2.7	0	0	0	0	100	1.6	0	0	2.8	0	100	3.4	2.6



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Groups Printed- 3 - FHWA 4 - 13

	Main Street Southbound						Gas Station Southwestbound						Main Street Westbound						Center Street Northbound						Lincoln Street Eastbound						
Start Time	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0		
07:00 AM	1	6	24	0	0	31	1	0	1	1	0	3	44	19	8	1	0	72	18	27	1	28	0	74	1	2	30	18	0	51	231
07:15 AM	1	15	13	0	0	29	2	1	0	1	0	4	48	33	15	0	0	96	0	16	4	114	0	134	0	0	67	1	1	69	332
07:30 AM	2	18	7	0	1	28	4	4	1	2	0	11	21	29	14	3	0	67	1	15	3	75	0	94	0	1	72	4	0	77	277
07:45 AM	3	26	7	0	0	36	2	0	1	2	0	5	19	27	9	2	0	57	0	16	0	55	0	71	0	1	83	1	0	85	254
Total	7	65	51	0	1	124	9	5	3	6	0	23	132	108	46	6	0	292	19	74	8	272	0	373	1	4	252	24	1	282	1094
08:00 AM	2	19	12	0	0	33	3	2	0	1	0	6	23	32	13	3	0	71	0	8	1	56	0	65	0	1	78	2	0	81	256
08:15 AM	1	16	5	0	0	22	2	1	1	3	0	7	26	36	18	4	0	84	2	15	0	92	1	110	0	0	80	2	0	82	305
08:30 AM	3	23	15	0	0	41	1	1	0	1	0	3	32	42	17	1	0	92	0	12	0	84	1	97	0	0	77	4	0	81	314
08:45 AM	1	22	4	0	0	27	1	3	1	2	0	7	33	19	15	3	0	70	2	12	0	77	0	91	0	1	85	3	0	89	284
Total	7	80	36	0	0	123	7	7	2	7	0	23	114	129	63	11	0	317	4	47	1	309	2	363	0	2	320	11	0	333	1159
Grand Total	14	145	87	0	1	247	16	12	5	13	0	46	246	237	109	17	0	609	23	121	9	581	2	736	1	6	572	35	1	615	2253
Apprch %	5.7	58.7	35.2	0	0.4		34.8	26.1	10.9	28.3	0		40.4	38.9	17.9	2.8	0		3.1	16.4	1.2	78.9	0.3		0.2	1	93	5.7	0.2		
Total %	0.6	6.4	3.9	0	0	11	0.7	0.5	0.2	0.6	0	2	10.9	10.5	4.8	0.8	0	27	1	5.4	0.4	25.8	0.1	32.7	0	0.3	25.4	1.6	0	27.3	
FHWA 1-3	14	139	79	0	0	232	16	12	5	13	0	46	232	226	99	17	0	574	22	119	9	568	0	718	1	6	561	32	0	600	2170
% FHWA 1-3	100	95.9	90.8	0	0	93.9	100	100	100	100	0	100	94.3	95.4	90.8	100	0	94.3	95.7	98.3	100	97.8	0	97.6	100	100	98.1	91.4	0	97.6	96.3
FHWA 4	0	1	2	0	0	3	0	0	0	0	0	0	4	0	1	0	0	5	1	0	0	4	1	6	0	0	1	0	1	2	16
% FHWA 4	0	0.7	2.3	0	0	1.2	0	0	0	0	0	0	1.6	0	0.9	0	0	0.8	4.3	0	0	0.7	50	0.8	0	0	0.2	0	100	0.3	0.7
FHWA 5-13	0	5	6	0	1	12	0	0	0	0	0	0	10	11	9	0	0	30	0	2	0	9	1	12	0	0	10	3	0	13	67
% FHWA 5-13	0	3.4	6.9	0	100	4.9	0	0	0	0	0	0	4.1	4.6	8.3	0	0	4.9	0	1.7	0	1.5	50	1.6	0	0	1.7	8.6	0	2.1	3

Old Colony Planning Council
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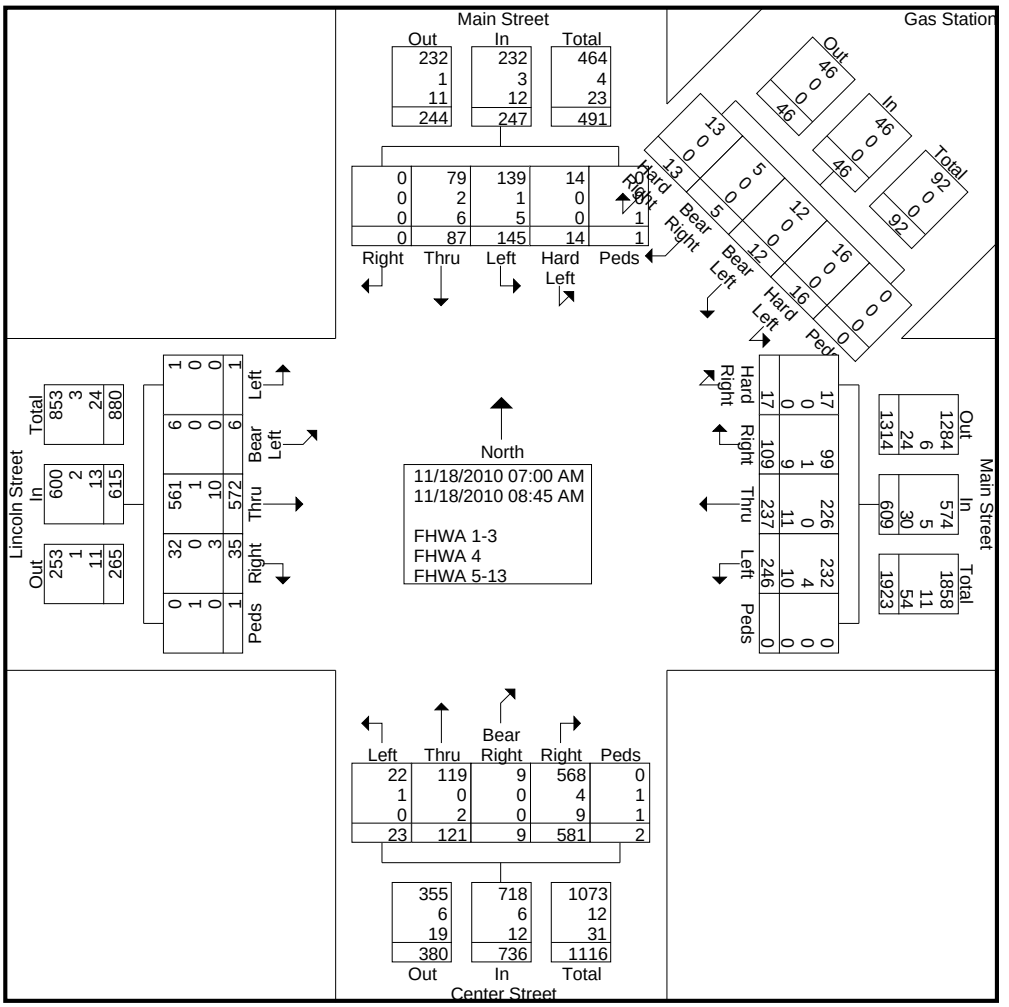
Community: Easton
Weather: Clear
Board # & Staff: DB-400 (6) & BH
Traffic Control: Three Way Stop

File Name : 88_Main&Center_AM
Site Code : 88
Start Date : 11/18/2010
Page No : 2



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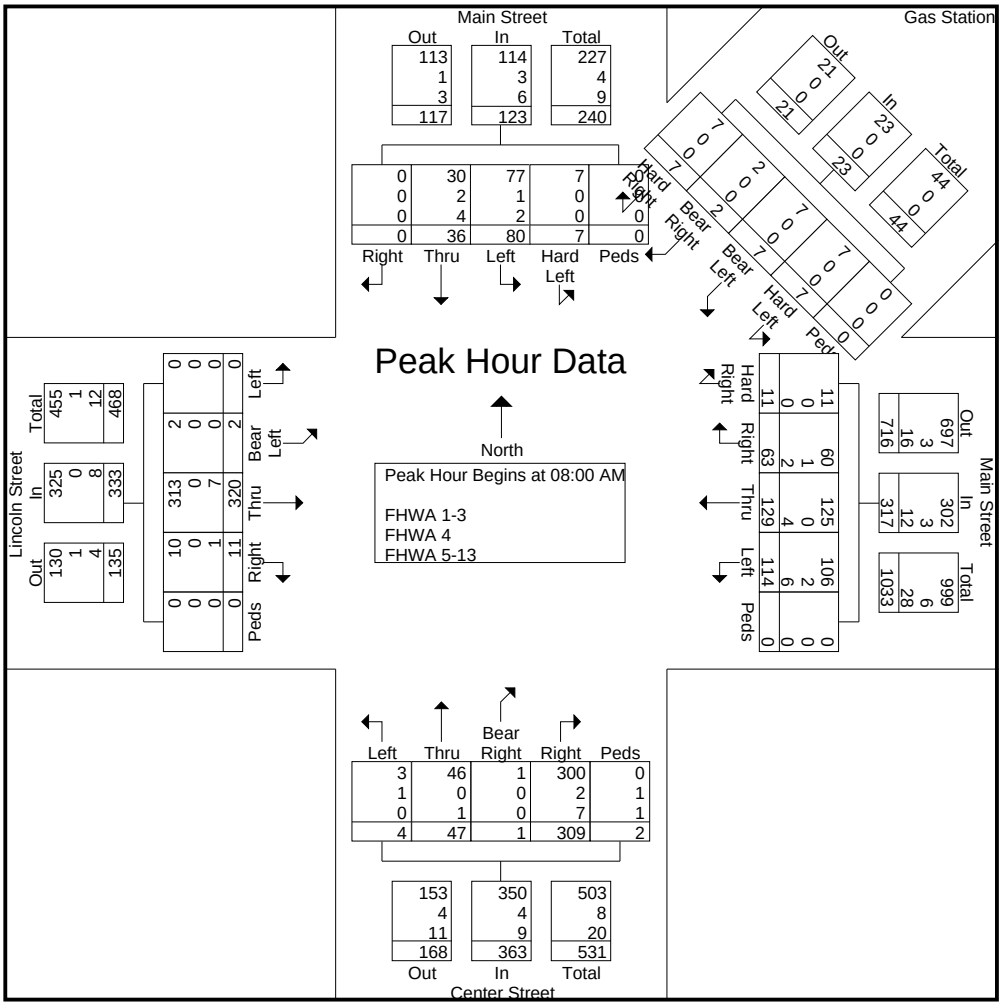
File Name : 88_Main&Center_AM
Site Code : 88
Start Date : 11/18/2010
Page No : 4

	Main Street Southbound						Gas Station Southwestbound						Main Street Westbound						Center Street Northbound						Lincoln Street Eastbound						
Start Time	Hard Left	Left	Thru	Right	Peds	App. Total	Hard Left	Bear Left	Bear Right	Hard Right	Peds	App. Total	Left	Thru	Right	Hard Right	Peds	App. Total	Left	Thru	Bear Right	Right	Peds	App. Total	Left	Bear Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 08:00 AM																															
08:00 AM	2	19	12	0	0	33	**3**	2	0	1	0	6	23	32	13	3	0	71	0	8	**1**	56	0	65	0	**1**	78	2	0	81	256
08:15 AM	1	16	5	0	0	22	2	1	**1**	**3**	0	**7**	26	36	**18**	**4**	0	84	**2**	**15**	0	**92**	**1**	**110**	0	0	80	2	0	82	305
08:30 AM	**3**	**23**	**15**	0	0	**41**	1	1	0	1	0	3	32	**42**	17	1	0	**92**	0	12	0	84	1	97	0	0	77	**4**	0	81	**314**
08:45 AM	1	22	4	0	0	27	1	**3**	1	2	0	7	**33**	19	15	3	0	70	2	12	0	77	0	91	0	1	**85**	3	0	**89**	284
Total Volume	7	80	36	0	0	123	7	7	2	7	0	23	114	129	63	11	0	317	4	47	1	309	2	363	0	2	320	11	0	333	1159
% App. Total	5.7	65	29.3	0	0		30.4	30.4	8.7	30.4	0		36	40.7	19.9	3.5	0		1.1	12.9	0.3	85.1	0.6		0	0.6	96.1	3.3	0		
PHF	.583	.870	.600	.000	.000	.750	.583	.583	.500	.583	.000	.821	.864	.768	.875	.688	.000	.861	.500	.783	.250	.840	.500	.825	.000	.500	.941	.688	.000	.935	.923
FHWA 1-3	7	77	30	0	0	114	7	7	2	7	0	23	106	125	60	11	0	302	3	46	1	300	0	350	0	2	313	10	0	325	1114
% FHWA 1-3	100	96.3	83.3	0	0	92.7	100	100	100	100	0	100	93.0	96.9	95.2	100	0	95.3	75.0	97.9	100	97.1	0	96.4	0	100	97.8	90.9	0	97.6	96.1
FHWA 4	0	1	2	0	0	3	0	0	0	0	0	0	2	0	1	0	0	3	1	0	0	2	1	4	0	0	0	0	0	0	10
% FHWA 4	0	1.3	5.6	0	0	2.4	0	0	0	0	0	0	1.8	0	1.6	0	0	0.9	25.0	0	0	0.6	50.0	1.1	0	0	0	0	0	0	0.9
FHWA 5-13	0	2	4	0	0	6	0	0	0	0	0	0	6	4	2	0	0	12	0	1	0	7	1	9	0	0	7	1	0	8	35
% FHWA 5-13	0	2.5	11.1	0	0	4.9	0	0	0	0	0	0	5.3	3.1	3.2	0	0	3.8	0	2.1	0	2.3	50.0	2.5	0	0	2.2	9.1	0	2.4	3.0



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Traffic Control: Three Way Stop

File Name : 88_Main&Center_AM
Site Code : 88
Start Date : 11/18/2010

Image 1

Old Colony Planning Council
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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_PM
Site Code : 88
Start Date : 11/18/2010

Groups Printed- 3 - FHWA 4 - 13

	Sullivan Avenue Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	3	0	5	138	1	0	139	4	128	0	132	276
04:15 PM	6	6	0	12	121	4	0	125	5	119	0	124	261
04:30 PM	5	10	0	15	119	4	0	123	5	118	0	123	261
04:45 PM	7	4	0	11	137	4	0	141	4	98	0	102	254
Total	20	23	0	43	515	13	0	528	18	463	0	481	1052
05:00 PM	5	6	0	11	188	3	0	191	7	105	0	112	314
05:15 PM	6	5	0	11	138	2	0	140	4	96	0	100	251
05:30 PM	6	3	0	9	123	1	0	124	2	100	4	106	239
05:45 PM	4	6	0	10	114	0	0	114	2	87	0	89	213
Total	21	20	0	41	563	6	0	569	15	388	4	407	1017
Grand Total	41	43	0	84	1078	19	0	1097	33	851	4	888	2069
Apprch %	48.8	51.2	0		98.3	1.7	0		3.7	95.8	0.5		
Total %	2	2.1	0	4.1	52.1	0.9	0	53	1.6	41.1	0.2	42.9	
FHWA 1-3	40	43	0	83	1065	19	0	1084	33	839	0	872	2039
% FHWA 1-3	97.6	100	0	98.8	98.8	100	0	98.8	100	98.6	0	98.2	98.6
FHWA 4	0	0	0	0	0	0	0	0	0	1	4	5	5
% FHWA 4	0	0	0	0	0	0	0	0	0	0.1	100	0.6	0.2
FHWA 5-13	1	0	0	1	13	0	0	13	0	11	0	11	25
% FHWA 5-13	2.4	0	0	1.2	1.2	0	0	1.2	0	1.3	0	1.2	1.2

