

TRAFFIC SAFETY AUDIT

Dr. John C. Page School

Town of West Newbury

June 15, 2022

Prepared For:
Town of West Newbury, Massachusetts



Prepared By:
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Background

TEC, Inc. (TEC), in cooperation with the Town of West Newbury, has conducted this Traffic Safety Audit (TSA) to evaluate the existing safety characteristics along Main Street (Route 113) adjacent to the frontage of the Dr. John C. Page School (Page School) and the Pipestave Recreation Area in West Newbury, Massachusetts. A traffic safety audit was scheduled for this location due to recurring resident concerns regarding the safety of pedestrians and equestrians crossing Main Street in the area and accessing the Page School and the Pipestave Recreation Area. Further, the audit is a first step in project scoping and assessment of the feasibility of a single sidewalk along Main Street (Route 113) from Coffin Street to Chase Street, linking residential areas to recreation areas, open space, and the Page School. This TSA supplements and expands upon the *Safe Routes To School Arrival/Dismissal Observations Report for the Page Elementary School*, prepared by the Massachusetts Department of Transportation (MassDOT) in September 2021.

Audit Meeting Participants

The TSA for the Main Street (Route 113) pedestrian crossing at Page School was conducted on Wednesday, January 12, 2022, at 9:00 AM, with the pre-audit meetings held at the Page School at 694 Main Street in West Newbury. A copy of the TSA agenda can be found in Appendix A. As presented in Table 1, the audit meeting participants consisted of a cross-section of local engineering, enforcement, maintenance, and emergency response professionals.

Table 1: Audit Meeting Participants

Audit Participants	Agency/Affiliation
Angus Jennings	West Newbury Town Manager
Wayne Amaral	West Newbury Department of Public Works Director
Jeff Durand	West Newbury Police Department
Brad Buschur	West Newbury Parks and Recreation Commissioner
Mary Bellerose	Page School
Kathy Feehery	West Newbury Open Space Committee, West Newbury Riding and Driving Club
Catherine Marrone	West Newbury Riding and Driving Club
Elizabeth Oltman, PE	TEC, Inc. (Design Consultant)
Sam Gregorio, PE, PTOE, RSP	TEC, Inc. (Design Consultant)

Public Outreach

TEC presented to the Town Select Board on two occasions at public meetings: February 14, 2022 and May 23, 2022. Public outreach to the community included a feedback solicitation during the conduction of the TSA, distributed on all Town social media outlets. Twelve responses were received and are included in Appendix A. As presented in Table 1a, the respondents included:

Table 1a: Public Feedback Participants

Feedback Respondent	Affiliation
Deb Hamilton	West Newbury Resident, West Newbury Riding and Driving Club, West Newbury Planning Board, Mill Pond Committee
Raymond Cook	West Newbury Resident, West Newbury Planning Board
Garrett Wojutkiewicz	West Newbury Resident
Horst Dornbusch	West Newbury Resident
John Gregorio	West Newbury Resident
Linda Schaeffer	West Newbury Resident, West Newbury Wild and Native
Patricia Christofferson	West Newbury Resident, Former Page School Staff
Patricia Skibbee	West Newbury Resident
Pauliina Swartz	West Newbury Resident
Polly McDowell	West Newbury Resident, Mill Pond Committee
Sarah Santipadri	West Newbury Resident
Todd Basque	West Newbury Resident

Project Location and Description

An audit area location map is provided in Figure 1. A detailed description of the intersections included in the audit area is provided in the following section.

Existing Geometry and Infrastructure Summary

Main Street (Route 113)

Main Street, signed as Route 113, is a two-lane, east-west, urban principal arterial under the jurisdiction of the Massachusetts Department of Transportation (MassDOT). The corridor provides regional connection between Groveland to the west and Newburyport to the east. The roadway operates with two lanes, one in each direction, with directional flow marked by a centerline. The posted speed limit along Main Street is 40 miles per hour (MPH); however, a School Zone 20 MPH speed limit flashing assembly is posted on the roadway approaching Page School. On-street parking is prohibited on both sides of Main Street. Sidewalks, and formal bicycle accommodations, are not provided. Land uses along Main Street in the study vicinity consist of residential homes, the Dr. John C. Page School, the Pipestave Recreation Area, a solar field, Department of Public Works (DPW) facilities and the Mill Pond Recreation Area.

Pipestave Recreation Area

The Pipestave Recreation Area is open space area owned by the Town of West Newbury and managed by the Select Board, the Mill Pond Committee and the Park and Recreation Commissioners. The property includes forested and wetlands areas with trails for walking, bicycling, and horseback riding, athletic fields (lacrosse, soccer, and baseball), equestrian riding and warmup rings, and open fields, among other activities. It is connected internally to the Mill Pond Area, which has a separate access onto Main Street,

approximately 1,200 feet to the west of the Pipestave Recreation Area Driveway and Dunn Fields. The Town Department of Public Works Garage and Town recycling center are also located on the property.

Dr. John C. Page School

The Dr. John C. Page School (Page School) is the public elementary school for the Town of West Newbury and includes Pre-Kindergarten through Sixth Grade. The School hours for Kindergarten through Sixth Grade are 8:35 AM to 3:00 PM. There are two Pre-K sessions from 8:25 AM to 11:15 AM and 12:15 PM to 2:55 PM.

Main Street / Pipestave Recreation Area Driveway / Housing Authority Access Driveway

The Pipestave Recreation Area Driveway intersects Main Street from the south, opposite an Access Driveway to West Newbury Housing Authority home to form an offset four-legged unsignalized intersection. The Pipestave Recreation Area Driveway northbound and the Housing Authority Access Driveway southbound approaches consist of a single general-purpose travel lane under STOP-control. The Housing Authority Access Driveway also provides a secondary access to the Page School parking area; however, this access is currently blocked to vehicles. There is currently no STOP-sign present at the termini of either the northbound or southbound approaches. Directional flow on both approaches is unmarked. The Main Street eastbound and westbound approaches consist of single general-purpose travel lanes under free-flow conditions with directional flow separated by a marked centerline. On-street parking is prohibited on both sides of Main Street in the vicinity of the intersection. There are no sidewalks on either side of each approach to the intersection. A crosswalk is present across Main Street from the east side of the Pipestave Recreation Area Driveway to the west side of the Housing Authority Access Driveway.

Main Street / Page School Driveway

The Page School Driveway, also known as Eugene “Shike” Willis Way intersects Main Street from the north to form a three-legged unsignalized intersection approximately 220 feet to the east of the Pipestave Recreation Area Driveway. The Page School Driveway southbound approach consists of a single general-purpose travel lane under STOP-control. Directional flow along the southbound approach is unmarked. The Main Street eastbound and westbound approaches consist of single general-purpose travel lanes under free-flow conditions with directional flow separated by a marked centerline. On-street parking is prohibited on both sides of Main Street in the vicinity of the intersection. There are no sidewalks on either side of each approach to the intersection.

Public Transportation Accommodations

The proposed project site is not located near existing public transportation services. The Merrimack Valley Regional Transit Authority (MVRTA) has bus routes in the nearby towns of Haverhill, Amesbury, Newburyport, and Salisbury.



1" = 100'



Study Area Intersection

1. Main Street / Pipestave Recreation Area Driveway
2. Main Street / Page School Driveway

Figure 1

Locus Map



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Safety Evaluation

Vehicle Count Data

To establish existing traffic volume conditions, manual Turning Movement Counts (TMCs) were conducted during a typical weekday and Saturday (7:00 AM – 7:00 PM) at the study area on Thursday, May 5, 2022, and Saturday April 30, 2022. The Page School was in regular session during the time of the traffic counts. The Page School hours are 8:35 AM to 3:00 PM. A detailed summary of the TMCs, partitioned into 15-minute intervals, is provided within Appendix B.

Automatic Traffic Recorder (ATR) counts were conducted on Main Street at the Page School, from Saturday May 7, 2022 through Tuesday, May 10, 2022 for a continuous 96-hour period. Vehicle classification and speed data was gathered as part of the ATR counts. A summary of the weekday ATR traffic data is presented in Table 2. A detailed summary of the ATR data, partitioned into 15-minute intervals, is provided within Appendix B.

Table 2: Existing Weekday Traffic Volume Summary

Location	Weekday Traffic Volume	Weekday Morning Peak Hour (7:45 AM – 8:45 AM)			Weekday Evening Peak Hour (4:45 PM – 5:45 PM)		
		Traffic Volume	K Factor	Directional Distribution	Traffic Volume	K Factor	Directional Distribution
Main Street (west of Page School Driveway)	7,419	626	8.4%	60% EB	640	8.6%	58% WB

An additional peak hour was recorded on the weekday between 2:45 PM and 3:45 PM, coincident with the Page School dismissal period. During this period, 677 vehicles were recorded along Main Street, higher than either of the commuter peak hours. The highest 15-minute period of the day was recorded between 3:00 PM and 3:15 PM.

The Saturday midday peak hour was recorded between 10:15 AM and 11:15 AM on Saturday April 30, 2022, with 557 vehicles recorded, lower than the weekday commuter peak hours.

Traffic Volume Adjustments

Traffic volumes and area businesses were significantly affected by the onset of the COVID-19 pandemic in March 2020. Recent MassDOT guidance has indicated that Massachusetts roadways have entered a “new normal” condition in April 2022. In order to confirm for the study area, TEC compared daily traffic volumes at the closest MassDOT permanent count station with available data before the pandemic and the date of recent traffic counts. This count station¹ is located along Interstate 495 at Merrimac. The comparison examined the daily traffic volume on Thursday, May 5, 2022 and Saturday, April 30, 2022 (dates of TMCs) and the comparable first Tuesday of May (May 2, 2019) and last Saturday of April (April 27, 2019) prior

¹ MassDOT Permanent Count Station #5234 – Merrimac – Interstate 495 at Merrimac

to the onset of the pandemic. Upon review of the seasonally-adjusted April and May 2019 and 2022 traffic volumes, traffic along in the area were shown to have a de minimis difference of 0.43 and 1.50 percent during the weekday morning and Saturday midday peak hours, respectively. For the weekday evening peak hour, traffic along I-495 in Merrimac was shown to have increased by 0.42, indicating that traffic volumes have returned to pre-pandemic levels. Therefore, no adjustment to the recorded traffic volumes is necessary.

Vehicle Speed Data

The ATRs collected speed data along Main Street for four days. The 85th percentile speed, or the speed at which 85 percent of the vehicle are traveling at or below, was consistently recorded as 39 miles per hour (mph) in the eastbound direction and 40 mph in the westbound direction. The posted speed limit is 40 mph within the study area. When the school zone flashers are activated at 8:00 AM and 3:00 PM, the average speed significantly decreases to the 20-30 mph hour range. This indicates that excessive vehicle speed may not be a primary factor in the safety related issues along the corridor.

Pedestrian/Bicycle/Equestrian Volume Data

Pedestrian counts were conducted during the turning movement counts on Thursday, May 5, 2022, and Saturday April 30, 2022 between 7:00 AM and 7:00 PM. The Page School was in regular session during the time of the counts.

Pedestrian counts collected over the 12-hour period at the intersection of Main Street / Pipestave Recreation Area Driveway / Housing Authority Access Driveway indicated six (6) pedestrians, with three (3) pedestrians crossing the Main Street crosswalk and three (3) across the Pipestave Recreation Area Driveway during the weekday, while nine (9) pedestrians were counted during the Saturday counts with six (6) crossing Main Street, two (2) crossing the Housing Authority Access Driveway, and one (1) crossing the Pipestave Recreation Area Driveway.

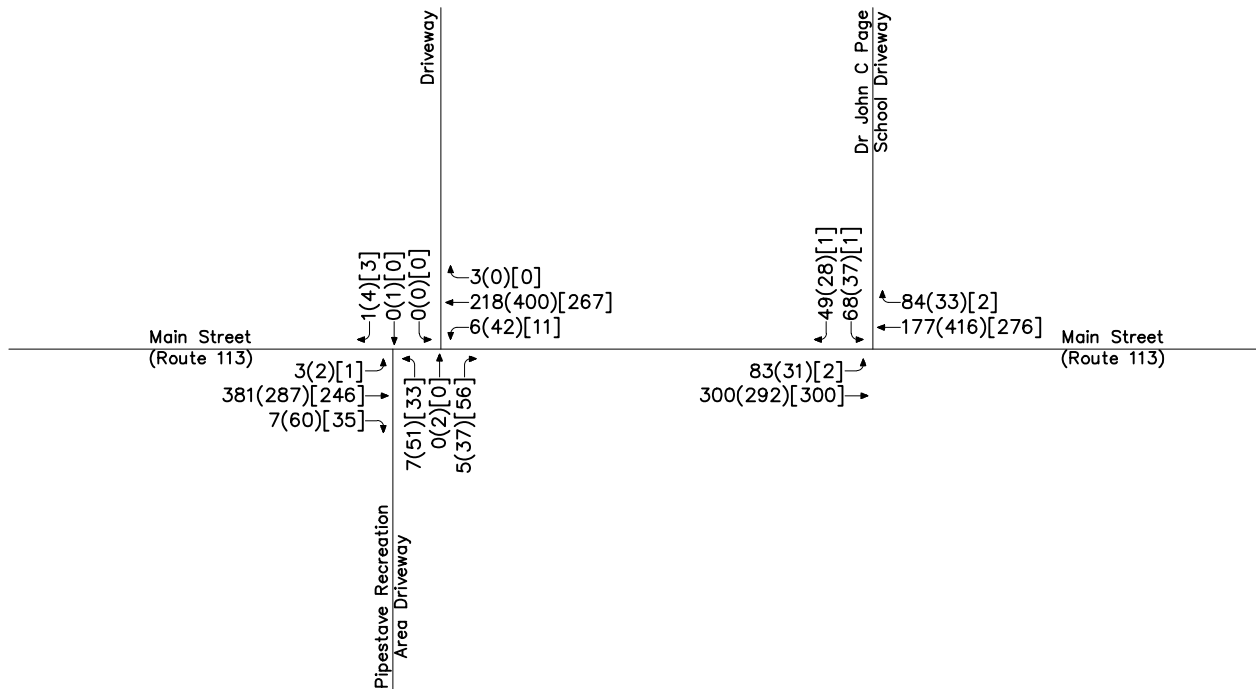
The intersection of Main Street / Page School Driveway indicated one (1) pedestrian crossing Main Street during the weekday, while four (4) pedestrians were counted during the Saturday counts with three (3) crossing the Page School Driveway, and one (1) crossing Main Street.

A total of 21 bicycles were recorded in each direction on the Thursday, and eight (8) bicycles were recorded in each direction on the Saturday.

No equestrians were recorded along Main Street during the count periods.



Not to Scale



XXX(XXX)[XXX] = WEEKDAY MORNING PEAK HOUR(WEEKDAY EVENING PEAK HOUR)[SATURDAY MIDDAY]



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Figure 2

2022 Existing Conditions
Weekday Morning, Weekday
Evening, and Saturday Midday
Peak Hour Traffic Volumes

General Crash History

Crash reports at the study intersections were compiled and analyzed from the Town of West Newbury Police Department and MassDOT for the most-recent consecutive six-year period (2016-May 2022) which includes the most recent four-year period (2016 – 2019) of complete data identified by MassDOT through the Interactive Mapping Portal for Analysis and Crash Tracking (IMPACT) database. The motor vehicle crash data was reviewed to determine if any crash trends exist within the audit area.

In addition to examining the number of crashes on the study intersections, an intersection crash rate was calculated to compare the occurrence of crashes to the volume of traffic passing through the audit intersections. The crash rate per million entering vehicles (MEV) was calculated using the weekday evening peak hour volumes from the TMCs, a calculated K-factor obtained from the ATR counts, and the total years of analyzed crash data. For the purposes of this report, only crashes occurring in the complete years of data (2016-2019) were included in this calculation. The crash rate at the intersections was compared to the statewide and district-wide averages published by MassDOT in June 2018 to determine the significance of the crash occurrence. The statewide average for unsignalized intersections is 0.57 crashes per MEV, and the District 4 average is 0.57 crashes per MEV. Crash rates are summarized in Table 2. A detailed compilation of the crash data is provided in Appendix C.

Table 3: Crash Rates by Intersection or Segment

Intersection	Total Crashes	Crash Rate	Statewide Avg	District Wide Avg
Main Street / Pipestave Recreation Area Driveway/ Page School Driveway	7	0.37	0.57	0.57

Crash Summary

Main Street / Pipestave Recreation Area Driveway / Page School Driveway

The area of Main Street between the Pipestave Recreation Area Driveway and the Page School Driveway experienced 7 crashes, or an average of 1 crash per year, over the 7-year study period. The crash rate for this area is significantly lower (0.37 crashes per MEV) than the statewide and district-wide averages for unsignalized intersections. Two-thirds (4 of 7) of the crashes were single-vehicle crashes. Of these single-vehicle crashes, two were collisions involving deer were reported, while the remaining two involved a vehicle striking a pole located at the Page School Driveway and a trailer rolling over after attempting to turn right from the residential Driveway at 692 Main Street. The remaining three crashes at consist of a head-on collision involving a vehicle traveling on the wrong side of the road and two rear-end crashes where an eastbound vehicle attempting to turn left onto the Page School Driveway was struck from behind by another vehicle. None of the crashes resulted in an injury. The highest number of crashes were reported between 9 AM and noon (3 of 7). All of the crashes occurred during dry roadway conditions, while half of the crashes (3 of 7) noted driver inattention or distraction as the contributing factor in the crash.

Table 4: Crash Data Summary

Parameter		Main Street / Pipestave Recreation Area Driveway / Page School Driveway
Crash Year:	2016	1
	2017	3
	2018	1
	2019	0
	2020	1
	2021	0
	2022	1
	TOTAL	7
Annual Average Rate per MEV		1.0 0.37
Type:	Angled	0
	Rear-End	2
	Head-on	1
	Single Vehicle	4
	Ped / Bike	0
	TOTAL	7
Surface Conditions:	Dry	7
	Wet	0
	Snow / Ice / Slush	0
	Other / Unknown	0
	TOTAL	7
Severity:	Property Damage	7
	Non-Fatal Injury	0
	Not Reported	0
	TOTAL	7
Day of Week:	Monday-Friday	5
	Saturday-Sunday	2
	TOTAL	7
Time of Day:	6:00AM-9:00AM	0
	9:00AM-12:00PM	3
	12:00PM-3:00PM	1
	3:00PM-6:00PM	3
	6:00PM-9:00PM	0
	9:00PM-6:00AM	0
	TOTAL	7

Sight Distance Measurements

TEC visited the site on Wednesday, May 5, 2022 to measure the available sight distances at the Pipestave Recreation Area Driveway and the Page School Driveway. The availability sight distances were compared to minimum requirements established by the American Association of State Highway and transportation Officials (AASHTO).

Sight distance represents the length of roadway that is visible to a driver traveling within the roadway. Two types of sight distance are typically evaluated for driveways and intersections: stopping sight distance (SSD) and intersection sight distance (ISD). SSD is the minimum distance required for a driver traveling along a roadway to perceive an object in the roadway and stop safely in advance of the object when traveling on a wet pavement surface.

ISD represents the length of the roadway visible to a driver waiting to exit a driveway or minor street. Minimum ISD requirements are based on the distance required for a driver to exit a minor street onto a major street without requiring an approaching vehicle to reduce its speed from the design speed to less than 70 percent of the design speed.

SSD is typically considered the critical sight distance, as it represents the minimum distance required for safe stopping, while ISD represents an acceptable speed reduction for approaching vehicles. The ISD, however, must be at least equal to the minimum required SSD to prevent a driver from entering the roadway when an approaching vehicle is too close to safely stop. Tables 5 and 6 provide a summary of the available SSD and ISD at the Driveways, respectively.

Table 5 – Existing Stopping Sight Distance Measurements

Approach / Direction	Operating Speed*	AASHTO Required Minimum	Measured Stopping Sight Distance
Pipestave Recreation Area Driveway: <i>Main Street eastbound</i>	40 MPH	305 FT	200 FT ^a
<i>Main Street westbound</i>	40 MPH	305 FT	300 FT
Page School Driveway: <i>Main Street eastbound</i>	40 MPH	305 FT	420 FT
<i>Main Street westbound</i>	40 MPH	305 FT	500 FT

* Operating speeds based on recorded 85th percentile speed

^a SSD restricted by the grade and curve of Main Street west of the driveway

Table 6 – Existing Intersection Sight Distance Measurements

Approach / Direction	Operating Speed*	AASHTO Design	AASHTO Required Minimum	Measured Intersection Sight Distance
Pipestave Recreation Area Driveway: <i>Looking to the West</i>	40 MPH	385 FT	305 FT	220 FT ^a
<i>Looking to the East</i>	40 MPH	445 FT	305 FT	300 FT
Page School Driveway: <i>Looking to the West</i>	40 MPH	445 FT	305 FT	425 FT
<i>Looking to the East</i>	40 MPH	385 FT	305 FT	500 FT

* Operating speeds based on recorded 85th percentile speed

^a ISD restricted by the grade and curve of Main Street west of the driveway

Sight distances to the west of the study area, specifically to the west of the Pipestave Recreation Area Driveway are constrained by the horizontal and vertical geometry of Main Street. The AASHTO requirements for ISD and SSD minimums are met at the Page School Driveway.

Audit Observations and Potential Safety Enhancements

Pre-TSA site walk meeting was held at the Page School at 694 Main Street in West Newbury. The first stage included brief introductions, a review of the TSA process, and an overview of the safety characteristics for the Main Street / Page School Driveway / Pipestave Recreation Area Driveway area. Each Participant was asked to provide their concerns and comments related to the safety issues at the audit intersection. At the end of the discussion about the area and Driveway intersection deficiencies, the group participated in a site walk to observe the audit location. The third stage of the meeting discussed potential countermeasures for the safety concerns raised during the discussions and site walk.

The TSA Participant's field observations and discussions show that the Participants have several general concerns about existing conditions at the study intersection, which may negatively impact safety. Several of these concerns require further evaluation and design work to develop appropriate safety enhancements. More specific safety challenges located at the audit area intersections are also included.

Summary of Corridor Safety Concerns

The TSA Participants identified the following safety issues for the Main Street / Page School Driveway / Pipestave Recreation Area Driveway area prior to, during, and after the field visit:

- Pedestrian / Equestrian / Bicycle Accommodations
- Sight Distances
- Pavement Markings and Traffic Signage
- Guardrail Condition and Treatments
- Street Lighting

The following section provides a detailed summary of the identified safety concerns and potential safety enhancements along the corridor.

Safety Issue #1: Pedestrian / Bicycle / Equestrian Accommodations

Specific Observations:

Pedestrian Accommodations: It was noted during the TSA that pedestrian traffic across Main Street is low; however, desirable pedestrian destinations such as the Dr. John C. Page School and the Pipestave Recreation Area are adjacent to the study area. Sidewalks are not provided within the study area. Only one marked crosswalk is provided in the area, which crosses Main Street, connecting the west side of the Housing Authority Access Driveway to the east side of the Pipestave Recreation Area Driveway. Pedestrian curb ramps are not provided at the crosswalk location. The TSA Participants also noted that the marked crosswalk is skewed, which increases the crossing distance, and reduces pedestrian visibility at the location. During the audit meeting, it was also noted that vehicles do not always yield to pedestrians at the crosswalk. No crashes during the seven-year study period involved a pedestrian.



Image 1: Skewed/Faded Crosswalk at the Pipestave Recreation Area Driveway

Equestrian Accommodations: The Pipestave Recreation Area includes two equestrian riding rings and access to riding trails. Audit Participants noted that mounted riders sometimes travel along Main Street between the Riverbend Trail to the west of the Page School and the Pipestave Recreation Area. These riders typically use the crosswalk at the Pipestave Recreation Area Driveway to cross Main Street. No crashes during the seven-year study period involved an equestrian.

Bicycle Accommodations: There are currently no bicycle lanes on Main Street. No crashes during the seven-year study period involved a bicyclist.

Potential Safety Enhancements:

1. Consider the relocation of the crosswalk to minimize crossing distance and maximize sight distances.
2. Construct ADA/AAB compliant pedestrian curb ramps at each end of the marked crosswalk.
3. Provide consistent crosswalk marking / treatments at the Pipestave Recreation Area Driveway and the Page School Driveway, preferably high visibility crosswalk markings.
4. Consider the installation of a pushbutton-activated Rectangular Rapid Flashing Beacon (RRFB) to alert motorists of pedestrians crossing at any new or realigned crosswalk at the Pipestave Recreation Area Driveway to increase pedestrian and equestrian visibility and reinforce yielding to crossing compliance. The RRFB could be mounted on posts on the

side of the roadway or overhead. Any RRFB installation should include push buttons within reach of a mounted horseback rider to facilitate equestrian crossings.

5. Evaluate the opportunity of installing a High-Intensity Activated Crosswalk Beacon (HAWK) to increase pedestrian and equestrian visibility and reinforce yielding to crossing compliance.
6. Consider installation of bicycle lanes along Main Street throughout the study area.
7. Evaluate the opportunity of constructing sidewalks along Main Street, the Page School Driveway, the Housing Authority Access Driveway, and the Pipestave Recreation Area Driveway.
8. Expand landscaped area to narrow the Page School Driveway and eliminate unnecessary pavement area to slow vehicle speeds and define pedestrian access to the Page School.

Safety Issue #2: Sight Distance

Specific Observations:

Stopping sight distance (SSD) and intersection sight distance (ISD) are both limited to the west of the Pipestave Recreation Area Driveway along Main Street. The sight lines are impeded by several factors in each direction. Anecdotal observation from the various Audit Participants noted that the lack of clear and extended sight lines for vehicles exiting the Pipestave Recreation Area Driveway is the primary safety issue at the intersection.

Main Street Eastbound - Main Street approaching the intersections from the west is a steep 5.6% uphill before leveling off just before the Pipestave Recreation Area Driveway intersection. The vertical curvature of the roadway profile along Main Street eastbound provides a stopping sight distance (SSD) of approximately 200 feet for eastbound vehicles approaching the Driveway. The intersection sight distance (ISD) from the Pipestave Recreation Area Driveway northbound approach to the west is limited to approximately 220 feet based on the vertical alignment of the roadway, vegetation overgrowth, and signs on a utility pole along the south side of Main Street. The ISD from the Page School Driveway southbound approach facing west is approximately 425 feet, which exceeds the AASHTO minimum for 40 MPH.



Image 2: Limited sight distance from Pipestave Recreation Area Driveway northbound looking west

Main Street Westbound – Sight lines to/from the east at the Pipestave Recreation Area Driveway are constrained by the horizontal curvature of Main Street and are just under the AASHTO minimum requirement of 305 feet. The SSD along westbound Main Street approaching the Pipestave Recreation Area Driveway and the ISD from the Pipestave Recreation Area Driveway facing east both extend approximately

300 feet. The ISD from the Page School Driveway southbound approach facing east and the SSD along westbound Main Street approaching the Page School Driveway are greater than 500 feet, which exceed the AASHTO minimum for 40 MPH.

Potential Safety Enhancements:

1. Consider relocating the utility pole on the southwest corner of the Pipestave Recreation Area Driveway intersection to further extend the sight distance to the west.
2. Trim vegetation along the south side of Main Street to increase the sight distance to the west.
3. Consider installation of an Intersection Conflict Warning System (ICWS), which may warn motorists approaching an intersection of potential conflicts with other approaching vehicles. Such systems include detection of vehicles on the major road, minor road, or both.
4. Consider adding flashing LED intersection warning signs to the Main Street eastbound approach.
5. Consider supplementing intersection warning signs with an overhead flashing beacon. This should not be implemented with an overhead RRFB installation.

Safety Issue #3: Pavement Markings and Traffic Signage

Specific Observations:

Faded Pavement Markings – Audit Participants noted that many of the existing pavement markings along Main Street are faded and/or difficult to see. Pavement markings on the roadway are currently established with paint and typically fade quickly upon application due to external forces, such as plowing operations. In addition, there is currently no break in the roadway centerline or shoulder lines at the entrance to the Pipestave Recreation Area Driveway. The consistent movements in and out of this driveway have resulted in faded pavement markings immediately adjacent to the driveway opening.



Image 3: Faded pavement markings along Main Street adjacent to Pipestave Recreation Area Driveway.

Signage Clutter – Main Street approaching both the Pipestave Recreation Area Driveway and the Page School Driveway from each direction has a series of traffic signage that becomes repetitive and can be seen as sign clutter. This includes in sequential order:

- “SCHOOL BUS ENTERING” [Approx. 900-feet in advance of crosswalk]
- S1-1 w/ “SCHOOL ZONE AHEAD” [Approx. 600-feet in advance of crosswalk]

- School Zone Flasher w/ S5-1
- S1-1 w/ R1-5 [0 to 50-feet in advance of crosswalk]

Many of these signs in their current placement are either redundant or too far in advance of the object / maneuver location to convey a clear message and command respect from the roadway user.

Non-Reflective or Fluorescent Yellow/Green Signage – Certain school area traffic signage in the vicinity of the intersection is either not made of reflective materials or do not present in a fluorescent yellow/green color as allowed by the *Manual on Uniform Traffic Control Devices* (MUTCD) for school area signage. This includes the “SCHOOL BUS ENTERING” signage, the S3-1a “SCHOOL BUS STOP AHEAD” signage, and some of the S1-1 signage on both Main Street approaches.

Blocked Signage – Some signage along the corridor in the vicinity of the intersection is currently blocked by vegetation overgrowth. At the time of the Audit, the West Newbury DPW directional signage along Main Street eastbound was blocked from view.



Image 4: Vegetation blocking West Newbury DPW signage.

