

# ROAD SAFETY AUDIT

Massapoag Avenue at Mill Street

Easton, Massachusetts

November 16, 2021

Prepared through Old Colony MPO FFY 2022 Unified Planning  
Work Program – Road Safety Audits at Multiple Locations:  
Under Contract with MassDOT



Prepared By:  
Old Colony Planning Council  
70 School Street, Brockton, MA. 02301



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## Background

This Road Safety Audit for Massapoag Avenue at Mill Street in Easton was prepared as part of the Old Colony Metropolitan Planning Organization's (MPO) Road Safety Audits at Multiple Locations project in the MPO's FFY 2022 Unified Planning Work Program. The objective of the Road Safety Audits at Multiple Locations project is to identify known issues and potential improvements that can be implemented at high crash locations in a continuing effort to achieve safety performance targets for reducing serious injuries and fatalities on the regional highway network. Locations were selected through a data driven process as part of the MPO's Safety Management System and consultation with the communities of the Old Colony MPO.

## Project Data

This Road Safety Audit was held on November 16, 2021. Out of an abundance of caution and respect to health and safety of Audit participants, this Road Safety Audit was conducted virtually through a webinar format. Participants were provided crash data and associated analysis (crash characteristics charts, collision diagrams) prior to the Audit for review, and background traffic data (traffic volumes, speeds, heavy vehicle traffic) along with surrounding land use were discussed during the Audit.

During the audit, crash analysis, land use, and traffic data was discussed. Aerial photographs of the intersection were provided. There was an Old Colony Planning Council staff planner on site at the intersection, providing a live video feed and commentary for from the location, and responding to on-demand inquiries.

A four-year crash history from January 1, 2017 through December 31, 2020 was initially analyzed and provided to audit participants. Based on MassDOT and Easton Police Department data and reports, there were 13 crashes in this four-year period. Four of those crashes resulted in personal injury. During the audit, it was noted that MassDOT records indicate that an additional six crashes have occurred so far this year in 2021, four of which resulted in personal injury. Analysis has been updated to account for these additional crashes in 2021.

The RSA participants formed a multidisciplinary team representing many fields, including planning, and engineering. A list of RSA attendees is shown in Table 1.

**Table 1: Participating Audit Team Members**

<b>Audit Team Member</b>	<b>Agency/Affiliation</b>
Dottie Fulginiti	Town of Easton Select Board
David Field, P. E.	Town of Easton Director of Public Works
Gregory Swan, P.E.	Town of Easton Assistant Town Engineer
Matthew Grosschedl, P.E.	Town of Easton Department of Public Works
Stephanie Danielson	Town of Easton Director of Planning
Keisha Adarkwah	Office of Massachusetts State Senator Walter Timilty
Lynore Del Sette	Resident, Cycling Advocate
Bianca Marshall	MassDOT District Five Traffic
Michelle Deng	MassDOT Traffic Safety
Kevin Fitzgerald	MassDOT Traffic Safety
Rachel McCaffery	Massachusetts Safe Routes to School
Bill McNulty	Old Colony Planning Council
Mary Waldron	Old Colony Planning Council
Charles Kilmer, AICP	Old Colony Planning Council
Ray Guarino	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Shawn Bailey	Old Colony Planning Council
Megan Fournier	Old Colony Planning Council

## Project Location and Description

The intersection of Massapoag Avenue at Mill Street is a four-legged unsignalized intersection, with Mill Street designed as the side street. Both Mill Street approaches are controlled by STOP signs and a painted stop bar on the pavement.

Massapoag Avenue is generally a south to north roadway through the west side of Easton. It begins about one mile south and east of the study area at its intersection with Poquanticut Avenue and continues northward into the Town of Sharon.

Development around the intersection is low density residential. The area is heavily wooded.

Figure 1 provides an aerial photo of the intersection.

- Massapoag Avenue:** Massapoag Avenue is a two-lane roadway under local jurisdiction of the Town of Easton, functionally classified as an Urban Collector. It runs from Poquanticut Avenue in Easton northward up into the Town of Sharon. It functions as a regional collector, creating a connection (via Poquanticut Avenue) from Route 106 northward to Rockland Street, Borderland State Park, and points north in the Towns of Sharon and Canton. There are no sidewalks nor any bicycle accommodations along Massapoag Avenue. Audit participants noted that Massapoag Avenue is a popular

bicycle route, with its connections to Borderland State Park and Lake Massapoag. The roadway has a special speed regulation stating a speed limit of 35 miles per hour in the study area.

- **Mill Street:** Mill Street is a two-lane local road under jurisdiction of the Town of Easton, Mill Street serves as an east-west roadway from Rockland Street through the town of Easton, into the Town of Mansfield. Via Stearns Avenue, it ultimately creates a connection to Route 106 in Mansfield, providing access to commercial areas, the Mansfield Commuter Rail Station, and Interstate 95. Mill Street does not have sidewalks or any bicycle accommodations. The roadway does not have a posted speed limit or special speed regulation.



Figure 1: Locus Map

## Audit Observations and Potential Safety Enhancements

**Limited Sight Distance:** Due to a combination of roadside vegetation and horizontal curvature of Massapoag Avenue, sight distance is limited from each approach of Mill Street towards both directions of Massapoag Avenue. Maximum sight distance was measured at 250 feet. Prevailing speeds on Massapoag Avenue are around 45 miles per hour. At 45 miles per hour, a vehicle needs 360 feet of Stopping Sight Distance to safely come to a stop. This sight distance is not achieved from either approach, and is likely a factor in many of the angled collisions between vehicles on Massapoag Avenue with vehicles entering from either direction of Mill Street.