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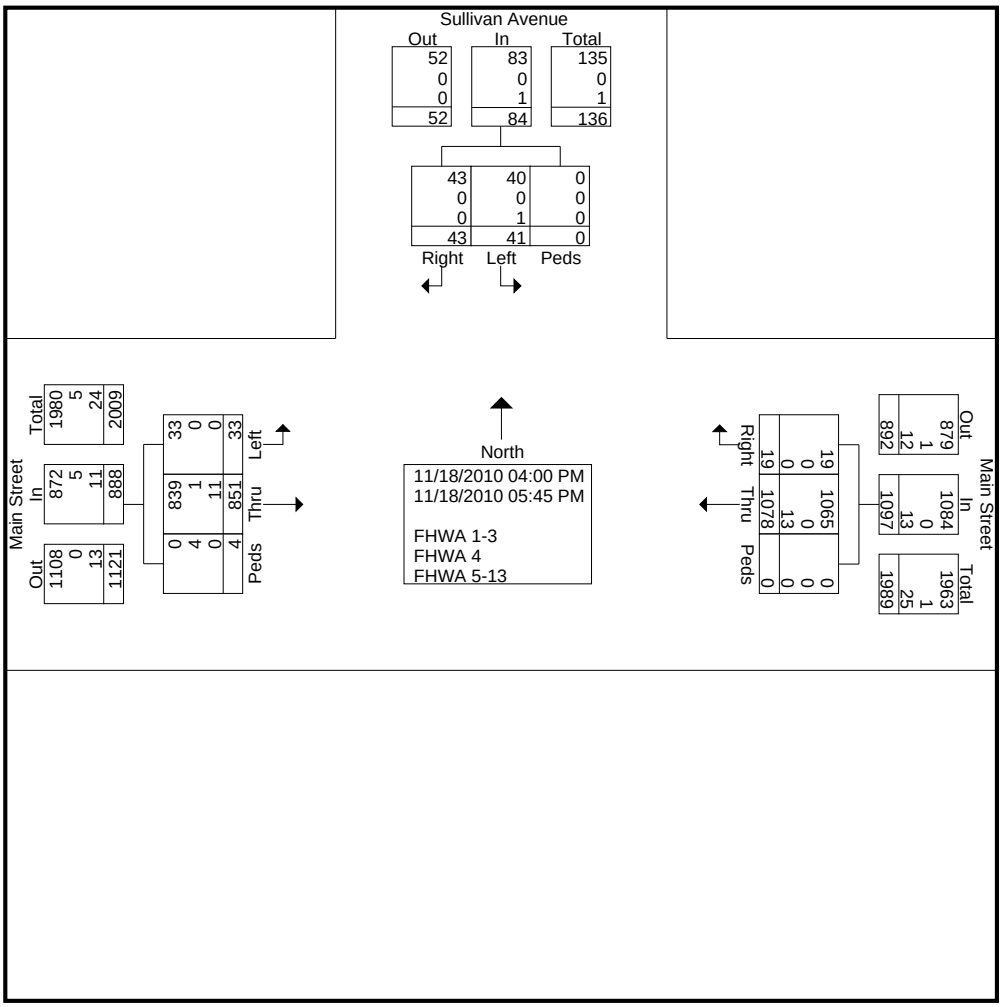
Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_PM
Site Code : 88
Start Date : 11/18/2010
Page No : 2



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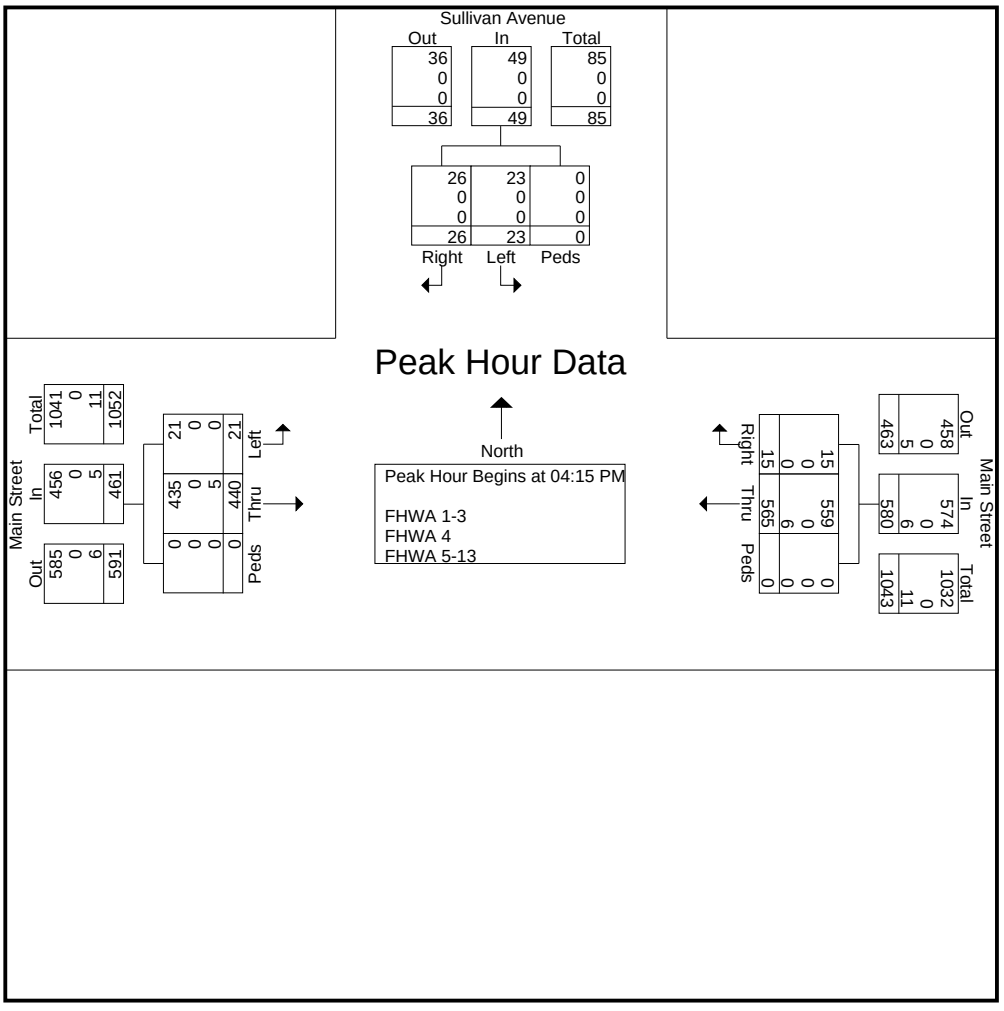
Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_PM
Site Code : 88
Start Date : 11/18/2010
Page No : 4

	Sullivan Avenue Southbound				Main Street Westbound				Main Street Eastbound				
Start Time	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	6	6	0	12	121	**4**	0	125	5	**119**	0	**124**	261
04:30 PM	5	**10**	0	**15**	119	4	0	123	5	118	0	123	261
04:45 PM	**7**	4	0	11	137	4	0	141	4	98	0	102	254
05:00 PM	5	6	0	11	**188**	3	0	**191**	**7**	105	0	112	**314**
Total Volume	23	26	0	49	565	15	0	580	21	440	0	461	1090
% App. Total	46.9	53.1	0		97.4	2.6	0		4.6	95.4	0		
PHF	.821	.650	.000	.817	.751	.938	.000	.759	.750	.924	.000	.929	.868
FHWA 1-3	23	26	0	49	559	15	0	574	21	435	0	456	1079
% FHWA 1-3	100	100	0	100	98.9	100	0	99.0	100	98.9	0	98.9	99.0
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	0	0	0	6	0	0	6	0	5	0	5	11
% FHWA 5-13	0	0	0	0	1.1	0	0	1.0	0	1.1	0	1.1	1.0



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Community: Easton
Weather: Clear
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Main&Sullivan_PM
Site Code : 88
Start Date : 11/18/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_AM
Site Code : 88
Start Date : 11/4/2010

Groups Printed- 3 - FHWA 4 - 13

	Oliver Street Westbound				Mechanic Street Northbound				Oliver Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	6	0	0	6	2	7	0	9	2	2	0	4	19
07:15 AM	8	0	0	8	2	5	0	7	1	4	0	5	20
07:30 AM	0	1	0	1	1	8	0	9	3	2	0	5	15
07:45 AM	4	0	0	4	4	9	0	13	2	1	0	3	20
Total	18	1	0	19	9	29	0	38	8	9	0	17	74
08:00 AM	5	3	0	8	3	6	0	9	2	0	0	2	19
08:15 AM	3	2	0	5	3	9	0	12	0	3	0	3	20
08:30 AM	7	3	0	10	4	8	0	12	1	2	0	3	25
08:45 AM	4	1	0	5	3	5	0	8	1	3	0	4	17
Total	19	9	0	28	13	28	0	41	4	8	0	12	81
Grand Total	37	10	0	47	22	57	0	79	12	17	0	29	155
Apprch %	78.7	21.3	0		27.8	72.2	0		41.4	58.6	0		
Total %	23.9	6.5	0	30.3	14.2	36.8	0	51	7.7	11	0	18.7	
FHWA 1-3	34	9	0	43	22	55	0	77	12	17	0	29	149
% FHWA 1-3	91.9	90	0	91.5	100	96.5	0	97.5	100	100	0	100	96.1
FHWA 4	1	1	0	2	0	2	0	2	0	0	0	0	4
% FHWA 4	2.7	10	0	4.3	0	3.5	0	2.5	0	0	0	0	2.6
FHWA 5-13	2	0	0	2	0	0	0	0	0	0	0	0	2
% FHWA 5-13	5.4	0	0	4.3	0	0	0	0	0	0	0	0	1.3

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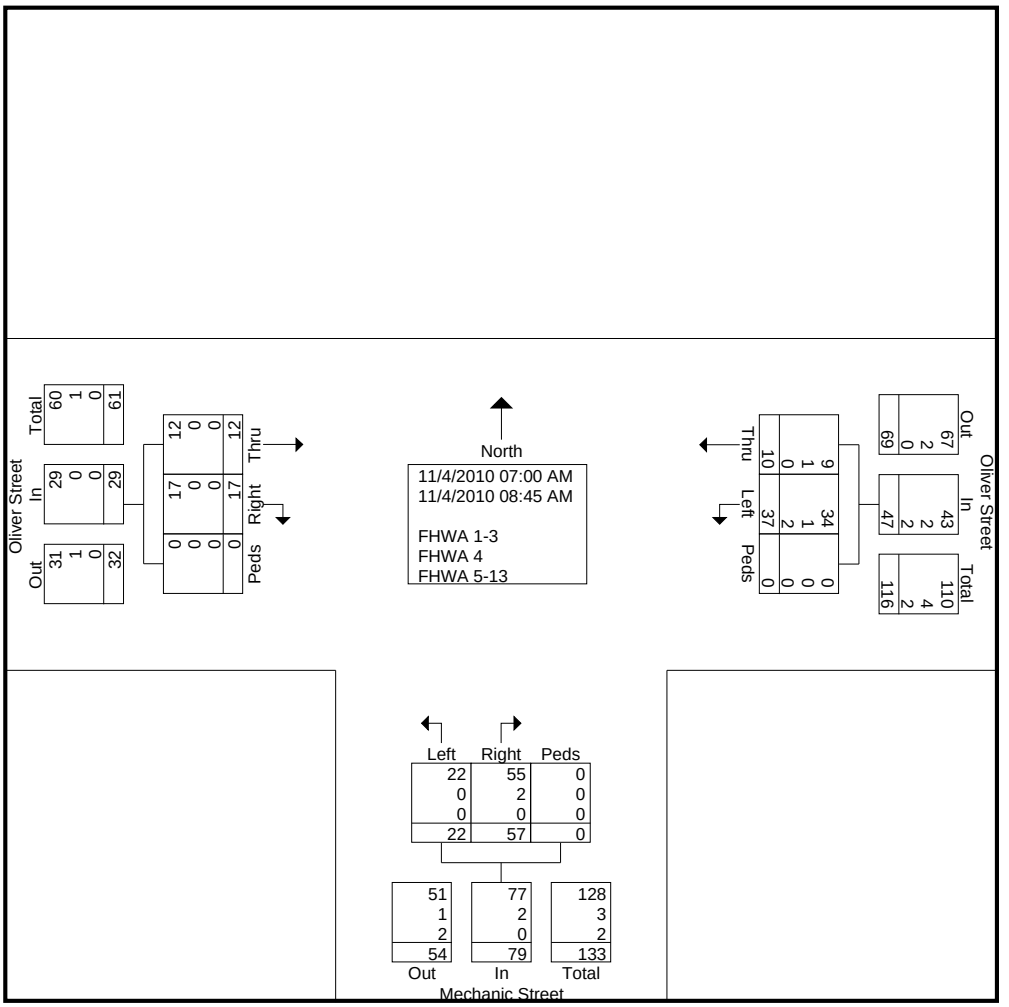
Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_AM
Site Code : 88
Start Date : 11/4/2010
Page No : 2



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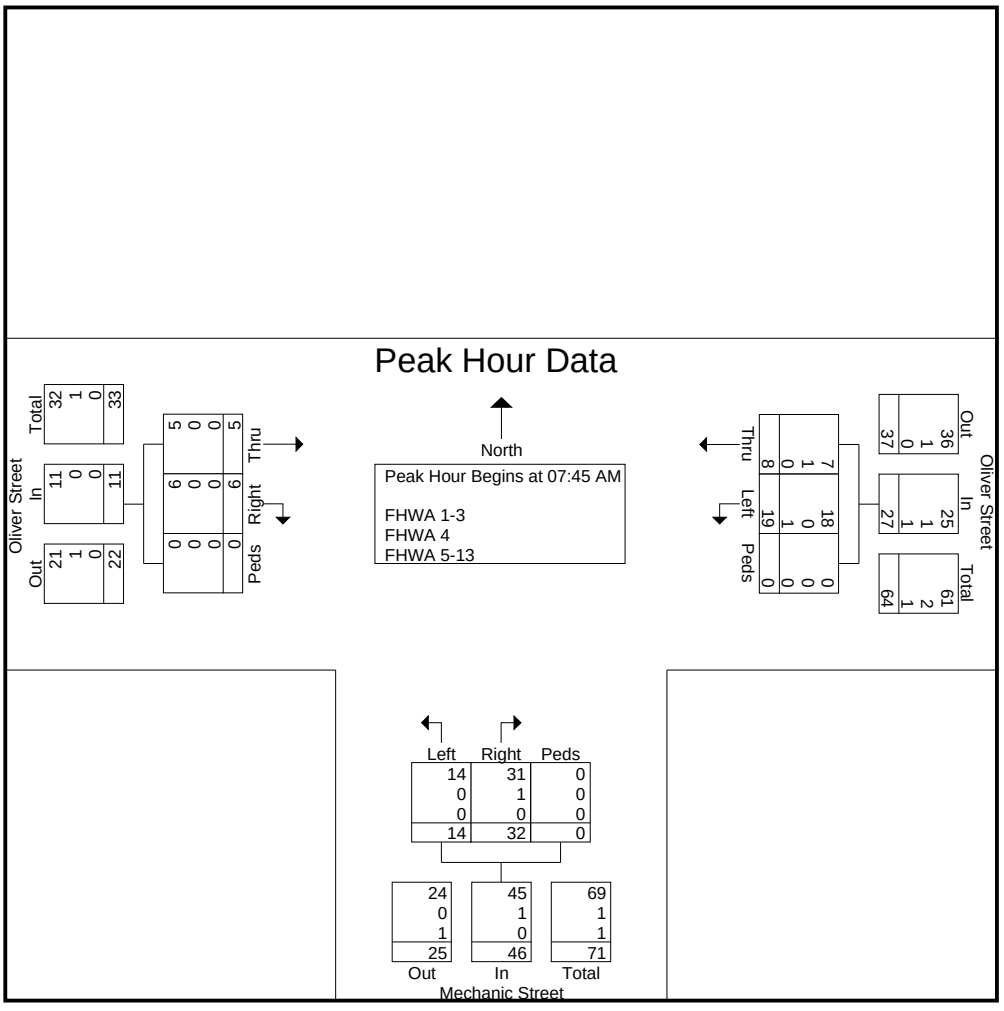
Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_AM
Site Code : 88
Start Date : 11/4/2010
Page No : 4