Potential Safety Enhancements:

1. Repaint faded pavement markings in the vicinity of the intersection.
2. Eradicate pavement markings directly in front of the Pipestave Recreation Area Driveway.
3. Replace all paint pavement markings in the vicinity of the intersection with recessed polyurea of thermoplastic to extend service life.
4. Remove repetitive traffic signage in advance of the subject driveways and crosswalk. Reposition usable signage closer to the subject driveways and crosswalk to command respect by roadway users.
5. Replace all school area related signage in the area, as necessary, with reflective materials and a fluorescent yellow/green background color.
6. Install new “School Zone” flasher assemblies.
7. Trim vegetation along the sides of Main Street to extend the visibility of traffic signage along the corridor.

Safety Issue #4: Guardrail Treatments and Condition

Specific Observations:

Guardrail is present along the south side of Main Street east of the Pipestave Recreation Area Driveway. A guardrail terminal turned-down end treatment is present immediately adjacent to the Pipestave Recreation Area Driveway. Turned-down end treatments are not crashworthy and may cause vehicles to vault or flip. Although sometimes acceptable on the trailing end of a one-way or divided roadway, the treatment is present on the lead end of the guardrail approach direction. The short segment of guardrail ends at the Booster Station Driveway with a rounded end treatment which appears to be damaged. To the east of the Booster Station Driveway, the guardrail starts with no end treatment. The blunt-end of the guardrail is blocked by a construction drum. Overall, the guardrail appears to have seen multiple strike locations and has visible damage.



Image 5: Turned-down end treatment on approach side of Main Street.

Potential Safety Enhancements:

1. Remove and replace existing damaged sections of guardrail along the south side of Main Street.
2. Remove and replace non-compliant end treatments from guardrail section based on current MassDOT and MASH standards.
3. Add an end treatment to the guardrail section along the east side of the Booster Station Driveway.

Safety Issue #5: Street Lighting

Specific Observations:

There is currently only one overhead streetlight located opposite the Page School Driveway. There is currently no street lighting provided above the Pipestave Recreation Area Driveway or the opposing residential driveway. To the east and west of the intersection where overhead tree canopies are present, overhead street lighting is limited.

Potential Safety Enhancements:

1. Consider additional street lighting on the Main Street corridor in advance of the Pipestave Recreation Area Driveway and Page School Driveway.
2. Add a street lighting luminaire to the utility pole at or directly opposite the Pipestave Recreation Area Driveway.

Summary of Traffic Safety Audit

Each improvement considered has been categorized as having short-term, mid-term, or long-term timeframe for implementation. Additionally, a cost category has been assigned to each improvement based on the definitions shown in Table 7. Table 8 includes a summary of the several potential safety enhancements. Safety benefit estimates are subjective and may be based on the relative percent of crashes that may be reduced by the enhancement based on known and documented crash reduction factors, if available, or estimated crash reduction based on a stated source.

Table 7: 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 8: Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pedestrian / Bicycle Accommodations	Consider the realignment of the crosswalk to minimize crossing distance and maximize sight distances.	Medium	Short-Term	Low	MassDOT
	Construct ADA/AAB compliant pedestrian curb ramps at each end of the realigned crosswalk.	Low	Mid-Term	Medium	MassDOT
	Provide consistent crosswalk marking / treatments at the Pipestave Recreation Area Driveway and the Page School Driveway, preferably high visibility crosswalk markings.	Medium	Short-Term	Low	MassDOT
	Consider the installation of a pushbutton-activated Rectangular Rapid Flashing Beacon (RRFB) The RRFB could be mounted on posts on the side of the roadway or overhead. Any RRFB installation should include push buttons within reach of a mounted horseback rider to facilitate equestrian crossings.	High	Mid-Term	Medium to High	MassDOT
	Evaluate the opportunity of installing a High-Intensity Activated Crosswalk Beacon (HAWK) to increase pedestrian visibility and reinforce yielding to pedestrian crossing compliance.	High	Long-Term	High	MassDOT
	Consider installation of bicycle lanes along Main Street within the study area.	High	Mid-Term	High	MassDOT
	Evaluate the opportunity of constructing sidewalks along Main Street.	High	Long-Term	High	MassDOT

Table 8 (Continued): Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pedestrian / Bicycle Accommodations	Expand landscaped area to narrow the Page School Driveway and eliminate unnecessary pavement area to slow vehicle speeds and define pedestrian access to the Page School.	Medium	Short-Term	Medium	MassDOT
Sight Distance	Consider relocating the utility pole on the southwest corner of the Pipestave Recreation Area Driveway intersection to further extend the sight distance to the west.	Medium	Long-Term	High	MassDOT
	Trim vegetation along the south side of Main Street to increase sight distance to the west.	High	Short-Term	Low	MassDOT
	Consider installation of an Intersection Conflict Warning System (ICWS), which may warn motorists approaching an intersection of potential conflicts with other approaching vehicles. Such systems include detection of vehicles on the major road, minor road, or both.	High	Long-Term	High	MassDOT
	Consider adding flashing LED intersection warning signs to the Main Street eastbound approach.	Medium	Short-Term	Low	MassDOT
	Consider supplementing intersection warning signs with an overhead flashing beacon. This should not be implemented with an overhead RRFB installation.	Medium	Mid-Term	Medium	MassDOT

Table 8 (Continued): Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Pavement Markings and Traffic Signage	Repaint faded pavement markings in the vicinity of the intersection.	Medium	Short-Term	Low	MassDOT
	Eradicate pavement markings directly in front of the Pipestave Recreation Area Driveway.	Medium	Short-Term	Low	MassDOT
	Replace all paint pavement markings in the vicinity of the intersection with recessed polyurea of thermoplastic to extend service life.	High	Short-Term	Medium	MassDOT
	Remove repetitive traffic signage in advance of the subject driveways and crosswalk. Reposition usable signage closer to the subject driveways and crosswalk to command respect by roadway users.	Medium	Short-Term	Low	MassDOT
	Replace all school area related signage in the area, as necessary, with reflective materials and a fluorescent yellow/green background color.	High	Short-Term	Low	MassDOT
	Install new "School Zone" flasher assemblies.	High	Short-Term	Low	MassDOT
	Trim vegetation along the sides of Main Street to extend the visibility of traffic signage along the corridor.	Medium	Short-Term	Low	MassDOT

Table 8 (Continued): Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Guardrail Treatments and Condition	Remove and replace existing damaged sections of guardrail along the south side of Main Street.	Medium	Mid-Term	Medium	MassDOT
	Remove and replace non-compliant end treatments from guardrail section based on current MassDOT and MASH standards.	High	Short-Term	Medium	MassDOT
	Add an end treatment to the guardrail section along the east side of the Booster Station Driveway.	High	Short-Term	Medium	MassDOT
Street Lighting	Consider additional street lighting on the Main Street corridor in advance of the Pipestave Recreation Area Driveway and Page School Driveway.	Medium	Short-Term	Medium	MassDOT
	Add a street lighting luminaire to the utility pole at or directly opposite the Pipestave Recreation Area Driveway.	Medium	Short-Term	Low	MassDOT

Post-Audit Actions

Three conceptual plan options were prepared to illustrate the implementation of the potential safety enhancements. These conceptual plan options were presented to the Select Board and the community on May 23, 2022 and can be found in Appendix D. Public outreach to the community included a feedback solicitation subsequent to this meeting, distributed on all Town social media outlets. Fifteen responses were received and are included in Appendix D. As presented in Table 9, the respondents included:

Table 9: Public Feedback Participants

Feedback Respondent	Feedback Respondent
Deb Hamilton	S. Wu
Bill O'Halloran	Steve Smith
Bruno Nedic	Thomas Gannon
Scott Berkenbush	Michelle Carley
Don Bourquard	Patricia Reeser
Elisa Grammer	Richard Baker
Jessica Azenaro	Michael Morris
Laurie Spielvogel	

The majority of respondents preferred Option 3, which was then advanced as the preferred alternative, provided in Appendix E. The preferred alternative includes the following safety enhancements:

- Realignment of the crosswalk to minimize crossing distance and maximize sight distances.
- Construct ADA/AAB compliant pedestrian curb ramps at each end of the realigned crosswalk.
- Provision of a level, crushed stone, landing area at the crosswalk to accommodate waiting equestrians.
- Installation of a pushbutton-activated Rectangular Rapid Flashing Beacon (RRFB) mounted on posts on the side of the roadway, including push buttons within reach of a mounted horseback rider to facilitate equestrian crossings.
- Expanded landscaped area to narrow the Housing Authority Access Driveway and eliminate unnecessary pavement area to slow vehicle speeds and define the pedestrian crossing location.
- Trimming of vegetation along the south side of Main Street to increase sight distance to the west.
- Repaint faded pavement markings in the vicinity of the intersection.
- Removal of repetitive traffic signage in advance of the subject driveways and crosswalk. Reposition usable signage closer to the subject driveways and crosswalk to command respect by roadway users.

- Replacement of all school area related signage in the area, as necessary, with reflective materials and a fluorescent yellow/green background color.
- Installation of new “School Zone” flasher assemblies.
- Remove and replace existing damaged sections of guardrail along the south side of Main Street. New sidewalk between the crosswalk and the Pipestave Recreation Area is proposed to be located behind the guardrail to accommodate equestrians.
- Consideration of constructing sidewalks along Main Street.

Appendix A. TSA Meeting Agenda and Public Feedback Emails

Agenda

School Safety Audit

JOHN C. PAGE ELEMENTARY SCHOOL

WEST NEWBURY, MA

Meeting Location:

694 Main Street, West Newbury, MA

Wednesday, January 12, 2022

9:00 AM

Type of meeting:

School Safety Audit

Attendees:

Invited Participants to Comprise a Multidisciplinary Team

Please bring:

Thoughts and Enthusiasm!

Welcome and Introductions

- Introductions

Review of Site Specific Material

- Discuss existing geometries and conditions
- Discuss existing observations
- Technical data review

Visit the Site

- Conduct Field Visit
- As a group, identify areas for improvement

Post Visit Discussion

- Discuss observations and findings
- Discuss potential improvements and recommendations

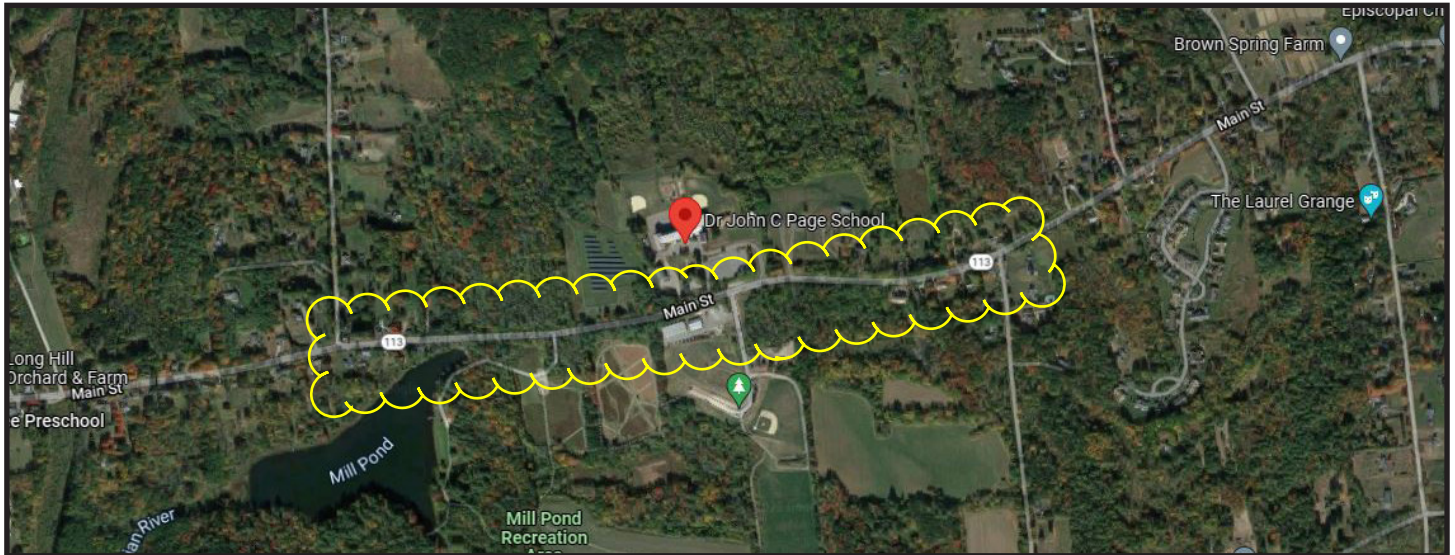
Adjourn

Instructions for Participants:

- All participants will be actively involved throughout the SSA process. Participants are encouraged to come with thoughts and ideas.
- After the SSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the SSA completed by the multidisciplinary team.

Page School / Pipestave Safety Audit

We would like your feedback!



The Town of West Newbury is working with TEC, a transportation planning and engineering firm, to identify opportunities to improve pedestrian, bicycle, and equestrian safety along Main Street (Route 113) near the Page School and the Pipestave Hill Recreation Area. Improvements to promote non-vehicular travel along Main Street (Route 113) and to create safe, visible crossings between facilities are under consideration. As residents and users of these facilities, we would like to hear from you!

Please share your experiences, concerns, and thoughts for improvements to the email below by February 4, 2022. Please indicate if you would like to receive email updates on this project.

As this project progresses, periodic updates will be provided at Select Board meetings. Any recommendations for infrastructure improvements will be incorporated into the Town's capital planning and budgeting.

Any questions, please contact: Elizabeth Oltman, PE (TEC consultant)

publiccomment@theengineeringcorp.com

From: [Town Manager](#)
To: [publiccomment](#)
Cc: [Liz Oltman](#); [DPW Director](#)
Subject: FW: User activated Pipestave light
Date: Wednesday, January 12, 2022 3:28:18 PM

Below re West Newbury initiative. I've known Joe Geller for years so will follow up as time allows to get more info about the Topsfield projects referenced. Please add below to public comments received on this project, thanks

Angus Jennings, Town Manager
Town of West Newbury
Town Office Building
381 Main Street
West Newbury, MA 01985
(978) 363-1100 x111
townmanager@wnewbury.org

-----Original Message-----

From: Deb Hamilton [REDACTED] -
Sent: Wednesday, January 12, 2022 12:50 PM
To: Town Manager <townmanager@wnewbury.org>
Subject: User activated Pipestave light

Hi, Angus,

I'm eager to hear about this morning's traffic study meeting, and will talk to Kathy Feehery shortly. Also glad to hear you'll attend the Park and Rec meeting RE avoiding parking and use conflicts during the WNRDC's two fall events.

ECTA chair Martha Sanders just called me, and we wanted you to have Joe Geller's name. He's head of Topsfield Open Space and did the rail trail crossings in Topsfield 6 years ago or so. She also said that the town of Ipswich just finished installing two user-activated, solar-powered lights on Topsfield road, connecting Bradley-Palmer SP with Willowdale. If you're looking into recent pedestrian-equestrian options, I'm out of state the rest of January, hope you don't have many crises to avert!
Deb Hamilton

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To: publiccomment@theengineeringcorp.com
From: townmanager@wnewbury.org

Message Score: 1
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High (60): **Pass**
Medium (75): **Pass**
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From: [Garrett Wojtukiewicz](#)
To: [publiccomment](#)
Subject: Crossing safety
Date: Monday, January 10, 2022 2:06:54 PM

Hello,

My family and I reside at [REDACTED] and find it dangerous to cross Main Street/rt 113 in the designated cross walks. Would it be possible to install a lighted crossing system similar to what Newburyport has? They seem to really get the attention of passing vehicles.

Thank you for your time,

Garrett Wojtukiewicz
[REDACTED]

iPhone

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To: [publiccomment@theengineeringcorp.com](#)
From: gwojtukiewicz@yahoo.com

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From: horst@cerevisiacommunications.com
To: [publiccomment](#)
Cc: eekowald@comcast.net
Subject: Avoiding accidents on Rt. 113 near the post office.
Date: Tuesday, January 4, 2022 1:50:31 PM

Hi,

I suggest you create a no-parking and no-stopping section of perhaps 150 yards in front of the West Newbury post office. Vehicles parked curbside in front of the post office currently obstruct the vision for on-coming traffic from the left for anybody exiting the post office parking area. I have had several close calls with invisible, on-coming vehicles already, one with a motor bike approaching at very high speed.

This has become a growing problem as traffic density on Rt. 113 has increased dramatically in recent years.

Cheers.

Horst Dornbusch

Cerevisia Communications LLC

Consultants to the International Brewing Industry
Brewer/Author/Speaker/International Beer Judge

<https://www.horstdornbusch.com>

<https://www.cerevisiacommunications.com>



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From: horst@cerevisiacommunications.com

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From: [John Gregorio](#)
To: [publiccomment](#)
Subject: Re: Page School / Pipestave Safety Audit
Date: Wednesday, March 2, 2022 11:42:19 AM

Hello,
Just confirming you received this email.
Thank you,
John

On Mon, Jan 3, 2022 at 3:23 PM John Gregorio [REDACTED] wrote:
Dear Elizabeth Oltman, PE

In regards to this study, we live on Chase street in town. When my daughter attended the Page school, we'd sometimes walk to school. We found this sometimes difficult because there was no sidewalk. I was told since this is a state road, they need to put sidewalks in. We feel a contiguous sidewalk on 113 would better connect us to not only the Page but also the library and other town services. I know several neighbors would agree with this assessment as well. I'd be glad to discuss more. Please keep me updated with the progress.

Thank you very much,
John Gregorio
[REDACTED]

----- Forwarded message -----

From: Town of West Newbury MA <cmsmailer@civicplus.com>
Date: Mon, Jan 3, 2022 at 2:40 PM
Subject: Page School / Pipestave Safety Audit
To: [REDACTED]

Page School / Pipestave Safety Audit

We would like your feedback!

The Town of West Newbury is working with TEC, a transportation planning and engineering firm, to identify opportunities to improve pedestrian, bicycle, and equestrian safety along Main Street (Route 113) near the Page School and the Pipestave Hill Recreation Area. Improvements to promote non-vehicular travel along Main Street (Route 113) and to create safe, visible crossings between facilities are under consideration. As residents and users of these facilities, we would like to hear from you!

Please share your experiences, concerns, and thoughts for improvements to the email below by February 4, 2022. Please indicate if you would like to receive email updates on this

From: [Linda Schaeffer](#)
To: [publiccomment](#)
Subject: Pipestave Recreational Area
Date: Friday, February 4, 2022 1:27:35 PM
Attachments: [Base map Pipestave Mill Pond Conservation Restriction copy- garden area.pdf](#)
[Entrance to Pipestave .docx](#)

Hi

I want you to take this opportunity to tell you about a proposed project at the Entrance to The Pipestave Area off of Rte. 113.

The area I am talking about is located on the right side, in front of the fence blocking the view from the Highway Dept. materials.

I have attached a map with the area noted with a blue mark. I have also included a brief write up about the proposed plan for a Demonstration Garden of Native plantings.

I would appreciate your taking this project into consideration when planning any improvements to the entrance and when planning your budget.

Any questions, feel free to contact me either by email or phone 978-363-5251.

Thank you,

Linda Schaeffer

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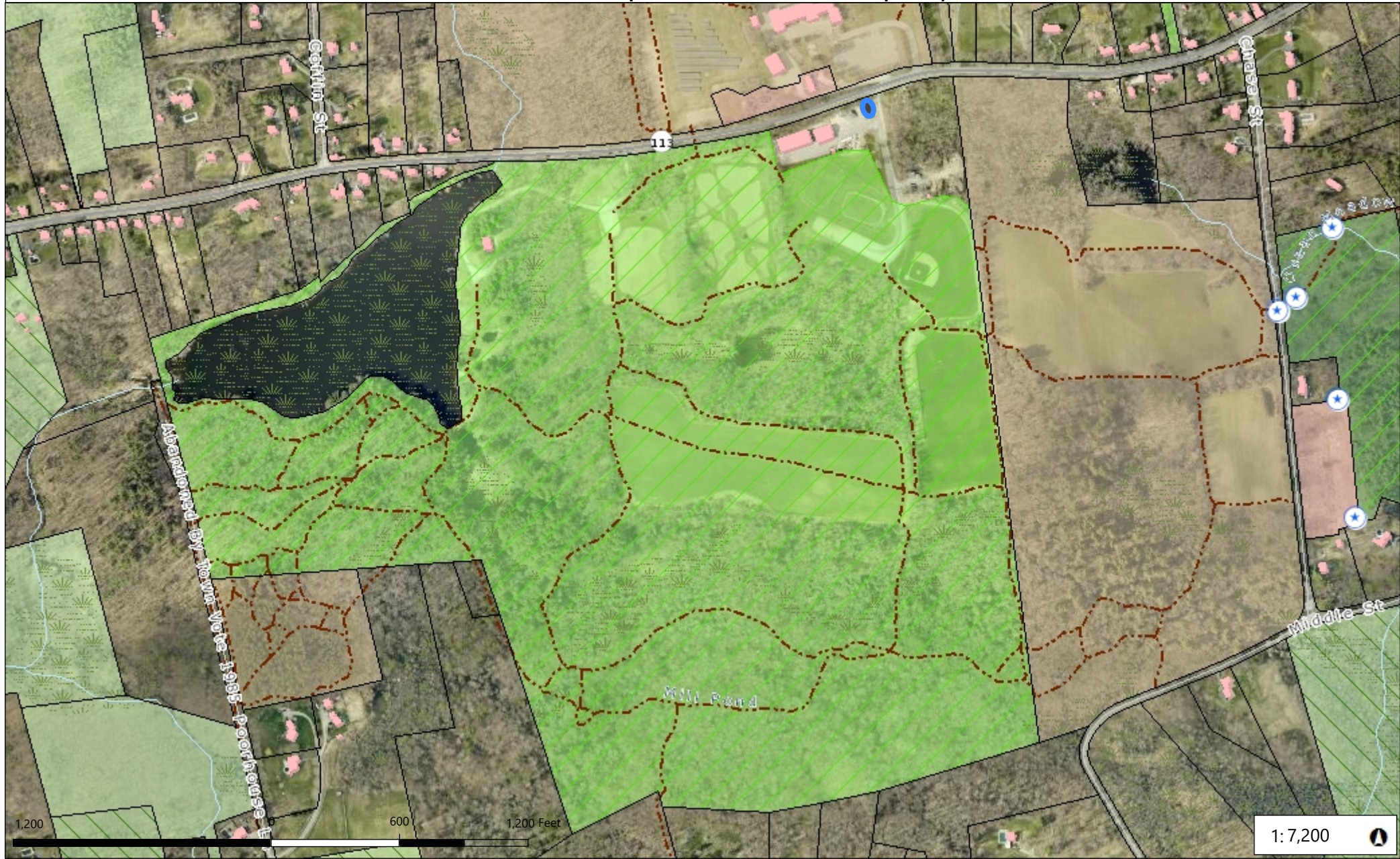
To:
publiccomment@theengineeringcorp.com

From: linda-schaeffer@verizon.net

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Town of West Newbury Mill Pond / Pipestave / Dunn Property

1/25/2022



Data Sources: Produced by Merrimack Valley Planning Commission (MVPC) using data provided by the Town of West Newbury & MassGIS. MVPC AND THE TOWN OF WEST NEWBURY MAKES NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE ACCURACY, COMPLETENESS, RELIABILITY, OR SUITABILITY OF THESE DATA. THE TOWN OF WEST NEWBURY AND MVPC DOES NOT ASSUME ANY LIABILITY ASSOCIATED WITH THE USE OR MISUSE OF THIS INFORMATION.

MVPC Boundary	Open Space Monitoring	Open Space Monitoring	Other	Requested	Scheduled
In Progress	Denied	Complete	Other	Parcels	Roads
Interstate	Major Road	Local Road	Building Footprints	Trails	Easements
Streams	Wetlands	Conservation Restriction	CR	APR	Chapter Land



Entrance to Pipestave Hill Recreation Area.

The West Newbury Wild and Native (WN2) is a newly formed group in town, dedicated to sharing information and resources for residents of West Newbury to integrate native plants into their gardening, to support pollinators and to work on eradicating invasive plants in our yards and town owned lands. The WN2 has requested the area to the right as you enter the Pipestave Hill Recreation Area at the intersection of Rte.113 and Pipestave to be developed into a native demonstration garden. This garden would be used to help the community learn about the advantages of planting natives, the need to restore our bee, bird, and insect population and the increasing need for biodiversity within our community. The area would be aesthetically pleasing as well as ecologically sound.

This gateway garden would be one of several demonstration gardens within West Newbury. The visibility of this area is important to not only the West Newbury residents but to the various people traveling along Rte.113. It is our hope that seeing this garden and reading the signage will promote resident awareness of how native plantings in our yards and town spaces can be an important measure we all can take to ensure the ecological benefits of increased biodiversity right here in our local community.

From: [Patricia Christofferson](#)
To: [publiccomment](#)
Subject: I taught at the Page for 24 years, and knew how very dangerous Rte. 113 was for crossing with a group of kids. No sidewalks on either side poses the most problems. Some parents had to park in the equestrian area and had to cross through busy traffic..
Date: Monday, January 3, 2022 5:19:01 PM

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publiccomment@theengineeringcorp.com	My Spam Blocking Level: Low	Medium (75): Pass
From: pchristofferson@hotmail.com		Low (90): Pass
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From: [Pat Skibbee](#)
To: [publiccomment](#)
Subject: West Newbury/non-vehicular access along Rte. 113, especially near Pipesteve/Page School
Date: Tuesday, January 4, 2022 8:40:32 AM

Good Morning, and thank you for asking for public comment.

The steep upward-sloping embankments near the entrance and on both sides of the street to both Pipestave and the Page School make any project to provide for safe non-vehicular access 100% impractical and wildly out-of-line expensive. Further, there are no residences for some considerable distance on both sides, north and south, of these entrances, extremely minimal “need” for pedestrian access. This specific area should be left as it is.

Put the money and effort into areas that can actually be improved.

Patricia Skibbee



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To:
publiccomment@theengineeringcorp.com
From: pat@rivervalleyrealestate.com

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From: [Pauliina Swartz](#)
To: [publiccomment](#)
Subject: Fw: Page School / Pipestave Safety Audit
Date: Monday, January 3, 2022 8:35:59 PM


Hi,

I live a few driveways from the Page School entrance on Main Street in West Newbury. I don't feel safe walking on Main Street in the area of Page School/Pipestave Hill. My biggest concern are the cars coming from Page School. Cars turning from the school to Main Street often barely stop. Do the drivers coming from the school take time to notice any walkers or bikers when making their turns? Also, there is a ton of through traffic on that section of Main Street. I ride my bike on Main Street in the opposite direction from Page School (towards Newburyport). It can take a long time for me to be able to turn from our driveway to Main Street because there is so much traffic. It would be great to have a wider breakdown lane near the Page School entrance though I am not sure that is possible given property lines and hilliness of the area.

Thanks for this ability to submit feedback.

Pauliina Swartz


----- Forwarded Message -----

From: Town of West Newbury MA <cmsmailer@civicplus.com>
To: 
Sent: Monday, January 3, 2022, 02:41:02 PM EST
Subject: Page School / Pipestave Safety Audit

Page School / Pipestave Safety Audit

We would like your feedback!

The Town of West Newbury is working with TEC, a transportation planning and engineering firm, to identify opportunities to improve pedestrian, bicycle, and equestrian safety along Main Street (Route 113) near the Page School and the Pipestave Hill Recreation Area. Improvements to promote non-vehicular travel along Main Street (Route 113) and to create safe, visible crossings between facilities are under consideration. As residents and users of these facilities, we would like to hear from you!

Please share your experiences, concerns, and thoughts for improvements to the email below by February 4, 2022. Please indicate if you would like to receive email updates on this project. As this project progresses, periodic updates will be provided at Select Board meetings. Any recommendations for infrastructure improvements will be incorporated into the Town's capital planning and budgeting. Any questions, please contact: Elizabeth Oltman, PE (TEC consultant) publiccomment@theengineeringcorp.com

From: [REDACTED]
To: [publiccomment](#)
Date: Monday, January 3, 2022 5:15:44 PM

hi
How about a traffic light and a very large cross walk painted in the style that makes it look 3D
Polly Mcdowell
I would love updates.

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From: ppgpmcdowell@verizon.net

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From: [Raymond Cook](#)
To: [publiccomment](#)
Subject: Page School and pedestrian traffic
Date: Saturday, January 8, 2022 2:13:43 PM
Attachments: [image001.png](#)

Hello!

I've been thinking about this for years. It's a worthy topic to research and discuss.

'Just a couple of notes.

I think a pedestrian bridge across 113 is quite feasible. This would cross the highway where it is already depressed going from roughly the area of the apartment building to behind the highway barn. Yes, it would be expensive, but this would allow students and pedestrians to safely cross from Page School to Pipestave and allow the Page School parking area to be used for events on Pipestave Hill.

Though a sidewalk from the Training Field to Page School would be difficult, I think it's a worthy effort. It's a shame our kids can't walk or ride their bikes to Page right now. There's not a lot of room to work with on either side of 113, but I think it's possible to thread a sidewalk through. What becomes more challenging, however, is the hill from the low spot on 113 up to Page School. I worry a kid on a bike coming down the hill on a sidewalk could lose control. Here, I think an unusual solution is worth exploring: having a sidewalk with switchbacks come up in the field between 113 and the solar field. Not only would this protect kids and pedestrians from 113 and help kids keep control of their bikes, switchbacks could be made ADA compliant providing the proper slope and resting spots along the way. A downside of this approach is that the users would not be readily visible from 113 and that may concern parents, but I think the benefits here outweigh the costs.