### *Potential Safety Enhancements:*

1. *Consider implementing a road diet (narrower travel lanes) along the entire length of Massapoag Avenue to calm traffic and lower operator speeds.*
2. *Maintain vegetation clearing within the right-of-way.*
3. *Use additional retroreflective advance warning signage on each approach to the intersection, “doubling up” on signage by placing on each side of the roadway. Use intersecting street name plaques underneath each advance warning sign to enhance visibility and driver awareness.*
4. *Maintain and extend highly visible fog lines around corners of intersection to enhance delineation of intersection and heighten visibility and awareness for drivers.*
5. *Consider converting the intersection to an all-way STOP control by placing the Massapoag Avenue approaches under STOP sign control (seven reported crashes between October 2020 and October 2021 satisfies Criteria B for Multiway Stop Warrant Analysis as prescribed in the Manual on Uniform Traffic Control Devices).*
6. *Consider installing an overhead flashing warning beacon at the intersection.*
7. *Long term, consider retrofitting the intersection with a mini roundabout which would force reduced speed on Massapoag Avenue and provide safer entry for vehicles arriving on Mill Street.*

**Speed:** Historical traffic data indicates 85<sup>th</sup> percentile speed of traffic on Massapoag Avenue is around 45 miles per hour, above the posted speed limit of 35 miles per hour. Massapoag Avenue appears to be under-signed with speed limit signs. Prevailing speed is excessive for existing sight distance at the intersection.

### *Potential Safety Enhancements:*

1. *Increase traffic patrols in the area with regular and strict speed enforcement.*

2. *Add additional speed limit signage, particularly eastbound between Rockland Street and Mill Street. Consider adding a speed limit sign westbound in advance of Mill Street.*
3. *Consider installing solar powered radar measured driver feedback speed signs.*
4. *Consider traffic calming options presented under “Limited Sight Distance” observation.*

**Crashes in Wet Conditions:** Crash records indicated that one-third of crashes occurred on wet road surfaces.

*Potential Safety Enhancements:*

1. *Regularly maintain and ensure existing catch basins are clear and water is draining efficiently. Consider an additional catch basin if necessary.*
2. *Evaluate crown of roadways to ensure water is draining from surface properly.*
3. *Consider traffic calming and speed enforcement options presented under “Limited Sight Distance” and “Speed” observations to reduce speed and chance of hydroplaning.*

**No pedestrian accommodations:** There are no sidewalks on Massapoag Avenue or Mill Street.

*Potential Safety Enhancements:*

1. *Long term, consider adding sidewalks or a shared-use path along Massapoag Avenue and Mill Street with any planned improvements.*

**No bicycle accommodations:** There are no bike lanes on Massapoag Avenue or Mill Street.

*Potential Safety Enhancements:*

1. *Long term, consider adding bike lanes or a shared-use path along Massapoag Avenue and Mill Street with any planned improvements.*

## Summary of Road Safety Audit

Based on the review of data, observations of the intersection made in the field, and group discussion, the RSA team identified possible enhancements that could improve safety at the intersection. Further study and design work will need to be conducted to determine the feasibility of improvements. Table 2 summarizes the estimated time frame and costs, and Table 3 summarizes the safety issues, possible enhancements, estimated safety payoff, time frame, cost, and jurisdiction responsibility. Safety payoff estimates are based on engineering judgment and are categorized as low, medium, and high. The time frame is categorized as short-term (<1 year), midterm (1 to 3 years), or long-term (typically >3 years). Long-term improvements are typically considered to be substantial improvements with an expected time frame for

implementation greater than 3 years. The costs are categorized as low (<\$10,000), medium (\$10,001 to \$50,000), or high (>\$50,000).”

**Table 2: Estimated Time Frame and Costs Breakdown**

Time Frame		Costs	
Short-Term	<1 Year	Low	<\$10,000
Mid-Term	1-3 Years	Medium	\$10,001-\$50,000
Long-Term	>3 Years	High	>\$50,000



**Table 3: Potential Safety Enhancement Summary**

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Limited Sight Distance	Control speed with traffic calming / road diet. Maintain vegetative clearing within right-of-way. Enhance driver awareness of intersection with additional signage. Enhance and extend pavement striping. Convert intersection to a 4-way STOP control. Install an overhead flashing control beacon. For the long term consider a mini roundabout.	High	Short / Mid Term	Low / Medium (Beacon) / High (Roundabout)	Town of Easton
Speed	Regular and strict speed enforcement. Add additional speed limit signs on Massapoag Avenue. Install driver feedback speed signs.	High	Short Term	Low	Town of Easton
Crashes in Wet Conditions	Maintain clear catch basins. Evaluate need for additional catch basins.	Medium	Mid Term	Low / High 9id new catch basins are necessary)	Town of Easton
No Pedestrian Accommodations	Add sidewalks or a shared-use path.	Low	Long Term	High	Town of Easton
No Bicycle Accommodations	Add bicycle lanes or a shared use path.	Low	Long Term	High	Town of Easton