	Oliver Street Westbound				Mechanic Street Northbound				Oliver Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
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													
07:45 AM	4	0	0	4	**4**	**9**	0	**13**	**2**	1	0	**3**	20
08:00 AM	5	**3**	0	8	3	6	0	9	2	0	0	2	19
08:15 AM	3	2	0	5	3	9	0	12	0	**3**	0	3	20
08:30 AM	**7**	3	0	**10**	4	8	0	12	1	2	0	3	**25**
Total Volume	19	8	0	27	14	32	0	46	5	6	0	11	84
% App. Total	70.4	29.6	0		30.4	69.6	0		45.5	54.5	0		
PHF	.679	.667	.000	.675	.875	.889	.000	.885	.625	.500	.000	.917	.840
FHWA 1-3	18	7	0	25	14	31	0	45	5	6	0	11	81
% FHWA 1-3	94.7	87.5	0	92.6	100	96.9	0	97.8	100	100	0	100	96.4
FHWA 4	0	1	0	1	0	1	0	1	0	0	0	0	2
% FHWA 4	0	12.5	0	3.7	0	3.1	0	2.2	0	0	0	0	2.4
FHWA 5-13	1	0	0	1	0	0	0	0	0	0	0	0	1
% FHWA 5-13	5.3	0	0	3.7	0	0	0	0	0	0	0	0	1.2



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Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_AM
Site Code : 88
Start Date : 11/4/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Weather: Clear
Board # & Staff: DB-400 (3) & AV
Traffic Control: One Way Stop

File Name : 88_NMain&Elm_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	North Main Street Southbound				Elm Street Westbound				North Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	25	0	27	21	15	1	37	30	9	1	40	104
04:15 PM	10	29	0	39	23	18	3	44	28	19	3	50	133
04:30 PM	7	28	0	35	24	20	0	44	26	16	1	43	122
04:45 PM	9	37	1	47	15	16	1	32	39	11	2	52	131
Total	28	119	1	148	83	69	5	157	123	55	7	185	490
05:00 PM	12	38	0	50	25	23	0	48	38	12	0	50	148
05:15 PM	6	31	0	37	31	18	0	49	36	11	0	47	133
05:30 PM	4	35	0	39	21	18	0	39	43	14	1	58	136
05:45 PM	7	40	0	47	23	9	0	32	38	14	0	52	131
Total	29	144	0	173	100	68	0	168	155	51	1	207	548
Grand Total	57	263	1	321	183	137	5	325	278	106	8	392	1038
Apprch %	17.8	81.9	0.3		56.3	42.2	1.5		70.9	27	2		
Total %	5.5	25.3	0.1	30.9	17.6	13.2	0.5	31.3	26.8	10.2	0.8	37.8	
FHWA 1-3	57	254	0	311	181	136	0	317	273	102	0	375	1003
% FHWA 1-3	100	96.6	0	96.9	98.9	99.3	0	97.5	98.2	96.2	0	95.7	96.6
FHWA 4	0	0	1	1	0	0	2	2	0	0	5	5	8
% FHWA 4	0	0	100	0.3	0	0	40	0.6	0	0	62.5	1.3	0.8
FHWA 5-13	0	9	0	9	2	1	3	6	5	4	3	12	27
% FHWA 5-13	0	3.4	0	2.8	1.1	0.7	60	1.8	1.8	3.8	37.5	3.1	2.6

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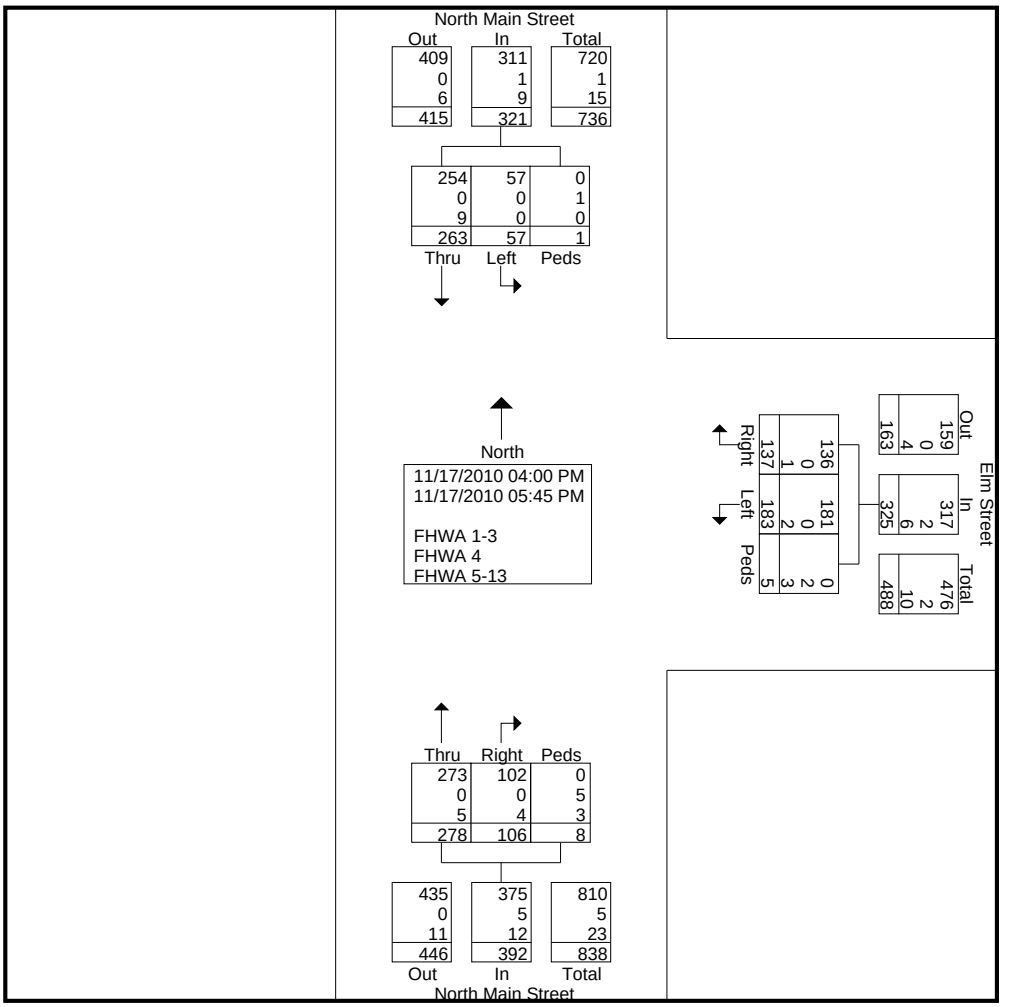
Community: Easton
Weather: Clear
Board # & Staff: DB-400 (3) & AV
Traffic Control: One Way Stop

File Name : 88_NMain&Elm_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 2



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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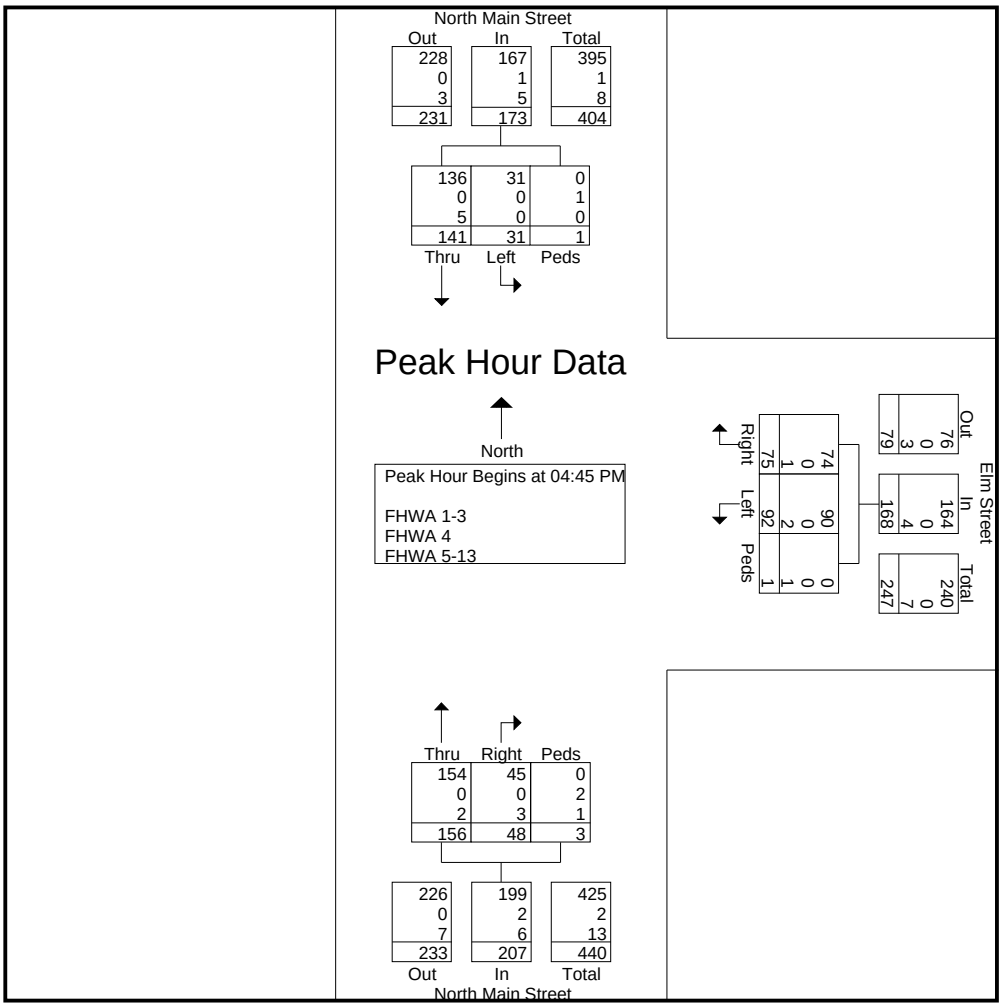
Community: Easton
Weather: Clear
Board # & Staff: DB-400 (3) & AV
Traffic Control: One Way Stop

File Name : 88_NMain&Elm_PM
Site Code : 88
Start Date : 11/17/2010
Page No : 4

	North Main Street Southbound				Elm Street Westbound				North Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:45 PM													
04:45 PM	9	37	**1**	47	15	16	**1**	32	39	11	**2**	52	131
05:00 PM	**12**	**38**	0	**50**	25	**23**	0	48	38	12	0	50	**148**
05:15 PM	6	31	0	37	**31**	18	0	**49**	36	11	0	47	133
05:30 PM	4	35	0	39	21	18	0	39	**43**	**14**	1	**58**	136
Total Volume	31	141	1	173	92	75	1	168	156	48	3	207	548
% App. Total	17.9	81.5	0.6		54.8	44.6	0.6		75.4	23.2	1.4		
PHF	.646	.928	.250	.865	.742	.815	.250	.857	.907	.857	.375	.892	.926
FHWA 1-3	31	136	0	167	90	74	0	164	154	45	0	199	530
% FHWA 1-3	100	96.5	0	96.5	97.8	98.7	0	97.6	98.7	93.8	0	96.1	96.7
FHWA 4	0	0	1	1	0	0	0	0	0	0	2	2	3
% FHWA 4	0	0	100	0.6	0	0	0	0	0	0	66.7	1.0	0.5
FHWA 5-13	0	5	0	5	2	1	1	4	2	3	1	6	15
% FHWA 5-13	0	3.5	0	2.9	2.2	1.3	100	2.4	1.3	6.3	33.3	2.9	2.7



Old Colony Planning Council
70 School Street
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Community: Easton
Weather: Clear
Board # & Staff: DB-400 (3) & AV
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File Name : 88_NMain&Elm_PM
Site Code : 88
Start Date : 11/17/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
Weather: Showers
Board # & Staff: DB-400 (3) & BH
Traffic Control: One Way Stop

File Name : 88_NMain&Elm_AM
Site Code : 88
Start Date : 11/16/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	North Main Street Southbound				Elm Street Westbound				North Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
07:00 AM	10	50	0	60	23	1	0	24	30	14	1	45	129
07:15 AM	4	32	0	36	13	6	0	19	40	22	0	62	117
07:30 AM	5	30	0	35	8	3	0	11	22	18	0	40	86
07:45 AM	12	27	0	39	14	3	0	17	29	20	0	49	105
Total	31	139	0	170	58	13	0	71	121	74	1	196	437
08:00 AM	11	31	0	42	6	1	0	7	36	23	0	59	108
08:15 AM	13	32	0	45	11	2	0	13	30	17	0	47	105
08:30 AM	10	37	0	47	8	5	1	14	19	19	0	38	99
08:45 AM	12	41	0	53	12	5	0	17	24	29	1	54	124
Total	46	141	0	187	37	13	1	51	109	88	1	198	436
Grand Total	77	280	0	357	95	26	1	122	230	162	2	394	873
Apprch %	21.6	78.4	0		77.9	21.3	0.8		58.4	41.1	0.5		
Total %	8.8	32.1	0	40.9	10.9	3	0.1	14	26.3	18.6	0.2	45.1	
FHWA 1-3	75	269	0	344	90	23	0	113	218	159	0	377	834
% FHWA 1-3	97.4	96.1	0	96.4	94.7	88.5	0	92.6	94.8	98.1	0	95.7	95.5
FHWA 4	1	5	0	6	0	0	0	0	3	2	1	6	12
% FHWA 4	1.3	1.8	0	1.7	0	0	0	0	1.3	1.2	50	1.5	1.4
FHWA 5-13	1	6	0	7	5	3	1	9	9	1	1	11	27
% FHWA 5-13	1.3	2.1	0	2	5.3	11.5	100	7.4	3.9	0.6	50	2.8	3.1

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Traffic Control: One Way Stop