Finally, the whole traffic intersection in the area, I think, should be redone. I believe the entrance to Pipestave should be relocated East so that it's directly across from the current Page School entrance. This would require fill and be costly, but it would provide better visibility and safety and a traffic light could be added at the intersection. Furthermore, the current entrance to the school area, that which passes by the apartment building, should be reworked to the west. Two separate entrances are required for the school building for safety reasons, and having the two so close together as they are now is skirting the law and unsafe. A major accident on the highway in the current intersection area could trap students and others in the Page School lot. Emergency egress from Page School, I believe, is also currently inadequate.

Thanks for the opportunity to weigh in.

Ray Cook, 6 Baileys Lane



Raymond A. Cook, PE, PhD

Associate Professor (Structural Design)
BSCIVE Undergraduate Coordinator
BSCIVE Exchange Coordinator

Department of Civil and Environmental Engineering



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To:

publiccomment@theengineeringcorp.com

From: ray.cook@unh.edu

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From: [sarah nickerson](#)
To: [publiccomment](#)
Subject: Main street
Date: Tuesday, January 4, 2022 2:19:14 PM

Hello,

I am 100% on board for redoing this stretch of 113! I have 3 kids and I would never let them ride their bikes or walk along this stretch of town. It would be great to have sidewalks or something off the road to travel on. Even as an adult, I don't feel comfortable walking there.

On another note, I live on Cherry Hill Street. This street and Bachelor are other unsafe streets for walking/biking/running. Cars fly by up and down these roads. I put up "slow down" signs but it is really bad. Also, big trucks cut through all the time. I would love to open up a conversation around this area and see if any improvements/restrictions can be put into place to increase safety in these neighborhoods.

We live in such a beautiful, rural area and it stinks that most parents are not comfortable letting their kids walk or bike around town purely because of restricted sidewalk access and cars that drive way too fast!!!

Thank you,
Sarah Santipadri

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To: publiccomment@theengineeringcorp.com
From: nickersonsarah@yahoo.com

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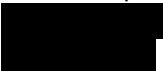
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From: [Todd Basque](#)
To: [publiccomment](#)
Subject: pedestrian traffic improvements WN main street
Date: Tuesday, January 4, 2022 11:45:29 AM

I have lived in town for about 4 to 5 years now and i have noticed that there are a lot of cross walks that are present on 113 but not obvious to drivers (even those that live in town). I was thinking that a simple option may be to use the solar powered yellow indicator lights for people to use to identify that they want to cross the street as people's intentions are not always obvious.

I have seen setups like this used in Danvers and other municipalities for rail trail crossings and such. I don't think we need a full stop light setup like they installed near the post office. but just indicator lights would be good so that pedestrians can identify when they want o cross the street and cars don't have to guess.

Todd Basque


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To: [publiccomment@theengineeringcorp.com](#)
From: todd.basque@yahoo.com

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Appendix B. Traffic Count Data

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

Start Date : 5/5/2022

Page No : 1

Groups Printed- Cars - Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	2	57	0	0	0	1	0	66	1	127
07:15 AM	0	0	1	1	59	1	1	1	1	0	74	1	140
07:30 AM	0	1	0	0	36	0	4	0	0	0	83	2	126
07:45 AM	0	0	0	0	39	1	1	0	0	0	96	1	138
Total	0	1	1	3	191	2	6	1	2	0	319	5	531
08:00 AM	0	0	1	0	48	0	3	0	0	3	100	3	158
08:15 AM	0	0	0	4	61	2	2	0	3	0	106	2	180
08:30 AM	0	0	0	2	69	0	1	0	2	0	77	1	152
08:45 AM	0	0	0	1	46	0	1	0	0	0	85	1	134
Total	0	0	1	7	224	2	7	0	5	3	368	7	624
09:00 AM	0	0	0	0	43	0	1	0	2	0	65	1	112
09:15 AM	0	0	1	0	47	0	2	0	1	1	65	2	119
09:30 AM	0	0	0	2	52	0	3	0	1	0	56	2	116
09:45 AM	0	0	0	1	57	0	0	0	0	0	57	1	116
Total	0	0	1	3	199	0	6	0	4	1	243	6	463
10:00 AM	0	0	0	0	54	0	1	0	1	0	70	3	129
10:15 AM	0	0	0	2	60	0	1	0	3	0	56	2	124
10:30 AM	0	0	0	0	47	0	1	0	2	0	66	4	120
10:45 AM	0	0	1	0	61	0	6	0	1	1	74	2	146
Total	0	0	1	2	222	0	9	0	7	1	266	11	519
11:00 AM	0	0	0	1	50	0	1	0	1	1	59	0	113
11:15 AM	0	0	0	0	71	0	0	0	0	0	60	0	131
11:30 AM	0	0	0	0	58	0	1	0	1	1	62	2	125
11:45 AM	0	0	0	2	74	0	2	0	0	0	67	0	145
Total	0	0	0	3	253	0	4	0	2	2	248	2	514
12:00 PM	1	0	0	0	64	1	1	0	0	1	62	0	130
12:15 PM	1	0	0	0	68	0	0	0	1	1	74	2	147
12:30 PM	0	0	2	1	57	0	4	0	0	0	57	2	123
12:45 PM	0	0	0	0	61	0	0	0	0	0	62	3	126
Total	2	0	2	1	250	1	5	0	1	2	255	7	526
01:00 PM	0	0	0	0	67	1	1	0	0	0	57	3	129
01:15 PM	0	0	0	0	61	0	2	0	2	0	64	3	132
01:30 PM	0	0	0	0	76	0	4	0	1	0	48	1	130
01:45 PM	0	0	0	2	73	0	1	0	2	0	80	2	160
Total	0	0	0	2	277	1	8	0	5	0	249	9	551
02:00 PM	1	0	1	0	70	0	2	0	1	1	59	2	137
02:15 PM	0	0	1	2	56	0	2	0	0	0	85	12	158
02:30 PM	0	0	0	5	72	0	5	0	0	0	96	14	192
02:45 PM	0	0	0	8	81	0	8	0	6	0	81	12	196
Total	1	0	2	15	279	0	17	0	7	1	321	40	683
03:00 PM	4	0	1	0	120	0	3	0	1	0	77	7	213
03:15 PM	2	0	4	3	92	0	3	0	1	0	69	2	176
03:30 PM	0	1	0	4	104	1	0	0	0	0	73	2	185
03:45 PM	0	0	1	3	92	0	3	0	1	0	68	5	173
Total	6	1	6	10	408	1	9	0	3	0	287	16	747
04:00 PM	0	0	1	5	107	0	4	0	0	0	66	8	191
04:15 PM	2	0	1	4	125	0	0	0	2	0	81	9	224
04:30 PM	0	1	1	9	96	0	8	1	6	2	61	6	191
04:45 PM	0	0	1	6	88	0	11	0	6	0	80	11	203
Total	2	1	4	24	416	0	23	1	14	2	288	34	809
05:00 PM	0	0	2	8	109	0	23	1	9	0	79	11	242

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

Start Date : 5/5/2022

Page No : 2

Groups Printed- Cars - Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
05:15 PM	0	0	0	19	107	0	9	0	16	0	67	32	250
05:30 PM	3	0	0	9	81	0	18	0	8	0	69	13	201
05:45 PM	0	0	1	4	83	2	22	0	9	0	50	14	185
Total	3	0	3	40	380	2	72	1	42	0	265	70	878
06:00 PM	0	0	0	1	74	0	17	0	8	0	61	5	166
06:15 PM	0	0	0	4	65	0	4	0	2	0	56	6	137
06:30 PM	0	0	0	3	66	0	2	0	1	0	57	4	133
06:45 PM	0	0	0	9	55	0	5	0	1	0	49	13	132
Total	0	0	0	17	260	0	28	0	12	0	223	28	568
Grand Total	14	3	21	127	3359	9	194	3	104	12	3332	235	7413
Apprch %	36.8	7.9	55.3	3.6	96.1	0.3	64.5	1	34.6	0.3	93.1	6.6	
Total %	0.2	0	0.3	1.7	45.3	0.1	2.6	0	1.4	0.2	44.9	3.2	
Cars	14	3	20	126	3290	9	187	3	102	12	3268	226	7260
% Cars	100	100	95.2	99.2	97.9	100	96.4	100	98.1	100	98.1	96.2	97.9
Trucks	0	0	1	1	69	0	7	0	2	0	64	9	153
% Trucks	0	0	4.8	0.8	2.1	0	3.6	0	1.9	0	1.9	3.8	2.1

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	39	1	40	1	0	0	1	0	96	1	97	138
08:00 AM	0	0	1	1	0	48	0	48	3	0	0	3	3	100	3	106	158
08:15 AM	0	0	0	0	4	61	2	67	2	0	3	5	0	106	2	108	180
08:30 AM	0	0	0	0	2	69	0	71	1	0	2	3	0	77	1	78	152
Total Volume	0	0	1	1	6	217	3	226	7	0	5	12	3	379	7	389	628
% App. Total	0	0	100		2.7	96	1.3		58.3	0	41.7		0.8	97.4	1.8		
PHF	.000	.000	.250	.250	.375	.786	.375	.796	.583	.000	.417	.600	.250	.894	.583	.900	.872
Cars	0	0	1	1	6	210	3	219	6	0	5	11	3	367	7	377	608
% Cars	0	0	100	100	100	96.8	100	96.9	85.7	0	100	91.7	100	96.8	100	96.9	96.8
Trucks	0	0	0	0	0	7	0	7	1	0	0	1	0	12	0	12	20
% Trucks	0	0	0	0	0	3.2	0	3.1	14.3	0	0	8.3	0	3.2	0	3.1	3.2

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

Start Date : 5/5/2022

Page No : 9

Groups Printed- Cars

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	2	54	0	0	0	1	0	64	1	122
07:15 AM	0	0	0	1	58	1	1	1	1	0	74	1	138
07:30 AM	0	1	0	0	34	0	4	0	0	0	82	2	123
07:45 AM	0	0	0	0	37	1	0	0	0	0	94	1	133
Total	0	1	0	3	183	2	5	1	2	0	314	5	516
08:00 AM	0	0	1	0	47	0	3	0	0	3	98	3	155
08:15 AM	0	0	0	4	60	2	2	0	3	0	99	2	172
08:30 AM	0	0	0	2	66	0	1	0	2	0	76	1	148
08:45 AM	0	0	0	1	46	0	1	0	0	0	83	1	132
Total	0	0	1	7	219	2	7	0	5	3	356	7	607
09:00 AM	0	0	0	0	42	0	1	0	2	0	64	1	110
09:15 AM	0	0	1	0	45	0	2	0	1	1	64	2	116
09:30 AM	0	0	0	2	51	0	2	0	1	0	55	1	112
09:45 AM	0	0	0	1	55	0	0	0	0	0	54	1	111
Total	0	0	1	3	193	0	5	0	4	1	237	5	449
10:00 AM	0	0	0	0	50	0	1	0	1	0	70	3	125
10:15 AM	0	0	0	2	56	0	1	0	3	0	54	2	118
10:30 AM	0	0	0	0	47	0	1	0	2	0	64	3	117
10:45 AM	0	0	1	0	61	0	5	0	1	1	72	2	143
Total	0	0	1	2	214	0	8	0	7	1	260	10	503
11:00 AM	0	0	0	1	47	0	1	0	1	1	59	0	110
11:15 AM	0	0	0	0	71	0	0	0	0	0	60	0	131
11:30 AM	0	0	0	0	57	0	0	0	1	1	61	1	121
11:45 AM	0	0	0	2	73	0	2	0	0	0	66	0	143
Total	0	0	0	3	248	0	3	0	2	2	246	1	505
12:00 PM	1	0	0	0	61	1	1	0	0	1	61	0	126
12:15 PM	1	0	0	0	64	0	0	0	1	1	71	1	139
12:30 PM	0	0	2	1	56	0	4	0	0	0	54	2	119
12:45 PM	0	0	0	0	61	0	0	0	0	0	62	3	126
Total	2	0	2	1	242	1	5	0	1	2	248	6	510
01:00 PM	0	0	0	0	66	1	1	0	0	0	57	3	128
01:15 PM	0	0	0	0	60	0	2	0	2	0	63	3	130
01:30 PM	0	0	0	0	75	0	4	0	1	0	48	1	129
01:45 PM	0	0	0	2	69	0	1	0	2	0	72	2	148
Total	0	0	0	2	270	1	8	0	5	0	240	9	535
02:00 PM	1	0	1	0	69	0	2	0	1	1	59	2	136
02:15 PM	0	0	1	2	55	0	2	0	0	0	85	12	157
02:30 PM	0	0	0	5	71	0	5	0	0	0	93	13	187
02:45 PM	0	0	0	8	77	0	7	0	5	0	78	11	186
Total	1	0	2	15	272	0	16	0	6	1	315	38	666
03:00 PM	4	0	1	0	114	0	3	0	1	0	76	6	205
03:15 PM	2	0	4	3	89	0	2	0	1	0	68	2	171
03:30 PM	0	1	0	4	104	1	0	0	0	0	73	2	185
03:45 PM	0	0	1	3	92	0	3	0	1	0	68	4	172
Total	6	1	6	10	399	1	8	0	3	0	285	14	733
04:00 PM	0	0	1	5	106	0	4	0	0	0	64	7	187
04:15 PM	2	0	1	4	122	0	0	0	1	0	78	9	217
04:30 PM	0	1	1	8	96	0	8	1	6	2	61	6	190
04:45 PM	0	0	1	6	88	0	11	0	6	0	80	11	203
Total	2	1	4	23	412	0	23	1	13	2	283	33	797
05:00 PM	0	0	2	8	109	0	23	1	9	0	78	11	241
05:15 PM	0	0	0	19	107	0	9	0	16	0	67	32	250
05:30 PM	3	0	0	9	81	0	18	0	8	0	68	13	200

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

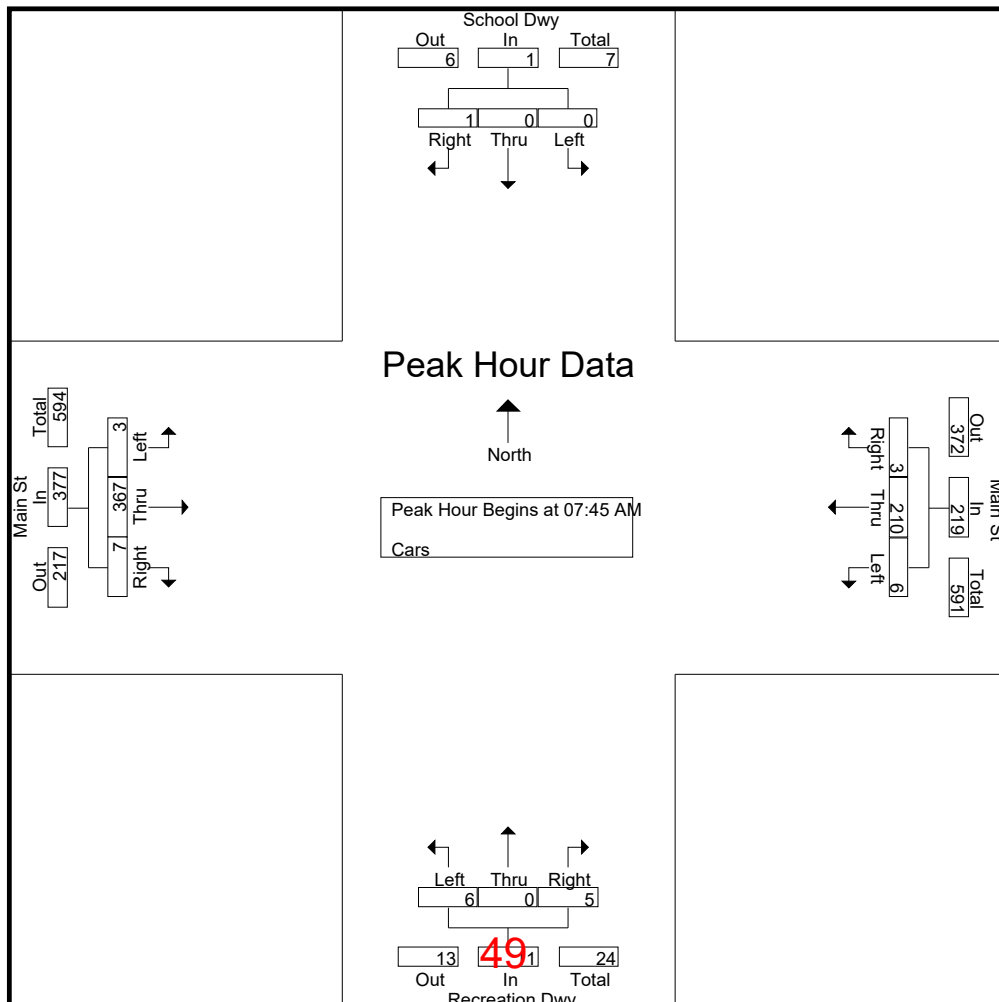
Start Date : 5/5/2022

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Groups Printed- Cars

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
05:45 PM	0	0	1	4	83	2	22	0	9	0	50	14	185
Total	3	0	3	40	380	2	72	1	42	0	263	70	876
06:00 PM	0	0	0	1	74	0	16	0	8	0	61	5	165
06:15 PM	0	0	0	4	65	0	4	0	2	0	55	6	136
06:30 PM	0	0	0	3	65	0	2	0	1	0	57	4	132
06:45 PM	0	0	0	9	54	0	5	0	1	0	48	13	130
Total	0	0	0	17	258	0	27	0	12	0	221	28	563
Grand Total	14	3	20	126	3290	9	187	3	102	12	3268	226	7260
Apprch %	37.8	8.1	54.1	3.7	96.1	0.3	64	1	34.9	0.3	93.2	6.4	
Total %	0.2	0	0.3	1.7	45.3	0.1	2.6	0	1.4	0.2	45	3.1	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	37	1	38	0	0	0	0	0	94	1	95	133
08:00 AM	0	0	1	1	0	47	0	47	3	0	0	3	3	98	3	104	155
08:15 AM	0	0	0	0	4	60	2	66	2	0	3	5	0	99	2	101	172
08:30 AM	0	0	0	0	2	66	0	68	1	0	2	3	0	76	1	77	148
Total Volume	0	0	1	1	6	210	3	219	6	0	5	11	3	367	7	377	608
% App. Total	0	0	100		2.7	95.9	1.4		54.5	0	45.5		0.8	97.3	1.9		
PHF	.000	.000	.250	.250	.375	.795	.375	.805	.500	.000	.417	.550	.250	.927	.583	.906	.884



Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

Start Date : 5/5/2022

Page No : 16

Groups Printed- Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	2	0	1	0	0	0	2	0	5
Total	0	0	1	0	8	0	1	0	0	0	5	0	15
08:00 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
08:15 AM	0	0	0	0	1	0	0	0	0	0	7	0	8
08:30 AM	0	0	0	0	3	0	0	0	0	0	1	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	0	0	0	0	12	0	17
09:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
09:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
09:30 AM	0	0	0	0	1	0	1	0	0	0	1	1	4
09:45 AM	0	0	0	0	2	0	0	0	0	0	3	0	5
Total	0	0	0	0	6	0	1	0	0	0	6	1	14
10:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
10:15 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
10:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
10:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
Total	0	0	0	0	8	0	1	0	0	0	6	1	16
11:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	1	0	0	0	1	1	4
11:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	5	0	1	0	0	0	2	1	9
12:00 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
12:15 PM	0	0	0	0	4	0	0	0	0	0	3	1	8
12:30 PM	0	0	0	0	1	0	0	0	0	0	3	0	4
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	8	0	0	0	0	0	7	1	16
01:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
01:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	4	0	0	0	0	0	8	0	12
Total	0	0	0	0	7	0	0	0	0	0	9	0	16
02:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	1	0	0	0	0	0	3	1	5
02:45 PM	0	0	0	0	4	0	1	0	1	0	3	1	10
Total	0	0	0	0	7	0	1	0	1	0	6	2	17
03:00 PM	0	0	0	0	6	0	0	0	0	0	1	1	8
03:15 PM	0	0	0	0	3	0	1	0	0	0	1	0	5
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	9	0	1	0	0	0	2	2	14
04:00 PM	0	0	0	0	1	0	0	0	0	0	2	1	4
04:15 PM	0	0	0	0	3	0	0	0	1	0	3	0	7
04:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	4	0	0	0	1	0	5	1	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

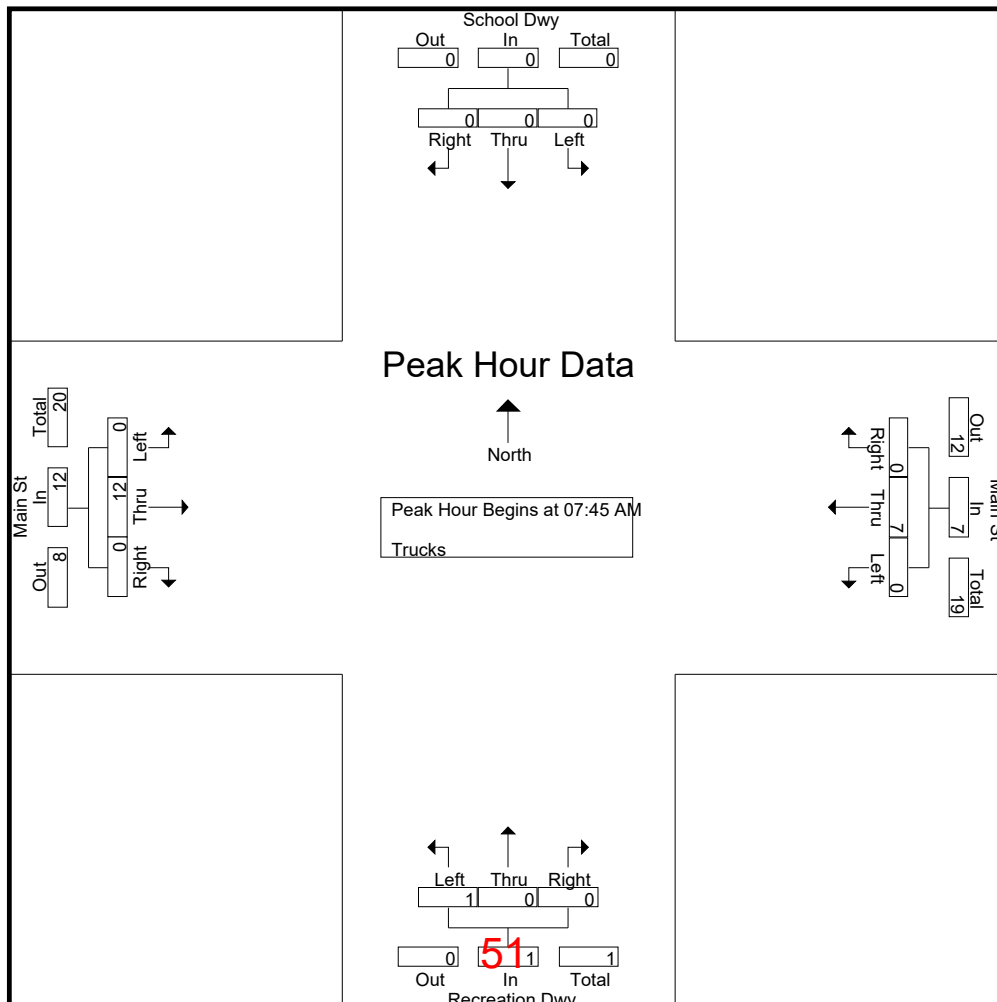
Start Date : 5/5/2022

Page No : 17

Groups Printed- Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
06:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	1	0	0	0	2	0	5
Grand Total	0	0	1	1	69	0	7	0	2	0	64	9	153
Apprch %	0	0	100	1.4	98.6	0	77.8	0	22.2	0	87.7	12.3	
Total %	0	0	0.7	0.7	45.1	0	4.6	0	1.3	0	41.8	5.9	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	2	0	2	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
08:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	7	0	7	1	0	0	1	0	12	0	12	20
% App. Total	0	0	0	0	0	100	0	100	100	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.583	.000	.583	.250	.000	.000	.250	.000	.429	.000	.429	.625



Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

Start Date : 5/5/2022

Page No : 23

Groups Printed- Bikes Peds

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	2	0	1	0	0	2	2	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	3
Total	0	0	0	0	1	4	0	0	0	0	0	2	0	2	0	0	2	7	9
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4	4
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	5	5
02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
02:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	2
04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	1	0	2	0	0	0	0	0	3	0	0	2	4	6

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910001

Site Code : 11910001

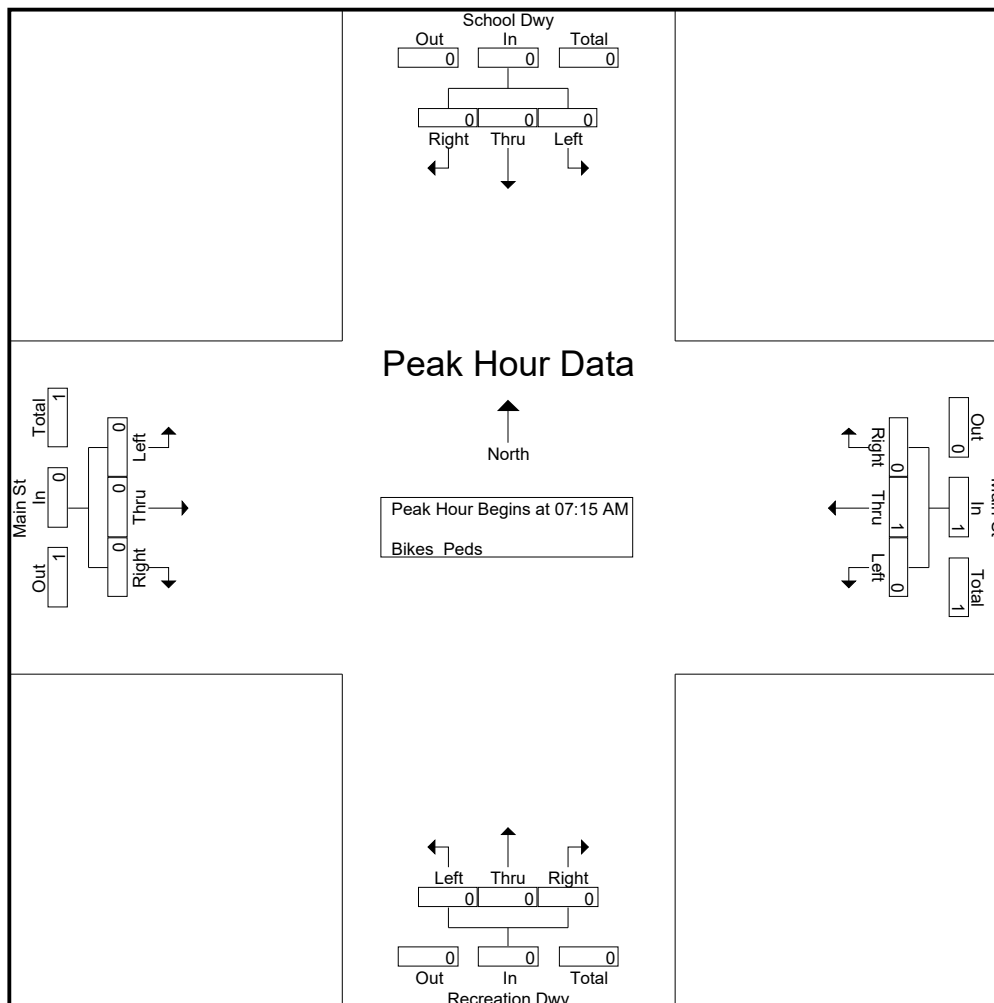
Start Date : 5/5/2022

Page No : 24

Groups Printed- Bikes Peds

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	6	6
06:45 PM	0	0	0	0	0	7	0	0	0	0	0	1	0	1	0	0	1	8	9
Total	0	0	0	0	0	8	0	0	0	0	0	1	0	7	0	0	1	15	16
Grand Total	0	0	0	0	1	21	0	3	0	0	0	3	0	21	0	0	6	43	49
Apprch %	0	0	0		4.5	95.5	0		0	0	0		0	100	0				
Total %	0	0	0		2.3	48.8	0		0	0	0		0	48.8	0		12.2	87.8	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:15 AM																			
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0				
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250



Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

Start Date : 4/30/2022

Page No : 1

Groups Printed- Cars - Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00 AM	0	0	0	0	9	0	0	0	0	0	17	0	26
07:15 AM	0	0	0	1	17	0	0	0	0	0	23	0	41
07:30 AM	0	0	0	2	16	0	1	0	2	0	32	0	53
07:45 AM	0	1	0	2	21	0	0	0	1	0	48	6	79
Total	0	1	0	5	63	0	1	0	3	0	120	6	199
08:00 AM	0	0	0	12	36	0	2	0	3	0	38	22	113
08:15 AM	0	4	0	18	36	0	2	0	4	0	37	10	111
08:30 AM	0	1	0	12	29	0	5	0	4	0	60	11	122
08:45 AM	0	0	0	8	33	1	1	0	2	0	49	5	99
Total	0	5	0	50	134	1	10	0	13	0	184	48	445
09:00 AM	0	0	0	7	25	0	5	0	3	0	59	6	105
09:15 AM	1	0	0	4	54	0	7	0	5	0	65	7	143
09:30 AM	0	0	0	10	54	1	17	0	36	0	74	10	202
09:45 AM	0	0	0	4	51	0	6	0	5	0	66	8	140
Total	1	0	0	25	184	1	35	0	49	0	264	31	590
10:00 AM	0	0	0	5	50	1	5	0	2	0	63	6	132
10:15 AM	0	0	0	2	73	0	9	0	19	0	54	10	167
10:30 AM	0	0	0	4	58	0	5	0	12	0	86	7	172
10:45 AM	0	0	3	3	62	0	3	0	3	1	58	16	149
Total	0	0	3	14	243	1	22	0	36	1	261	39	620
11:00 AM	0	0	0	2	74	0	16	0	22	0	48	2	164
11:15 AM	0	0	0	0	65	1	5	0	3	0	72	6	152
11:30 AM	0	0	0	2	74	0	3	0	1	0	84	5	169
11:45 AM	0	0	0	4	60	0	4	0	5	0	54	10	137
Total	0	0	0	8	273	1	28	0	31	0	258	23	622
12:00 PM	0	0	0	3	71	0	2	0	6	0	78	4	164
12:15 PM	1	0	0	4	67	0	1	0	4	0	59	3	139
12:30 PM	0	0	0	1	76	0	3	0	0	0	67	0	147
12:45 PM	0	0	0	1	65	0	1	0	1	0	76	6	150
Total	1	0	0	9	279	0	7	0	11	0	280	13	600
01:00 PM	0	1	0	1	58	2	3	0	1	1	64	2	133
01:15 PM	0	0	0	3	47	0	5	0	6	0	65	1	127
01:30 PM	1	0	0	3	63	0	4	0	4	0	62	1	138
01:45 PM	0	0	1	4	72	0	4	0	12	0	80	12	185
Total	1	1	1	11	240	2	16	0	23	1	271	16	583
02:00 PM	0	1	0	3	55	0	6	0	6	0	58	5	134
02:15 PM	1	0	0	8	61	0	3	0	1	0	85	2	161
02:30 PM	0	0	0	4	71	0	2	0	5	0	69	5	156
02:45 PM	0	0	0	6	61	1	1	0	1	0	70	11	151
Total	1	1	0	21	248	1	12	0	13	0	282	23	602
03:00 PM	0	0	0	6	89	0	2	0	3	0	44	8	152
03:15 PM	0	0	0	4	71	0	1	0	3	0	62	3	144
03:30 PM	0	0	0	5	74	0	0	0	2	0	55	2	138
03:45 PM	0	0	0	6	62	0	2	0	4	0	61	4	139
Total	0	0	0	21	296	0	5	0	12	0	222	17	573
04:00 PM	0	0	0	6	74	0	2	0	5	0	46	5	138
04:15 PM	0	0	0	5	69	0	7	0	3	0	51	8	143
04:30 PM	1	0	0	2	61	1	22	0	28	0	61	4	180
04:45 PM	0	0	0	4	63	0	0	0	2	0	68	0	137
Total	1	0	0	17	267	1	31	0	38	0	226	17	598
05:00 PM	0	0	0	0	69	0	1	0	4	0	61	3	138

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

Start Date : 4/30/2022

Page No : 2

Groups Printed- Cars - Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
05:15 PM	0	0	0	6	50	0	1	0	1	0	55	10	123
05:30 PM	0	0	0	2	55	1	19	0	4	0	45	4	130
05:45 PM	0	0	0	1	55	0	1	0	2	0	48	3	110
Total	0	0	0	9	229	1	22	0	11	0	209	20	501
06:00 PM	0	0	0	1	52	0	3	0	1	0	36	2	95
06:15 PM	0	0	0	1	40	0	2	0	2	0	40	1	86
06:30 PM	0	0	0	1	43	0	1	0	2	0	38	3	88
06:45 PM	0	0	0	0	45	0	9	0	5	0	34	0	93
Total	0	0	0	3	180	0	15	0	10	0	148	6	362
Grand Total	5	8	4	193	2636	9	204	0	250	2	2725	259	6295
Apprch %	29.4	47.1	23.5	6.8	92.9	0.3	44.9	0	55.1	0.1	91.3	8.7	
Total %	0.1	0.1	0.1	3.1	41.9	0.1	3.2	0	4	0	43.3	4.1	
Cars	5	8	4	193	2625	9	204	0	250	2	2714	256	6270
% Cars	100	100	100	100	99.6	100	100	0	100	100	99.6	98.8	99.6
Trucks	0	0	0	0	11	0	0	0	0	0	11	3	25
% Trucks	0	0	0	0	0.4	0	0	0	0	0	0.4	1.2	0.4

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	7	25	0	32	5	0	3	8	0	59	6	65	105
09:15 AM	1	0	0	1	4	54	0	58	7	0	5	12	0	65	7	72	143
09:30 AM	0	0	0	0	10	54	1	65	17	0	36	53	0	74	10	84	202
09:45 AM	0	0	0	0	4	51	0	55	6	0	5	11	0	66	8	74	140
Total Volume	1	0	0	1	25	184	1	210	35	0	49	84	0	264	31	295	590
% App. Total	100	0	0		11.9	87.6	0.5		41.7	0	58.3		0	89.5	10.5		
PHF	.250	.000	.000	.250	.625	.852	.250	.808	.515	.000	.340	.396	.000	.892	.775	.878	.730
Cars	1	0	0	1	25	184	1	210	35	0	49	84	0	263	31	294	589
% Cars	100	0	0	100	100	100	100	100	100	0	100	100	0	99.6	100	99.7	99.8
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.3	0.2

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

Start Date : 4/30/2022

Page No : 9

Groups Printed- Cars

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	9	0	0	0	0	0	17	0	26
07:15 AM	0	0	0	1	17	0	0	0	0	0	23	0	41
07:30 AM	0	0	0	2	15	0	1	0	2	0	32	0	52
07:45 AM	0	1	0	2	20	0	0	0	1	0	47	6	77
Total	0	1	0	5	61	0	1	0	3	0	119	6	196
08:00 AM	0	0	0	12	36	0	2	0	3	0	38	22	113
08:15 AM	0	4	0	18	34	0	2	0	4	0	36	10	108
08:30 AM	0	1	0	12	28	0	5	0	4	0	59	11	120
08:45 AM	0	0	0	8	33	1	1	0	2	0	49	5	99
Total	0	5	0	50	131	1	10	0	13	0	182	48	440
09:00 AM	0	0	0	7	25	0	5	0	3	0	59	6	105
09:15 AM	1	0	0	4	54	0	7	0	5	0	65	7	143
09:30 AM	0	0	0	10	54	1	17	0	36	0	74	10	202
09:45 AM	0	0	0	4	51	0	6	0	5	0	65	8	139
Total	1	0	0	25	184	1	35	0	49	0	263	31	589
10:00 AM	0	0	0	5	49	1	5	0	2	0	63	6	131
10:15 AM	0	0	0	2	73	0	9	0	19	0	54	10	167
10:30 AM	0	0	0	4	58	0	5	0	12	0	86	7	172
10:45 AM	0	0	3	3	61	0	3	0	3	1	58	13	145
Total	0	0	3	14	241	1	22	0	36	1	261	36	615
11:00 AM	0	0	0	2	74	0	16	0	22	0	48	2	164
11:15 AM	0	0	0	0	65	1	5	0	3	0	72	6	152
11:30 AM	0	0	0	2	74	0	3	0	1	0	83	5	168
11:45 AM	0	0	0	4	59	0	4	0	5	0	52	10	134
Total	0	0	0	8	272	1	28	0	31	0	255	23	618
12:00 PM	0	0	0	3	71	0	2	0	6	0	78	4	164
12:15 PM	1	0	0	4	67	0	1	0	4	0	58	3	138
12:30 PM	0	0	0	1	75	0	3	0	0	0	67	0	146
12:45 PM	0	0	0	1	65	0	1	0	1	0	76	6	150
Total	1	0	0	9	278	0	7	0	11	0	279	13	598
01:00 PM	0	1	0	1	58	2	3	0	1	1	64	2	133
01:15 PM	0	0	0	3	47	0	5	0	6	0	65	1	127
01:30 PM	1	0	0	3	63	0	4	0	4	0	60	1	136
01:45 PM	0	0	1	4	72	0	4	0	12	0	80	12	185
Total	1	1	1	11	240	2	16	0	23	1	269	16	581
02:00 PM	0	1	0	3	55	0	6	0	6	0	58	5	134
02:15 PM	1	0	0	8	61	0	3	0	1	0	85	2	161
02:30 PM	0	0	0	4	70	0	2	0	5	0	69	5	155
02:45 PM	0	0	0	6	61	1	1	0	1	0	70	11	151
Total	1	1	0	21	247	1	12	0	13	0	282	23	601
03:00 PM	0	0	0	6	89	0	2	0	3	0	44	8	152
03:15 PM	0	0	0	4	71	0	1	0	3	0	62	3	144
03:30 PM	0	0	0	5	74	0	0	0	2	0	55	2	138
03:45 PM	0	0	0	6	62	0	2	0	4	0	61	4	139
Total	0	0	0	21	296	0	5	0	12	0	222	17	573
04:00 PM	0	0	0	6	74	0	2	0	5	0	46	5	138
04:15 PM	0	0	0	5	69	0	7	0	3	0	51	8	143
04:30 PM	1	0	0	2	61	1	22	0	28	0	60	4	179
04:45 PM	0	0	0	4	63	0	0	0	2	0	68	0	137
Total	1	0	0	17	267	1	31	0	38	0	225	17	597
05:00 PM	0	0	0	0	69	0	1	0	4	0	61	3	138
05:15 PM	0	0	0	6	50	0	1	0	1	0	55	10	123
05:30 PM	0	0	0	2	55	1	19	0	4	0	45	4	130

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

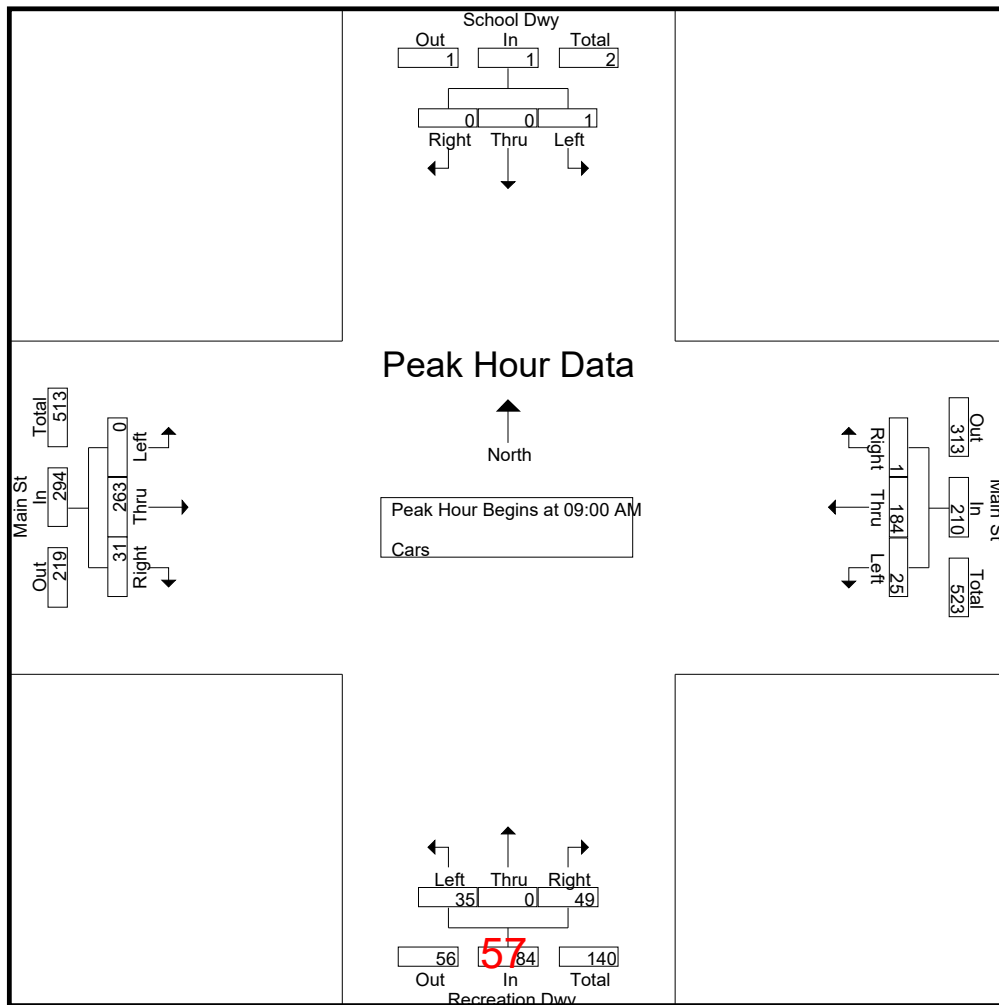
Start Date : 4/30/2022

Page No : 10

Groups Printed- Cars

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
05:45 PM	0	0	0	1	55	0	1	0	2	0	48	3	110
Total	0	0	0	9	229	1	22	0	11	0	209	20	501
06:00 PM	0	0	0	1	52	0	3	0	1	0	36	2	95
06:15 PM	0	0	0	1	39	0	2	0	2	0	40	1	85
06:30 PM	0	0	0	1	43	0	1	0	2	0	38	3	88
06:45 PM	0	0	0	0	45	0	9	0	5	0	34	0	93
Total	0	0	0	3	179	0	15	0	10	0	148	6	361
Grand Total	5	8	4	193	2625	9	204	0	250	2	2714	256	6270
Apprch %	29.4	47.1	23.5	6.8	92.9	0.3	44.9	0	55.1	0.1	91.3	8.6	
Total %	0.1	0.1	0.1	3.1	41.9	0.1	3.3	0	4	0	43.3	4.1	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	7	25	0	32	5	0	3	8	0	59	6	65	105
09:15 AM	1	0	0	1	4	54	0	58	7	0	5	12	0	65	7	72	143
09:30 AM	0	0	0	0	10	54	1	65	17	0	36	53	0	74	10	84	202
09:45 AM	0	0	0	0	4	51	0	55	6	0	5	11	0	65	8	73	139
Total Volume	1	0	0	1	25	184	1	210	35	0	49	84	0	263	31	294	589
% App. Total	100	0	0		11.9	87.6	0.5		41.7	0	58.3		0	89.5	10.5		
PHF	.250	.000	.000	.250	.625	.852	.250	.808	.515	.000	.340	.396	.000	.889	.775	.875	.729



Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

Start Date : 4/30/2022

Page No : 16

Groups Printed- Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	2	0	0	0	0	0	1	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
08:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	0	0	0	0	0	2	0	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	1	0	0	0	0	0	0	3	4
Total	0	0	0	0	2	0	0	0	0	0	0	3	5
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	3	0	4
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	1	0	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

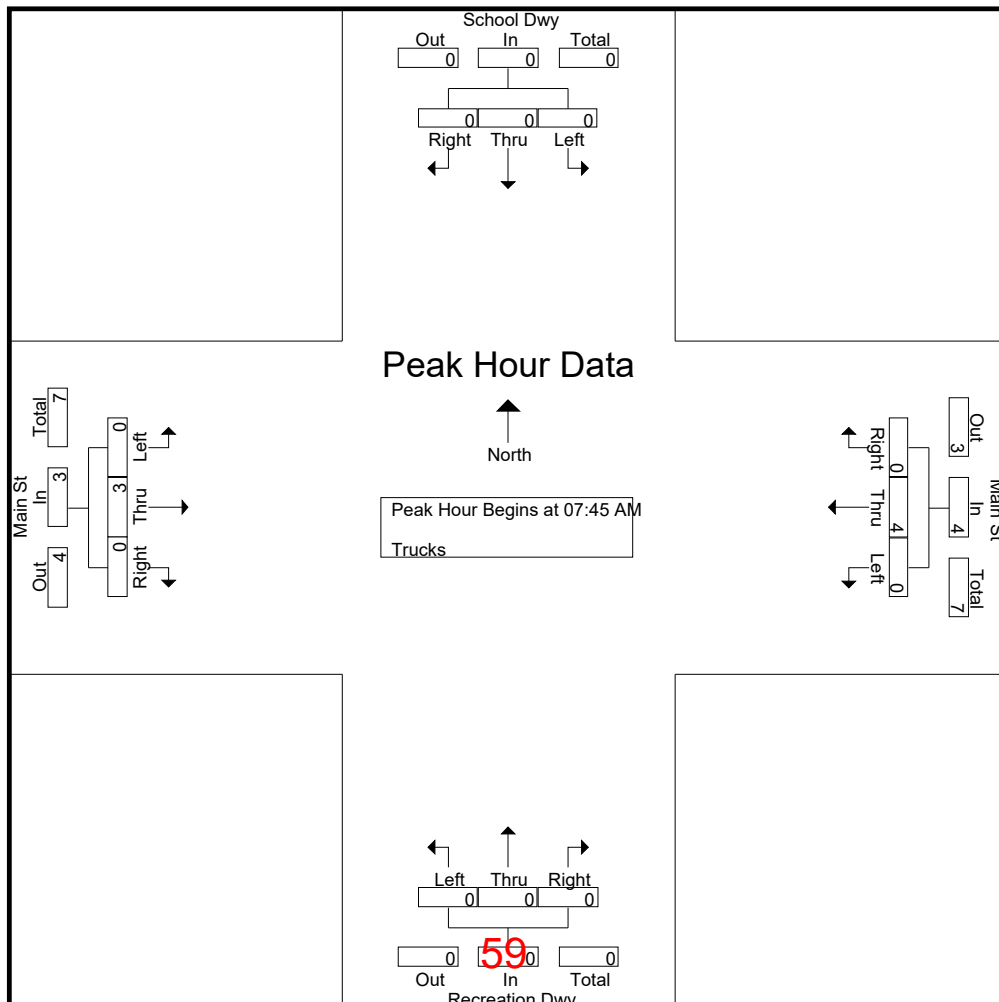
Start Date : 4/30/2022

Page No : 17

Groups Printed- Trucks

	School Dwy From North			Main St From East			Recreation Dwy From South			Main St From West			Int. Total
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	11	0	0	0	0	0	11	3	25
Apprch %	0	0	0	0	100	0	0	0	0	0	78.6	21.4	
Total %	0	0	0	0	44	0	0	0	0	0	44	12	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Int. Total
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.583



Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

Start Date : 4/30/2022

Page No : 23

Groups Printed- Bikes Peds

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	3
Total	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	4	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1	1	2
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3	3
Total	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	4	4
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
03:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	2	1	3
Total	0	0	0	1	0	0	0	2	0	0	0	1	0	2	0	0	4	2	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	2	2	4
Total	0	0	0	0	0	0	0	2	0	0	0	0	0	1	1	0	2	2	4

Accurate Counts

978-664-2565

N/S Street : Pipestave Recreation Area

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S1

Site Code : 11910001

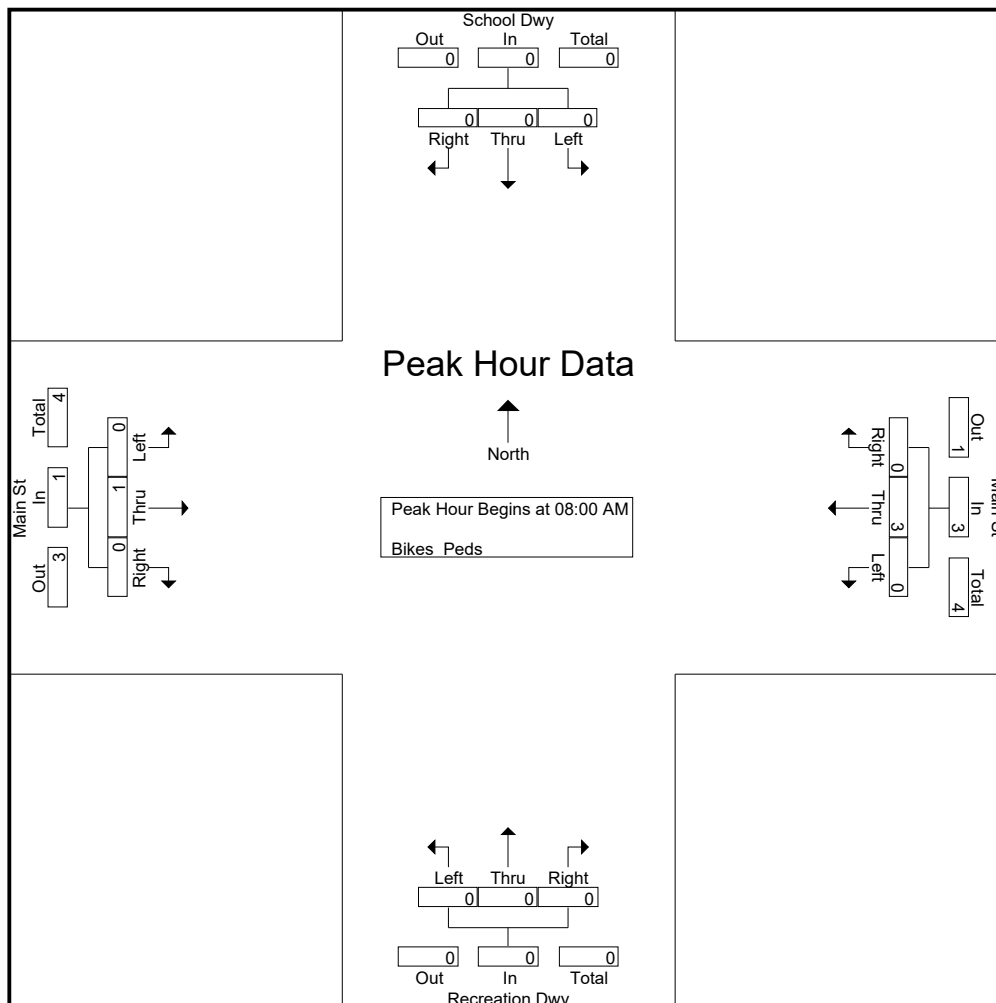
Start Date : 4/30/2022

Page No : 24

Groups Printed- Bikes Peds

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West				Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds			
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1
Grand Total	0	0	0	2	0	7	0	5	0	0	1	1	0	8	1	1	9	17	26
Apprch %	0	0	0		0	100	0		0	0	100		0	88.9	11.1				
Total %	0	0	0		0	41.2	0		0	0	5.9		0	47.1	5.9		34.6	65.4	

	School Dwy From North				Main St From East				Recreation Dwy From South				Main St From West						
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total		
Peak Hour Analysis From 07:00 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3	3
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4	4	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0				
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.333	.333	.333



Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street : Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 11910002

Site Code : 11910002

Start Date : 5/5/2022

Page No : 1

Groups Printed- Cars - Trucks

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	1	1	57	4	1	66	130
07:15 AM	1	0	62	7	3	72	145
07:30 AM	8	2	33	10	7	72	132
07:45 AM	2	4	37	15	12	89	159
Total	12	7	189	36	23	299	566
08:00 AM	11	6	42	24	18	81	182
08:15 AM	30	15	50	36	35	65	231
08:30 AM	25	24	47	9	18	64	187
08:45 AM	4	4	43	2	2	82	137
Total	70	49	182	71	73	292	737
09:00 AM	3	1	42	4	4	64	118
09:15 AM	4	1	46	3	0	66	120
09:30 AM	1	0	53	1	0	57	112
09:45 AM	1	0	58	1	2	55	117
Total	9	2	199	9	6	242	467
10:00 AM	0	2	53	0	1	70	126
10:15 AM	2	0	59	0	0	59	120
10:30 AM	1	0	48	1	1	66	117
10:45 AM	0	3	57	4	0	74	138
Total	3	5	217	5	2	269	501
11:00 AM	1	3	49	6	4	55	118
11:15 AM	4	8	63	0	1	61	137
11:30 AM	1	1	57	2	1	61	123
11:45 AM	1	1	76	9	1	67	155
Total	7	13	245	17	7	244	533
12:00 PM	8	2	64	4	5	54	137
12:15 PM	9	6	62	1	4	72	154
12:30 PM	0	2	53	3	1	57	116
12:45 PM	2	2	62	1	1	60	128
Total	19	12	241	9	11	243	535
01:00 PM	0	2	67	0	1	57	127
01:15 PM	2	1	60	1	0	62	126
01:30 PM	2	1	76	2	0	50	131
01:45 PM	1	3	71	1	2	80	158
Total	5	7	274	4	3	249	542
02:00 PM	0	1	68	6	0	60	135
02:15 PM	4	3	55	6	7	80	155
02:30 PM	5	7	68	6	7	90	183
02:45 PM	5	3	86	17	14	69	194
Total	14	14	277	35	28	299	667
03:00 PM	30	29	91	3	5	78	236
03:15 PM	10	2	92	2	0	72	178
03:30 PM	5	1	107	3	1	75	192
03:45 PM	7	4	91	6	2	68	178
Total	52	36	381	14	8	293	784
04:00 PM	5	6	107	9	5	61	193
04:15 PM	6	5	122	5	2	83	223
04:30 PM	8	4	104	13	3	61	193
04:45 PM	8	7	88	5	7	78	193
Total	27	22	421	32	17	283	802
05:00 PM	14	11	106	9	7	82	229

Accurate Counts

978-664-2565

File Name : 11910002

Site Code : 11910002

Start Date : 5/5/2022

Page No : 2

Groups Printed- Cars - Trucks

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
05:15 PM	7	7	118	6	14	71	223
05:30 PM	2	5	85	2	2	79	175
05:45 PM	1	2	89	0	2	58	152
Total	24	25	398	17	25	290	779
06:00 PM	0	0	74	3	3	64	144
06:15 PM	0	0	71	0	1	58	130
06:30 PM	0	0	65	2	3	56	126
06:45 PM	0	0	62	5	11	40	118
Total	0	0	272	10	18	218	518
Grand Total	242	192	3296	259	221	3221	7431
Apprch %	55.8	44.2	92.7	7.3	6.4	93.6	
Total %	3.3	2.6	44.4	3.5	3	43.3	
Cars	236	186	3258	256	213	3181	7330
% Cars	97.5	96.9	98.8	98.8	96.4	98.8	98.6
Trucks	6	6	38	3	8	40	101
% Trucks	2.5	3.1	1.2	1.2	3.6	1.2	1.4

	School Dwy From North			Main St From East			Main St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	4	6	37	15	52	12	89	101	159
08:00 AM	11	6	17	42	24	66	18	81	99	182
08:15 AM	30	15	45	50	36	86	35	65	100	231
08:30 AM	25	24	49	47	9	56	18	64	82	187
Total Volume	68	49	117	176	84	260	83	299	382	759
% App. Total	58.1	41.9		67.7	32.3		21.7	78.3		
PHF	.567	.510	.597	.880	.583	.756	.593	.840	.946	.821
Cars	63	48	111	171	84	255	78	292	370	736
% Cars	92.6	98.0	94.9	97.2	100	98.1	94.0	97.7	96.9	97.0
Trucks	5	1	6	5	0	5	5	7	12	23
% Trucks	7.4	2.0	5.1	2.8	0	1.9	6.0	2.3	3.1	3.0

Accurate Counts
978-664-2565

File Name : 11910002
Site Code : 11910002
Start Date : 5/5/2022
Page No : 9

Groups Printed- Cars

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	1	1	54	4	1	64	125
07:15 AM	1	0	61	7	3	71	143
07:30 AM	8	2	33	10	7	72	132
07:45 AM	2	4	36	15	12	87	156
Total	12	7	184	36	23	294	556
08:00 AM	11	6	41	24	17	80	179
08:15 AM	26	14	50	36	31	62	219
08:30 AM	24	24	44	9	18	63	182
08:45 AM	4	4	43	2	2	81	136
Total	65	48	178	71	68	286	716
09:00 AM	3	1	42	4	4	63	117
09:15 AM	4	1	46	3	0	65	119
09:30 AM	1	0	53	1	0	57	112
09:45 AM	1	0	56	1	2	54	114
Total	9	2	197	9	6	239	462
10:00 AM	0	2	51	0	1	70	124
10:15 AM	2	0	55	0	0	57	114
10:30 AM	1	0	48	1	1	65	116
10:45 AM	0	3	57	4	0	74	138
Total	3	5	211	5	2	266	492
11:00 AM	1	3	47	6	4	55	116
11:15 AM	4	8	63	0	1	61	137
11:30 AM	1	1	57	2	1	61	123
11:45 AM	1	1	76	9	1	66	154
Total	7	13	243	17	7	243	530
12:00 PM	8	2	63	4	5	53	135
12:15 PM	9	6	58	1	4	69	147
12:30 PM	0	2	52	3	1	54	112
12:45 PM	2	2	62	1	1	60	128
Total	19	12	235	9	11	236	522
01:00 PM	0	2	66	0	1	57	126
01:15 PM	2	1	59	1	0	62	125
01:30 PM	2	1	76	2	0	50	131
01:45 PM	1	3	69	1	2	75	151
Total	5	7	270	4	3	244	533
02:00 PM	0	1	68	6	0	60	135
02:15 PM	4	3	55	6	7	80	155
02:30 PM	5	7	68	6	7	87	180
02:45 PM	5	3	84	15	12	68	187
Total	14	14	275	33	26	295	657
03:00 PM	29	24	90	2	4	77	226
03:15 PM	10	2	91	2	0	72	177
03:30 PM	5	1	107	3	1	75	192
03:45 PM	7	4	91	6	2	68	178
Total	51	31	379	13	7	292	773
04:00 PM	5	6	106	9	5	60	191
04:15 PM	6	5	120	5	2	80	218
04:30 PM	8	4	103	13	3	60	191
04:45 PM	8	7	88	5	7	78	193
Total	27	22	417	32	17	278	793
05:00 PM	14	11	106	9	7	82	229
05:15 PM	7	7	118	6	14	71	223
05:30 PM	2	5	85	2	2	79	175
05:45 PM	1	2	89	0	2	58	152
Total	24	25	398	17	25	290	779