## Appendix A. RSA Meeting Agenda

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<b>Agenda</b>	<b>Road Safety Audit for Massapoag Avenue at Mill Street,                  Easton, MA                  Tuesday, November 16, 2021                  L30 PM – 2:30 PM</b>
<b>Contact:</b>	Bill McNulty, Old Colony Planning Council (508) 583-1833 ext. 207 wmcnulty@ocpcrpa.org
<b>Attendees:</b>	Invited Participants Include a Multidisciplinary Team including Easton Officials (Chief Elected Officials, DPW, Police, Fire, Administration, Planning), MassDOT, FHWA, Legislative Delegation
<b>Please Bring:</b>	Thoughts and Suggestions
<b>Meeting Location:</b>	<b>Virtual Meeting (Zoom):</b> <a href="https://us02web.zoom.us/j/89877181975?pwd=UTdLdnplNVEzWUhyZ085ZlJrWHg2Zz09">https://us02web.zoom.us/j/89877181975?pwd=UTdLdnplNVEzWUhyZ085ZlJrWHg2Zz09</a> <b>Webinar ID:</b> 898 7718 1975 <b>Password:</b> 046257
<b>1:30 PM</b>  <b>1:40 PM</b>    <b>2:10 PM</b>	Welcome and Introductions  Virtual Road Safety Audit of Massapoag Avenue at Mill Street <ul style="list-style-type: none"> <li>• Review of Traffic Data</li> <li>• Existing Conditions and Known Challenges</li> <li>• Identification of Potential Safety Improvements</li> </ul> Wrap-Up Site Audit; Discussion of Next Steps
	<b>Instructions For Participants:</b> <ul style="list-style-type: none"> <li>• Before attending the Road Safety Audit, participants are encouraged to familiarize themselves with the study area, and make note of existing conditions and any deficiencies they observe</li> <li>• All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the Road Safety Audit process</li> <li>• After the meeting, participants will be asked to comment and respond to the document materials to ensure it is reflective of the Road Safety Audit completed by the multidisciplinary team</li> </ul>

## Appendix B. RSA Audit Team Contact List

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## Participating Audit Team Members

Date: November 16, 2021    Location: Massapoag Avenue at Mill Street, Easton

Audit Team Members	Agency/Affiliation
Dottie Fulginiti	Town of Easton Select Board
David Field, P.E,	Town of Easton Director of Public Works
Gregory Swan, P.E.	Town of Easton Assistant Town Engineer
Matthew Grosschedl, P.E.	Town of Easton Department of Public Works
Stephanie Danielson	Town of Easton Director of Planning
Keisha Adarkwah	Office of Massachusetts State Senator Walter Timilty
Lynore Del Sette	Resident, Cycling Advocate
Bianca Marshall	MassDOT District Five Traffic
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Kevin Fitzgerald	MassDOT Traffic Safety
Rachel McCaffery	Massachusetts Safe Routes to School
Bill McNulty	Old Colony Planning Council
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Ray Guarino	Old Colony Planning Council
Guoqiang Li	Old Colony Planning Council
Shawn Bailey	Old Colony Planning Council
Megan Fournier	Old Colony Planning Council

## Appendix C. Detailed Crash Data

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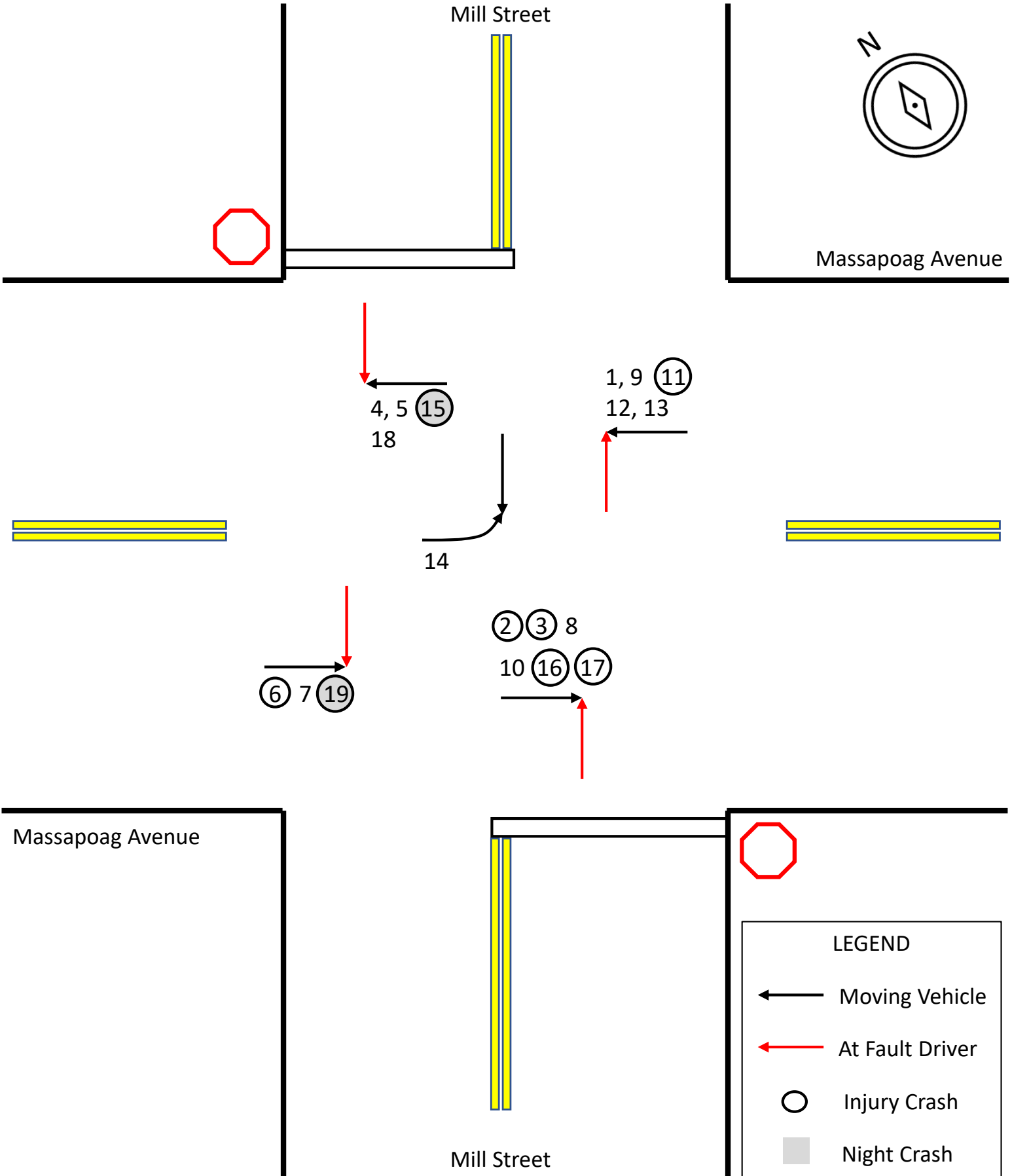
## Crash Data Summary Table