File Name : 88_NMain&Elm_AM
Site Code : 88
Start Date : 11/16/2010
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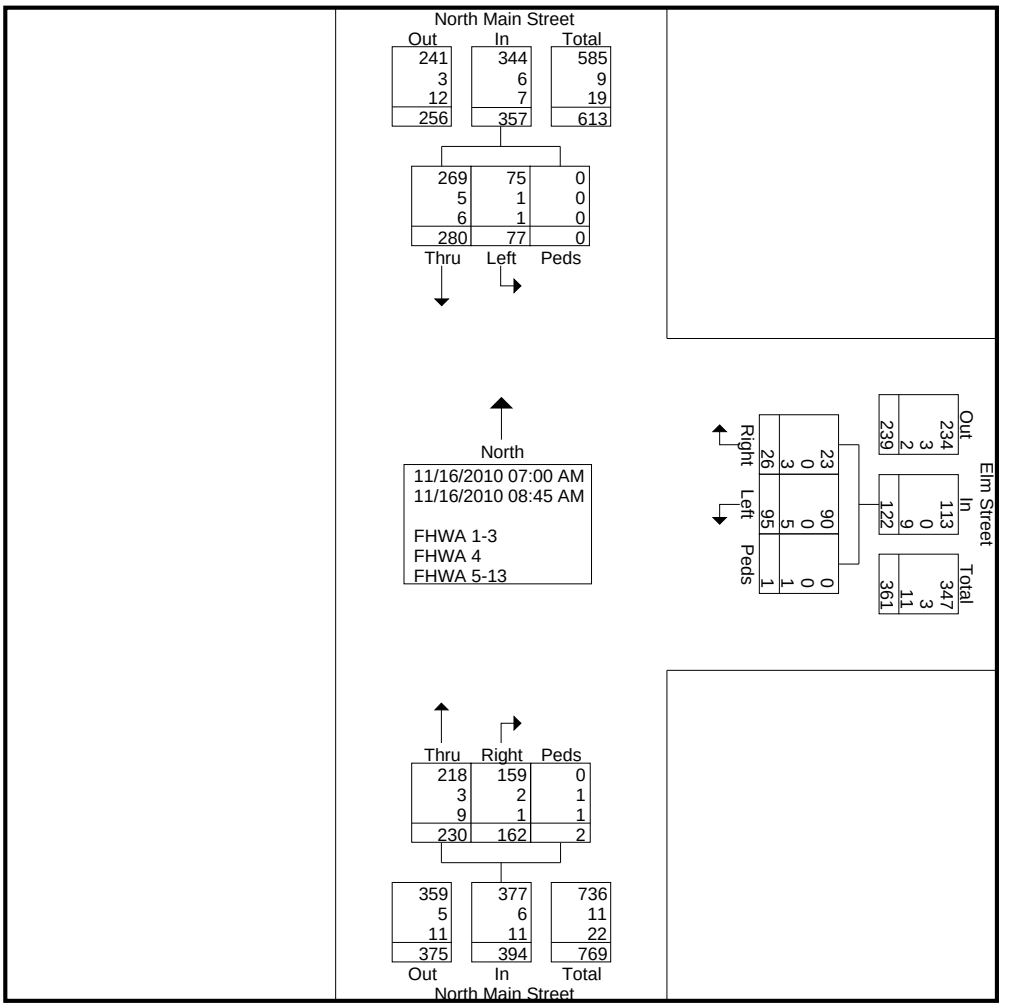

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Community: Easton
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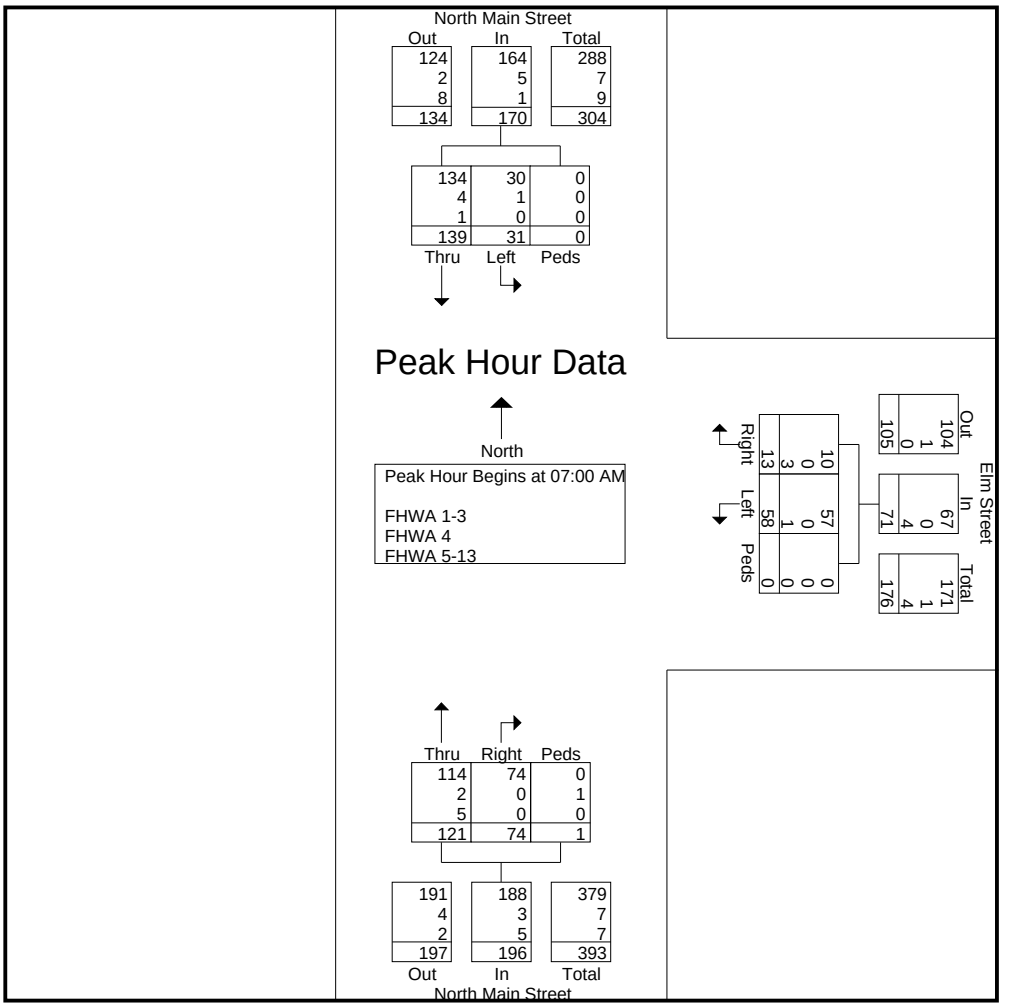
File Name : 88_NMain&Elm_AM
Site Code : 88
Start Date : 11/16/2010
Page No : 4

	North Main Street Southbound				Elm Street Westbound				North Main Street Northbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
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													
07:00 AM	10	**50**	0	**60**	**23**	1	0	**24**	30	14	**1**	45	**129**
07:15 AM	4	32	0	36	13	**6**	0	19	**40**	**22**	0	**62**	117
07:30 AM	5	30	0	35	8	3	0	11	22	18	0	40	86
07:45 AM	**12**	27	0	39	14	3	0	17	29	20	0	49	105
Total Volume	31	139	0	170	58	13	0	71	121	74	1	196	437
% App. Total	18.2	81.8	0		81.7	18.3	0		61.7	37.8	0.5		
PHF	.646	.695	.000	.708	.630	.542	.000	.740	.756	.841	.250	.790	.847
FHWA 1-3	30	134	0	164	57	10	0	67	114	74	0	188	419
% FHWA 1-3	96.8	96.4	0	96.5	98.3	76.9	0	94.4	94.2	100	0	95.9	95.9
FHWA 4	1	4	0	5	0	0	0	0	2	0	1	3	8
% FHWA 4	3.2	2.9	0	2.9	0	0	0	0	1.7	0	100	1.5	1.8
FHWA 5-13	0	1	0	1	1	3	0	4	5	0	0	5	10
% FHWA 5-13	0	0.7	0	0.6	1.7	23.1	0	5.6	4.1	0	0	2.6	2.3



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Weather: Showers
Board # & Staff: DB-400 (3) & BH
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File Name : 88_NMain&Elm_AM
Site Code : 88
Start Date : 11/16/2010

Image 1

Old Colony Planning Council
70 School Street
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Community: Easton
Weather: Showers
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_PM
Site Code : 88
Start Date : 11/16/2010

Groups Printed- 3 - FHWA 4 - 13

	Oliver Street Westbound				Mechanic Street Northbound				Oliver Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	7	1	0	8	3	2	0	5	1	1	0	2	15
04:15 PM	11	0	0	11	4	7	0	11	1	6	0	7	29
04:30 PM	5	2	0	7	2	7	0	9	2	2	0	4	20
04:45 PM	10	0	0	10	4	5	0	9	3	1	0	4	23
Total	33	3	0	36	13	21	0	34	7	10	0	17	87
05:00 PM	9	3	0	12	0	3	0	3	1	6	0	7	22
05:15 PM	4	0	0	4	2	6	0	8	4	3	0	7	19
05:30 PM	2	1	0	3	1	2	0	3	2	2	0	4	10
05:45 PM	6	4	0	10	1	5	0	6	1	7	0	8	24
Total	21	8	0	29	4	16	0	20	8	18	0	26	75
Grand Total	54	11	0	65	17	37	0	54	15	28	0	43	162
Apprch %	83.1	16.9	0		31.5	68.5	0		34.9	65.1	0		
Total %	33.3	6.8	0	40.1	10.5	22.8	0	33.3	9.3	17.3	0	26.5	
FHWA 1-3	54	11	0	65	17	37	0	54	15	28	0	43	162
% FHWA 1-3	100	100	0	100	100	100	0	100	100	100	0	100	100
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0

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Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_PM
Site Code : 88
Start Date : 11/16/2010
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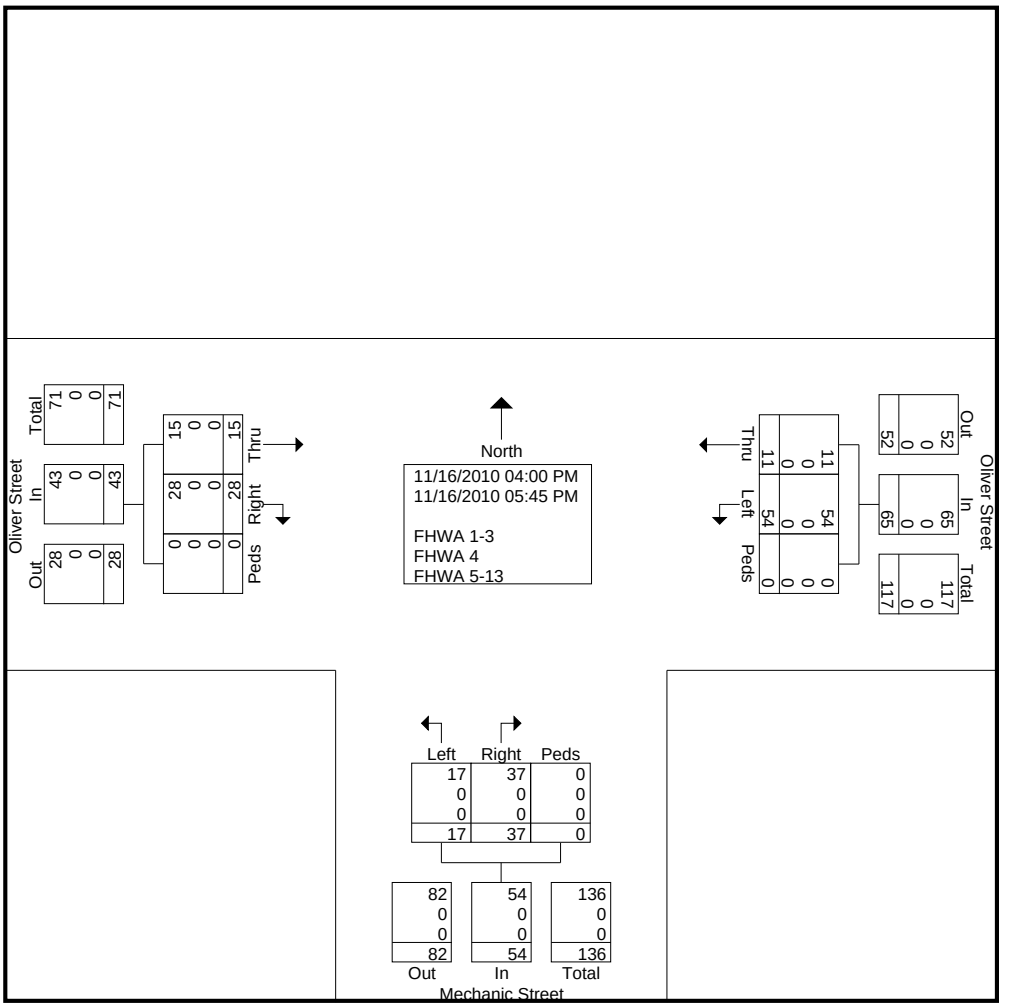

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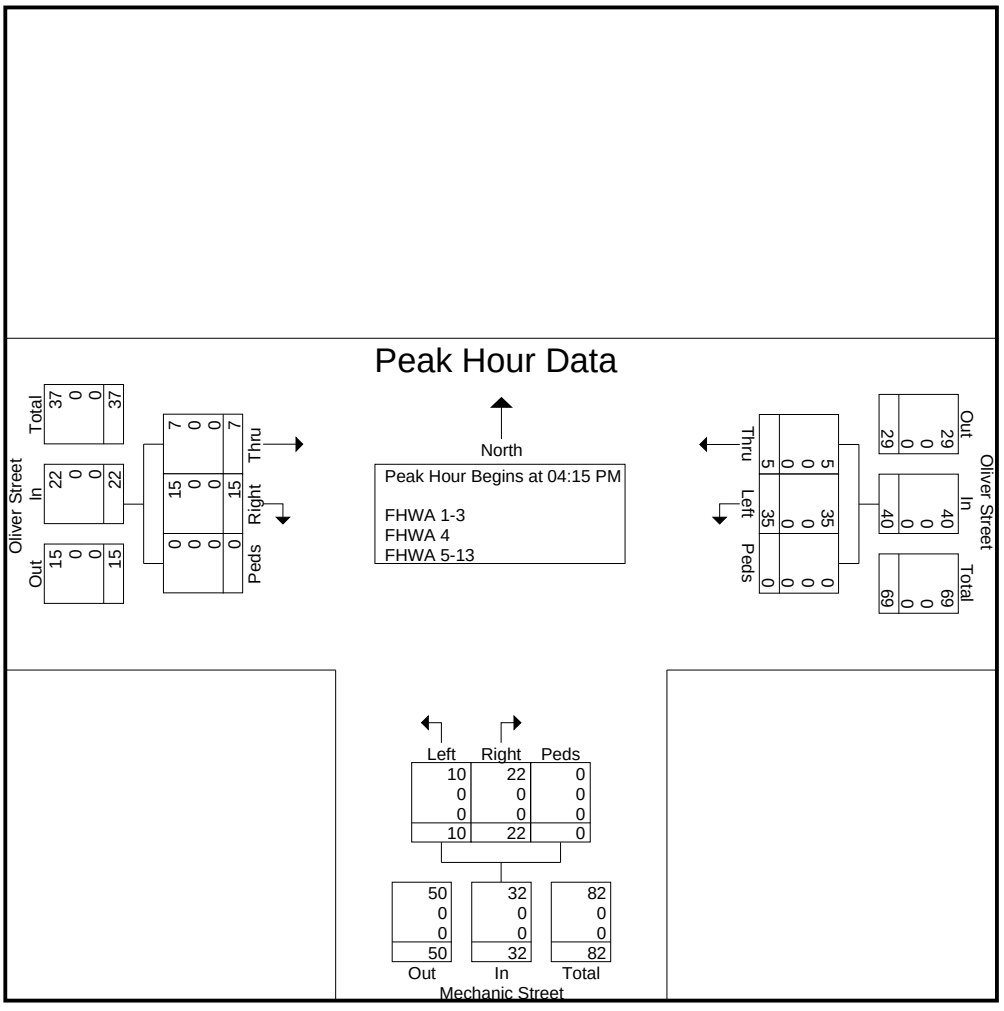
Board # & Staff: TDC-8 (1) & KM
Traffic Control: One Way Stop