Accurate Counts

978-664-2565

File Name : 11910002

Site Code : 11910002

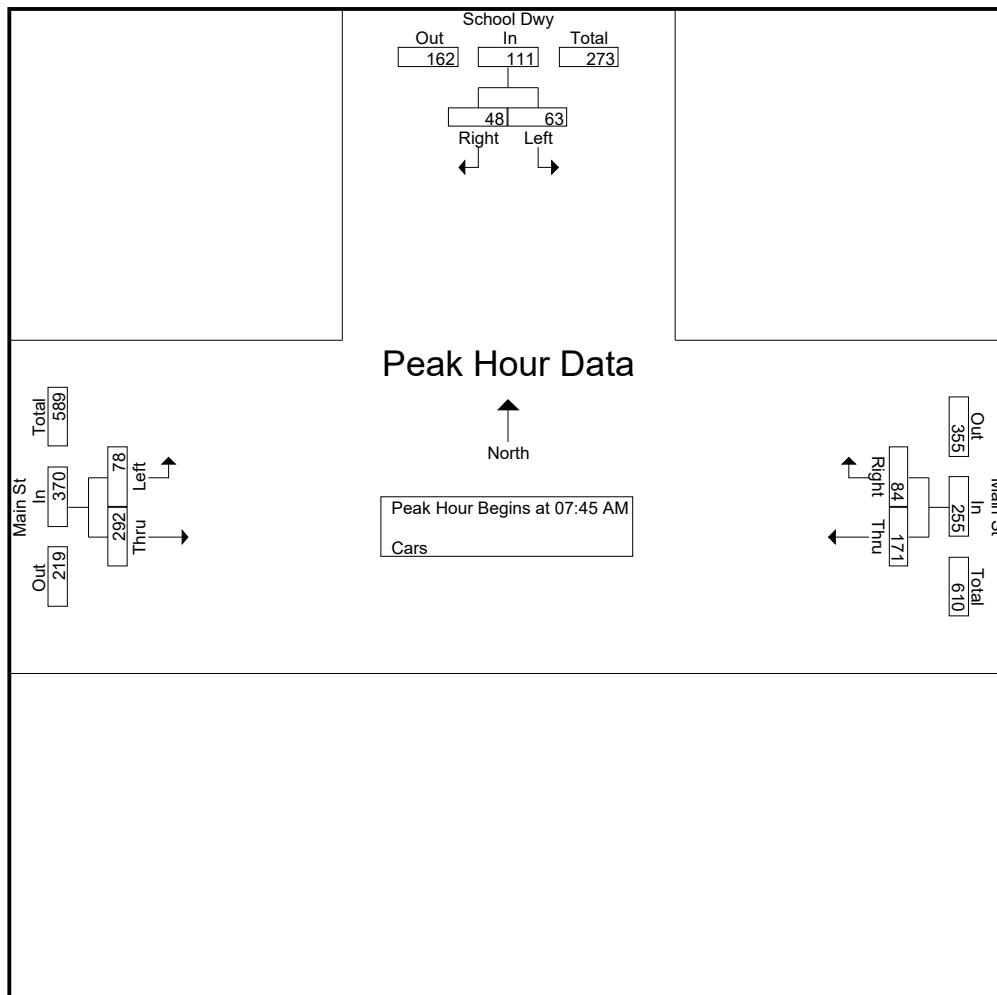
Start Date : 5/5/2022

Page No : 10

Groups Printed- Cars

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
06:00 PM	0	0	74	3	3	64	144
06:15 PM	0	0	71	0	1	58	130
06:30 PM	0	0	65	2	3	56	126
06:45 PM	0	0	61	5	11	40	117
Total	0	0	271	10	18	218	517
Grand Total	236	186	3258	256	213	3181	7330
Apprch %	55.9	44.1	92.7	7.3	6.3	93.7	
Total %	3.2	2.5	44.4	3.5	2.9	43.4	

	School Dwy From North			Main St From East			Main St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	2	4	6	36	15	51	12	87	99	156
08:00 AM	11	6	17	41	24	65	17	80	97	179
08:15 AM	26	14	40	50	36	86	31	62	93	219
08:30 AM	24	24	48	44	9	53	18	63	81	182
Total Volume	63	48	111	171	84	255	78	292	370	736
% App. Total	56.8	43.2		67.1	32.9		21.1	78.9		
PHF	.606	.500	.578	.855	.583	.741	.629	.839	.934	.840



Accurate Counts
978-664-2565

File Name : 11910002
Site Code : 11910002
Start Date : 5/5/2022
Page No : 16

Groups Printed- Trucks

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
07:00 AM	0	0	3	0	0	2	5
07:15 AM	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	2	3
Total	0	0	5	0	0	5	10
08:00 AM	0	0	1	0	1	1	3
08:15 AM	4	1	0	0	4	3	12
08:30 AM	1	0	3	0	0	1	5
08:45 AM	0	0	0	0	0	1	1
Total	5	1	4	0	5	6	21
09:00 AM	0	0	0	0	0	1	1
09:15 AM	0	0	0	0	0	1	1
09:30 AM	0	0	0	0	0	0	0
09:45 AM	0	0	2	0	0	1	3
Total	0	0	2	0	0	3	5
10:00 AM	0	0	2	0	0	0	2
10:15 AM	0	0	4	0	0	2	6
10:30 AM	0	0	0	0	0	1	1
10:45 AM	0	0	0	0	0	0	0
Total	0	0	6	0	0	3	9
11:00 AM	0	0	2	0	0	0	2
11:15 AM	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	1	1
Total	0	0	2	0	0	1	3
12:00 PM	0	0	1	0	0	1	2
12:15 PM	0	0	4	0	0	3	7
12:30 PM	0	0	1	0	0	3	4
12:45 PM	0	0	0	0	0	0	0
Total	0	0	6	0	0	7	13
01:00 PM	0	0	1	0	0	0	1
01:15 PM	0	0	1	0	0	0	1
01:30 PM	0	0	0	0	0	0	0
01:45 PM	0	0	2	0	0	5	7
Total	0	0	4	0	0	5	9
02:00 PM	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	3	3
02:45 PM	0	0	2	2	2	1	7
Total	0	0	2	2	2	4	10
03:00 PM	1	5	1	1	1	1	10
03:15 PM	0	0	1	0	0	0	1
03:30 PM	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0
Total	1	5	2	1	1	1	11
04:00 PM	0	0	1	0	0	1	2
04:15 PM	0	0	2	0	0	3	5
04:30 PM	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	0
Total	0	0	4	0	0	5	9
05:00 PM	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

File Name : 11910002

Site Code : 11910002

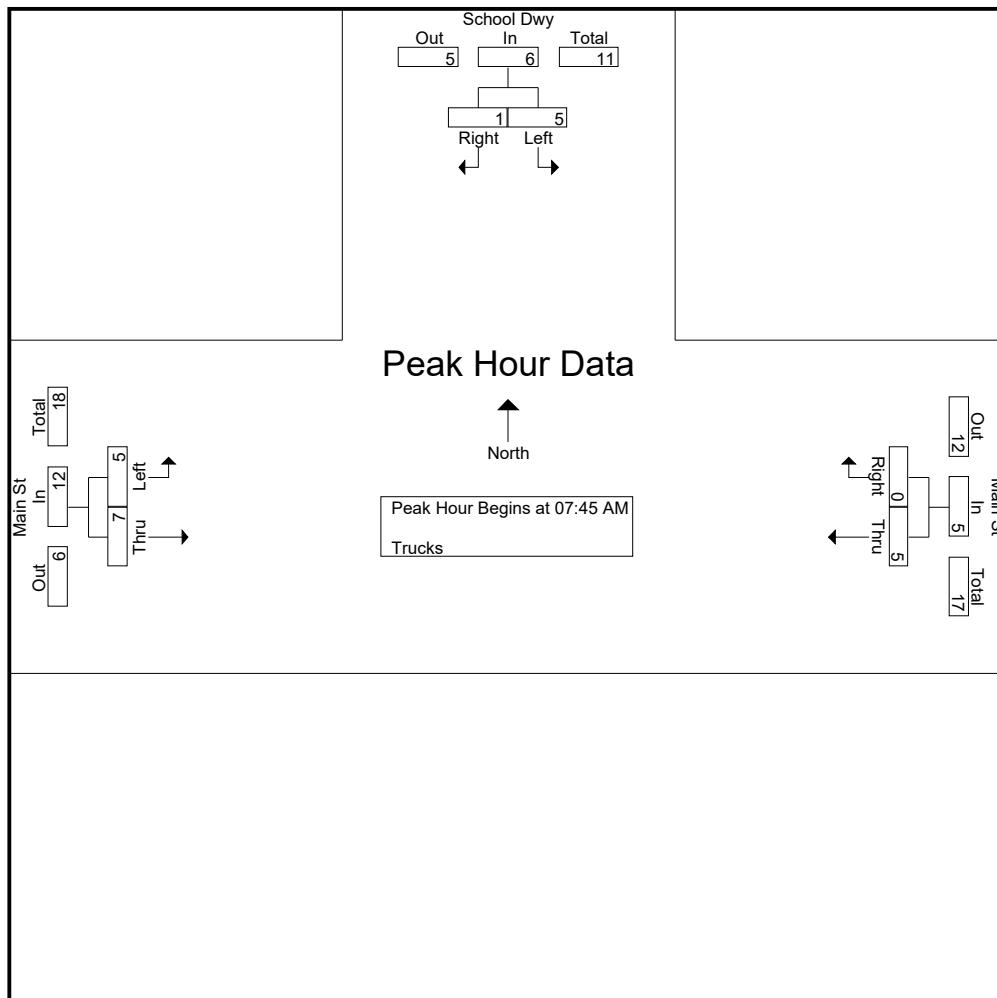
Start Date : 5/5/2022

Page No : 17

Groups Printed- Trucks

	School Dwy From North		Main St From East		Main St From West		
Start Time	Left	Right	Thru	Right	Left	Thru	Int. Total
06:00 PM	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1
Total	0	0	1	0	0	0	1
Grand Total	6	6	38	3	8	40	101
Apprch %	50	50	92.7	7.3	16.7	83.3	
Total %	5.9	5.9	37.6	3	7.9	39.6	

	School Dwy From North			Main St From East			Main St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	0	0	1	0	1	0	2	2	3
08:00 AM	0	0	0	1	0	1	1	1	2	3
08:15 AM	4	1	5	0	0	0	4	3	7	12
08:30 AM	1	0	1	3	0	3	0	1	1	5
Total Volume	5	1	6	5	0	5	5	7	12	23
% App. Total	83.3	16.7		100	0		41.7	58.3		
PHF	.313	.250	.300	.417	.000	.417	.313	.583	.429	.479



Accurate Counts
978-664-2565

File Name : 11910002
Site Code : 11910002
Start Date : 5/5/2022
Page No : 23

Groups Printed- Bikes Peds

	School Dwy From North			Main St From East			Main St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	0	0	0	0	0	0	1	1
08:15 AM	0	0	0	0	1	0	0	0	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	2	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	2	0	0	0	0	0	0	2	2
10:15 AM	0	0	0	1	0	0	0	1	0	0	2	2
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	2	0	0	0	1	0	0	3	3
Total	0	0	0	5	0	0	0	2	0	0	7	7
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	1	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	1	0	0	0	1	0	0	2	2
12:00 PM	0	0	0	0	0	0	0	2	0	0	2	2
12:15 PM	0	0	0	1	0	0	0	1	0	0	2	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	3	0	0	4	4
01:00 PM	0	0	0	0	0	0	0	1	0	0	1	1
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	2	0	0	0	2	0	0	4	4
Total	0	0	0	2	0	0	0	3	0	0	5	5
02:00 PM	0	0	0	1	0	0	0	0	0	0	1	1
02:15 PM	0	0	0	1	0	0	0	0	0	0	1	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	1	0	0	0	1	0	1
Total	0	0	0	2	0	1	0	0	0	1	2	3
03:00 PM	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1
04:00 PM	0	0	0	1	0	0	0	1	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	2	0	0	3	3
05:00 PM	0	0	0	1	0	0	0	2	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	0	0	3	0	0	4	4

Accurate Counts

978-664-2565

File Name : 11910002

Site Code : 11910002

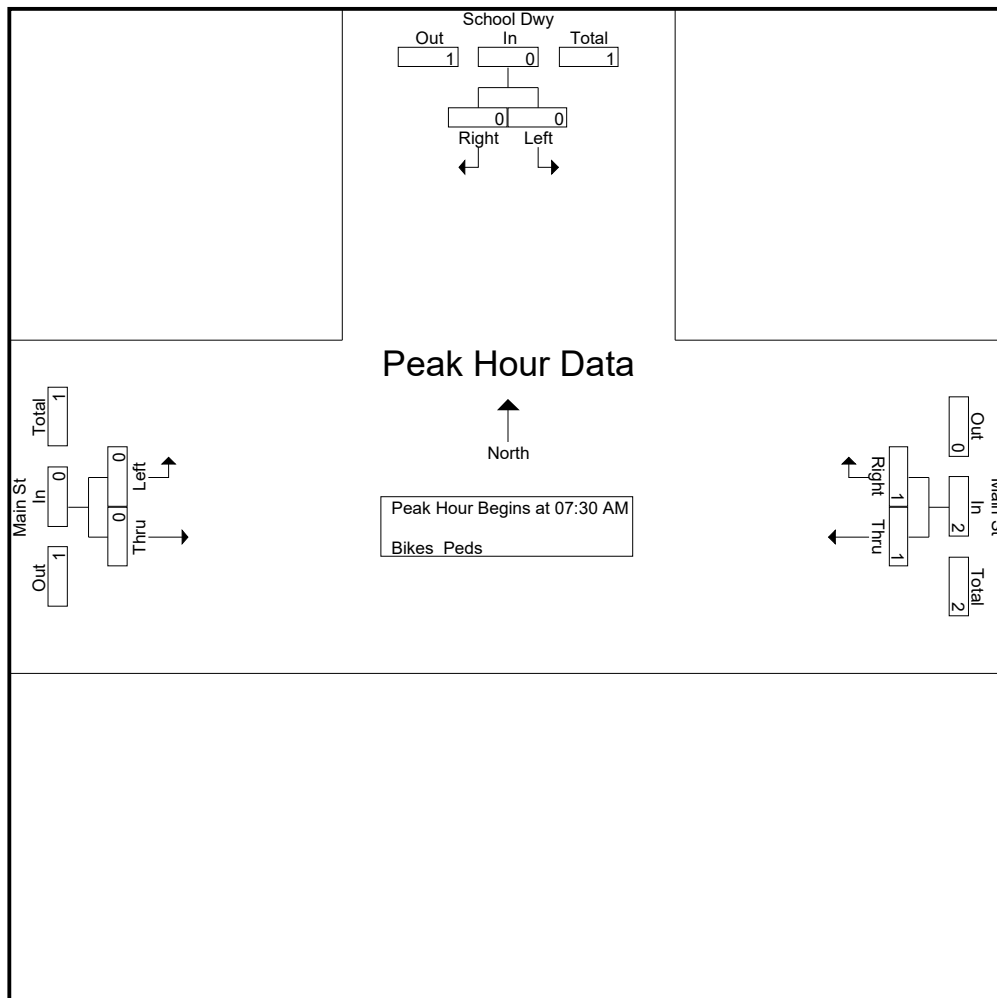
Start Date : 5/5/2022

Page No : 24

Groups Printed- Bikes Peds

	School Dwy From North			Main St From East			Main St From West			Exclu. Total	Inclu. Total	Int. Total
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	1	0	0	0	0	0	0	1	1
06:30 PM	0	0	0	1	0	0	0	0	0	0	1	1
06:45 PM	0	0	0	6	0	0	0	6	0	0	12	12
Total	0	0	0	8	0	0	0	6	0	0	14	14
Grand Total	0	0	0	22	1	1	0	21	0	1	44	45
Apprch %	0	0		95.7	4.3		0	100				
Total %	0	0		50	2.3		0	47.7		2.2	97.8	

	School Dwy From North			Main St From East			Main St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	1	0	1	0	0	0	1
08:15 AM	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	1	1	2	0	0	0	2
% App. Total	0	0		50	50		0	0		
PHF	.000	.000	.000	.250	.250	.500	.000	.000	.000	.500



Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 1

Groups Printed- Cars

	School Dwy From North		Main St From East		Main St From West			
Start Time	Left	Right	Thru	Right	Left	Thru	U-TR	Int. Total
07:00 AM	0	0	9	0	0	16	0	25
07:15 AM	0	0	18	0	0	24	0	42
07:30 AM	0	0	17	0	0	33	0	50
07:45 AM	0	0	22	0	0	47	1	70
Total	0	0	66	0	0	120	1	187
08:00 AM	0	1	47	1	1	40	0	90
08:15 AM	0	3	49	3	0	40	0	95
08:30 AM	0	5	35	7	1	62	0	110
08:45 AM	0	1	42	1	0	51	0	95
Total	0	10	173	12	2	193	0	390
09:00 AM	0	1	31	0	1	61	0	94
09:15 AM	0	1	57	1	0	70	0	129
09:30 AM	0	1	64	0	2	109	0	176
09:45 AM	0	0	55	0	0	70	0	125
Total	0	3	207	1	3	310	0	524
10:00 AM	0	0	55	0	0	64	0	119
10:15 AM	1	0	79	0	1	71	0	152
10:30 AM	0	1	57	0	0	99	0	157
10:45 AM	0	0	65	1	0	62	0	128
Total	1	1	256	1	1	296	0	556
11:00 AM	0	0	75	1	1	68	0	145
11:15 AM	1	0	66	0	0	76	0	143
11:30 AM	0	1	74	0	1	82	1	159
11:45 AM	0	1	62	0	0	57	0	120
Total	1	2	277	1	2	283	1	567
12:00 PM	0	0	76	0	0	84	0	160
12:15 PM	0	0	70	0	0	64	0	134
12:30 PM	0	0	76	0	0	68	0	144
12:45 PM	0	0	67	0	0	77	0	144
Total	0	0	289	0	0	293	0	582
01:00 PM	0	0	61	1	0	65	0	127
01:15 PM	0	0	49	0	0	70	0	119
01:30 PM	0	0	67	0	0	65	0	132
01:45 PM	0	0	74	1	0	92	1	168
Total	0	0	251	2	0	292	1	546
02:00 PM	1	0	59	0	0	62	1	123
02:15 PM	0	1	67	1	2	86	0	157
02:30 PM	0	0	72	0	2	72	1	147
02:45 PM	1	0	69	1	0	72	0	143
Total	2	1	267	2	4	292	2	570
03:00 PM	0	0	93	0	1	45	0	139
03:15 PM	0	0	75	0	0	65	0	140
03:30 PM	0	0	79	0	0	57	0	136
03:45 PM	0	0	69	0	0	64	0	133
Total	0	0	316	0	1	231	0	548
04:00 PM	0	0	80	0	1	50	0	131
04:15 PM	0	1	71	1	0	53	1	127
04:30 PM	1	0	64	0	0	88	0	153
04:45 PM	0	0	67	1	1	69	0	138
Total	1	1	282	2	2	260	1	549
05:00 PM	0	0	69	0	0	64	0	133

Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 2

Groups Printed- Cars

	School Dwy From North		Main St From East		Main St From West			
Start Time	Left	Right	Thru	Right	Left	Thru	U-TR	Int. Total
05:15 PM	0	1	55	1	0	56	0	113
05:30 PM	1	0	58	1	0	49	0	109
05:45 PM	0	0	55	0	0	50	0	105
Total	1	1	237	2	0	219	0	460
06:00 PM	1	0	53	0	0	38	0	92
06:15 PM	1	0	41	0	1	41	0	84
06:30 PM	0	0	43	0	0	40	0	83
06:45 PM	0	0	45	0	0	39	0	84
Total	2	0	182	0	1	158	0	343
Grand Total	8	19	2803	23	16	2947	6	5822
Apprch %	29.6	70.4	99.2	0.8	0.5	99.3	0.2	
Total %	0.1	0.3	48.1	0.4	0.3	50.6	0.1	

	School Dwy From North			Main St From East			Main St From West				
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	U-TR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 09:00 AM											
09:00 AM	0	1	1	31	0	31	1	61	0	62	94
09:15 AM	0	1	1	57	1	58	0	70	0	70	129
09:30 AM	0	1	1	64	0	64	2	109	0	111	176
09:45 AM	0	0	0	55	0	55	0	70	0	70	125
Total Volume	0	3	3	207	1	208	3	310	0	313	524
% App. Total	0	100		99.5	0.5		1	99	0		
PHF	.000	.750	.750	.809	.250	.813	.375	.711	.000	.705	.744

Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 1

Groups Printed- Trucks

	School Dwy From North		Main St From East		Main St From West			
Start Time	Left	Right	Thru	Right	Left	Thru	U-TR	Int. Total
07:00 AM	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	0	0	0	0	1
07:45 AM	0	0	1	0	0	1	0	2
Total	0	0	2	0	0	1	0	3
08:00 AM	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	0	0	1	0	3
08:30 AM	0	0	1	0	0	1	0	2
08:45 AM	0	0	0	0	0	0	0	0
Total	0	0	3	0	0	2	0	5
09:00 AM	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	1	0	1
10:00 AM	0	0	1	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	1	0	0	0	0	1
Total	0	0	2	0	0	0	0	2
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	1
11:45 AM	0	0	1	0	0	2	0	3
Total	0	0	1	0	0	3	0	4
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1
12:30 PM	0	0	1	0	0	1	0	2
12:45 PM	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	2	0	3
01:00 PM	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	2	0	2
01:45 PM	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2
02:00 PM	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0
02:30 PM	0	0	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1
05:00 PM	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 2

Groups Printed- Trucks

	School Dwy From North		Main St From East		Main St From West			
Start Time	Left	Right	Thru	Right	Left	Thru	U-TR	Int. Total
05:15 PM	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	1
Grand Total	0	0	11	0	0	12	0	23
Apprch %	0	0	100	0	0	100	0	
Total %	0	0	47.8	0	0	52.2	0	

	School Dwy From North			Main St From East			Main St From West				
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	U-TR	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	0	0	1	0	1	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	0	2	0	1	0	1	3
08:30 AM	0	0	0	1	0	1	0	1	0	1	2
Total Volume	0	0	0	4	0	4	0	3	0	3	7
% App. Total	0	0		100	0		0	100	0		
PHF	.000	.000	.000	.500	.000	.500	.000	.750	.000	.750	.583

Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 1

Groups Printed- Bikes Peds

Start Time	School Dwy From North			Main St From East			Main St From West			Exclu. Total	Inclu. Total	Int. Total
	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds			
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	0	0	1	1
08:45 AM	0	0	0	4	0	0	0	0	0	0	4	4
Total	0	0	0	4	0	0	0	1	0	0	5	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	1	0	0	0	0	0	0	1	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	1	1
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	1	0	0	1	1
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	1	0	0	0	0	0	0	1	1
Total	0	0	0	1	0	0	0	1	0	0	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	1	0	0	1	1
02:45 PM	0	0	0	2	0	0	0	1	0	0	3	3
Total	0	0	0	2	0	0	0	2	0	0	4	4
03:00 PM	0	0	1	0	0	0	0	0	1	2	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	1	0	0	0	0	0	0	1	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	1	2	1	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	1	0	0	0	0	0	0	1	0	1
04:45 PM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	1	0	0	0	0	2	0	1	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Page School Driveway

E/W Street: Main Street

City/State : W Newbury, MA

Weather : Clear

File Name : 119100S2

Site Code : 11910002

Start Date : 4/30/2022

Page No : 2

Groups Printed- Bikes Peds

	School Dwy From North			Main St From East			Main St From West					
Start Time	Left	Right	Peds	Thru	Right	Peds	Left	Thru	Peds	Exclu. Total	Inclu. Total	Int. Total
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	1	0	0	1	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	3	8	0	0	0	9	1	4	17	21
Apprch %	0	0		100	0		0	100				
Total %	0	0		47.1	0		0	52.9		19	81	

	School Dwy From North			Main St From East			Main St From West			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 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	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	4	0	4	0	0	0	4
Total Volume	0	0	0	4	0	4	0	1	1	5
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.250	.000	.250	.000	.250	.250	.313

Automatic Traffic Recorder (ATR) Counts

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: EB,

11910001

5/7/2022 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	3
1:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
2:00	0	0	0	0	2	0	1	0	0	0	0	0	0	3
3:00	0	0	0	0	2	1	1	0	0	0	0	0	0	4
4:00	0	0	0	0	4	4	0	0	0	0	0	0	0	8
5:00	0	1	0	0	8	13	7	1	0	0	0	0	0	30
6:00	0	0	0	2	10	43	7	1	0	0	0	0	0	63
7:00	0	1	0	3	36	94	26	1	0	0	0	0	0	161
8:00	0	4	9	19	61	84	22	0	0	0	0	0	0	199
9:00	1	1	8	12	90	155	16	0	0	0	0	0	0	283
10:00	3	1	23	34	99	151	14	2	0	0	0	0	0	327
11:00	1	1	6	15	104	146	28	1	0	0	0	0	0	302
12:00 PM	2	2	3	8	80	175	22	2	0	0	0	0	0	294
1:00	2	4	8	9	85	166	19	0	0	0	0	0	0	293
2:00	4	4	10	17	73	109	21	1	0	0	0	0	0	239
3:00	2	3	1	3	73	135	24	1	0	0	0	0	0	242
4:00	0	0	15	22	66	125	23	1	0	0	0	0	0	252
5:00	0	0	4	9	54	114	26	0	0	0	0	0	0	207
6:00	2	1	4	4	29	96	32	1	1	0	0	0	0	170
7:00	0	0	1	0	31	72	12	1	0	0	0	0	0	117
8:00	0	1	0	2	37	35	7	0	0	0	0	0	0	82
9:00	0	0	0	0	18	25	5	0	0	0	0	0	0	48
10:00	0	0	0	0	17	18	0	0	0	0	0	0	0	35
11:00	0	0	1	0	8	11	1	0	0	0	0	0	1	22
Total	17	24	93	159	989	1775	315	13	1	0	0	0	1	3387

Percentile	15th	50th	85th	95th
Speed	32	36	39	41
Mean Speed (Average)	35.5			
10 MPH Pace Speed	30-39			
Number in Pace	2732			
Percent in Pace	80.7%			
Number > 40 MPH	330			
Percent > 40 MPH	9.7%			

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: EB,

11910001

5/8/2022 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	1	7	1	0	0	0	0	0	0	0	9
1:00	0	0	0	1	2	4	0	0	0	0	0	0	0	7
2:00	0	0	0	0	3	4	1	0	0	0	0	0	0	8
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:00	0	0	0	1	4	2	1	0	0	0	0	0	0	8
5:00	0	0	1	0	6	10	1	0	0	0	0	0	0	18
6:00	0	1	0	2	13	22	15	0	0	0	0	0	0	53
7:00	0	0	4	4	19	42	15	0	0	0	0	0	0	84
8:00	0	2	3	8	24	84	16	0	0	0	0	0	0	137
9:00	3	1	10	15	49	89	13	0	1	0	0	0	0	181
10:00	0	4	31	32	112	92	7	1	0	0	0	0	0	279
11:00	4	1	20	36	132	134	18	2	0	0	0	0	0	347
12:00 PM	1	3	32	32	102	117	9	0	0	0	0	0	0	296
1:00	1	1	25	32	82	127	27	0	0	0	0	0	0	295
2:00	3	5	24	30	66	118	18	1	0	0	0	0	0	265
3:00	4	0	2	7	54	123	22	0	0	0	0	0	0	212
4:00	0	4	12	20	38	143	19	0	0	0	0	0	0	236
5:00	1	2	5	3	46	82	17	2	1	0	0	0	0	159
6:00	0	0	0	2	36	70	15	1	0	0	0	0	0	124
7:00	1	0	2	3	22	65	13	1	0	0	0	0	0	107
8:00	0	0	1	2	23	29	3	0	0	0	0	0	0	58
9:00	0	0	0	1	11	17	8	0	0	0	0	0	0	37
10:00	0	0	0	1	7	8	2	0	0	0	0	0	0	18
11:00	0	0	0	0	1	6	3	2	0	0	0	0	0	12
Total	18	24	172	233	860	1390	243	10	2	0	0	0	0	2952

Percentile
 Speed
 Mean Speed (Average)
 10 MPH Pace Speed
 Number in Pace
 Percent in Pace
 Number > 40 MPH
 Percent > 40 MPH

15th
30
34.5
30-39
2227
75.4%
255
8.6%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: EB,

11910001

5/9/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	2	1	1	0	0	0	0	0	0	5
1:00	0	0	0	0	0	1	0	1	0	0	0	0	0	2
2:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2
3:00	0	0	0	0	0	5	2	0	0	0	0	0	0	7
4:00	0	0	0	1	7	10	2	0	0	0	0	0	0	20
5:00	0	0	1	4	17	31	8	2	0	0	0	0	0	63
6:00	2	1	5	1	43	81	30	0	0	0	0	0	0	163
7:00	1	8	14	18	90	142	25	1	0	0	0	0	0	299
8:00	68	46	68	80	55	29	1	0	0	0	0	0	0	347
9:00	3	4	13	5	72	103	11	0	0	0	0	0	0	211
10:00	3	7	17	15	100	83	13	0	0	0	0	0	0	238
11:00	2	6	19	18	90	98	13	0	0	0	0	0	1	247
12:00 PM	5	11	6	7	95	97	11	0	0	0	0	0	0	232
1:00	0	1	3	13	105	113	7	1	0	0	0	0	0	243
2:00	5	19	33	35	99	103	15	2	0	0	0	0	0	311
3:00	1	8	17	22	89	112	17	0	0	0	0	0	0	266
4:00	1	7	14	14	63	106	19	0	0	0	0	0	0	224
5:00	4	3	10	23	92	91	21	0	0	0	0	0	0	244
6:00	0	0	4	15	63	90	16	0	0	0	0	0	0	188
7:00	0	0	21	17	41	70	12	1	0	0	0	0	0	162
8:00	1	1	0	4	25	32	7	0	0	0	0	0	0	70
9:00	0	1	0	2	11	8	0	0	0	0	0	0	0	22
10:00	0	1	0	3	8	3	3	0	0	0	0	0	0	18
11:00	0	0	0	1	1	7	3	0	0	0	0	0	0	12
Total	96	124	245	299	1169	1416	237	9	0	0	0	0	1	3596