Mill Street at Massapoag Avenue, Easton, MA  
2017-November 2021

Crash Diagram Ref #	Crash Date <i>m/d/y</i>	Crash Day	Time of Day	Manner of Collision <i>Type</i>	Light Condition <i>Type</i>	Weather Condition <i>Type</i>	Road Surface <i>Type</i>	Driver Contributing Code <i>Type</i>	Comments
1	1/16/17	Monday	11:25 AM	Angle	Daylight	Clear	Dry	Failed to yield right of way	17-27-AC
2	1/19/17	Thursday	4:02 PM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	17-37-AC
3	9/7/17	Thursday	7:20 AM	Angle	Daylight	Cloudy	Wet	Failed to yield right of way	17-316-AC
4	10/1/17	Sunday	5:17 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	17-342-AC
5	12/1/17	Friday	7:44 AM	Angle	Daylight	Clear	Wet	Disregarded traffic signs, signals, road markings	17-427-AC
6	3/3/18	Saturday	5:10 PM	Angle	Daylight	Clear	Dry	Failed to yield right of way	18-107-AC
7	7/3/18	Tuesday	11:39 AM	Angle	Daylight	Clear	Dry	Failed to yield right of way	18-256-AC
8	1/18/19	Friday	4:52 PM	Angle	Dusk	Clear	Dry	Failed to yield right of way	19-21-AC
9	6/20/19	Thursday	9:47 AM	Angle	Daylight	Cloudy	Wet	Disregarded traffic signs, signals, road markings	19-217-AC
10	8/1/19	Thursday	6:00 PM	Angle	Daylight	Clear		Disregarded traffic signs, signals, road markings	19-275-AC
11	9/24/19	Tuesday	9:56 AM	Angle	Daylight	Clear	Dry	Failed to yield right of way	19-331-AC
12	10/24/20	Saturday	9:17 AM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	20-285-AC
13	12/19/20	Saturday	11:15 AM	Angle	Daylight	Clear	Wet	Failed to yield right of way	20EAO-373-AC
14	2/2/21	Tuesday	8:29 AM	Angle	Daylight	Sleet, Hail, Freezing Rain	Ice	No Improper Driving	21EAO-34-AC
15	3/5/21	Friday	6:36 PM	Angle	Dark - lighted roadway	Clear	Dry	Operating Vehicle in erratic, reckless, careless, negligent, or aggressive manner	21EAO-86-AC
16	4/17/21	Saturday	11:59 AM	Angle	Daylight	Rain	Wet	Failed to yield right of way	21EAO-133-AC
17	9/5/21	Sunday	10:02 AM	Angle	Daylight	Clear	Dry	Failed to yield right of way	21EAO-304-AC
18	9/6/21	Monday	6:00 PM	Angle	Daylight	Clear	Dry	Disregarded traffic signs, signals, road markings	21EAO-306-AC
19	9/19/21	Sunday	7:45 PM	Sideswipe, opposite direction	Dark - lighted roadway	Clear	Dry	Disregarded traffic signs, signals, road markings	21EAO-322-AC