File Name : 88_Oliver&Mechanic_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 4

	Oliver Street Westbound				Mechanic Street Northbound				Oliver Street Eastbound				
Start Time	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	**11**	0	0	11	**4**	**7**	0	**11**	1	**6**	0	**7**	**29**
04:30 PM	5	2	0	7	2	7	0	9	2	2	0	4	20
04:45 PM	10	0	0	10	4	5	0	9	**3**	1	0	4	23
05:00 PM	9	**3**	0	**12**	0	3	0	3	1	6	0	7	22
Total Volume	35	5	0	40	10	22	0	32	7	15	0	22	94
% App. Total	87.5	12.5	0		31.2	68.8	0		31.8	68.2	0		
PHF	.795	.417	.000	.833	.625	.786	.000	.727	.583	.625	.000	.786	.810
FHWA 1-3	35	5	0	40	10	22	0	32	7	15	0	22	94
% FHWA 1-3	100	100	0	100	100	100	0	100	100	100	0	100	100
FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 4	0	0	0	0	0	0	0	0	0	0	0	0	0
FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0
% FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : 88_Oliver&Mechanic_PM
Site Code : 88
Start Date : 11/16/2010

Image 1

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
Weather: Showers
Board # & Staff: DB-400 (4) & RG
Traffic Control: None

File Name : 88_Sullivan&Pond_AM
Site Code : 88
Start Date : 11/16/2010
Page No : 1

Groups Printed- 3 - FHWA 4 - 13

	Mechanic Street Southbound					Pond Street Westbound					Mechanic Street Northwestbound					Sullivan Avenue Northbound					
Start Time	Left	Bear Left	Thru	Peds	App. Total	Hard Left	Left	Right	Peds	App. Total	Hard Left	Bear Right	Hard Right	Peds	App. Total	Thru	Right	Hard Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	1	6	0	7	3	0	1	0	4	3	0	0	0	3	7	1	0	0	8	22
07:15 AM	0	0	7	0	7	1	1	2	0	4	2	1	0	0	3	7	1	0	0	8	22
07:30 AM	1	0	4	1	6	2	0	0	0	2	3	0	0	0	3	8	1	0	1	10	21
07:45 AM	0	0	1	0	1	0	0	0	0	0	5	1	0	0	6	5	1	0	1	7	14
Total	1	1	18	1	21	6	1	3	0	10	13	2	0	0	15	27	4	0	2	33	79
08:00 AM	1	0	7	0	8	0	0	0	1	1	2	2	0	0	4	5	0	0	0	5	18
08:15 AM	1	0	3	3	7	0	0	1	1	2	0	2	0	0	2	7	0	2	0	9	20
08:30 AM	0	0	7	0	7	0	0	2	0	2	2	1	0	0	3	6	0	0	0	6	18
08:45 AM	1	0	6	0	7	1	0	0	0	1	0	2	0	0	2	12	1	0	0	13	23
Total	3	0	23	3	29	1	0	3	2	6	4	7	0	0	11	30	1	2	0	33	79
Grand Total	4	1	41	4	50	7	1	6	2	16	17	9	0	0	26	57	5	2	2	66	158
Apprch %	8	2	82	8		43.8	6.2	37.5	12.5		65.4	34.6	0	0		86.4	7.6	3	3		
Total %	2.5	0.6	25.9	2.5	31.6	4.4	0.6	3.8	1.3	10.1	10.8	5.7	0	0	16.5	36.1	3.2	1.3	1.3	41.8	
FHWA 1-3	4	0	40	0	44	6	1	6	0	13	17	9	0	0	26	57	5	2	0	64	147
% FHWA 1-3	100	0	97.6	0	88	85.7	100	100	0	81.2	100	100	0	0	100	100	100	100	0	97	93
FHWA 4	0	0	0	4	4	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	8
% FHWA 4	0	0	0	100	8	0	0	0	100	12.5	0	0	0	0	0	0	0	0	100	3	5.1
FHWA 5-13	0	1	1	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% FHWA 5-13	0	100	2.4	0	4	14.3	0	0	0	6.2	0	0	0	0	0	0	0	0	0	0	1.9

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Traffic Control: None

File Name : 88_Sullivan&Pond_AM
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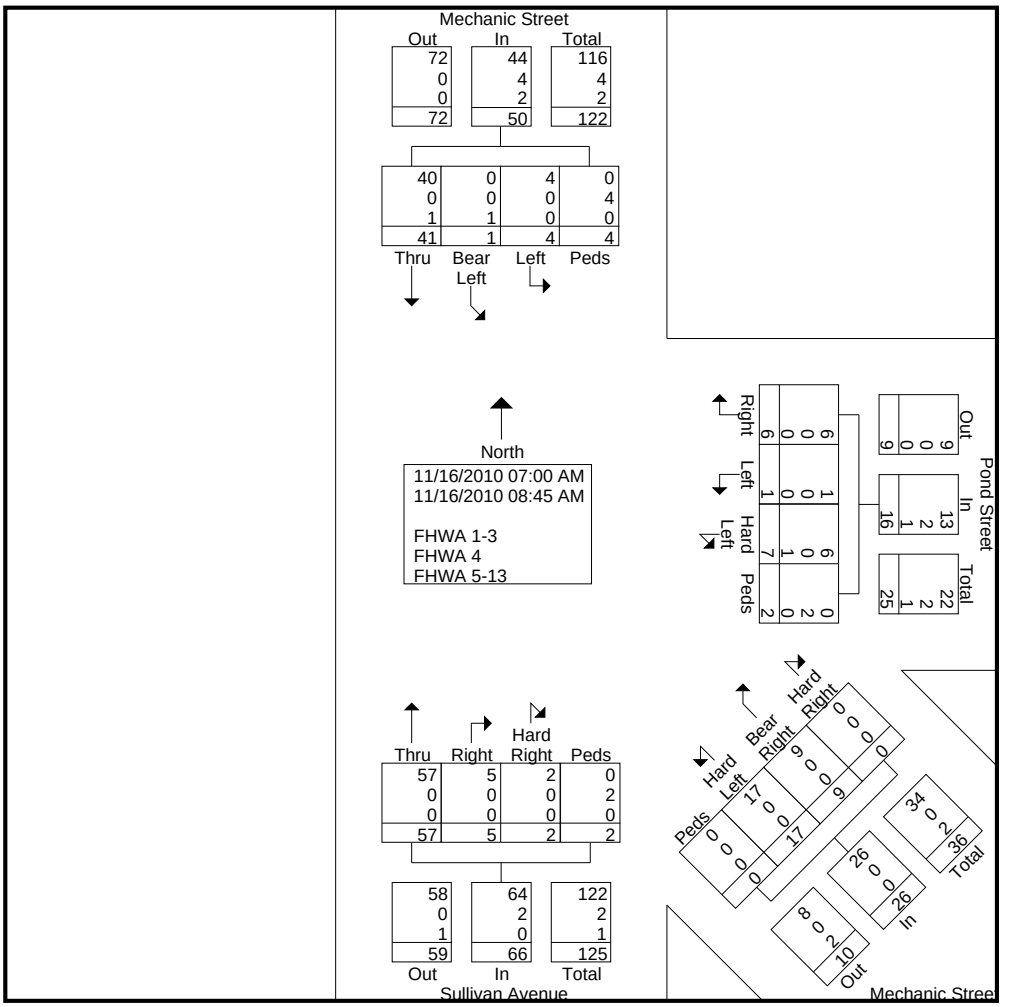

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Traffic Control: None

File Name : 88_Sullivan&Pond_AM
Site Code : 88
Start Date : 11/16/2010
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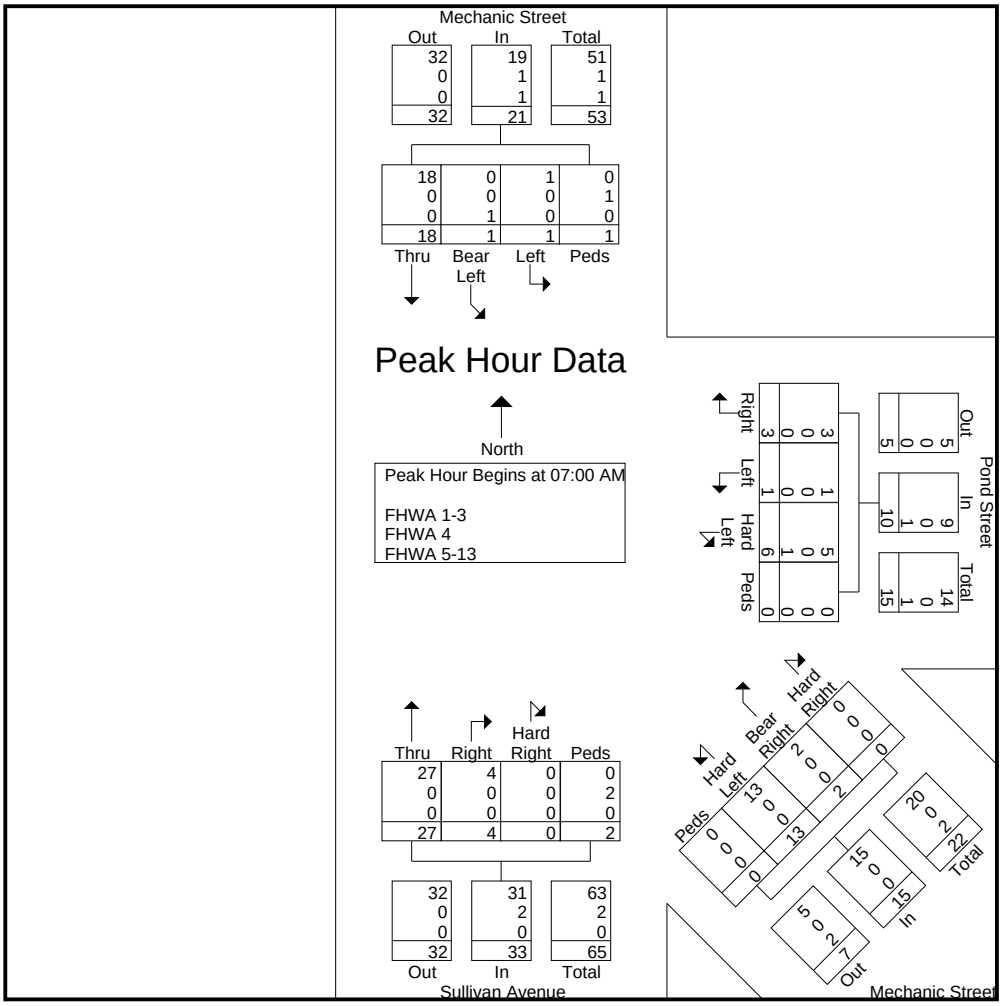
	Mechanic Street Southbound					Pond Street Westbound					Mechanic Street Northwestbound					Sullivan Avenue Northbound					
Start Time	Left	Bear Left	Thru	Peds	App. Total	Hard Left	Left	Right	Peds	App. Total	Hard Left	Bear Right	Hard Right	Peds	App. Total	Thru	Right	Hard Right	Peds	App. Total	Int. Total
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																					
07:00 AM	0	**1**	6	0	**7**	**3**	0	1	0	**4**	3	0	0	0	3	7	**1**	0	0	8	**22**
07:15 AM	0	0	**7**	0	7	1	**1**	**2**	0	4	2	**1**	0	0	3	7	1	0	0	8	22
07:30 AM	**1**	0	4	**1**	6	2	0	0	0	2	3	0	0	0	3	**8**	1	0	**1**	**10**	21
07:45 AM	0	0	1	0	1	0	0	0	0	0	**5**	1	0	0	**6**	5	1	0	1	7	14
Total Volume	1	1	18	1	21	6	1	3	0	10	13	2	0	0	15	27	4	0	2	33	79
% App. Total	4.8	4.8	85.7	4.8		60	10	30	0		86.7	13.3	0	0		81.8	12.1	0	6.1		
PHF	.250	.250	.643	.250	.750	.500	.250	.375	.000	.625	.650	.500	.000	.000	.625	.844	1.000	.000	.500	.825	.898
FHWA 1-3	1	0	18	0	19	5	1	3	0	9	13	2	0	0	15	27	4	0	0	31	74
% FHWA 1-3	100	0	100	0	90.5	83.3	100	100	0	90.0	100	100	0	0	100	100	100	0	0	93.9	93.7
FHWA 4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
% FHWA 4	0	0	0	100	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	100	6.1	3.8
FHWA 5-13	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% FHWA 5-13	0	100	0	0	4.8	16.7	0	0	0	10.0	0	0	0	0	0	0	0	0	0	0	2.5



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Traffic Control: None

File Name : 88_Sullivan&Pond_AM
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Image 1

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Board # & Staff: DB-400 (4) & RG
Traffic Control: None

File Name : 88_Sullivan&Pond_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 1