Percentile 15th 50th 85th 95th
 Speed 26 35 38 40
 Mean Speed (Average) 33.0
 10 MPH Pace Speed 30-39
 Number in Pace 2563
 Percent in Pace 71.3%
 Number > 40 MPH 247
 Percent > 40 MPH 6.9%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: EB,

11910001

5/10/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2
1:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
2:00	0	0	0	0	2	0	2	0	0	0	0	0	0	4
3:00	0	0	0	0	1	3	1	0	0	0	0	0	0	5
4:00	0	0	0	0	7	10	5	0	0	0	0	0	0	22
5:00	0	0	1	1	12	34	10	0	0	0	0	0	0	58
6:00	0	3	6	2	36	94	36	0	0	0	0	0	0	177
7:00	7	10	16	12	78	159	32	0	0	0	0	0	0	314
8:00	18	42	80	92	77	30	5	1	0	0	0	0	0	345
9:00	0	2	15	19	72	162	13	0	0	0	0	0	0	283
10:00	2	3	5	4	66	133	15	0	0	0	0	0	0	228
11:00	0	9	9	9	85	107	21	0	0	0	0	0	0	240
12:00 PM	0	6	10	13	68	128	13	1	0	0	0	0	0	239
1:00	0	1	7	4	89	112	9	0	0	0	0	0	0	222
2:00	10	12	40	33	89	82	10	1	0	0	0	0	0	277
3:00	2	10	8	25	103	97	6	0	2	0	0	0	0	253
4:00	6	5	20	14	76	126	16	0	0	0	0	0	0	263
5:00	4	5	27	23	88	112	13	0	0	0	0	0	0	272
6:00	1	4	27	15	69	75	9	0	0	0	0	0	0	200
7:00	1	0	14	14	26	62	11	0	0	0	0	0	0	128
8:00	0	0	2	0	21	34	5	0	0	0	0	0	0	62
9:00	0	0	0	1	9	21	4	0	0	0	0	0	0	35
10:00	0	0	0	0	5	13	2	0	0	0	0	0	0	20
11:00	0	0	0	1	1	6	6	1	0	0	0	0	0	15
Total	51	112	287	282	1082	1601	244	4	2	0	0	0	0	3665
			Percentile	15th	50th	85th	95th							
			Speed	27	35	38	40							
			Mean Speed (Average)	33.5										
			10 MPH Pace Speed	30-39										
			Number in Pace	2657										
			Percent in Pace	72.5%										
			Number > 40 MPH	250										
			Percent > 40 MPH	6.8%										
Grand Total	182	284	797	973	4100	6182	1039	36	5	0	0	0	2	13600
Stats			Percentile	15th	50th	85th	95th							
			Speed	29	35	39	41							
			Mean Speed (Average)	34.1										
			10 MPH Pace Speed	30-39										
			Number in Pace	10178										
			Percent in Pace	74.8%										
			Number > 40 MPH	1082										
			Percent > 40 MPH	8.0%										

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: WB,

11910001

5/7/2022 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	0	8	11	4	0	1	0	0	0	0	24
1:00	0	0	0	0	3	2	0	0	0	0	0	0	0	5
2:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3
4:00	0	0	0	1	2	1	1	0	0	0	0	0	0	5
5:00	0	0	0	0	1	5	1	0	0	0	0	0	0	7
6:00	0	0	5	0	2	15	4	1	0	0	0	0	0	27
7:00	0	1	2	2	11	41	20	4	1	0	0	0	0	82
8:00	2	7	13	17	32	67	26	2	0	0	0	0	0	166
9:00	2	4	6	8	33	91	57	2	0	0	0	0	0	203
10:00	1	1	1	12	37	117	50	1	0	0	0	0	0	220
11:00	3	2	5	7	42	167	54	2	0	0	0	0	0	282
12:00 PM	4	1	10	3	45	180	72	4	0	0	0	0	0	319
1:00	2	2	11	10	64	184	40	0	0	0	1	0	0	314
2:00	7	6	14	26	66	146	45	6	0	0	0	0	0	316
3:00	2	2	11	7	33	145	84	4	0	0	0	0	0	288
4:00	1	0	6	4	31	152	54	4	0	0	0	0	0	252
5:00	2	0	3	10	31	128	53	2	0	0	0	0	0	229
6:00	1	0	2	2	37	135	46	2	1	0	0	0	0	226
7:00	0	0	0	4	46	86	21	2	0	0	0	0	0	159
8:00	1	0	0	3	34	77	13	1	0	0	0	0	0	129
9:00	0	1	2	9	49	37	6	0	0	0	0	0	0	104
10:00	0	1	1	8	27	39	3	0	0	0	0	0	0	79
11:00	0	0	0	3	9	25	5	1	0	0	0	0	0	43
Total	28	28	92	136	644	1854	659	38	3	0	1	0	0	3483

Percentile	15th	50th	85th	95th
Speed	33	37	41	43
Mean Speed (Average)	36.5			
10 MPH Pace Speed	35-44			
Number in Pace	2513			
Percent in Pace	72.2%			
Number > 40 MPH	701			
Percent > 40 MPH	20.1%			

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: WB,

11910001

5/8/2022 Time	0 - 15 MPH	> 15 - 20 MPH	> 20 - 25 MPH	> 25 - 30 MPH	> 30 - 35 MPH	> 35 - 40 MPH	> 40 - 45 MPH	> 45 - 50 MPH	> 50 - 55 MPH	> 55 - 60 MPH	> 60 - 65 MPH	> 65 - 70 MPH	> 70 MPH	Total
12:00 AM	0	0	0	1	4	5	7	0	0	0	0	0	0	17
1:00	0	0	0	1	2	4	2	0	0	0	0	0	0	9
2:00	0	0	0	1	0	3	1	0	0	0	0	0	0	5
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	1	1	2	1	0	0	0	0	0	0	5
5:00	0	0	1	0	1	3	1	0	0	0	0	0	0	6
6:00	0	0	0	0	2	5	4	0	0	0	0	0	0	11
7:00	0	0	5	6	12	40	10	1	0	0	0	0	0	74
8:00	1	2	18	32	25	33	28	1	0	0	0	0	0	140
9:00	3	5	13	22	39	74	32	1	0	0	0	0	0	189
10:00	1	6	14	23	38	97	38	1	0	0	0	0	0	218
11:00	4	6	35	37	35	97	40	1	0	0	0	0	0	255
12:00 PM	6	9	13	26	58	144	39	1	0	0	0	0	0	296
1:00	3	6	12	13	41	153	61	3	0	0	0	0	0	292
2:00	6	4	14	19	38	135	54	4	0	0	0	0	0	274
3:00	2	2	5	7	26	183	81	5	0	0	0	0	0	311
4:00	1	1	8	2	28	141	63	2	0	0	0	0	0	246
5:00	1	0	2	3	32	131	43	2	0	0	0	0	0	214
6:00	0	0	1	8	22	126	43	4	0	0	0	0	0	204
7:00	1	0	0	2	26	88	29	0	0	0	0	0	0	146
8:00	0	0	1	6	38	48	16	1	0	0	0	0	0	110
9:00	0	0	1	0	21	26	5	0	0	0	0	0	0	53
10:00	0	0	0	1	9	11	1	0	0	0	0	0	0	22
11:00	0	0	0	3	2	9	1	0	0	0	0	0	0	15
Total	29	41	143	214	500	1558	600	27	0	0	0	0	0	3112

Percentile	15th	50th	85th	95th
Speed	31	37	41	42
Mean Speed (Average)	35.9			
10 MPH Pace Speed	35-44			
Number in Pace	2156			
Percent in Pace	69.3%			
Number > 40 MPH	627			
Percent > 40 MPH	20.1%			

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: WB,

11910001

5/9/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	3	1	1	0	0	0	0	0	0	5
1:00	0	0	0	0	2	2	1	0	0	0	0	0	0	5
2:00	0	0	0	0	0	1	1	0	0	0	0	0	0	2
3:00	0	0	0	0	2	1	0	0	0	0	0	0	0	3
4:00	0	0	0	0	0	2	1	0	0	0	0	0	0	3
5:00	0	1	1	1	6	7	3	0	0	0	0	0	0	19
6:00	0	1	4	2	15	44	14	0	0	0	0	0	0	80
7:00	3	3	5	6	59	82	36	3	0	0	0	0	0	197
8:00	13	35	55	50	53	30	6	0	0	0	0	0	0	242
9:00	1	4	7	19	34	74	32	2	0	0	0	0	0	173
10:00	1	6	6	7	51	109	22	0	0	1	0	0	0	203
11:00	1	8	6	5	49	112	34	4	0	0	0	0	0	219
12:00 PM	5	5	4	6	62	138	31	3	0	0	0	0	0	254
1:00	0	8	11	13	56	112	34	0	0	0	0	0	0	234
2:00	5	8	16	27	57	146	24	0	0	0	0	0	0	283
3:00	4	22	26	28	72	157	54	2	0	0	0	0	0	365
4:00	2	10	27	42	97	204	45	1	0	0	0	0	0	428
5:00	2	14	29	23	81	186	53	2	0	0	0	0	0	390
6:00	0	0	1	7	39	124	37	1	0	0	0	0	0	209
7:00	0	1	0	3	44	99	24	0	0	0	0	0	0	171
8:00	1	0	0	2	37	61	10	0	0	0	0	0	0	111
9:00	0	2	6	10	26	21	2	1	0	0	0	0	0	68
10:00	0	1	1	2	10	16	4	0	0	0	0	0	0	34
11:00	0	0	0	0	6	18	2	0	0	0	0	0	0	26
Total	38	129	205	253	861	1747	471	19	0	1	0	0	0	3724
Percentile				15th	50th	85th	95th							
Speed				29	36	40	42							
Mean Speed (Average)				34.6										
10 MPH Pace Speed				30-39										
Number in Pace				2578										
Percent in Pace				69.2%										
Number > 40 MPH				491										
Percent > 40 MPH				13.2%										

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: WB,

11910001

5/10/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	1	0	2	7	4	1	0	0	0	0	0	0	15
1:00	0	0	0	0	3	1	3	0	0	0	0	0	0	7
2:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	0	0	0	0	3	4	0	0	0	0	0	0	7
5:00	0	1	2	0	5	9	4	0	0	0	0	0	0	21
6:00	0	1	2	5	17	49	17	1	0	0	0	0	0	92
7:00	1	3	5	7	38	118	32	4	1	0	0	0	0	209
8:00	1	14	47	41	69	53	12	0	0	0	0	0	0	237
9:00	4	3	1	10	33	104	44	3	0	0	0	0	0	202
10:00	0	0	3	8	27	115	47	1	0	0	0	0	0	201
11:00	2	5	11	5	42	101	45	1	0	0	0	0	0	212
12:00 PM	2	7	4	4	41	124	53	4	0	0	0	0	0	239
1:00	0	2	6	9	51	116	31	2	0	0	0	0	0	217
2:00	6	6	23	24	70	117	32	1	0	0	0	0	0	279
3:00	1	34	31	52	84	183	33	1	0	0	0	0	0	419
4:00	3	14	24	19	93	172	44	1	0	0	0	0	0	370
5:00	1	11	14	16	84	180	47	2	0	0	0	0	0	355
6:00	0	3	5	12	104	108	22	0	0	0	0	0	0	254
7:00	0	8	2	6	35	99	16	1	0	0	0	0	0	167
8:00	0	0	0	0	45	68	5	0	0	0	0	0	0	118
9:00	0	1	0	1	23	30	8	0	0	0	0	0	0	63
10:00	0	0	1	1	13	22	6	0	0	0	0	0	0	43
11:00	0	0	0	0	9	11	4	0	0	0	0	0	0	24
Total	21	114	181	222	895	1787	511	22	1	0	0	0	0	3754
			Percentile	15th	50th	85th	95th							
			Speed	30	36	40	42							
			Mean Speed (Average)	35.0										
			10 MPH Pace Speed	30-39										
			Number in Pace	2651										
			Percent in Pace	70.6%										
			Number > 40 MPH	534										
			Percent > 40 MPH	14.2%										
Grand Total	116	312	621	825	2900	6946	2241	106	4	1	1	0	0	14073
Stats			Percentile	15th	50th	85th	95th							
			Speed	31	37	40	42							
			Mean Speed (Average)	35.5										
			10 MPH Pace Speed	31-40										
			Number in Pace	9727										
			Percent in Pace	69.1%										
			Number > 40 MPH	2353										
			Percent > 40 MPH	16.7%										

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: Combined

11910001

5/7/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	0	8	13	5	0	1	0	0	0	0	27
1:00	0	0	0	0	5	3	0	0	0	0	0	0	0	8
2:00	0	0	0	0	3	0	1	0	0	0	0	0	0	4
3:00	0	0	0	0	2	4	1	0	0	0	0	0	0	7
4:00	0	0	0	1	6	5	1	0	0	0	0	0	0	13
5:00	0	1	0	0	9	18	8	1	0	0	0	0	0	37
6:00	0	0	5	2	12	58	11	2	0	0	0	0	0	90
7:00	0	2	2	5	47	135	46	5	1	0	0	0	0	243
8:00	2	11	22	36	93	151	48	2	0	0	0	0	0	365
9:00	3	5	14	20	123	246	73	2	0	0	0	0	0	486
10:00	4	2	24	46	136	268	64	3	0	0	0	0	0	547
11:00	4	3	11	22	146	313	82	3	0	0	0	0	0	584
12:00 PM	6	3	13	11	125	355	94	6	0	0	0	0	0	613
1:00	4	6	19	19	149	350	59	0	0	0	1	0	0	607
2:00	11	10	24	43	139	255	66	7	0	0	0	0	0	555
3:00	4	5	12	10	106	280	108	5	0	0	0	0	0	530
4:00	1	0	21	26	97	277	77	5	0	0	0	0	0	504
5:00	2	0	7	19	85	242	79	2	0	0	0	0	0	436
6:00	3	1	6	6	66	231	78	3	2	0	0	0	0	396
7:00	0	0	1	4	77	158	33	3	0	0	0	0	0	276
8:00	1	1	0	5	71	112	20	1	0	0	0	0	0	211
9:00	0	1	2	9	67	62	11	0	0	0	0	0	0	152
10:00	0	1	1	8	44	57	3	0	0	0	0	0	0	114
11:00	0	0	1	3	17	36	6	1	0	0	0	0	1	65
Total	45	52	185	295	1633	3629	974	51	4	0	1	0	1	6870

Percentile	15th	50th	85th	95th
Speed	32	37	40	42
Mean Speed (Average)	36.0			
10 MPH Pace Speed	30-39			
Number in Pace	5195			
Percent in Pace	75.6%			
Number > 40 MPH	1031			
Percent > 40 MPH	15.0%			

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: Combined

11910001

5/8/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	2	11	6	7	0	0	0	0	0	0	26
1:00	0	0	0	2	4	8	2	0	0	0	0	0	0	16
2:00	0	0	0	1	3	7	2	0	0	0	0	0	0	13
3:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
4:00	0	0	0	2	5	4	2	0	0	0	0	0	0	13
5:00	0	0	2	0	7	13	2	0	0	0	0	0	0	24
6:00	0	1	0	2	15	27	19	0	0	0	0	0	0	64
7:00	0	0	9	10	31	82	25	1	0	0	0	0	0	158
8:00	1	4	21	40	49	117	44	1	0	0	0	0	0	277
9:00	6	6	23	37	88	163	45	1	1	0	0	0	0	370
10:00	1	10	45	55	150	189	45	2	0	0	0	0	0	497
11:00	8	7	55	73	167	231	58	3	0	0	0	0	0	602
12:00 PM	7	12	45	58	160	261	48	1	0	0	0	0	0	592
1:00	4	7	37	45	123	280	88	3	0	0	0	0	0	587
2:00	9	9	38	49	104	253	72	5	0	0	0	0	0	539
3:00	6	2	7	14	80	306	103	5	0	0	0	0	0	523
4:00	1	5	20	22	66	284	82	2	0	0	0	0	0	482
5:00	2	2	7	6	78	213	60	4	1	0	0	0	0	373
6:00	0	0	1	10	58	196	58	5	0	0	0	0	0	328
7:00	2	0	2	5	48	153	42	1	0	0	0	0	0	253
8:00	0	0	2	8	61	77	19	1	0	0	0	0	0	168
9:00	0	0	1	1	32	43	13	0	0	0	0	0	0	90
10:00	0	0	0	2	16	19	3	0	0	0	0	0	0	40
11:00	0	0	0	3	3	15	4	2	0	0	0	0	0	27
Total	47	65	315	447	1360	2948	843	37	2	0	0	0	0	6064

Percentile 15th 50th 85th 95th
 Speed 30 36 40 42
 Mean Speed (Average) 35.2
 10 MPH Pace Speed 30-39
 Number in Pace 4258
 Percent in Pace 70.2%
 Number > 40 MPH 882
 Percent > 40 MPH 14.5%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: Combined

11910001

5/9/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	0	0	1	5	2	2	0	0	0	0	0	0	10
1:00	0	0	0	0	2	3	1	1	0	0	0	0	0	7
2:00	0	0	0	0	1	1	1	1	0	0	0	0	0	4
3:00	0	0	0	0	2	6	2	0	0	0	0	0	0	10
4:00	0	0	0	1	7	12	3	0	0	0	0	0	0	23
5:00	0	1	2	5	23	38	11	2	0	0	0	0	0	82
6:00	2	2	9	3	58	125	44	0	0	0	0	0	0	243
7:00	4	11	19	24	149	224	61	4	0	0	0	0	0	496
8:00	81	81	123	130	108	59	7	0	0	0	0	0	0	589
9:00	4	8	20	24	106	177	43	2	0	0	0	0	0	384
10:00	4	13	23	22	151	192	35	0	0	1	0	0	0	441
11:00	3	14	25	23	139	210	47	4	0	0	0	0	1	466
12:00 PM	10	16	10	13	157	235	42	3	0	0	0	0	0	486
1:00	0	9	14	26	161	225	41	1	0	0	0	0	0	477
2:00	10	27	49	62	156	249	39	2	0	0	0	0	0	594
3:00	5	30	43	50	161	269	71	2	0	0	0	0	0	631
4:00	3	17	41	56	160	310	64	1	0	0	0	0	0	652
5:00	6	17	39	46	173	277	74	2	0	0	0	0	0	634
6:00	0	0	5	22	102	214	53	1	0	0	0	0	0	397
7:00	0	1	21	20	85	169	36	1	0	0	0	0	0	333
8:00	2	1	0	6	62	93	17	0	0	0	0	0	0	181
9:00	0	3	6	12	37	29	2	1	0	0	0	0	0	90
10:00	0	2	1	5	18	19	7	0	0	0	0	0	0	52
11:00	0	0	0	1	7	25	5	0	0	0	0	0	0	38
Total	134	253	450	552	2030	3163	708	28	0	1	0	0	1	7320

Percentile	15th	50th	85th	95th
Speed	28	35	39	41
Mean Speed (Average)	33.8			
10 MPH Pace Speed	30-39			
Number in Pace	5141			
Percent in Pace	70.2%			
Number > 40 MPH	738			
Percent > 40 MPH	10.1%			

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA
 Direction: Combined

11910001

5/10/2022	0 - 15	> 15 -	> 20 -	> 25 -	> 30 -	> 35 -	> 40 -	> 45 -	> 50 -	> 55 -	> 60 -	> 65 -	> 70	
Time	MPH	20 MPH	25 MPH	30 MPH	35 MPH	40 MPH	45 MPH	50 MPH	55 MPH	60 MPH	65 MPH	70 MPH	MPH	Total
12:00 AM	0	1	0	2	8	5	1	0	0	0	0	0	0	17
1:00	0	0	0	0	4	1	3	0	0	0	0	0	0	8
2:00	0	0	0	0	3	0	3	0	0	0	0	0	0	6
3:00	0	0	0	0	2	3	1	0	0	0	0	0	0	6
4:00	0	0	0	0	7	13	9	0	0	0	0	0	0	29
5:00	0	1	3	1	17	43	14	0	0	0	0	0	0	79
6:00	0	4	8	7	53	143	53	1	0	0	0	0	0	269
7:00	8	13	21	19	116	277	64	4	1	0	0	0	0	523
8:00	19	56	127	133	146	83	17	1	0	0	0	0	0	582
9:00	4	5	16	29	105	266	57	3	0	0	0	0	0	485
10:00	2	3	8	12	93	248	62	1	0	0	0	0	0	429
11:00	2	14	20	14	127	208	66	1	0	0	0	0	0	452
12:00 PM	2	13	14	17	109	252	66	5	0	0	0	0	0	478
1:00	0	3	13	13	140	228	40	2	0	0	0	0	0	439
2:00	16	18	63	57	159	199	42	2	0	0	0	0	0	556
3:00	3	44	39	77	187	280	39	1	2	0	0	0	0	672
4:00	9	19	44	33	169	298	60	1	0	0	0	0	0	633
5:00	5	16	41	39	172	292	60	2	0	0	0	0	0	627
6:00	1	7	32	27	173	183	31	0	0	0	0	0	0	454
7:00	1	8	16	20	61	161	27	1	0	0	0	0	0	295
8:00	0	0	2	0	66	102	10	0	0	0	0	0	0	180
9:00	0	1	0	2	32	51	12	0	0	0	0	0	0	98
10:00	0	0	1	1	18	35	8	0	0	0	0	0	0	63
11:00	0	0	0	1	10	17	10	1	0	0	0	0	0	39
Total	72	226	468	504	1977	3388	755	26	3	0	0	0	0	7419
Percentile				15th	50th	85th	95th							
Speed				29	35	39	41							
Mean Speed (Average)				34.2										
10 MPH Pace Speed				30-39										
Number in Pace				5307										
Percent in Pace				71.5%										
Number > 40 MPH				784										
Percent > 40 MPH				10.6%										
Grand Total	298	596	1418	1798	7000	13128	3280	142	9	1	1	0	2	27673
Stats				Percentile	15th	50th	85th	95th						
				Speed	30	36	40	42						
				Mean Speed (Average)	34.8									
				10 MPH Pace Speed	30-39									
				Number in Pace	19901									
				Percent in Pace	71.9%									
				Number > 40 MPH	3435									
				Percent > 40 MPH	12.4%									

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA

11910001

5/7/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	88			8	84				
12:15	1	62			10	81				
12:30	0	73			2	89				
12:45	0	71	3	294	4	65	24	319	27	613
1:00	1	84			2	61				
1:15	0	77			0	93				
1:30	1	67			3	82				
1:45	1	65	3	293	0	78	5	314	8	607
2:00	1	67			1	76				
2:15	0	64			0	76				
2:30	1	46			0	73				
2:45	1	62	3	239	0	91	1	316	4	555
3:00	0	69			1	70				
3:15	2	55			0	71				
3:30	1	56			0	68				
3:45	1	62	4	242	2	79	3	288	7	530
4:00	0	74			0	65				
4:15	1	59			1	70				
4:30	2	68			1	54				
4:45	5	51	8	252	3	63	5	252	13	504
5:00	1	57			0	66				
5:15	2	52			3	59				
5:30	9	52			3	52				
5:45	18	46	30	207	1	52	7	229	37	436
6:00	7	51			3	47				
6:15	12	51			3	58				
6:30	19	35			11	68				
6:45	25	33	63	170	10	53	27	226	90	396
7:00	20	29			17	42				
7:15	30	35			17	38				
7:30	41	33			20	42				
7:45	70	20	161	117	28	37	82	159	243	276
8:00	40	28			30	41				
8:15	58	22			45	32				
8:30	54	14			47	24				
8:45	47	18	199	82	44	32	166	129	365	211
9:00	50	15			35	27				
9:15	67	10			60	33				
9:30	83	13			41	25				
9:45	83	10	283	48	67	19	203	104	486	152
10:00	74	13			47	28				
10:15	94	5			62	21				
10:30	85	8			58	21				
10:45	74	9	327	35	53	9	220	79	547	114
11:00	70	7			69	9				
11:15	81	7			82	9				
11:30	96	3			59	13				
11:45	55	5	302	22	72	12	282	43	584	65
Total	1386	2001			1025	2458			2411	4459
Percent	40.9%	59.1%			29.4%	70.6%			35.1%	64.9%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA

11910001

5/8/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		5		100		8		69		
12:15		1		58		4		79		
12:30		1		67		3		76		
12:45		2	9	71		2	17	72	26	592
1:00		3		72		3		78		
1:15		0		80		2		70		
1:30		1		52		2		70		
1:45		3	7	91		2	9	74	16	587
2:00		4		63		2		61		
2:15		1		49		1		61		
2:30		2		59		2		87		
2:45		1	8	94		0	5	65	13	539
3:00		1		47		0		73		
3:15		0		62		0		90		
3:30		1		48		0		80		
3:45		0	2	55		0	0	68	2	523
4:00		1		83		0		66		
4:15		1		51		1		64		
4:30		3		51		2		66		
4:45		3	8	51		2	5	50	13	482
5:00		1		37		0		52		
5:15		4		42		0		61		
5:30		7		36		3		50		
5:45		6	18	44		3	6	51	24	373
6:00		8		30		2		56		
6:15		7		31		1		58		
6:30		21		43		7		45		
6:45		17	53	20		1	11	45	64	328
7:00		15		28		12		37		
7:15		13		30		18		39		
7:30		20		27		16		41		
7:45		36	84	22		28	74	29	158	253
8:00		28		16		19		22		
8:15		29		13		31		29		
8:30		41		12		37		35		
8:45		39	137	17		53	140	24	277	168
9:00		33		14		44		20		
9:15		42		10		43		14		
9:30		49		5		55		13		
9:45		57	181	8		47	189	6	370	90
10:00		55		6		65		6		
10:15		82		2		58		4		
10:30		87		6		44		6		
10:45		55	279	4		51	218	6	497	40
11:00		82		1		60		5		
11:15		82		6		81		3		
11:30		103		5		56		2		
11:45		80	347	0		58	255	5	602	27
Total	1133	1819			929	2183			2062	4002
Percent	38.4%	61.6%			29.9%	70.1%			34.0%	66.0%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA

11910001

5/9/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	70			2	54				
12:15	0	64			2	77				
12:30	2	50			0	56				
12:45	2	48	5	232	1	67	5	254	10	486
1:00	1	69			1	56				
1:15	1	59			2	50				
1:30	0	62			2	62				
1:45	0	53	2	243	0	66	5	234	7	477
2:00	1	60			0	74				
2:15	0	72			0	61				
2:30	1	93			2	86				
2:45	0	86	2	311	0	62	2	283	4	594
3:00	1	73			1	96				
3:15	4	62			2	96				
3:30	1	70			0	81				
3:45	1	61	7	266	0	92	3	365	10	631
4:00	1	51			0	131				
4:15	6	51			1	101				
4:30	4	65			0	96				
4:45	9	57	20	224	2	100	3	428	23	652
5:00	9	55			2	124				
5:15	10	80			5	91				
5:30	23	66			4	89				
5:45	21	43	63	244	8	86	19	390	82	634
6:00	21	52			11	65				
6:15	27	45			15	56				
6:30	59	45			22	46				
6:45	56	46	163	188	32	42	80	209	243	397
7:00	64	36			49	47				
7:15	74	48			53	37				
7:30	77	47			41	31				
7:45	84	31	299	162	54	56	197	171	496	333
8:00	94	19			49	45				
8:15	88	29			79	20				
8:30	89	14			67	21				
8:45	76	8	347	70	47	25	242	111	589	181
9:00	41	10			31	26				
9:15	60	4			38	23				
9:30	67	6			47	12				
9:45	43	2	211	22	57	7	173	68	384	90
10:00	58	3			58	9				
10:15	61	7			51	12				
10:30	52	5			38	8				
10:45	67	3	238	18	56	5	203	34	441	52
11:00	54	5			58	9				
11:15	59	3			65	6				
11:30	62	3			33	9				
11:45	72	1	247	12	63	2	219	26	466	38
Total	1604	1992			1151	2573			2755	4565
Percent	44.6%	55.4%			30.9%	69.1%			37.6%	62.4%

Location : Main Street
 Location : West of School Driveway
 City/State: W Newbury, MA

11910001

5/10/2022	EB,		Hour Totals		WB,		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	59			5	66				
12:15	0	60			3	64				
12:30	1	54			2	53				
12:45	1	66	2	239	5	56	15	239	17	478
1:00	0	54			2	46				
1:15	0	56			4	56				
1:30	1	49			1	59				
1:45	0	63	1	222	0	56	7	217	8	439
2:00	2	43			1	75				
2:15	0	70			0	69				
2:30	1	83			0	61				
2:45	1	81	4	277	1	74	2	279	6	556
3:00	1	66			1	126				
3:15	2	57			0	94				
3:30	2	65			0	114				
3:45	0	65	5	253	0	85	1	419	6	672
4:00	2	65			1	101				
4:15	5	61			0	105				
4:30	5	72			3	77				
4:45	10	65	22	263	3	87	7	370	29	633
5:00	7	62			5	88				
5:15	7	70			4	101				
5:30	23	75			8	92				
5:45	21	65	58	272	4	74	21	355	79	627
6:00	27	47			10	89				
6:15	27	53			13	69				
6:30	51	49			26	45				
6:45	72	51	177	200	43	51	92	254	269	454
7:00	63	61			53	56				
7:15	86	27			50	32				
7:30	78	17			52	38				
7:45	87	23	314	128	54	41	209	167	523	295
8:00	104	24			53	43				
8:15	109	19			79	28				
8:30	75	9			65	23				
8:45	57	10	345	62	40	24	237	118	582	180
9:00	69	14			49	21				
9:15	84	12			46	18				
9:30	65	8			48	12				
9:45	65	1	283	35	59	12	202	63	485	98
10:00	47	7			48	14				
10:15	55	5			47	17				
10:30	72	5			58	8				
10:45	54	3	228	20	48	4	201	43	429	63
11:00	56	5			50	8				
11:15	63	2			57	6				
11:30	53	4			54	4				
11:45	68	4	240	15	51	6	212	24	452	39
Total	1679	1986			1206	2548			2885	4534
Percent	45.8%	54.2%			32.1%	67.9%			38.9%	61.1%
Grand Total	5802	7798			4311	9762			10113	17560
Percent	42.7%	57.3%			30.6%	69.4%			36.5%	63.5%