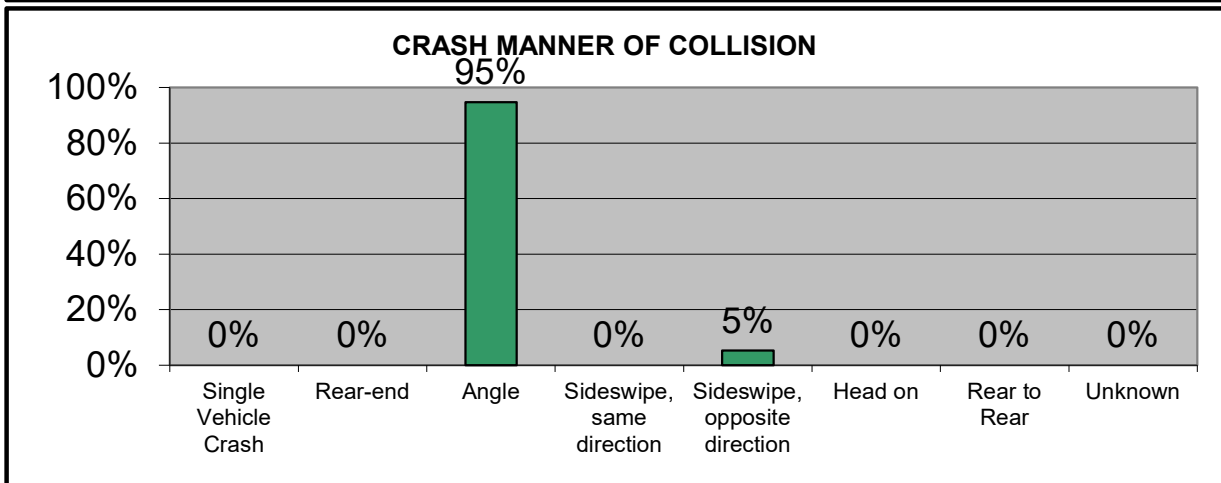
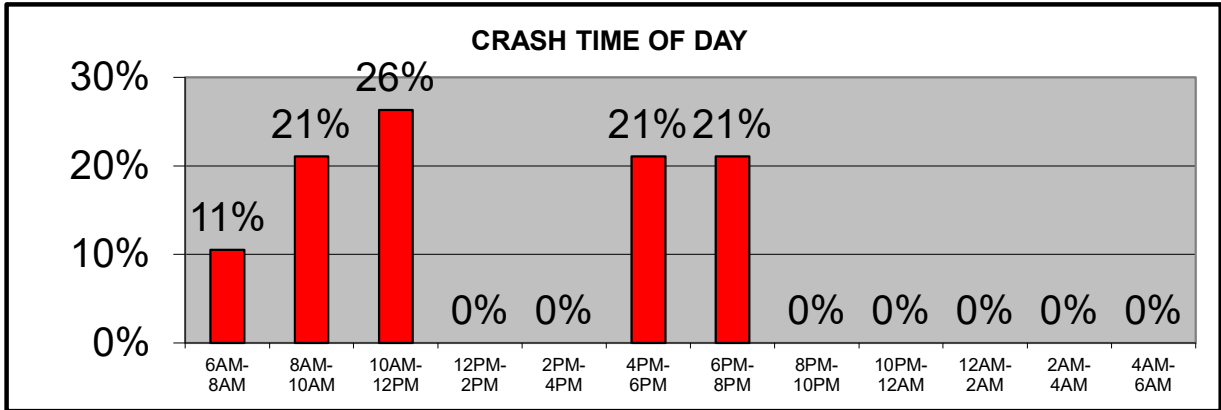
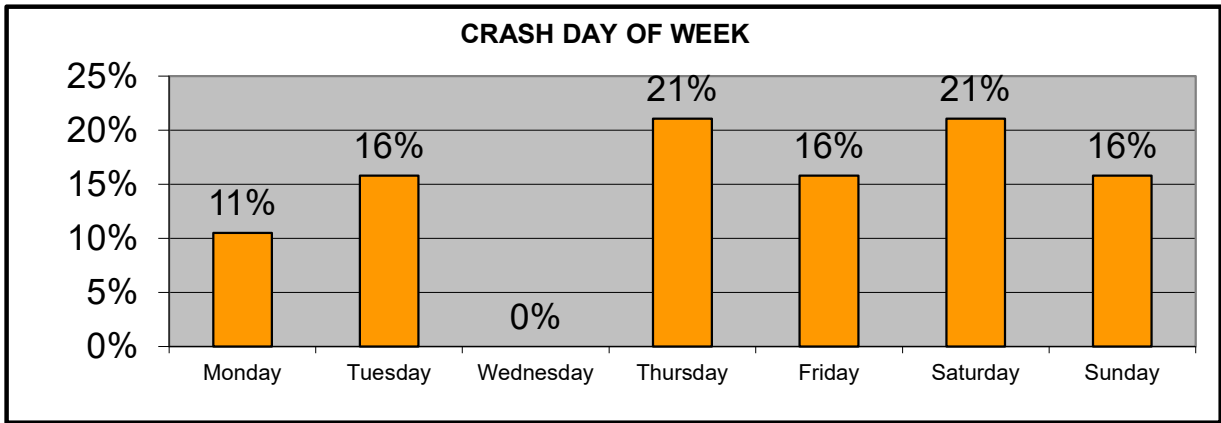
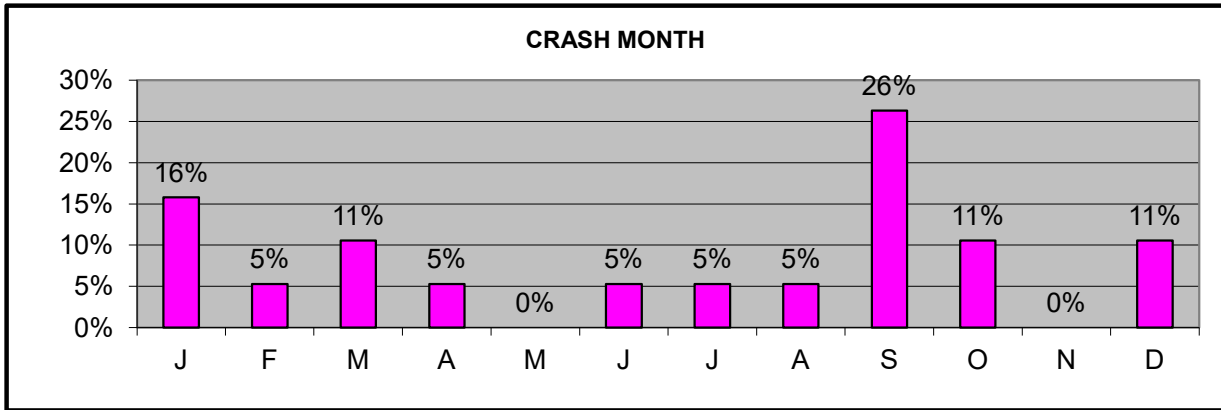
\*Courtesy Crash - A term used to describe a crash that occurs subsequent to a non-involved mainline driver who gives the right of way, contrary to the rules of the road, to another driver.