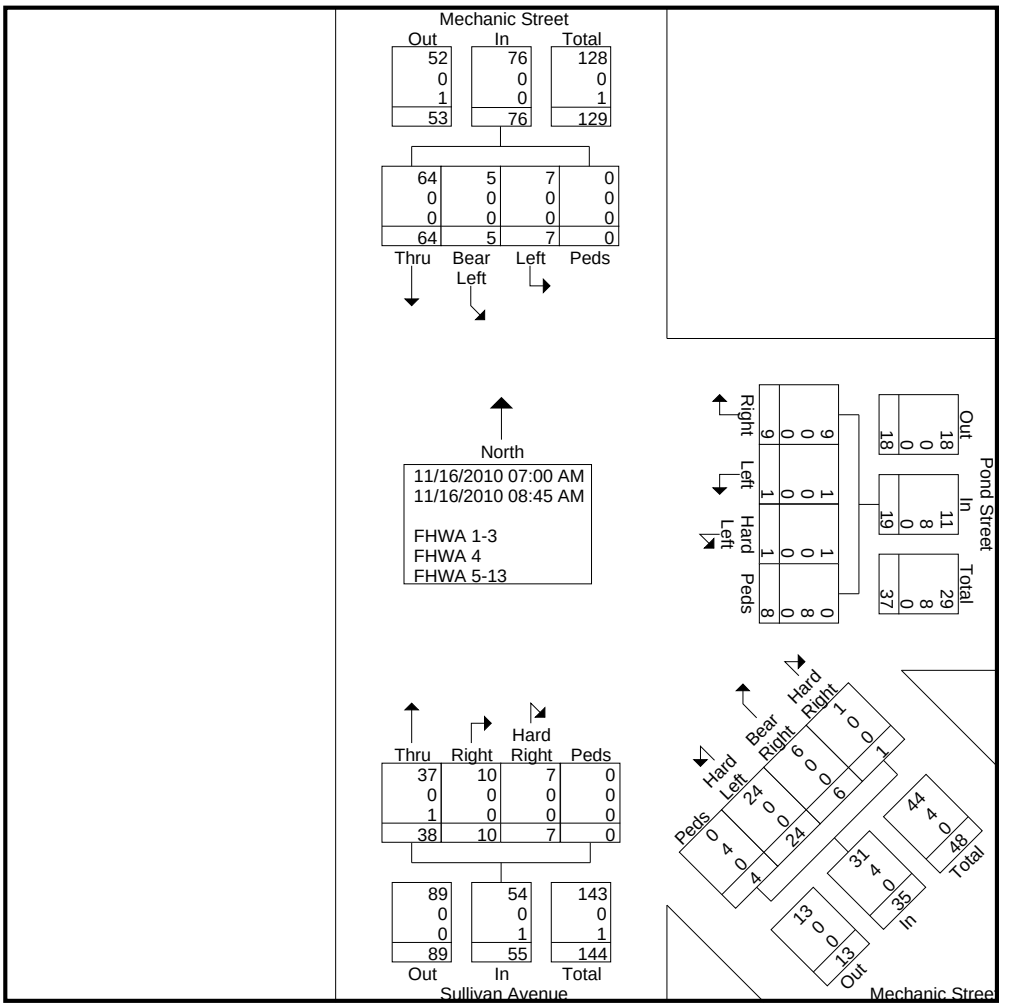
Groups Printed- 3 - FHWA 4 - 13

	Mechanic Street Southbound					Pond Street Westbound					Mechanic Street Northwestbound					Sullivan Avenue Northbound					
Start Time	Left	Bear Left	Thru	Peds	App. Total	Hard Left	Left	Right	Peds	App. Total	Hard Left	Bear Right	Hard Right	Peds	App. Total	Thru	Right	Hard Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	1	10	0	11	1	0	0	2	3	4	2	0	0	6	1	2	1	0	4	24
07:15 AM	1	0	11	0	12	0	0	2	3	5	1	0	0	1	2	7	2	1	0	10	29
07:30 AM	1	0	12	0	13	0	0	1	0	1	4	0	1	0	5	3	0	2	0	5	24
07:45 AM	1	0	4	0	5	0	0	0	0	0	4	1	0	0	5	6	1	1	0	8	18
Total	3	1	37	0	41	1	0	3	5	9	13	3	1	1	18	17	5	5	0	27	95
08:00 AM	3	1	11	0	15	0	0	4	1	5	5	0	0	3	8	10	1	1	0	12	40
08:15 AM	1	3	7	0	11	0	1	1	0	2	3	0	0	0	3	4	3	1	0	8	24
08:30 AM	0	0	3	0	3	0	0	0	1	1	1	3	0	0	4	5	1	0	0	6	14
08:45 AM	0	0	6	0	6	0	0	1	1	2	2	0	0	0	2	2	0	0	0	2	12
Total	4	4	27	0	35	0	1	6	3	10	11	3	0	3	17	21	5	2	0	28	90
Grand Total	7	5	64	0	76	1	1	9	8	19	24	6	1	4	35	38	10	7	0	55	185
Apprch %	9.2	6.6	84.2	0		5.3	5.3	47.4	42.1		68.6	17.1	2.9	11.4		69.1	18.2	12.7	0		
Total %	3.8	2.7	34.6	0	41.1	0.5	0.5	4.9	4.3	10.3	13	3.2	0.5	2.2	18.9	20.5	5.4	3.8	0	29.7	
FHWA 1-3	7	5	64	0	76	1	1	9	0	11	24	6	1	0	31	37	10	7	0	54	172
% FHWA 1-3	100	100	100	0	100	100	100	100	0	57.9	100	100	100	0	88.6	97.4	100	100	0	98.2	93
FHWA 4	0	0	0	0	0	0	0	0	8	8	0	0	0	4	4	0	0	0	0	0	12
% FHWA 4	0	0	0	0	0	0	0	0	100	42.1	0	0	0	100	11.4	0	0	0	0	0	6.5
FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.6	0	0	0	1.8	0.5

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (4) & RG
Traffic Control: None

File Name : 88_Sullivan&Pond_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 2

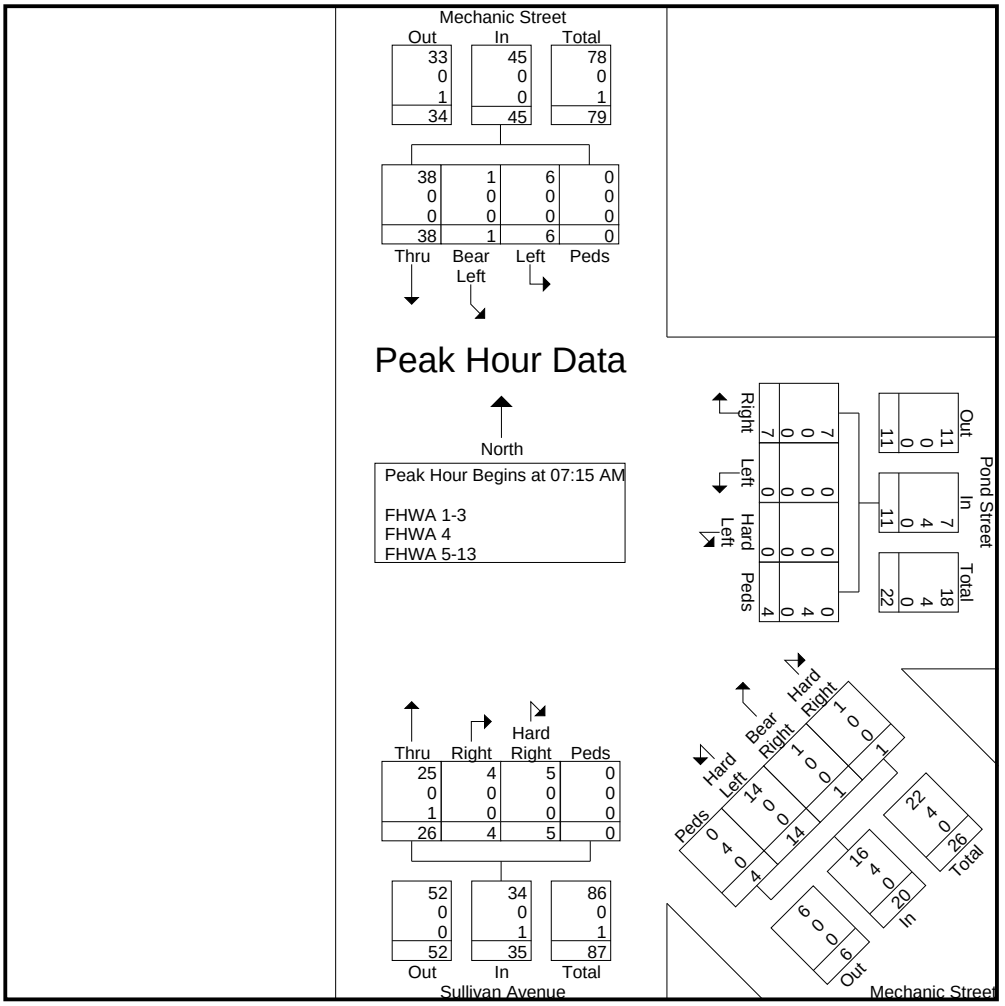


Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (4) & RG
Traffic Control: None

File Name : 88_Sullivan&Pond_PM
Site Code : 88
Start Date : 11/16/2010
Page No : 4

	Mechanic Street Southbound					Pond Street Westbound					Mechanic Street Northwestbound					Sullivan Avenue Northbound					
Start Time	Left	Bear Left	Thru	Peds	App. Total	Hard Left	Left	Right	Peds	App. Total	Hard Left	Bear Right	Hard Right	Peds	App. Total	Thru	Right	Hard Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	11	0	12	0	0	2	**3**	**5**	1	0	0	1	2	7	**2**	1	0	10	29
07:30 AM	1	0	**12**	0	13	0	0	1	0	1	4	0	**1**	0	5	3	0	**2**	0	5	24
07:45 AM	1	0	4	0	5	0	0	0	0	0	4	**1**	0	0	5	6	1	1	0	8	18
08:00 AM	**3**	**1**	11	0	**15**	0	0	**4**	1	5	**5**	0	0	**3**	**8**	**10**	1	1	0	**12**	**40**
Total Volume	6	1	38	0	45	0	0	7	4	11	14	1	1	4	20	26	4	5	0	35	111
% App. Total	13.3	2.2	84.4	0		0	0	63.6	36.4		70	5	5	20		74.3	11.4	14.3	0		
PHF	.500	.250	.792	.000	.750	.000	.000	.438	.333	.550	.700	.250	.250	.333	.625	.650	.500	.625	.000	.729	.694
FHWA 1-3	6	1	38	0	45	0	0	7	0	7	14	1	1	0	16	25	4	5	0	34	102
% FHWA 1-3	100	100	100	0	100	0	0	100	0	63.6	100	100	100	0	80.0	96.2	100	100	0	97.1	91.9
FHWA 4	0	0	0	0	0	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0	8
% FHWA 4	0	0	0	0	0	0	0	0	100	36.4	0	0	0	100	20.0	0	0	0	0	0	7.2
FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% FHWA 5-13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.8	0	0	0	2.9	0.9



Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Weather: Showers
Board # & Staff: DB-400 (4) & RG
Traffic Control: None

File Name : 88_Sullivan&Pond_PM
Site Code : 88
Start Date : 11/16/2010

Image 1

AUTOMATIC TRAFFIC RECORDER COUNTS

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Com#_UR/FC: 88_U5
Recorder #: Jamar #9
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Center St, north of Columbus Ave

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	*	*	5	10	16	11	*	*	*	*	*	*	10	10
01:00	*	*	*	*	2	3	4	1	*	*	*	*	*	*	3	2
02:00	*	*	*	*	3	1	4	3	*	*	*	*	*	*	4	2
03:00	*	*	*	*	1	1	1	3	*	*	*	*	*	*	1	2
04:00	*	*	*	*	6	6	10	3	*	*	*	*	*	*	8	4
05:00	*	*	*	*	44	13	42	18	*	*	*	*	*	*	43	16
06:00	*	*	*	*	156	62	188	73	*	*	*	*	*	*	172	68
07:00	*	*	*	*	**394**	**224**	**356**	**218**	*	*	*	*	*	*	**375**	**221**
08:00	*	*	*	*	285	167	335	167	*	*	*	*	*	*	310	167
09:00	*	*	*	*	213	140	213	146	*	*	*	*	*	*	213	143
10:00	*	*	*	*	179	156	169	159	*	*	*	*	*	*	174	158
11:00	*	*	*	*	201	183	209	199	*	*	*	*	*	*	205	191
12:00 PM	*	*	*	*	181	195	213	177	*	*	*	*	*	*	197	186
01:00	*	*	*	*	175	185	166	210	*	*	*	*	*	*	170	198
02:00	*	*	*	*	**292**	262	**287**	274	*	*	*	*	*	*	**290**	268
03:00	*	*	*	*	255	242	237	242	*	*	*	*	*	*	246	242
04:00	*	*	*	*	194	274	196	236	*	*	*	*	*	*	195	255
05:00	*	*	*	*	224	**336**	214	**302**	*	*	*	*	*	*	219	**319**
06:00	*	*	*	*	175	248	178	254	*	*	*	*	*	*	176	251
07:00	*	*	*	*	139	184	119	176	*	*	*	*	*	*	129	180
08:00	*	*	*	*	110	127	100	100	*	*	*	*	*	*	105	114
09:00	*	*	*	*	52	70	74	53	*	*	*	*	*	*	63	62
10:00	*	*	*	*	27	49	33	44	*	*	*	*	*	*	30	46
11:00	*	*	*	*	15	12	8	21	*	*	*	*	*	*	12	16
Total	0	0	0	0	3328	3150	3372	3090	0	0	0	0	0	0	3350	3121
Day	0		0		6478		6462		0		0		0		6471	
AM Peak					07:00	07:00	07:00	07:00							07:00	07:00
Vol.					394	224	356	218							375	221
PM Peak					14:00	17:00	14:00	17:00							14:00	17:00
Vol.					292	336	287	302							290	319

Comb. Total	0	0	6478	6462	0	0	0	6471

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Com#_UR/FC: 88_U6
Recorder #: Jamar #10
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Elm St, east of North Main St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	3	11	4	4	*	*	*	*	*	*	4	8
01:00	*	*	*	*	6	6	4	3	*	*	*	*	*	*	5	4
02:00	*	*	*	*	2	0	2	0	*	*	*	*	*	*	2	0
03:00	*	*	*	*	1	1	1	2	*	*	*	*	*	*	1	2
04:00	*	*	*	*	8	1	8	3	*	*	*	*	*	*	8	2
05:00	*	*	*	*	30	12	32	12	*	*	*	*	*	*	31	12
06:00	*	*	*	*	90	29	82	35	*	*	*	*	*	*	86	32
07:00	*	*	*	*	**121**	82	103	80	*	*	*	*	*	*	112	81
08:00	*	*	*	*	108	88	**120**	84	*	*	*	*	*	*	**114**	86
09:00	*	*	*	*	114	64	87	55	*	*	*	*	*	*	100	60
10:00	*	*	*	*	93	**101**	79	83	*	*	*	*	*	*	86	**92**
11:00	*	*	*	*	71	78	73	**91**	*	*	*	*	*	*	72	84
12:00 PM	*	*	*	*	85	104	67	89	*	*	*	*	*	*	76	96
01:00	*	*	*	*	79	86	74	102	*	*	*	*	*	*	76	94
02:00	*	*	*	*	**90**	132	74	114	*	*	*	*	*	*	**82**	123
03:00	*	*	*	*	77	121	**78**	131	*	*	*	*	*	*	78	126
04:00	*	*	*	*	83	171	77	129	*	*	*	*	*	*	80	150
05:00	*	*	*	*	71	**175**	70	**165**	*	*	*	*	*	*	70	**170**
06:00	*	*	*	*	82	163	77	152	*	*	*	*	*	*	80	158
07:00	*	*	*	*	54	111	47	98	*	*	*	*	*	*	50	104
08:00	*	*	*	*	54	77	41	82	*	*	*	*	*	*	48	80
09:00	*	*	*	*	14	54	27	53	*	*	*	*	*	*	20	54
10:00	*	*	*	*	11	31	10	28	*	*	*	*	*	*	10	30
11:00	*	*	*	*	5	24	9	21	*	*	*	*	*	*	7	22
Total	0	0	0	0	1352	1722	1246	1616	0	0	0	0	0	0	1298	1670
Day	0		0		3074		2862		0		0		0		2968	
AM Peak					07:00	10:00	08:00	11:00							08:00	10:00
Vol.					121	101	120	91							114	92
PM Peak					14:00	17:00	15:00	17:00							14:00	17:00
Vol.					90	175	78	165							82	170