ADT

ADT: 6,751

AADT: 6,751

Location : Main Street

11910001

Location : West of School Driveway

City/State: W Newbury, MA

5/2/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,
12:00 AM	*	*	*	*	*	*	*	*	*	*	3	24	9	17	6	20
1:00	*	*	*	*	*	*	*	*	*	*	3	5	7	9	5	7
2:00	*	*	*	*	*	*	*	*	*	*	3	1	8	5	6	3
3:00	*	*	*	*	*	*	*	*	*	*	4	3	2	0	3	2
4:00	*	*	*	*	*	*	*	*	*	*	8	5	8	5	8	5
5:00	*	*	*	*	*	*	*	*	*	*	30	7	18	6	24	6
6:00	*	*	*	*	*	*	*	*	*	*	63	27	53	11	58	19
7:00	*	*	*	*	*	*	*	*	*	*	161	82	84	74	122	78
8:00	*	*	*	*	*	*	*	*	*	*	199	166	137	140	168	153
9:00	*	*	*	*	*	*	*	*	*	*	283	203	181	189	232	196
10:00	*	*	*	*	*	*	*	*	*	*	327	220	279	218	303	219
11:00	*	*	*	*	*	*	*	*	*	*	302	282	347	255	324	268
12:00 PM	*	*	*	*	*	*	*	*	*	*	294	319	296	296	295	308
1:00	*	*	*	*	*	*	*	*	*	*	293	314	295	292	294	303
2:00	*	*	*	*	*	*	*	*	*	*	239	316	265	274	252	295
3:00	*	*	*	*	*	*	*	*	*	*	242	288	212	311	227	300
4:00	*	*	*	*	*	*	*	*	*	*	252	252	236	246	244	249
5:00	*	*	*	*	*	*	*	*	*	*	207	229	159	214	183	222
6:00	*	*	*	*	*	*	*	*	*	*	170	226	124	204	147	215
7:00	*	*	*	*	*	*	*	*	*	*	117	159	107	146	112	152
8:00	*	*	*	*	*	*	*	*	*	*	82	129	58	110	70	120
9:00	*	*	*	*	*	*	*	*	*	*	48	104	37	53	42	78
10:00	*	*	*	*	*	*	*	*	*	*	35	79	18	22	26	50
11:00	*	*	*	*	*	*	*	*	*	*	22	43	12	15	17	29
Total	0	0	0	0	0	0	0	0	0	0	3387	3483	2952	3112	3168	3297
Day	0		0		0		0		0		6870		6064		6465	
AM Peak											10:00	11:00	11:00	11:00	11:00	11:00
Volume											327	282	347	255	324	268
PM Peak											12:00 PM	12:00 PM	12:00 PM	3:00	12:00 PM	12:00 PM
Volume											294	319	296	311	295	308

Location : Main Street

11910001

Location : West of School Driveway

City/State: W Newbury, MA

5/9/2022	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Week Average	
Time	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,	EB,	WB,
12:00 AM	5	5	2	15	*	*	*	*	*	*	*	*	*	*	4	10
1:00	2	5	1	7	*	*	*	*	*	*	*	*	*	*	2	6
2:00	2	2	4	2	*	*	*	*	*	*	*	*	*	*	3	2
3:00	7	3	5	1	*	*	*	*	*	*	*	*	*	*	6	2
4:00	20	3	22	7	*	*	*	*	*	*	*	*	*	*	21	5
5:00	63	19	58	21	*	*	*	*	*	*	*	*	*	*	60	20
6:00	163	80	177	92	*	*	*	*	*	*	*	*	*	*	170	86
7:00	299	197	314	209	*	*	*	*	*	*	*	*	*	*	306	203
8:00	347	242	345	237	*	*	*	*	*	*	*	*	*	*	346	240
9:00	211	173	283	202	*	*	*	*	*	*	*	*	*	*	247	188
10:00	238	203	228	201	*	*	*	*	*	*	*	*	*	*	233	202
11:00	247	219	240	212	*	*	*	*	*	*	*	*	*	*	244	216
12:00 PM	232	254	239	239	*	*	*	*	*	*	*	*	*	*	236	246
1:00	243	234	222	217	*	*	*	*	*	*	*	*	*	*	232	226
2:00	311	283	277	279	*	*	*	*	*	*	*	*	*	*	294	281
3:00	266	365	253	419	*	*	*	*	*	*	*	*	*	*	260	392
4:00	224	428	263	370	*	*	*	*	*	*	*	*	*	*	244	399
5:00	244	390	272	355	*	*	*	*	*	*	*	*	*	*	258	372
6:00	188	209	200	254	*	*	*	*	*	*	*	*	*	*	194	232
7:00	162	171	128	167	*	*	*	*	*	*	*	*	*	*	145	169
8:00	70	111	62	118	*	*	*	*	*	*	*	*	*	*	66	114
9:00	22	68	35	63	*	*	*	*	*	*	*	*	*	*	28	66
10:00	18	34	20	43	*	*	*	*	*	*	*	*	*	*	19	38
11:00	12	26	15	24	*	*	*	*	*	*	*	*	*	*	14	25
Total	3596	3724	3665	3754	0	0	0	0	0	0	0	0	0	0	3632	3740
Day	7320		7419		0		0		0		0		0		7372	
AM Peak	8:00	8:00	8:00	8:00											8:00	8:00
Volume	347	242	345	237											346	240
PM Peak	2:00	4:00	2:00	3:00											2:00	4:00
Volume	311	428	277	419											294	399
Comb Total	7320		7419		0		0		0		6870		6064		13837	
ADT	ADT: 6,751		AADT: 6,751													

MassDOT Seasonal Adjustment Data

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.

COVID-19 Adjustment Data

COVID-19 Adjustment

Project: Traffic Safety Audit - West Newbury, MA
 Date: 5/10/2022
 Analyst: TEC, Inc. / SR
 Source: MassDOT Yearly Growth Rates, MassDOT weekday Seasonal Factors

Weekday Morning Counts					U1
5234 - INTERSTATE 495 AT MERRIMAC					Vol (vpd)
Year	Vol	May Seasonal Factor			
5/2/2019	2019	4221	0.94		3968
5/5/2022	2022	4203	0.94		3951
100.43% Covid Adjustment					0.43%

Weekday Counts					U1
5234 - INTERSTATE 495 AT MERRIMAC					Vol (vpd)
Year	Vol	May Seasonal Factor			
5/2/2019	2019	68990	0.94		64851
5/5/2022	2022	72190	0.94		67859
95.57% Covid Adjustment					-4.43%

Weekday Evening Counts					U1
5234 - INTERSTATE 495 AT MERRIMAC					Vol (vpd)
Year	Vol	May Seasonal Factor			
5/2/2019	2019	5476	0.94		5147
5/5/2022	2022	5499	0.94		5169
99.58% Covid Adjustment					-0.42%

Weekend Counts					U1
5234 - INTERSTATE 495 AT MERRIMAC					Vol (vpd)
Year	Vol	April Seasonal Factor			
4/27/2019	2019	62734	0.99		62107
4/30/2022	2022	65121	0.99		64470
96.33% Covid Adjustment					-3.67%

Weekend Midday Counts					U1
5234 - INTERSTATE 495 AT MERRIMAC					Vol (vpd)
Year	Vol	April Seasonal Factor			
4/27/2019	2019	5088	0.99		5037
4/30/2022	2022	5013	0.99		4963
101.50% Covid Adjustment					1.50%

Appendix C. Detailed Crash Data

Crash Data Summary Charts

Main Street (Route 133) @ Pipestave Recreation Area Driveway / Page School Western Driveway - West Newbury, MA

01/01/2016 - 05/09/2022

Collision Diagram	Crash Date	Crash Time	Ambient Light	Weather Condition	Road Surface	Number of Vehicles	Crash Severity	Number of NonFatal Injuries	Manner of Collision	Driver Contributing Codes	Detailed Narrative (from Crash Report)
1	12/20/2016	9:49 AM	Daylight	Clear	Dry	2	Property Damage Only	0	Rear-end	Inattention / Distracted	MV1 travelling EB on Main Street (Route 113) was rear-ended by MV2 after making a stop for a left turn into the Page School (694 Main Street) driveway.
2	10/16/2017	2:54 PM	Daylight	Cloudy	Dry	1	Property Damage Only	0	Single Vehicle	Inattention / Distracted	MV1 which was towing a trailer was travelling SB from driveway at 692 Main Street. When attempting to make a right into Main Street the trailler rode up on a rock at the end of a driveway causing the trailer to flip onto the left side in the middle of Main Street.
3	11/18/2017	9:46 AM	Daylight	Cloudy	Dry	1	Property Damage Only	0	Single Vehicle	D1: (Unknown)	Single vehicle struck a pole at the Page Elementary School driveway.
4	12/30/2017	5:03 PM	Dark - Not Lighted	Cloudy	Dry	1	Property Damage Only	0	Single Vehicle	No Improper Driving	MV1 travelling Main Street (Route 113) EB struck a deer that came out from the Solar Field area.
5	12/03/2018	5:44 PM	Dark - Lighted	Clear	Dry	1	Property Damage Only	0	Single Vehicle	No Improper Driving	MV1 travelling Main Street (Route 113) WB struck a deer just east of page school driveway.
6	07/06/2020	11:46 AM	Daylight	Clear	Dry	2	Property Damage Only	0	Head-on	Inattention / Distracted	MV1 travelling NB on Page School driveway was struck by MV2 travelling SB on the wrong side of the road.

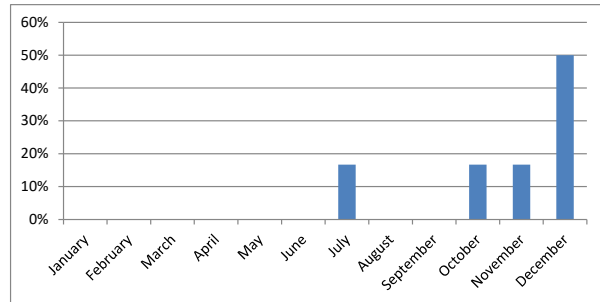
Crash Data Summary Charts

Main Street (Route 133) @ Pipestave Recreation Area Driveway / Page School Western Driveway - West Newbury, MA
01/01/2016 - 05/09/2022

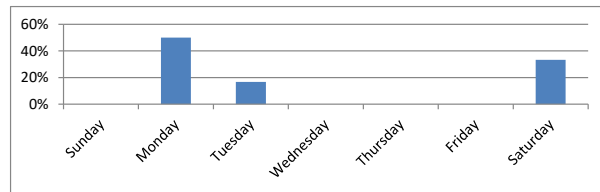
Main Street (Route 133) @ Pipestave Driveway

6

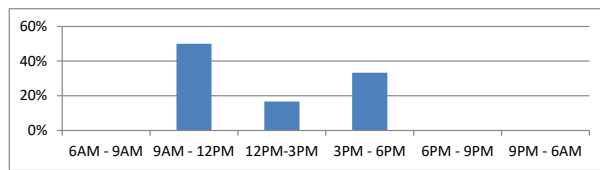
Month	#	%
January	0	0%
February	0	0%
March	0	0%
April	0	0%
May	0	0%
June	0	0%
July	1	17%
August	0	0%
September	0	0%
October	1	17%
November	1	17%
December	3	50%



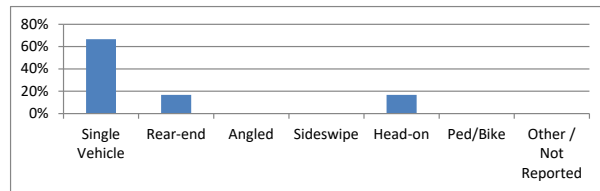
Day of Week	#	%
Sunday	0	0%
Monday	3	50%
Tuesday	1	17%
Wednesday	0	0%
Thursday	0	0%
Friday	0	0%
Saturday	2	33%



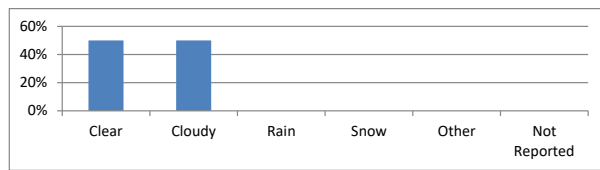
Time of Day	#	%
6AM - 9AM	0	0%
9AM - 12PM	3	50%
12PM-3PM	1	17%
3PM - 6PM	2	33%
6PM - 9PM	0	0%
9PM - 6AM	0	0%



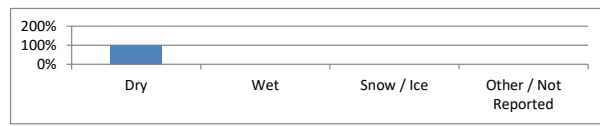
Manner of Collision	#	%
Single Vehicle	4	67%
Rear-end	1	17%
Angled	0	0%
Sideswipe	0	0%
Head-on	1	17%
Ped/Bike	0	0%
Other / Not Reported	0	0%



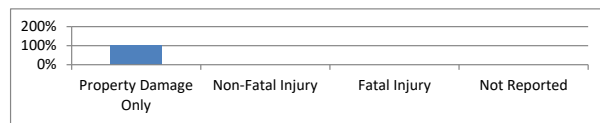
Weather Conditions	#	%
Clear	3	50%
Cloudy	3	50%
Rain	0	0%
Snow	0	0%
Other	0	0%
Not Reported	0	0%



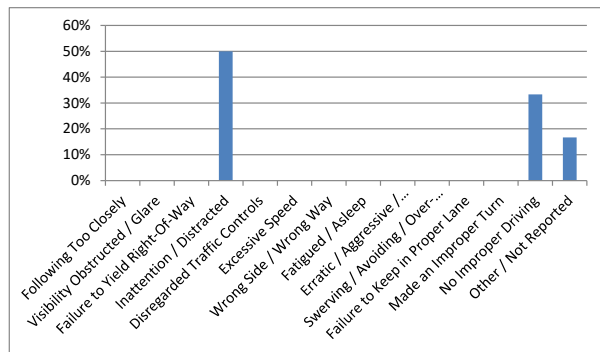
Road Surface	#	%
Dry	6	100%
Wet	0	0%
Snow / Ice	0	0%
Other / Not Reported	0	0%



Crash Severity	#	%
Property Damage Only	6	100%
Non-Fatal Injury	0	0%
Fatal Injury	0	0%
Not Reported	0	0%



Main Contributing Factor from Narrative	#	%
Following Too Closely	0	0%
Visibility Obstructed / Glare	0	0%
Failure to Yield Right-Of-Way	0	0%
Inattention / Distracted	3	50%
Disregarded Traffic Controls	0	0%
Excessive Speed	0	0%
Wrong Side / Wrong Way	0	0%
Fatigued / Asleep	0	0%
Erratic / Aggressive / Reckless Driving	0	0%
Swerving / Avoiding / Over-Steering / Over-Correcting	0	0%
Failure to Keep in Proper Lane	0	0%
Made an Improper Turn	0	0%
No Improper Driving	2	33%
Other / Not Reported	1	17%



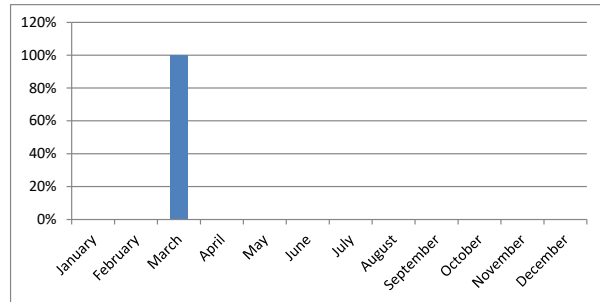
Crash Data Summary Charts
Main Street (Route 133) @ Page School Eastern Driveway - West Newbury, MA
01/01/2016 - 05/09/2022

Collision Diagram	Crash Date	Crash Time	Ambient Light	Weather Condition	Road Surface	Number of Vehicles	Crash Severity	Number of NonFatal Injuries	Manner of Collision	Driver Contributing Codes	Detailed Narrative (from Crash Report)
1	03/25/2022	3:00 PM	Daylight	Clear	Dry	2	Property Damage Only	0	Rear-end	No Improper Driving	EB MV1 and MV2 were travelling on Main Street (Route 113) when MV2 was rear-ended by MV1.

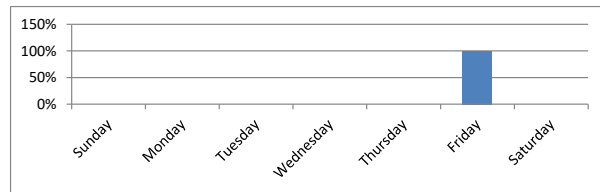
Crash Data Summary Charts
Main Street (Route 133) @ Page School Eastern Driveway - West Newbury, MA
01/01/2016 - 05/09/2022

Main Street (Route 133) @ Page School Driveway 1

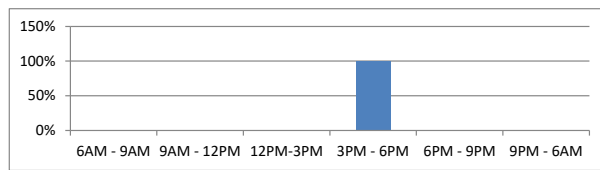
Month	#	%
January	0	0%
February	0	0%
March	1	100%
April	0	0%
May	0	0%
June	0	0%
July	0	0%
August	0	0%
September	0	0%
October	0	0%
November	0	0%
December	0	0%



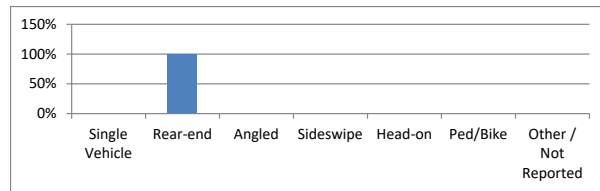
Day of Week	#	%
Sunday	0	0%
Monday	0	0%
Tuesday	0	0%
Wednesday	0	0%
Thursday	0	0%
Friday	1	100%
Saturday	0	0%



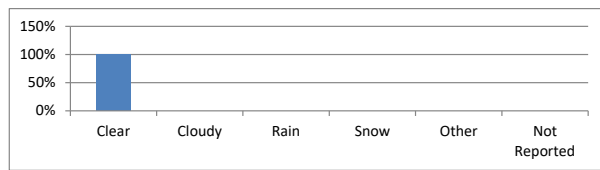
Time of Day	#	%
6AM - 9AM	0	0%
9AM - 12PM	0	0%
12PM-3PM	0	0%
3PM - 6PM	1	100%
6PM - 9PM	0	0%
9PM - 6AM	0	0%



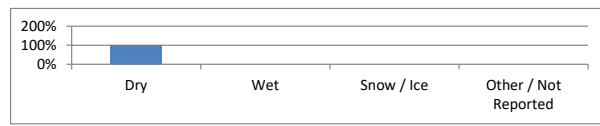
Manner of Collision	#	%
Single Vehicle	0	0%
Rear-end	1	100%
Angled	0	0%
Sideswipe	0	0%
Head-on	0	0%
Ped/Bike	0	0%
Other / Not Reported	0	0%



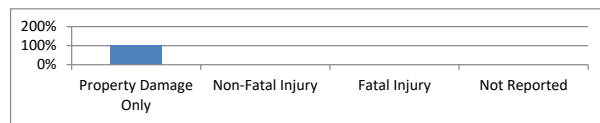
Weather Conditions	#	%
Clear	1	100%
Cloudy	0	0%
Rain	0	0%
Snow	0	0%
Other	0	0%
Not Reported	0	0%



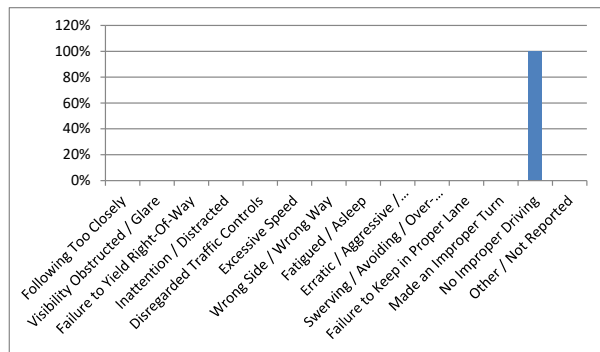
Road Surface	#	%
Dry	1	100%
Wet	0	0%
Snow / Ice	0	0%
Other / Not Reported	0	0%




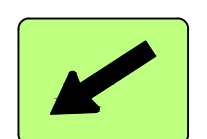
Crash Severity	#	%
Property Damage Only	1	100%
Non-Fatal Injury	0	0%
Fatal Injury	0	0%
Not Reported	0	0%



Main Contributing Factor from Narrative	#	%
Following Too Closely	0	0%
Visibility Obstructed / Glare	0	0%
Failure to Yield Right-Of-Way	0	0%
Inattention / Distracted	0	0%
Disregarded Traffic Controls	0	0%
Excessive Speed	0	0%
Wrong Side / Wrong Way	0	0%
Fatigued / Asleep	0	0%
Erratic / Aggressive / Reckless Driving	0	0%
Swerving / Avoiding / Over-Steering / Over-Correcting	0	0%
Failure to Keep in Proper Lane	0	0%
Made an Improper Turn	0	0%
No Improper Driving	1	100%
Other / Not Reported	0	0%



Appendix D. Conceptual Plans and Public Feedback Emails

SIGN LEGEND	
S1-1	 AHEAD
W16-9P	
W16-7P	



Site Access Vision

Main Street at School Driveway
West Newbury, Massachusetts
Option I

- Legend**
- = Asphalt Sidewalk
 - = ADA Compliant Wheelchair Ramp
 - = Grass
 - = Rectangular Rapid Flashing Beacon



Site Access Vision

Legend

- Asphalt Sidewalk
- ADA Compliant Wheelchair Ramp
- Grass
- Rectangular Rapid Flashing Beacon



May, 20 2022

Main Street at School Driveway
West Newbury, Massachusetts
Option II



PROPOSED 5-FOOT SIDEWALK
ALONG SCHOOL DRIVEWAY.
EXTEND ALONG SCHOOL
DRIVEWAY AS NEEDED.

SCHOOL DRIVEWAY

SIGN LEGEND	
S1-1 W16-9P	
W16-7P	

MODIFY OPEN AREA TO
INCLUDE SIDEWALK

POTENTIAL RECTANGULAR RAPID-
FLASHING BEACON (RRFB)

NARROW DRIVEWAY WITH
EXPANDED LANDSCAPE AREA

S1-1 (2)
W16-7pL
W16-7pR

S1-1
W16-9p

LIMIT OF MILL AND OVERLAY

MAIN STREET (ROUTE 113)

RELOCATE GUARDRAIL TO
BACK OF THE PROPOSED
SIDEWALK

S1-1 (2)
W16-7pL
W16-7pR

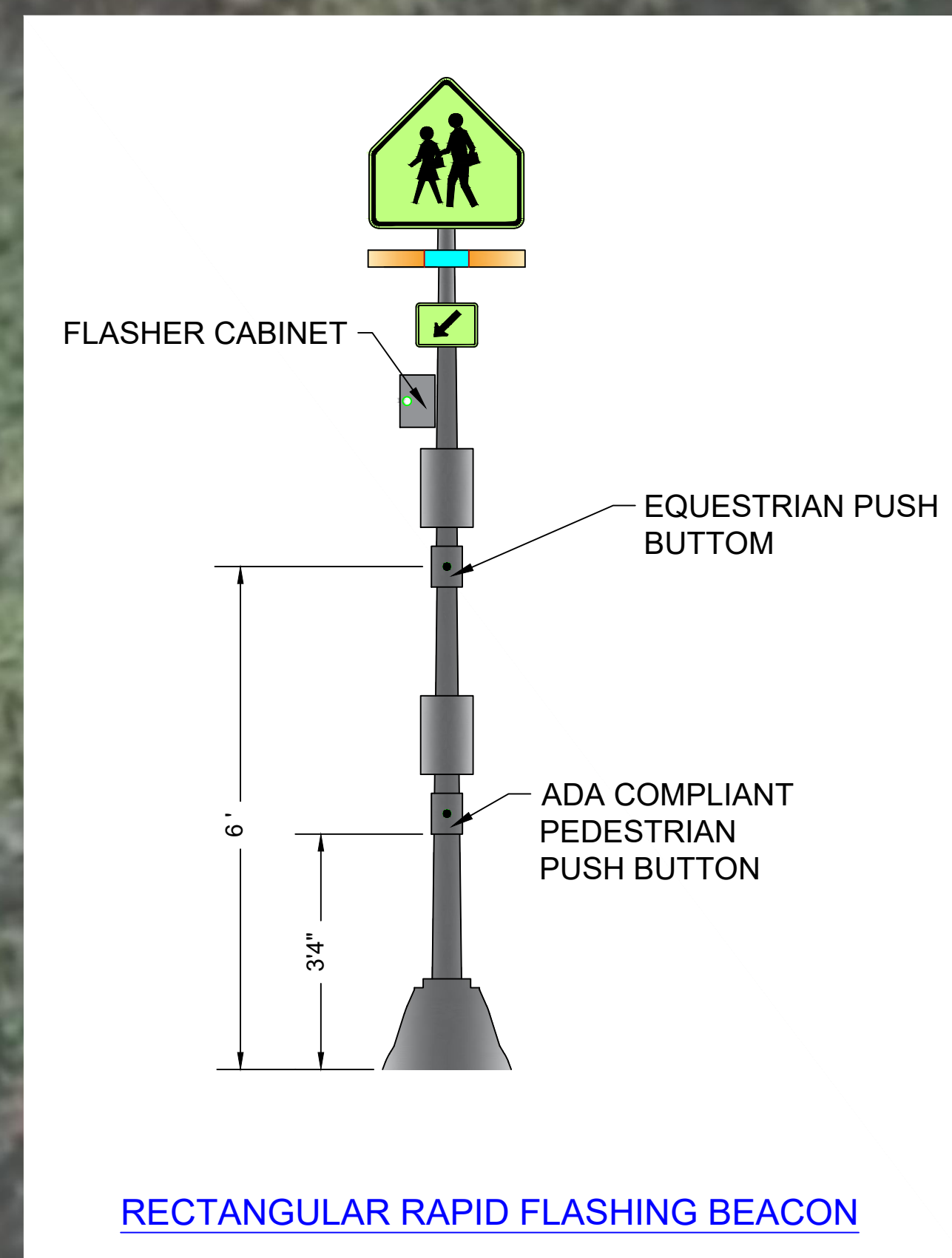
POTENTIAL RECTANGULAR RAPID-
FLASHING BEACON (RRFB)

LIMIT OF MILL AND OVERLAY

S1-1
W16-7pL

REMOVE EXISTING S1-1 AND
R10-6A SIGNS

PROPOSED 5-FOOT SIDEWALK ALONG
PIPESTAVE HILL DRIVEWAY. EXTEND
INTO RECREATION AREA AS NEEDED.



Site Access Vision

From: [Selectboard](#)
To: [publiccomment](#)
Cc: [Town Manager](#)
Subject: FW: Pipestave Hill Intersection
Date: Thursday, June 2, 2022 7:27:55 AM

-----Original Message-----

From: Bill O'Halloran [REDACTED]
Sent: Wednesday, June 1, 2022 5:47 PM
To: Selectboard <selectboard@wnewbury.org>
Subject: Pipestave Hill Intersection

Dear Sirs,

As for the Pipestave Hill intersection project, I would favor either the 2nd or 3rd alternative with a single crosswalk, both because it would be less costly and I don't think there is enough pedestrian traffic there to justify 2 crosswalks. There is no walkway now to the Page School, and the proposed crosswalk in either alternative 2 or 3 would be easily accessible from the parking lot.

Regards,
Bill O'Halloran

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To:	Message Score: 1	High (60): Pass
publiccomment@theengineeringcorp.com	My Spam Blocking Level: Low	Medium (75): Pass
From: selectboard@wnewbury.org		Low (90): Pass
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6/3/22 Call from Scott Berkenbush re traffic safety audit

Was EMA director for 15 years

Spent a lot of time observing this intersection incl. during major community events

I favor the third option with the single crosswalk

A bridge/overpass could be a good idea but would be costly, difficult to get approved on a State road, and even if constructed would not serve equestrian, and in reality some (many) pedestrians would just jaywalk even if there was an overpass there.

From: [Town Manager](#)
To: [publiccomment](#)
Cc: [Selectboard](#); [DPW Director](#)
Subject: FW: West Newbury Traffic Safety Audit
Date: Wednesday, June 1, 2022 4:22:12 PM

Begin forwarded message:

From: Deb Hamilton [REDACTED]
Date: June 1, 2022 at 4:19:54 PM EDT
To: publicfeedback@theengineeringcorp.org
Subject: West Newbury Traffic Safety Audit

Good Afternoon,

Deb Hamilton here, 227 Middle St, WN. Cell 978-270-9129.

This text is Regarding the Traffic Safety audit and contemplated improvements.

I have served on the Mill Pond Committee since 1989, the Planning Board since last August, as an ECTA Director since 2013 and WN Riding and Driving Club officer for 10 years or so. I ride my horse on the Pipestave, Mill Pond and Riverbend Trails, and together with my late husband, Alex, laid out, improved, developed and marked many trails on Town property on both sides of Main Street.