**COLLISION DIAGRAM**  
 Mill Street at Massapoag Avenue  
 Collision Diagram for Crashes (2017-2020)  
 Prepared by OCPC (SB 10/2021) (Source: Easton Police Dept.)

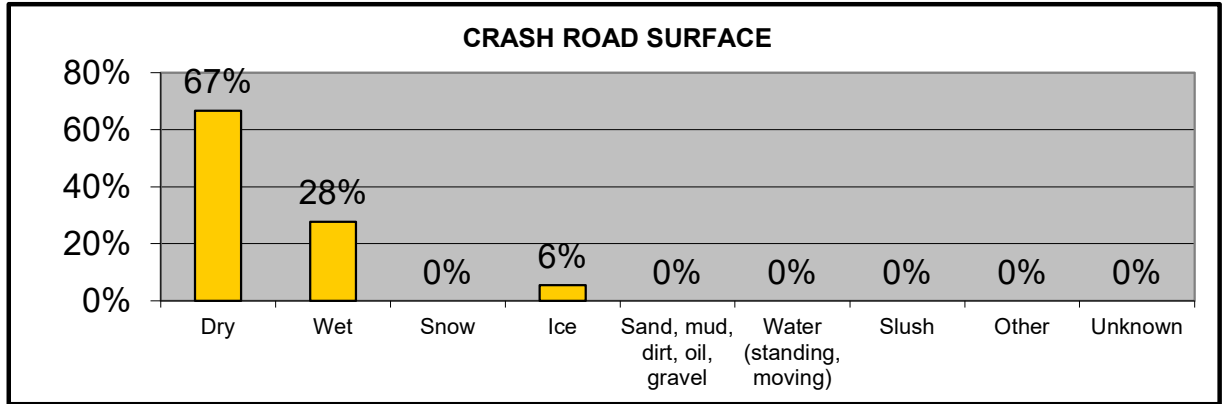
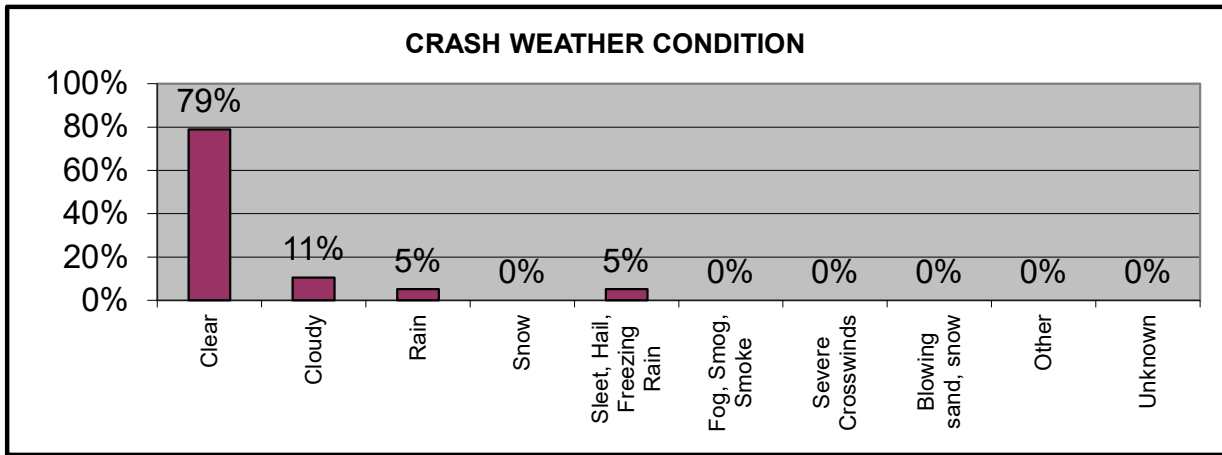
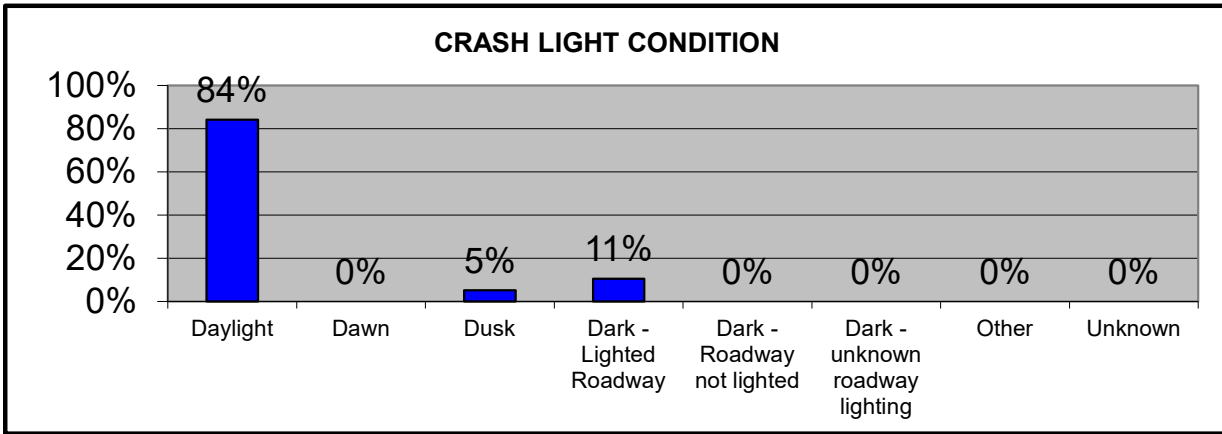