Comb. Total	0	0	3074	2862	0	0	0	2968

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Com#_UR/FC: 88_U6
Recorder #: Jamar #12
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Elm St, east of Oliver St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	3	11	4	7	*	*	*	*	*	*	4	9
01:00	*	*	*	*	6	6	4	3	*	*	*	*	*	*	5	4
02:00	*	*	*	*	0	0	2	0	*	*	*	*	*	*	1	0
03:00	*	*	*	*	1	1	1	2	*	*	*	*	*	*	1	2
04:00	*	*	*	*	8	1	11	5	*	*	*	*	*	*	10	3
05:00	*	*	*	*	39	12	33	15	*	*	*	*	*	*	36	14
06:00	*	*	*	*	104	33	96	35	*	*	*	*	*	*	100	34
07:00	*	*	*	*	**142**	76	121	78	*	*	*	*	*	*	**132**	77
08:00	*	*	*	*	128	99	**135**	97	*	*	*	*	*	*	132	98
09:00	*	*	*	*	130	76	101	73	*	*	*	*	*	*	116	74
10:00	*	*	*	*	104	**111**	93	88	*	*	*	*	*	*	98	**100**
11:00	*	*	*	*	83	87	92	**106**	*	*	*	*	*	*	88	96
12:00 PM	*	*	*	*	**111**	120	92	106	*	*	*	*	*	*	**102**	113
01:00	*	*	*	*	97	90	87	107	*	*	*	*	*	*	92	98
02:00	*	*	*	*	104	150	96	125	*	*	*	*	*	*	100	138
03:00	*	*	*	*	90	149	**98**	145	*	*	*	*	*	*	94	147
04:00	*	*	*	*	105	188	97	142	*	*	*	*	*	*	101	165
05:00	*	*	*	*	95	**190**	89	**181**	*	*	*	*	*	*	92	**186**
06:00	*	*	*	*	87	182	80	176	*	*	*	*	*	*	84	179
07:00	*	*	*	*	66	122	62	108	*	*	*	*	*	*	64	115
08:00	*	*	*	*	57	93	46	81	*	*	*	*	*	*	52	87
09:00	*	*	*	*	22	59	28	57	*	*	*	*	*	*	25	58
10:00	*	*	*	*	12	34	12	29	*	*	*	*	*	*	12	32
11:00	*	*	*	*	7	28	11	22	*	*	*	*	*	*	9	25
Total	0	0	0	0	1601	1918	1491	1788	0	0	0	0	0	0	1550	1854
Day	0		0		3519		3279		0		0		0		3404	
AM Peak					07:00	10:00	08:00	11:00							07:00	10:00
Vol.					142	111	135	106							132	100
PM Peak					12:00	17:00	15:00	17:00							12:00	17:00
Vol.					111	190	98	181							102	186

Comb. Total	0	0	3519	3279	0	0	0	3404

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
Com#_UR/FC: 88_U6
Recorder #: Jamar #17
Layout: L6 Basic (2')

Station ID: 6159
Site Code: 88
Date Start: 18-May-10
Date End: 19-May-10
Lincoln St, west of Center St

Start	17-May-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	24	12	23	9	*	*	*	*	*	*	*	*	24	10
01:00	*	*	5	5	4	8	*	*	*	*	*	*	*	*	4	6
02:00	*	*	5	2	6	3	*	*	*	*	*	*	*	*	6	2
03:00	*	*	1	3	2	3	*	*	*	*	*	*	*	*	2	3
04:00	*	*	6	14	7	6	*	*	*	*	*	*	*	*	6	10
05:00	*	*	18	56	16	43	*	*	*	*	*	*	*	*	17	50
06:00	*	*	75	134	79	139	*	*	*	*	*	*	*	*	77	136
07:00	*	*	**146**	283	**150**	288	*	*	*	*	*	*	*	*	**148**	286
08:00	*	*	131	**351**	111	**341**	*	*	*	*	*	*	*	*	121	**346**
09:00	*	*	125	192	135	217	*	*	*	*	*	*	*	*	130	204
10:00	*	*	134	194	108	168	*	*	*	*	*	*	*	*	121	181
11:00	*	*	130	169	129	161	*	*	*	*	*	*	*	*	130	165
12:00 PM	*	*	191	191	178	175	*	*	*	*	*	*	*	*	184	183
01:00	*	*	192	163	199	172	*	*	*	*	*	*	*	*	196	168
02:00	*	*	233	195	187	204	*	*	*	*	*	*	*	*	210	200
03:00	*	*	258	**244**	265	244	*	*	*	*	*	*	*	*	262	**244**
04:00	*	*	315	213	271	**246**	*	*	*	*	*	*	*	*	293	230
05:00	*	*	**365**	213	**321**	233	*	*	*	*	*	*	*	*	**343**	223
06:00	*	*	255	215	307	201	*	*	*	*	*	*	*	*	281	208
07:00	*	*	227	211	201	115	*	*	*	*	*	*	*	*	214	163
08:00	*	*	139	78	154	79	*	*	*	*	*	*	*	*	146	78
09:00	*	*	117	53	110	71	*	*	*	*	*	*	*	*	114	62
10:00	*	*	65	35	72	56	*	*	*	*	*	*	*	*	68	46
11:00	*	*	37	29	68	38	*	*	*	*	*	*	*	*	52	34
Total	0	0	3194	3255	3103	3220	0	0	0	0	0	0	0	0	3149	3238
Day	0		6449		6323		0		0		0		0		6387	
AM Peak			07:00	08:00	07:00	08:00									07:00	08:00
Vol.			146	351	150	341									148	346
PM Peak			17:00	15:00	17:00	16:00									17:00	15:00
Vol.			365	244	321	246									343	244

Comb. Total	0	6449	6323	0	0	0	0	6387

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #1
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Mechanic St, east of Sullivan Ave

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	1	0	1	1	*	*	*	*	*	*	1	0
01:00	*	*	*	*	0	0	1	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	0	0	1	0	*	*	*	*	*	*	0	0
05:00	*	*	*	*	5	0	2	1	*	*	*	*	*	*	4	0
06:00	*	*	*	*	6	0	6	0	*	*	*	*	*	*	6	0
07:00	*	*	*	*	9	2	**11**	1	*	*	*	*	*	*	10	2
08:00	*	*	*	*	13	0	11	0	*	*	*	*	*	*	**12**	0
09:00	*	*	*	*	12	**4**	8	1	*	*	*	*	*	*	10	2
10:00	*	*	*	*	**15**	3	7	**5**	*	*	*	*	*	*	11	**4**
11:00	*	*	*	*	8	4	8	3	*	*	*	*	*	*	8	4
12:00 PM	*	*	*	*	7	0	7	1	*	*	*	*	*	*	7	0
01:00	*	*	*	*	10	4	10	2	*	*	*	*	*	*	10	3
02:00	*	*	*	*	**11**	3	9	3	*	*	*	*	*	*	10	3
03:00	*	*	*	*	11	3	4	**4**	*	*	*	*	*	*	8	**4**
04:00	*	*	*	*	10	0	10	2	*	*	*	*	*	*	10	1
05:00	*	*	*	*	8	3	12	2	*	*	*	*	*	*	10	2
06:00	*	*	*	*	9	**6**	**15**	3	*	*	*	*	*	*	**12**	4
07:00	*	*	*	*	11	3	11	1	*	*	*	*	*	*	11	2
08:00	*	*	*	*	4	1	3	3	*	*	*	*	*	*	4	2
09:00	*	*	*	*	2	0	2	2	*	*	*	*	*	*	2	1
10:00	*	*	*	*	0	1	2	0	*	*	*	*	*	*	1	0
11:00	*	*	*	*	1	0	2	1	*	*	*	*	*	*	2	0
Total	0	0	0	0	153	37	143	36	0	0	0	0	0	0	149	34
Day	0		0		190		179		0		0		0		183	
AM Peak					10:00	09:00	07:00	10:00							08:00	10:00
Vol.					15	4	11	5							12	4
PM Peak					14:00	18:00	18:00	15:00							18:00	15:00
Vol.					11	6	15	4							12	4

Comb. Total	0	0	190	179	0	0	0	183

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
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Community: Easton
Com#_UR/FC: 88_U5
Recorder #: Jamar #15
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Main St, east of Center St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	13	30	20	32	*	*	*	*	*	*	16	31
01:00	*	*	*	*	8	14	7	10	*	*	*	*	*	*	8	12
02:00	*	*	*	*	8	7	10	10	*	*	*	*	*	*	9	8
03:00	*	*	*	*	7	3	9	7	*	*	*	*	*	*	8	5
04:00	*	*	*	*	13	12	23	10	*	*	*	*	*	*	18	11
05:00	*	*	*	*	99	31	111	48	*	*	*	*	*	*	105	40
06:00	*	*	*	*	297	181	327	176	*	*	*	*	*	*	312	178
07:00	*	*	*	*	**659**	**352**	**627**	**348**	*	*	*	*	*	*	**643**	**350**
08:00	*	*	*	*	631	286	626	289	*	*	*	*	*	*	628	288
09:00	*	*	*	*	431	270	447	292	*	*	*	*	*	*	439	281
10:00	*	*	*	*	341	287	373	303	*	*	*	*	*	*	357	295
11:00	*	*	*	*	344	341	385	341	*	*	*	*	*	*	364	341
12:00 PM	*	*	*	*	379	335	369	346	*	*	*	*	*	*	374	340
01:00	*	*	*	*	325	334	333	385	*	*	*	*	*	*	329	360
02:00	*	*	*	*	427	477	**456**	430	*	*	*	*	*	*	442	454
03:00	*	*	*	*	**469**	462	431	490	*	*	*	*	*	*	**450**	476
04:00	*	*	*	*	450	554	418	501	*	*	*	*	*	*	434	528
05:00	*	*	*	*	435	**623**	412	**628**	*	*	*	*	*	*	424	**626**
06:00	*	*	*	*	338	508	343	466	*	*	*	*	*	*	340	487
07:00	*	*	*	*	239	371	194	353	*	*	*	*	*	*	216	362
08:00	*	*	*	*	183	255	163	229	*	*	*	*	*	*	173	242
09:00	*	*	*	*	83	176	116	174	*	*	*	*	*	*	100	175
10:00	*	*	*	*	60	113	69	119	*	*	*	*	*	*	64	116
11:00	*	*	*	*	47	69	51	70	*	*	*	*	*	*	49	70
Total	0	0	0	0	6286	6091	6320	6057	0	0	0	0	0	0	6302	6076
Day	0		0		12377		12377		0		0		0		12378	
AM Peak					07:00	07:00	07:00	07:00							07:00	07:00
Vol.					659	352	627	348							643	350
PM Peak					15:00	17:00	14:00	17:00							15:00	17:00
Vol.					469	623	456	628							450	626

Comb. Total	0	0	12377	12377	0	0	0	12378

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #3
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Mechanic St, south of Oliver St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	0	2	2	0	*	*	*	*	*	*	1	1
01:00	*	*	*	*	0	0	1	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	1	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	1	0	1	*	*	*	*	*	*	0	1
04:00	*	*	*	*	0	0	0	2	*	*	*	*	*	*	0	1
05:00	*	*	*	*	3	8	6	6	*	*	*	*	*	*	4	7
06:00	*	*	*	*	8	24	5	23	*	*	*	*	*	*	6	24
07:00	*	*	*	*	20	36	27	39	*	*	*	*	*	*	24	38
08:00	*	*	*	*	18	**41**	26	**44**	*	*	*	*	*	*	22	**42**
09:00	*	*	*	*	**31**	33	32	36	*	*	*	*	*	*	**32**	34
10:00	*	*	*	*	27	25	**33**	30	*	*	*	*	*	*	30	28
11:00	*	*	*	*	27	28	33	32	*	*	*	*	*	*	30	30
12:00 PM	*	*	*	*	39	36	27	32	*	*	*	*	*	*	33	34
01:00	*	*	*	*	37	**39**	34	31	*	*	*	*	*	*	36	**35**
02:00	*	*	*	*	44	28	36	**36**	*	*	*	*	*	*	40	32
03:00	*	*	*	*	42	28	33	20	*	*	*	*	*	*	38	24
04:00	*	*	*	*	45	24	38	19	*	*	*	*	*	*	42	22
05:00	*	*	*	*	**47**	23	**44**	22	*	*	*	*	*	*	**46**	22
06:00	*	*	*	*	36	16	28	15	*	*	*	*	*	*	32	16
07:00	*	*	*	*	21	17	17	13	*	*	*	*	*	*	19	15
08:00	*	*	*	*	20	11	15	10	*	*	*	*	*	*	18	10
09:00	*	*	*	*	11	10	6	6	*	*	*	*	*	*	8	8
10:00	*	*	*	*	2	1	3	5	*	*	*	*	*	*	2	3
11:00	*	*	*	*	3	1	0	1	*	*	*	*	*	*	2	1
Total	0	0	0	0	482	432	446	423	0	0	0	0	0	0	465	428
Day	0		0		914		869		0		0		0		893	
AM Peak					09:00	08:00	10:00	08:00							09:00	08:00
Vol.					31	41	33	44							32	42
PM Peak					17:00	13:00	17:00	14:00							17:00	13:00
Vol.					47	39	44	36							46	35

Comb. Total	0	0	914	869	0	0	0	893

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Com#_UR/FC: 88_U5
Recorder #: Jamar #11
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
North Main St, north of Elm St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	3	6	2	10	*	*	*	*	*	*	2	8
01:00	*	*	*	*	3	5	3	3	*	*	*	*	*	*	3	4
02:00	*	*	*	*	2	1	0	1	*	*	*	*	*	*	1	1
03:00	*	*	*	*	2	2	4	2	*	*	*	*	*	*	3	2
04:00	*	*	*	*	6	2	5	5	*	*	*	*	*	*	6	4
05:00	*	*	*	*	33	16	39	18	*	*	*	*	*	*	36	17
06:00	*	*	*	*	86	94	86	85	*	*	*	*	*	*	86	90
07:00	*	*	*	*	**208**	**170**	184	**173**	*	*	*	*	*	*	**196**	**172**
08:00	*	*	*	*	191	130	**190**	148	*	*	*	*	*	*	190	139
09:00	*	*	*	*	137	94	140	95	*	*	*	*	*	*	138	94
10:00	*	*	*	*	121	122	119	112	*	*	*	*	*	*	120	117
11:00	*	*	*	*	128	115	118	104	*	*	*	*	*	*	123	110
12:00 PM	*	*	*	*	139	133	113	113	*	*	*	*	*	*	126	123
01:00	*	*	*	*	116	113	126	124	*	*	*	*	*	*	121	118
02:00	*	*	*	*	136	183	144	165	*	*	*	*	*	*	140	174
03:00	*	*	*	*	154	169	158	159	*	*	*	*	*	*	156	164
04:00	*	*	*	*	169	185	167	150	*	*	*	*	*	*	168	168
05:00	*	*	*	*	**193**	**229**	**172**	**199**	*	*	*	*	*	*	**182**	**214**
06:00	*	*	*	*	165	155	160	152	*	*	*	*	*	*	162	154
07:00	*	*	*	*	94	124	86	109	*	*	*	*	*	*	90	116
08:00	*	*	*	*	62	111	61	112	*	*	*	*	*	*	62	112
09:00	*	*	*	*	39	68	40	75	*	*	*	*	*	*	40	72
10:00	*	*	*	*	20	37	24	41	*	*	*	*	*	*	22	39
11:00	*	*	*	*	10	22	13	18	*	*	*	*	*	*	12	20
Total	0	0	0	0	2217	2286	2154	2173	0	0	0	0	0	0	2185	2232
Day	0		0		4503		4327		0		0		0		4417	
AM Peak					07:00	07:00	08:00	07:00							07:00	07:00
Vol.					208	170	190	173							196	172
PM Peak					17:00	17:00	17:00	17:00							17:00	17:00
Vol.					193	229	172	199							182	214