Since two trails into the Riverbend trail network require crossing Main Street, the equestrian community presently uses 2 “crosswalks”, and has for many years. One leads into the solar array field west of Page School, and the other is just west of the Page School driveway marked as “Shike” Willis Way. The Watertower Trail (Riverbend red trail) climbs up all the way from the Merrimack, and onto the school driveway beside the Watertower east of Page School. This is a popular route for school groups, walkers and a few bicyclists as well as equestrians year round. It is maintained by ECTA and Town volunteers.

We would appreciate improving the entry onto the Page School driveway with a pedestrian and equestrian-activated flasher close to the foot of that road, to stop traffic.

We also suggest that pavement surfaces and painted markings should not unduly concern horses as they cross, maybe by Leaving a narrow 2-3’ unpainted strip all the way across.

Horses—and pedestrians too- should be able to cross to the Pipestave (south) side and drop down beyond any guardrail, rather than walk on the street side. A gravel walking path leading up to and alongside the Pipestave driveway would separate vehicles from passive users.

We look forward to incorporating horse-friendly infrastructure to increase safety for anyone entering or exiting from Shike Way. Crossing from the foot of the housing driveway would require weaving across the school parking lot and creating a new opening onto that narrow and twisting driveway.

Looking forward to following up with you on June 6 at the Selectboard meeting.
Thanks,
Deb Hamilton

Sent from my iPhone

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From: [Town Manager](#)
To: [publiccomment](#)
Cc: [Selectboard](#); [DPW Director](#)
Subject: Comment on Facebook
Date: Wednesday, June 1, 2022 4:20:11 PM

Liz,

Deb Hamilton posted the following to Facebook in response to the post on the Town's page a few days ago:

[Deborah Rogers Hamilton](#)

My preference is for two crossings, both pedestrian activated, and the one beside Shike Way with an elevated button for equestrians. Also the sidewalk/bridle path on the south side of Main Street needs to be on the south side of any guardrail.

Thanks,
Angus

Angus Jennings, Town Manager
Town of West Newbury
Town Office Building
381 Main Street
West Newbury, MA 01985
(978) 363-1100 x111
townmanager@wnewbury.org

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To: publiccomment@theengineeringcorp.com
From: townmanager@wnewbury.org

Message Score: 15
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From: [Elisa Grammer](#)
To: [Town Manager](#)
Cc: [DPW Director](#); [Liz Oltman](#); [Selectboard](#); [publiccomment](#)
Subject: Re: FW: West Newbury Traffic Safety Audit
Date: Thursday, June 2, 2022 11:55:43 AM

Sorry to say I know only the overall history—and while severe annoyance was clear, helpful details like which side of the street or both or likely cause doesn't crop up

Someone smarter would need to say if the problem is due to the angle of repose on one side or the other or springs or soil conditions or something else

My only useful advice is to say that someone should think about this issue before getting too far into any design, etc

On Wed, Jun 1, 2022 at 4:10 PM Town Manager <townmanager@wnewbury.org> wrote:

From: Town Manager
Sent: Wednesday, June 1, 2022 4:08 PM
To: Elisa Grammer [REDACTED]
publicfeedback@theengineeringcorp.org
Cc: Selectboard <selectboard@wnewbury.org>; DPW Director <dpwdirector@wnewbury.org>
Subject: RE: West Newbury Traffic Safety Audit

Elisa,

This is just the kind of input the Board is seeking, so thank you.

One direction that came from the Board's recent 5/23 mtg was that the consultant report be broadened to include – in addition to the conceptual design focused on the intersection, which it is hoped will be the subject of a Safe Routes to Schools grant application next fall – a larger geographic scope. Specifically, there has been interest expressed over years (and within this process) in seeing (longer-term) a sidewalk running from Pipestave easterly toward Chase and westerly toward Coffin. Do you have an opinion as to which side of the road such sidewalks may best be shown (for conceptual planning purposes... obviously we're a ways away from engineered design plans and survey...)? (From your comment I'm guessing the south side of Main would be better for a westerly sidewalk?). I know this is part of what TEC is looking at and I'm sure would be glad for your on-the-ground perspective.

Thanks again,

Angus

Angus Jennings, Town Manager

Town of West Newbury

Town Office Building

381 Main Street

West Newbury, MA 01985

(978) 363-1100 x111

townmanager@wnewbury.org

From: Elisa Grammer [REDACTED]
Sent: Wednesday, June 1, 2022 3:51 PM
To: publicfeedback@theengineeringcorp.org
Cc: Selectboard <selectboard@wnewbury.org>; Town Manager
<townmanager@wnewbury.org>
Subject: West Newbury Traffic Safety Audit

My concern is not with your proposals--I'd defer to others on the specific designs.

I have a major concern, though, that consideration of any such improvements recognize that just beyond, to the west of Pipestave Hill, there has been a long history of landslides into the road. The WPA tried to put a sidewalk in during the 1930s--it was a much-complained-about disaster. The history of landslides goes back to the time when they cut into the hill to accommodate the electric trolley from Newburyport.

It's worth noting that other areas in West Newbury have also

had landslides. Would be nice if the Planning Board and others dealing with development had a good idea about this.

--

Elisa J. Grammer

[REDACTED]

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--

Elisa J. Grammer

[REDACTED]

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From: [Town Manager](#)
To: [publiccomment](#); [Liz Oltman](#)
Subject: FW: Comment on Pipestave Hill Crosswalk
Date: Friday, June 3, 2022 1:07:20 PM

----- Original Message -----

From: SCHNELLER BMW Morris [REDACTED]
To: "publicfeedback@theengineeringcorp.com"
<publicfeedback@theengineeringcorp.com>
Date: 06/03/2022 11:18 AM
Subject: Comment on Pipestave Hill Crosswalk

Hello,

Thanks for considering my comments regarding the 3 proposed variants for a pedestrian crossing of route 113 at Pipestave Hill.

In my opinion, pedestrians & cars should never mix, especially along a heavily traveled state road.
Traffic volume aside, drivers today are too distracted within their vehicles. Hence a cross walk there is a danger to pedestrians and also serves only to create traffic congestion.
However, people do need to cross the road there, so I'd like to offer an alternative idea.

Why not consider a pedestrian bridge with a sidewalk at either end, like the one at the Governor's Academy for example?

The bridge would separate cars from pedestrians and be the safest alternative.

It also won't affect traffic flow, or require additional policing.

If that solution is deemed "too expensive" (how much is a human life worth?), then the third rendition which only has one crosswalk coupled with a sidewalk would be my next choice - it however falls short relative to safety as it allows people & children to cross a busy roadway.

Sincerely,

Michael Morris



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lolman@theengineeringcorp.com

From:
townmanager@wnewbury.org

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From: [Town Manager](#)
To: [Liz Oltman](#)
Cc: [DPW Director](#); [Town Clerk](#)
Subject: FW: Pipestave-Page crossings
Date: Monday, June 6, 2022 1:27:37 PM

----- Forwarded message -----

From: [REDACTED]
Date: Mon, Jun 6, 2022 at 1:15 PM
Subject: Pipestave-Page crossings
To:
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

I refer to the chart furnished by John Dodge. I have not been able to make the official links to the engineering company work.

I favor option 1 BUT with only the eastern most crosswalk.

That option features an equestrian and pedestrian route aligned with the red line trail - the eastern automotive entrance for Page. [_____](#)

[_____](#)
[_____](#)
This does have the problem that access from the Page parking lot, however I don't think the Page Lot is used much to reach Pipestave. But if the Page lot is important then I would propose option 1 for the east cross walk and then add #3 crossing for the Page lot. #3 could also be used for equestrian use if a trail were improved behind the old public use building thence downhill behind the old ski lodge continuing on across the field north of and below the baseball fields. (This route was unofficially cut some years ago).

I think #1 has the best line of sight for autos.

cy. Angus J, and open space comm..

Don Bourquard

From: [Town Manager](#)
To: [Liz Oltman](#)
Cc: [DPW Director](#)
Subject: FW: West Newbury Traffic Safety Audit
Date: Friday, June 3, 2022 10:38:26 AM
Attachments: [image.png](#)
Importance: High

----- Forwarded message -----

From: **Jessica Azenaro** [REDACTED]
Date: Fri, Jun 3, 2022 at 10:18 AM
Subject: West Newbury Traffic Safety Audit
To: <publicfeedback@theengineeringcorp.com>

Good morning:

I am a fan of option 2:



As long as there is a highly visible crosswalk with flashing lights, it would be a definite improvement.

Best regards,
Jessica Azenaro

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ljltman@theengineeringcorp.com

From:
townmanager@wnewbury.org

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From: [Town Manager](#)
To: [David Archibald](#); [Wendy Reed](#); [Rick Parker](#)
Cc: [DPW Director](#); [Liz Oltman](#)
Subject: FW: West Newbury Traffic Safety Audit
Date: Wednesday, June 8, 2022 8:48:44 AM

From: WSF [REDACTED]
Sent: Wednesday, June 8, 2022 8:46 AM
To: Town Manager <townmanager@wnewbury.org>; Selectboard <selectboard@wnewbury.org>; publiccomment@theengineeringcorp.com
Subject: West Newbury Traffic Safety Audit

Good morning,

I live right on the neighborhood and hope I'm not too late submitting my vote on the options.

Option 3 is preferable. It's more visible to motorists on both directions.

Also, one question: Why the sign (S1-1 W16-9P) on east side is located right on the neighbors' drive way? Is it just an illustration?

Many thanks,
S Wu

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From:
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From: [Town Manager](#)
To: [publiccomment](#); [Liz Oltman](#)
Subject: FW: West Newbury Traffic Safety Audit
Date: Friday, June 3, 2022 11:41:37 AM

From: Finance Admin <finance.admin@wnewbury.org>
Sent: Friday, June 3, 2022 11:41 AM
To: Town Manager <townmanager@wnewbury.org>
Subject: FW: West Newbury Traffic Safety Audit

From: Steve Smith [REDACTED]
Sent: Friday, June 03, 2022 11:39 AM
To: Finance Admin <finance.admin@wnewbury.org>
Subject: Fwd: West Newbury Traffic Safety Audit

Begin forwarded message:

From: Steve Smith [REDACTED]
Date: June 3, 2022 at 10:36:50 EDT
To: publicfeedback@theengineeringcorp.org
Subject: West Newbury Traffic Safety Audit

One comment is the concern for traffic start/stop during icy road conditions. Pedestrian traffic may be minimal during such periods, but exceptional care must be taken to prevent sliding on a hill.

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From:
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From: [Town Manager](#)
To: [David Archibald](#); [Wendy Reed](#); [Rick Parker](#)
Cc: [DPW Director](#); [Liz Oltman](#)
Subject: Fwd: Traffic Survey
Date: Sunday, June 5, 2022 12:14:37 PM

Begin forwarded message:

From: Bruno Nedic [REDACTED]
Date: June 5, 2022 at 11:51:06 AM EDT
To: publiccomment@theengineeringcorp.com
Cc: Selectboard <selectboard@wnewbury.org>, Town Manager
<townmanager@wnewbury.org>
Subject: Traffic Survey

Good morning,

I saw the post on the town page for the traffic survey. I believe option #3 is the best for the town, having a single crosswalk for pedestrian traffic is the simplest. This also allows drivers to be focused on a single stop, and not worried about foot traffic crossing alternatively between two crosswalks as in option 1. Option 3 is also nice because once the pedestrian has crossed to the school, they do not have to cross the second equipment road.

Cheers,
Bruno

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townmanager@wnewbury.org

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From: [Town Manager](#)
To: [David Archibald](#); [Wendy Reed](#); [Rick Parker](#)
Cc: [DPW Director](#); [Liz Olman](#)
Subject: Fwd: West Newbury Traffic Safety Audit
Date: Sunday, June 5, 2022 12:15:27 PM

Begin forwarded message:

From: ppreeser [REDACTED]
Subject: West Newbury Traffic Safety Audit
Date: June 4, 2022 at 7:41:47 PM EDT
To: publicfeedback@theengineeringcorp.com

The option with two crosswalks seems preferable to me.

1. The easterly crosswalk affords a direct connection to and from the Pipestave area and the beginning of the Riverbend red trail near the water tower . Without such a cross walk, the likelihood of persons headed there taking a shortcut across 113 without benefit of the crosswalk seems high. However, a sidewalk from the Pipestave driveway to the easterly crosswalk should be added.
2. The sight line coming east on 113 to the first crosswalk is admittedly not very long, making the easterly crosswalk a safer option.
3. I understand both crosswalks would have a user operated crossing flashing light which is essential. Having well marked warning signs for "crosswalk ahead" from the east and west of 113 is also essential to get the attention of drivers and presumably slow cars.
4. Showing how the easterly crosswalk can connect to the Riverbend trail an the bottom of the solar field would be helpful.
5. Obviously, a pedestrian and equestrian bridge OVER 113 is the most ideal option from a safety perspective.

Thanks for your efforts.

Patricia Reeser

From: [Selectboard](#)
To: [publiccomment](#)
Subject: FW: Proposed crossing at Page
Date: Thursday, June 2, 2022 7:29:27 AM

From: Laurie spielvogel [REDACTED]
Sent: Thursday, May 26, 2022 7:54 PM
To: Selectboard <selectboard@wnewbury.org>
Subject: Proposed crossing at Page

Thank you for seeking public opinion on this matter. I am partial to proposal 3. I would like to see a set of stairs from the sidewalk to access the parking lot in the middle rather than on the far side. For many people it is already quite a distance to walk and carry the necessary sporting event items, such as chairs, blankets and water etc - especially if going to the furthest field. Being able to access the lot in a more efficient manner would be much appreciated and more user friendly.

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From: [Town Manager](#)
To: [publiccomment](#)
Subject: FW: West Newbury Traffic Safety Audit
Date: Thursday, June 2, 2022 10:17:00 AM

From: Michelle Carley [REDACTED]
Sent: Thursday, June 2, 2022 9:23 AM
To: publicfeedback@theengineeringcorp.org
Cc: Town Manager <townmanager@wnewbury.org>; Selectboard <selectboard@wnewbury.org>
Subject: West Newbury Traffic Safety Audit

Option 3 please.
Thank you, Michelle Carley

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From: [Richard Baker](#)
To: [publiccomment](#); selectboard@wnewbury.org; [Town Manager](#)
Subject: Traffic Safety Audit: Intersection of Rte 113 / Pipestave / Page School
Date: Monday, June 6, 2022 7:59:38 PM

Hi,

In reading through the options presented in the Traffic Safety Audit: Intersection of Rte 113 / Pipestave / Page School, there are two items that should be considered.

1. Option 3 is the best solution, as it has pedestrian traffic crossing traffic only once. With this option, there are no pedestrians on the West Newbury Housing Authority driveway, eliminating a possible accident with the public walking where unexpected.

2. The West Newbury Housing Authority owns the driveway across from the Pipestave access road. There is nothing in the record that the Housing Authority has been consulted about this project. Given that this project is impacting their property, please discuss this project with the Housing Authority.

Thanks,

Rich Baker



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To: publiccomment@theengineeringcorp.com
From: richard_a_baker_jr@yahoo.com

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From: [thomas.gannon](#)
To: [publiccomment](#)
Cc: [selectboard@wnewbury.org](#); [townmanager@wnewbury.org](#)
Subject: Traffic Safety Audit: Intersection of Rte 113 / Pipestave / Page School
Date: Monday, June 6, 2022 11:11:03 PM

Hello All,

Thank you for undertaking this survey, I see it as important to take every measure possible to ensure the safety of our residents, especially our children. At the same time I think it is useful to keep in mind the Main Street/113 route as a thoroughfare between Newburyport and points to the west.

We have lived in WN since 2003 and had a child grow up through Page School and Pentucket Middle and High Schools, and have commuted and traveled toward Newburyport almost daily for most of those years. It's clear that safety for pedestrians and cyclists, maybe even equestrians is a concern in the area of Page and Pipestave Hill. We have attended some events at Page that require parking at Pipestave, and understand the need for safe crossing.

I am in favor of the third proposed option as shown, which entails a single crosswalk between the Page driveway and the Housing Authority driveway. I submit the following supporting views:

1. A single crossing rather than two would limit the frequency of traffic disruption to drivers on Rt. 113.
2. The amount of traffic, in my experience, that enters or exits the Housing Authority driveway is negligible compared to the Page driveway. This poses a low risk for pedestrians who may need to cross from the Pipestave side to the Page side and then need to cross the HA driveway.
3. Two crossings, for events that require safety details, would require double the personnel to be involved for the two crossings, which would be an additional cost burden to the town.

Understanding that the official recommendation is for two crossings, I would likely be in favor of this solution if these crosswalks would never need policing for event management. However, our experience in these cases suggests that a single crosswalk would be best.

In closing, I am hoping that the town can similarly address the much more immediate problem of the repeated Rocks Village Bridge closures. This is a very, very sore disappointment as it cuts off a vital lifeline to the rest of the Merrimack Valley and is hurting businesses in town as well. Please explore every possible avenue to fix the situation, it is taking too long and is frankly hard to accept.

Respectfully,
Tom Gannon

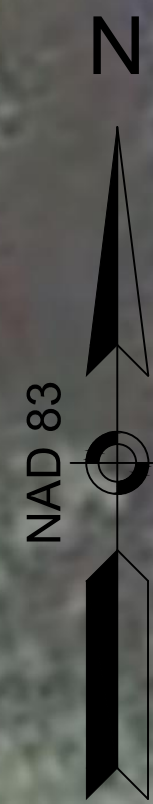
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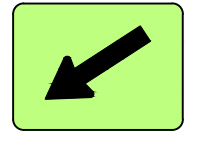
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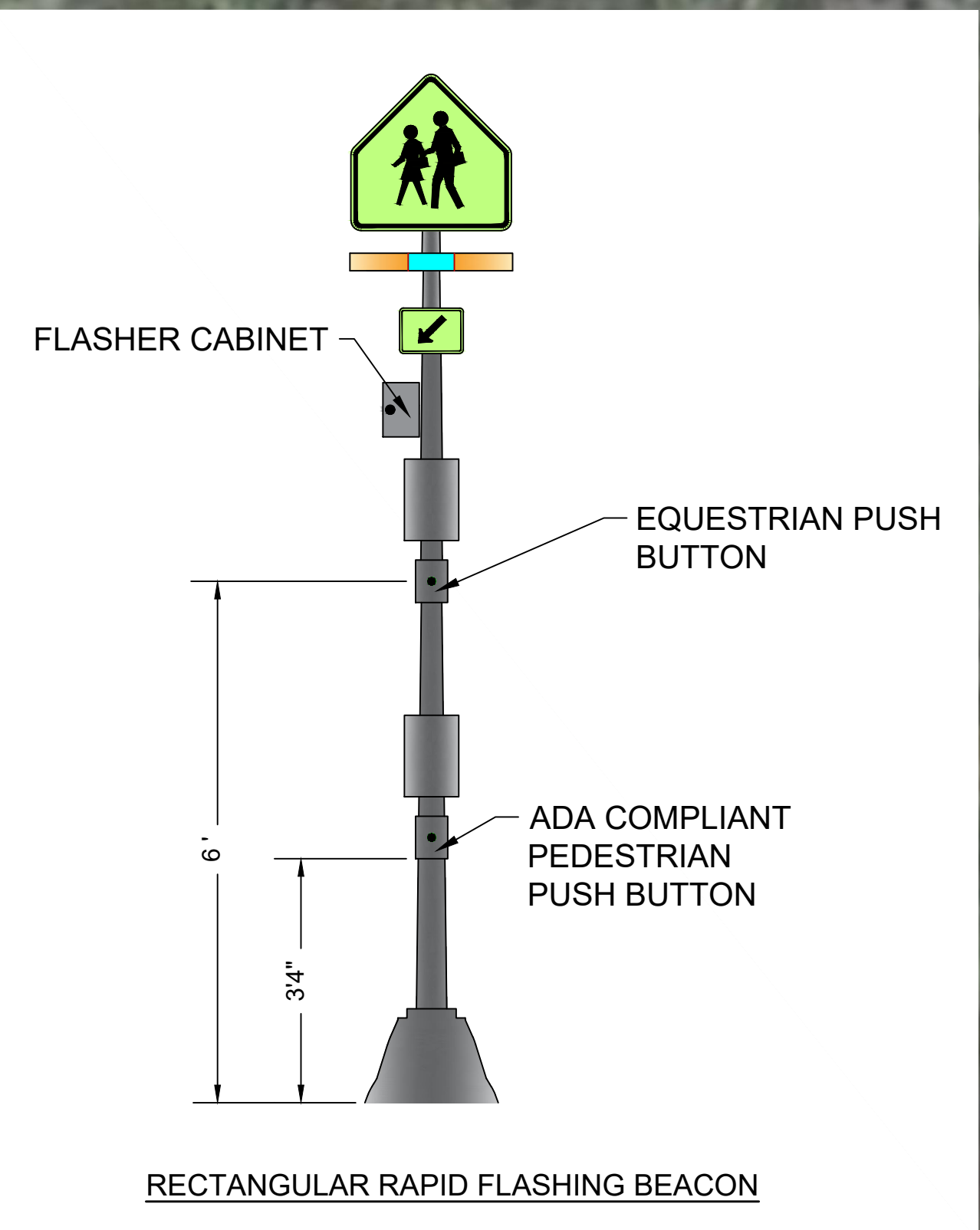
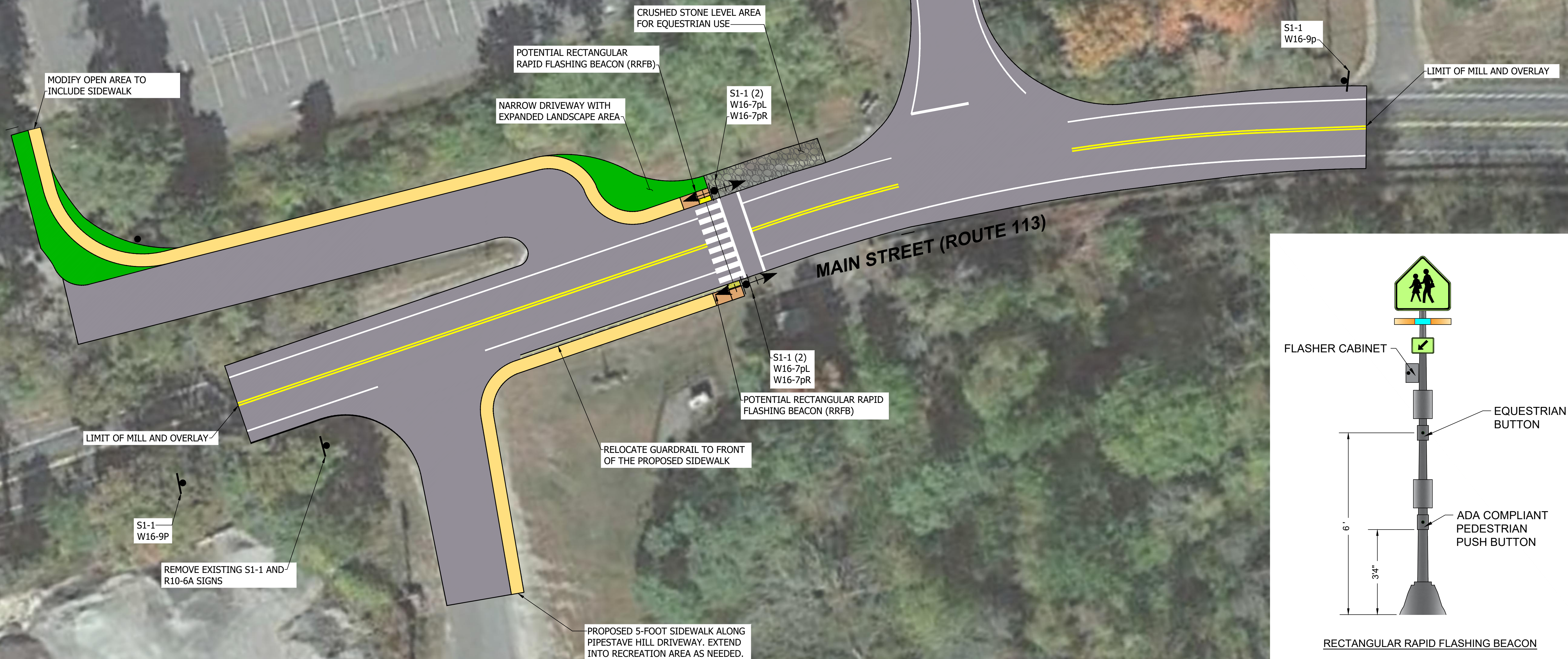
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[publiccomment@theengineeringcorp.com](#)
From: gannonont@verizon.net

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Appendix E. Preferred Alternative Plans



SIGN LEGEND	
S1-1	
W16-9P	
W16-7P	



Legend:

-  = Asphalt Sidewalk
-  = ADA Compliant Wheelchair Ramp
-  = Grass
-  = Crushed Stone
-  = Rectangular Rapid Flashing Beacon

Preferred Alternative

Dr. John C. Page Elementary School
Main Street (Route 113) at School Access
West Newbury, Massachusetts



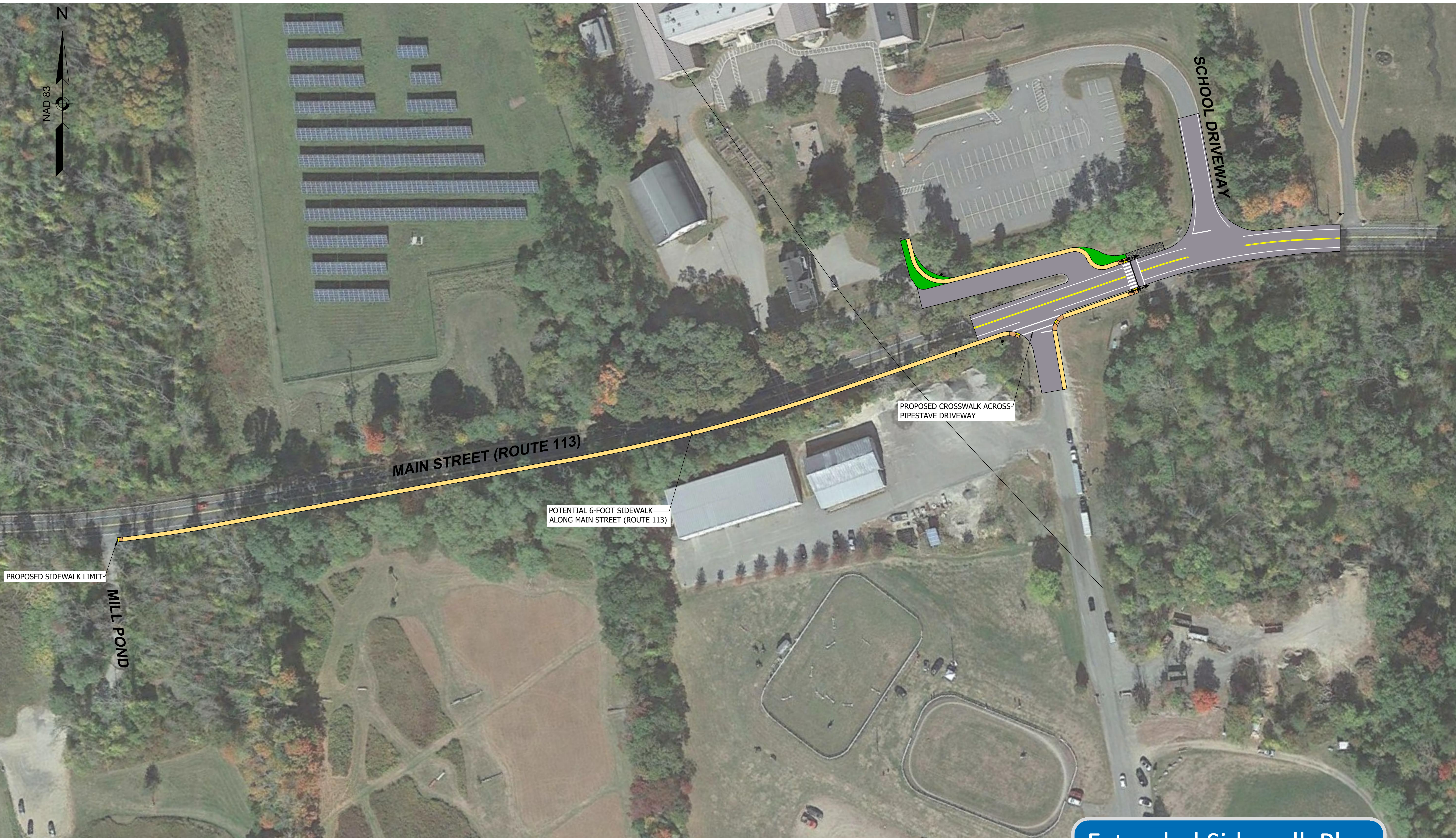
Overall Signage Plan

Dr. John C. Page Elementary School
Main Street (Route 113) at School Access
West Newbury, Massachusetts

Legend:

- = Asphalt Sidewalk
- = ADA Compliant Wheelchair Ramp
- = Grass
- = Crushed Stone
- = Rectangular Rapid Flashing Beacon

June, 15 2022



Legend:

-  = Asphalt Sidewalk
-  = ADA Compliant Wheelchair Ramp
-  = Grass
-  = Crushed Stone
-  = Rectangular Rapid Flashing Beacon

Extended Sidewalk Plan

June, 15 2022

Dr. John C. Page Elementary School
Main Street (Route 113) at School Access
West Newbury, Massachusetts

Appendix F. Traffic Safety Audit References

Traffic 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.

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

Road Safety Audit, 2nd edition. Austroads, 2000.

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