**Crash Data Summary Tables and Charts**  
 Mill Street at Massapoag Avenue, Easton, MA



**Crash Data Summary Tables and Charts**  
 Mill Street at Massapoag Avenue, Easton, MA



## Appendix D. Additional Information

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Site Code: Masspoag Ave  
 Station ID: UP 36  
 Location 1:  
 Location 2:  
 File Name: Massapoag 09-30-21  
 Date Printed: 9/30/2021

Start Date: 9/27/2021  
 End Date: 9/30/2021  
 Comment 1:  
 Comment 2:  
 Latitude: 0.000000  
 Longitude: 0.000000

**Combined Lanes 9/30/2021**

**Peak Analysis**

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
9/30/2021	7:12 AM	137	7:37 AM	42	0.82	12:00 PM	31	12:03 PM	26	0.30

**Pace Speed - MPH**

Classes Excluded From Pace: None

Speed	Number	Percent
31 - 41	701	53.42988%

**Percentile Speeds**

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	17.3	20.4	24.1	26	27.9	29.1	30.3	31.6	32.8	34.1	34.7	35.3	35.9	37.2	37.8	38.4	39.7	40.9	42.8	58.3

**Vehicles Traveling Greater Than 50.0 MPH**

Total Volume	0
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

**Mean, Median, and Mode Averages**

Mean:	0.0
Median (50th %):	34.1
Mode:	0.0



Site Code: Masspoag Ave  
 Station ID: UP 36  
 Location 1:  
 Location 2:  
 File Name: Massapoag 09-30-21  
 Date Printed: 9/30/2021

Start Date: 9/27/2021  
 End Date: 9/30/2021  
 Comment 1:  
 Comment 2:  
 Latitude: 0.000000  
 Longitude: 0.000000

Combined Lanes 9/30/2021 to 9/30/2021

**Peak Analysis**

Classes Excluded From Peaks: None

Date	AM Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor	Pm Peak	Hour Volume	Highest Interval Time	Highest Interval Volume	Peak Hour Factor
9/27/2021	10:39 AM	122	10:40 AM	52	0.59	5:11 PM	181	5:17 PM	60	0.75
9/28/2021	7:19 AM	145	7:27 AM	50	0.73	4:34 PM	172	4:34 PM	50	0.86
9/29/2021	7:33 AM	149	8:13 AM	44	0.85	3:14 PM	176	3:40 PM	57	0.77
9/30/2021	7:12 AM	137	7:37 AM	42	0.82	12:00 PM	31	12:03 PM	26	0.30

**Pace Speed - MPH**

Classes Excluded From Pace: None

Speed	Number	Percent
32 - 41	3,121	59.83512%

**Percentile Speeds**

Percentile	5th	10th	15th	20th	25th	30th	35th	40th	45th	50th	55th	60th	65th	70th	75th	80th	85th	90th	95th	100th
Speed - MPH	21	25.4	27.2	29.1	30.3	31.6	32.8	34.1	34.7	35.3	35.9	36.6	37.2	37.8	39	39.7	40.3	41.5	43.4	80.7

**Vehicles Traveling Greater Than 50.0 MPH**

Total Volume	0
Total Greater Than 50.0	0
Percent Greater Than 50.0	0.0%

**Mean, Median, and Mode Averages**

Mean:	0.0
Median (50th %):	0.0
Mode:	0.0

**AADT**

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
9/27/2021	Excluded											
9/27/2021	Excluded											



Site Code: Masspoag Ave  
 Station ID: UP 36  
 Location 1:  
 Location 2:  
 File Name: Massapoag 09-30-21  
 Date Printed: 9/30/2021

Start Date: 9/27/2021  
 End Date: 9/30/2021  
 Comment 1:  
 Comment 2:  
 Latitude: 0.000000  
 Longitude: 0.000000

Date	Lane	Volume	x	User	x	Daily	=	ADT	x	Season	=	AADT
9/27/2021	Day Total	0						0				0
9/28/2021	Southeast, Lane 1	787		1.00		1.00		787		1.00		787
9/28/2021	Northwest, Lane 2	731		1.00		1.00		731		1.00		731
9/28/2021	Day Total	1,518						1,518				1,518
9/29/2021	Southeast, Lane 1	867		1.00		1.00		867		1.00		867
9/29/2021	Northwest, Lane 2	834		1.00		1.00		834		1.00		834
9/29/2021	Day Total	1,701						1,701				1,701
9/30/2021	Excluded											
9/30/2021	Excluded											
9/30/2021	Day Total	0						0				0
	Total	3219						3219				3219
	Average	1609						1609				1609

*M. Sullivan*  
November 29, 1972

TOWN OF EASTON  
SPECIAL SPEED REGULATION NO. 763

Highway Location:	EASTON
Authority In Control:	TOWN OF EASTON
Name of Highways:	Massapoag Avenue Rockland Street Purchase Street ✓ Central Street ✓ Pine Street ✓ Eln Street ✓ Canton Street ✓

In accordance with the provisions of Chapter 90, Section 18, of the General Laws (Ter. Ed.) as amended, the following Special Speed Regulation is hereby Adopted by the Board of Selectmen of the Town of Easton

That the following speed limits are established at which motor vehicles may be operated in the areas described:

MASSAPOAG AVENUE - NORTHBOUND

Beginning at Poquanticut Avenue,

Thence northerly on Massapoag Avenue

0.64 miles at 40 miles per hour	
0.47 " " 35 " "	
0.18 " " 25 " "	
0.86 " " 40 " "	

ending at the Sharon

line; the total distance being 2.15 miles.