Comb. Total	0	0	4503	4327	0	0	0	4417

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #17
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Oliver St, south of Elm St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	0	1	2	0	*	*	*	*	*	*	1	0
01:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	1	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	0	0	1	1	*	*	*	*	*	*	0	0
05:00	*	*	*	*	2	5	6	1	*	*	*	*	*	*	4	3
06:00	*	*	*	*	6	13	6	17	*	*	*	*	*	*	6	15
07:00	*	*	*	*	9	**28**	13	25	*	*	*	*	*	*	11	**26**
08:00	*	*	*	*	20	28	21	24	*	*	*	*	*	*	20	26
09:00	*	*	*	*	18	22	13	**26**	*	*	*	*	*	*	16	24
10:00	*	*	*	*	**22**	20	**24**	20	*	*	*	*	*	*	**23**	20
11:00	*	*	*	*	15	25	15	21	*	*	*	*	*	*	15	23
12:00 PM	*	*	*	*	18	26	**24**	28	*	*	*	*	*	*	21	27
01:00	*	*	*	*	22	23	18	20	*	*	*	*	*	*	20	22
02:00	*	*	*	*	31	28	18	**36**	*	*	*	*	*	*	24	**32**
03:00	*	*	*	*	**40**	25	24	27	*	*	*	*	*	*	**32**	26
04:00	*	*	*	*	19	**30**	17	24	*	*	*	*	*	*	18	27
05:00	*	*	*	*	25	28	18	27	*	*	*	*	*	*	22	28
06:00	*	*	*	*	23	15	23	13	*	*	*	*	*	*	23	14
07:00	*	*	*	*	13	18	10	17	*	*	*	*	*	*	12	18
08:00	*	*	*	*	15	8	11	12	*	*	*	*	*	*	13	10
09:00	*	*	*	*	13	12	1	4	*	*	*	*	*	*	7	8
10:00	*	*	*	*	3	0	3	2	*	*	*	*	*	*	3	1
11:00	*	*	*	*	1	1	1	2	*	*	*	*	*	*	1	2
Total	0	0	0	0	316	356	269	347	0	0	0	0	0	0	292	352
Day	0		0		672		616		0		0		0		644	
AM Peak					10:00	07:00	10:00	09:00							10:00	07:00
Vol.					22	28	24	26							23	26
PM Peak					15:00	16:00	12:00	14:00							15:00	14:00
Vol.					40	30	24	36							32	32

Comb. Total	0	0	672	616	0	0	0	644

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #13
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Oliver St, east of Main St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	0	1	0	0	*	*	*	*	*	*	0	0
01:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	1	0	1	*	*	*	*	*	*	0	1
04:00	*	*	*	*	0	0	0	1	*	*	*	*	*	*	0	0
05:00	*	*	*	*	2	3	0	4	*	*	*	*	*	*	1	4
06:00	*	*	*	*	1	8	6	8	*	*	*	*	*	*	4	8
07:00	*	*	*	*	11	12	12	8	*	*	*	*	*	*	12	10
08:00	*	*	*	*	**23**	25	**17**	22	*	*	*	*	*	*	**20**	24
09:00	*	*	*	*	9	22	11	19	*	*	*	*	*	*	10	20
10:00	*	*	*	*	14	**27**	11	**26**	*	*	*	*	*	*	12	**26**
11:00	*	*	*	*	12	15	10	18	*	*	*	*	*	*	11	16
12:00 PM	*	*	*	*	**17**	19	14	20	*	*	*	*	*	*	16	20
01:00	*	*	*	*	9	25	12	21	*	*	*	*	*	*	10	23
02:00	*	*	*	*	11	16	15	18	*	*	*	*	*	*	13	17
03:00	*	*	*	*	17	19	**21**	20	*	*	*	*	*	*	**19**	20
04:00	*	*	*	*	9	27	16	21	*	*	*	*	*	*	12	24
05:00	*	*	*	*	15	**28**	15	**36**	*	*	*	*	*	*	15	**32**
06:00	*	*	*	*	3	10	8	19	*	*	*	*	*	*	6	14
07:00	*	*	*	*	5	14	8	18	*	*	*	*	*	*	6	16
08:00	*	*	*	*	3	18	6	13	*	*	*	*	*	*	4	16
09:00	*	*	*	*	0	7	3	4	*	*	*	*	*	*	2	6
10:00	*	*	*	*	0	3	1	0	*	*	*	*	*	*	0	2
11:00	*	*	*	*	1	0	0	3	*	*	*	*	*	*	0	2
Total	0	0	0	0	162	300	186	300	0	0	0	0	0	0	173	301
Day	0		0		462		486		0		0		0		474	
AM Peak					08:00	10:00	08:00	10:00							08:00	10:00
Vol.					23	27	17	26							20	26
PM Peak					12:00	17:00	15:00	17:00							15:00	17:00
Vol.					17	28	21	36							19	32

Comb. Total	0	0	462	486	0	0	0	474

Old Colony Planning Council
70 School Street
Brockton, MA 02301
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Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #2
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Pond St, east of Mechanic St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB
12:00 AM	*	*	*	*	1	0	1	1	*	*	*	*	*	*	1	0
01:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
02:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	1	0	1	0	*	*	*	*	*	*	1	0
04:00	*	*	*	*	1	1	1	0	*	*	*	*	*	*	1	0
05:00	*	*	*	*	3	0	1	0	*	*	*	*	*	*	2	0
06:00	*	*	*	*	1	3	1	2	*	*	*	*	*	*	1	2
07:00	*	*	*	*	**11**	7	**9**	7	*	*	*	*	*	*	**10**	7
08:00	*	*	*	*	5	9	5	6	*	*	*	*	*	*	5	8
09:00	*	*	*	*	9	10	5	10	*	*	*	*	*	*	7	10
10:00	*	*	*	*	5	13	3	8	*	*	*	*	*	*	4	10
11:00	*	*	*	*	11	**15**	6	**12**	*	*	*	*	*	*	8	**14**
12:00 PM	*	*	*	*	6	8	5	**13**	*	*	*	*	*	*	6	10
01:00	*	*	*	*	7	10	7	11	*	*	*	*	*	*	7	10
02:00	*	*	*	*	**8**	**15**	**8**	9	*	*	*	*	*	*	**8**	**12**
03:00	*	*	*	*	7	14	4	10	*	*	*	*	*	*	6	12
04:00	*	*	*	*	3	6	5	8	*	*	*	*	*	*	4	7
05:00	*	*	*	*	6	13	6	10	*	*	*	*	*	*	6	12
06:00	*	*	*	*	7	10	2	11	*	*	*	*	*	*	4	10
07:00	*	*	*	*	2	4	1	4	*	*	*	*	*	*	2	4
08:00	*	*	*	*	2	6	1	2	*	*	*	*	*	*	2	4
09:00	*	*	*	*	0	4	2	4	*	*	*	*	*	*	1	4
10:00	*	*	*	*	0	1	5	0	*	*	*	*	*	*	2	0
11:00	*	*	*	*	0	1	0	0	*	*	*	*	*	*	0	0
Total	0	0	0	0	96	150	79	128	0	0	0	0	0	0	88	136
Day	0		0		246		207		0		0		0		224	
AM Peak					07:00	11:00	07:00	11:00							07:00	11:00
Vol.					11	15	9	12							10	14
PM Peak					14:00	14:00	14:00	12:00							14:00	14:00
Vol.					8	15	8	13							8	12

Comb. Total	0	0	246	207	0	0	0	224

Old Colony Planning Council
70 School Street
Brockton, MA 02301
(508) 583-1833
www.ocpcrpa.org

Community: Easton
Com#_UR/FC: 88_U0
Recorder #: Jamar #14
Layout: L6 Basic (2')

Station ID:
Site Code: 88
Date Start: 03-Nov-10
Date End: 04-Nov-10
Sullivan Ave, north of Main St

Start	01-Nov-10		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB
12:00 AM	*	*	*	*	0	0	3	2	*	*	*	*	*	*	2	1
01:00	*	*	*	*	0	0	2	0	*	*	*	*	*	*	1	0
02:00	*	*	*	*	1	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	*	*	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	*	*	1	0	1	0	*	*	*	*	*	*	1	0
05:00	*	*	*	*	5	3	6	3	*	*	*	*	*	*	6	3
06:00	*	*	*	*	10	16	10	17	*	*	*	*	*	*	10	16
07:00	*	*	*	*	38	33	41	36	*	*	*	*	*	*	40	34
08:00	*	*	*	*	24	**35**	33	40	*	*	*	*	*	*	28	38
09:00	*	*	*	*	41	35	38	**47**	*	*	*	*	*	*	40	**41**
10:00	*	*	*	*	33	35	37	46	*	*	*	*	*	*	35	40
11:00	*	*	*	*	**43**	35	**43**	43	*	*	*	*	*	*	**43**	39
12:00 PM	*	*	*	*	44	33	45	**44**	*	*	*	*	*	*	44	**38**
01:00	*	*	*	*	44	**43**	40	31	*	*	*	*	*	*	42	37
02:00	*	*	*	*	49	32	48	39	*	*	*	*	*	*	48	36
03:00	*	*	*	*	52	35	40	30	*	*	*	*	*	*	46	32
04:00	*	*	*	*	**55**	24	52	31	*	*	*	*	*	*	**54**	28
05:00	*	*	*	*	50	36	**54**	20	*	*	*	*	*	*	52	28
06:00	*	*	*	*	52	14	33	14	*	*	*	*	*	*	42	14
07:00	*	*	*	*	34	22	22	14	*	*	*	*	*	*	28	18
08:00	*	*	*	*	22	14	16	11	*	*	*	*	*	*	19	12
09:00	*	*	*	*	12	11	6	6	*	*	*	*	*	*	9	8
10:00	*	*	*	*	1	1	8	4	*	*	*	*	*	*	4	2
11:00	*	*	*	*	1	1	3	5	*	*	*	*	*	*	2	3
Total	0	0	0	0	612	458	581	483	0	0	0	0	0	0	596	468
Day	0		0		1070		1064		0		0		0		1064	
AM Peak					11:00	08:00	11:00	09:00							11:00	09:00
Vol.					43	35	43	47							43	41
PM Peak					16:00	13:00	17:00	12:00							16:00	12:00
Vol.					55	43	54	44							54	38

Comb. Total	0	0	1070	1064	0	0	0	1064

Train Direction	AM Peak Boardings	0 % PNR	25 percent KissnRide	75% Bike/Walk		AM Peak Auto Trip Generation	0 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
NB	141	0	35	106					
SB	0	0	0	0					
	141	0	35	106			0	43	**43**
	AM Alightings	0 % PNR	25 percent KissnRide	75% Bike/Walk		AM Peak Auto Trip Generation	0 percent PNR(/1.05)	KissnRide	**Total Vehicles out**
SB	20	0	5	15					
NB	13	0	3	10					
total	33	0	8	25			0	43	**43**
					AM Park and Ride = 0 spaces				
	PM Boardings	0 % PNR	25 percent KissnRide	75% Bike/Walk		PM Auto Trip Gen	0 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
SB	13	0	3	10					
NB	7	0	2	5					
total	20	0	5	15			0	32	**32**
	PM Alightings	0 % PNR	25 percent KissnRide	75% Bike/Walk		PM Auto Trip Gen	0 percent PNR(/1.05)	KissnRide	**Total Vehicles Out**
NB	0	0	0	0					
SB	107	0	27	80					
total	107	0	27	80			0	32	**32**

	AM Peak Boardings	30 percent PNR	25 percent KissnRide	45% Bike/Walk		AM Peak Trip Generation	30 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
NB	141	42	35	64					
SB	0	0	0	0					
	141	42	35	64			40	43	**83**
	AM Alightings	30 percent PNR	25 percent KissnRide	45% Bike/Walk		AM Peak Trip Generation	30 percent PNR(/1.05)	KissnRide	**Total Vehicles out**
SB	20	6	5	9					
NB	13	4	3	6					
total	33	10	8	15			10	43	**53**
					AM Park and Ride = 50 vehicle spaces				
	PM Boardings	30 percent PNR	25 percent KissnRide	45% Bike/Walk		PM Trip Gen	30 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
SB	13	4	3	6					
NB	7	2	2	3					
total	20	6	5	9			6	32	**36**
	PM Alightings	30 percent PNR	25 percent KissnRide	45% Bike/Walk		PM Trip Gen	30 percent PNR(/1.05)	KissnRide	**Total Vehicles Out**
NB	0	0	0	0					
SB	107	32	27	0					
total	107	32	27	38			30	32	**62**

	AM Peak Boardings	70 percent PNR	25 percent KissnRide	5 %Bike/ Walk		AM Peak Trip Generation	70 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
NB	141	99	35	7					
SB	0	0	0	0					
	141	99	35	7			94	43	**137**
	AM Alightings	70 percent PNR	25 percent KissnRide	5 %Bike/ Walk		AM Peak Trip Generation	70 percent PNR(/1.05)	KissnRide	**Total Vehicles out**
SB	20	14	5	1					
NB	13	9	3	1					
total	33	23	8	2			31	43	**74**
					AM 70 percent =125 car spaces				
	PM Boardings	70 percent PNR	25 percent KissnRide	5 %Bike/ Walk		PM Trip Gen	70 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
SB	13	9	3	1					
NB	7	5	2	0					
total	20	14	5	1			13	32	**45**
	PM Alightings	70 percent PNR	25 percent KissnRide	5 %Bike/ Walk		PM Trip Gen	70 percent PNR(/1.05)	KissnRide	**Total Vehicles Out**
NB	0	0	0	0					
SB	107	75	27	5					
total	107	75	27	5			71	32	**103**

	AM Peak Boardings	40 % PNR	25 percent KissnRide	35 % Bike/Walk		AM Peak Trip Generation	40 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
NB	141	56	35	50					
SB	0	0	0	0					
	141	56	35	50			53	43	**96**
	AM Alightings	40 % PNR	25 percent KissnRide	35 % Bike/Walk		AM Peak Trip Generation	40 percent PNR(/1.05)	KissnRide	**Total Vehicles out**
SB	20	8	5	7					
NB	13	5	3	5					
total	33	13	8	12			12	43	**55**
					AM Park and Ride = 65 cars				
	PM Boardings	40 % PNR	25 percent KissnRide	35 % Bike/Walk		PM Trip Gen	40 percent PNR(/1.05)	KissnRide	**Total Vehicles In**
SB	13	5	3	5					
NB	7	3	2	2					
total	20	8	5	7			8	32	**40**
	PM Alightings	40 % PNR	25 percent KissnRide	35 % Bike/Walk		PM Trip Gen	40 percent PNR(/1.05)	KissnRide	**Total Vehicles Out**
NB	0	0	0	0					
SB	107	43	27	37					
total	107	43	27	37			41	32	**73**

	1990 workers	1990 Transit users	1990 Percent	2000 workers	2000 Transit users	2000 Percent	percent change	1990 bicycle/walk	1990 percent B/W	2000 bicycle/walk	2000 percent B/W
Abington	7114	268	3.77%	7738	491	6.35%	2.58%	136	1.91%	116	1.50%
Bridgewater	9559	143	1.50%	12040	709	5.89%	4.39%	683	7.15%	500	4.15%
Halifax	3188	19	0.60%	3760	203	5.40%	4.80%	57	1.79%	33	0.88%
Hanson	4572	82	1.79%	4823	205	4.25%	2.46%	88	1.92%	19	0.39%
Kingston	4418	140	3.17%	5401	407	7.54%	4.37%	49	1.11%	28	0.52%
Stoughton	13754	852	6.19%	13758	1277	9.28%	3.09%	6	0.04%	7	0.05%
Whitman	6433	118	1.83%	7277	379	5.21%	3.37%	4	0.06%	0	0.00%
Easton	10426	340	3.26%	11692	466	3.99%	0.72%	452	4.34%	492	4.21%

Town	percent change
Abington	2.58%
Bridgewater	4.39%
Halifax	4.80%
Hanson	2.46%
Kingston	4.37%
Stoughton	3.09%
Whitman	3.37%

3.58% Mean

3.63% median