MASSAPOAG AVENUE - SOUTHBOUND

Beginning at the Sharon line,

Thence southerly on Massapoag Avenue

0.86 miles at 40 miles per hour	
0.18 " " 25 " "	
0.47 " " 35 " "	
0.60 " " 40 " "	
0.04 " " 25 " "	

ending at Poquanticut

Avenue; the total distance being 2.15 miles.

ROCKLAND STREET - EASTBOUND

Beginning at the Mansfield line,

Thence easterly on Rockland Street

0.36 miles at 25 miles per hour

1.51 " " 35 " " "

0.06 " " 25 " " " ending at Bay

Road; the total distance being 1.93 miles.

ROCKLAND STREET - WESTBOUND

Beginning at Bay Road,

Thence westerly on Rockland Street

1.57 miles at 35 miles per hour

0.36 " " 25 " " " ending at the

Mansfield line; the total distance being 1.93 miles.

PURCHASE STREET - NORTHBOUND

Beginning at the West Bridgewater Line,

Thence northerly on Purchase Street

0.24 miles at 25 miles per hour

0.47 " " 35 " " "

0.39 " " 25 " " "

0.58 " " 33 " " "

0.10 " " 20 " " "

0.33 " " 30 " " " ending at Depot

Street; the total distance being 2.11 miles.

PURCHASE STREET - SOUTHBOUND

Beginning at a point 150 feet south of Depot Street,

Thence southerly on Purchase Street

0.30 miles at 30 miles per hour

0.10 " " 20 " " "

0.58 " " 35 " " "

0.39 " " 25 " " "

0.47 " " 35 " " "

0.24 " " 25 " " " ending at the West

Bridgewater line; the total distance being 2.02 miles.



CENTRAL STREET - EASTBOUND

Beginning at Depot Street,

Thence easterly on Central Street

0.16 miles at 20 miles per hour

0.35 " " 35 " " "

0.17 " " 25 " " "

Street (Route 138); the total distance being 0.68 miles. ending at Washington

CENTRAL STREET - WESTBOUND

Beginning at Washington Street (Route 138),

Thence westerly on Central Street

0.17 miles at 25 miles per hour

0.35 " " 35 " " "

0.16 " " 20 " " "

Street; the total distance being 0.68 miles. ending at Depot

PINE STREET - NORTHBOUND

Beginning at Turnpike Street,

Thence northerly on Pine Street

0.84 miles at 30 miles per hour ending at Depot

Street; the total distance being 0.84 miles.

PINE STREET - SOUTHBOUND

Beginning at Depot Street,

Thence southerly on Pine Street

0.84 miles at 30 miles per hour ending at Turnpike

Street; the total distance being 0.84 miles.

ELM STREET - EASTBOUND

Beginning at Main Street,

Thence easterly on Elm Street

0.38 miles at 30 miles per hour

0.54 " " 35 " " "

0.12 " " 20 " " "

0.57 " " 30 " " "

Brockton line; the total distance being 1.61 miles. ending at the

ELM STREET - WESTBOUND

Beginning at the Brockton line,

Thence westerly on Elm Street

0.57	miles	at	30	miles	per	hour
0.12	"	"	30	"	"	"
0.54	"	"	35	"	"	"
0.38	"	"	30	"	"	"

ending at Main

Street; the total distance being 1.61 miles.

CANTON STREET - NORTHBOUND

Beginning at Main Street,

Thence northerly on Canton Street

1.00 miles at 30 miles per hour

ending at the

Stoughton line; the total distance being 1.00 miles.

CANTON STREET - SOUTHBOUND

Beginning at the Stoughton line,

Thence southerly on Canton Street

1.00 miles at 30 miles per hour

ending at Main

Street; the total distance being 1.00 miles.

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

The provisions of this regulation shall not, however, abrogate in any sense Chapter 90, Section 14, of the General Laws (Ter. Ed.).

*James H. Healey*

Date of Passage Nov 3 1972

*Arthur L. ...*  
*James P. ...*

Board of Selectmen

Attest: Ester C. Anderson

No. 763

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COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF PUBLIC WORKS

SPECIAL SPEED REGULATION NO. 763

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

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

DATE: November 29, 1972

FOR THE DEPARTMENT OF PUBLIC WORKS

BY: *V. Kautene*  
Traffic Engineer

*David J. Lucey*  
Registrar of Motor Vehicles

## Appendix E. Road Safety Audit References

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## Road Safety Audit References

*FHWA Office of Safety - Proven Safety Countermeasures*, U.S. Department of Transportation, Federal Highway Administration <https://safety.fhwa.dot.gov/provencountermeasures/>.

*Road Safety Audits, A Synthesis of Highway Practice*. NCHRP Synthesis 336. Transportation Research Board, National Cooperative Highway Research Program, 2004.

*Road Safety Audits*. U.S. Department of Transportation, Federal Highway Administration, <https://safety.fhwa.dot.gov/rsa/>

*FHWA Road Safety Audit Guidelines*. U.S. Department of Transportation, Federal Highway Administration, 2006.

*Road Safety Audit*, 2<sup>nd</sup> edition. Austroads, 2000.

*Road Safety Audits*. ITE Technical Council Committee 4S-7. Institute of Transportation Engineers, February 1995.