

ROAD SAFETY AUDIT

Milestone Road

Nantucket, MA

May 22, 2017

Prepared For:
Massachusetts Department of Transportation



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Background

As a prerequisite to meeting funding criteria under the Federal Highway Administration’s Local and Rural Road Safety Program, a Road Safety Audit (RSA) was conducted for the approximately six-mile long Milestone Road and Main Street corridor in Nantucket, Massachusetts extending from Old South Road on the west to Ocean Avenue on the east. Milestone Road and Main Street is the main east-west running thoroughfare providing vehicular, freight, bus, pedestrian, and bicycle access across the island of Nantucket. Between the years analyzed (2010 – 2016), 65 crashes occurred along the corridor, one of which involved a pedestrian fatality. During the RSA, members of the audit team discussed safety issues on a corridor-wide and intersection-by-intersection basis. This report documents the findings of the RSA and is intended to be used by planners, engineers, and local stakeholders to inform future design modifications.

Project Data

Toole Design Group (TDG) facilitated the RSA on Friday, April 7th, 2017. The audit was held at the Nantucket Police Department Headquarters in Nantucket, MA beginning at 10:30 a.m. and concluding at 1:00 p.m. Attendants of the RSA (shown in Table 1, below) included local and state stakeholders including representatives from the Nantucket Police Department, Nantucket Department of Planning and Economic Development, District 5 of the Massachusetts Department of Transportation (MassDOT), and the MassDOT Office of Traffic and Safety Engineering Department.

Table 1. Participating Audit Team Members

Audit Team Member	Agency/Affiliation
Kevin Marshall	Nantucket Police Department
Mike Burns	Nantucket Planning and Economic Development Commission
Pamela Haznar	MassDOT District 5 Project Development
Barbara Lachance	MassDOT District 5 Traffic Operations
Chris Falcos	MassDOT Traffic and Safety Engineering
Elsa Chan	MassDOT Traffic and Safety Engineering
Michelle Danila	Toole Design Group
Lydia Hausle	Toole Design Group

Prior to meeting, audit team members received a packet containing an agenda, aerial images, photographs of intersections, crash details, and a letter to MassDOT from the Nantucket Planning and Economic Development Commission requesting various pavement marking modifications to Milestone Road. The agenda and additional meeting materials are provided in Appendices A and B, respectively. Audit team members were asked to review the materials and visit the Milestone Road corridor prior to the audit. In addition, video of the corridor and intersecting roadways was recorded on the morning of the RSA and reviewed by the audit team during the meeting.

The crash data analyzed for the RSA included 65 crashes occurring over a seven-year period between 2010 and 2016. Of the 65 crashes, there was one fatality (1.5%), three incapacitating injuries (4.6%), nine non-

incapacitating injuries (13.8%), 23 non-injury crashes (35.4%), five crashes with a possible injury (7.7%), and 24 crashes with no injury status reported (36.9%). Sixty-one (93.8%) of the crashes analyzed occurred at locations along Milestone Road where the corridor intersects another roadway or driveway, while four (6.2%) crashes occurred mid-block. Patterns in crash locations guided the RSA discussion and form the basis for the organization of this document. The list below described the locations with high-crash frequency. In addition to these locations, other selected locations were discussed during the audit as high-risk locations. Safety issues and potential enhancements were identified for these areas as well.

- **Milestone Road at Old South Road, Sparks Avenue, and Orange Street (referred to as Milestone Rotary):** Eight crashes occurred during the analyzed period, five (62.5%) of which involved a rear-end crash and no injury crashes reported (0%).
- **Milestone Road at Polpis Road:** Nine crashes occurred during the analyzed period, eight (88.9%) of which involved a rear-end crash; one fatal pedestrian crash reported (11.1%); and one possible injury reported (11.1%).
- **Milestone Road at Milestone Crossing:** Three crashes occurred during the analyzed period with one incapacitating injury reported (33.3%).
- **Milestone Road at Nobadeer Farm Road:** 12 crashes occurred during the analyzed period; four (33.3%) crashes involved a rear-end crash; three (25%) crashes involved a lane cross-over crash; two (16.7%) crashes involved a bicyclist; two (16.7%) crashes involved a deer; one non-incapacitating injury reported (8.3%); and two possible injuries reported (16.7%).
- **Milestone Road at New South Road:** Nine crashes occurred during the analyzed period; three (33.3%) crashes involved a vehicle running off the road; two (22.2%) crashes involved a rear-end crash; one (11.1%) crash involved a bicyclist; one incapacitating injury reported (11.1%); and three non-incapacitating injuries reported (33.3%).
- **Milestone Road at Russells Way:** Three crashes occurred during the analyzed period with no injury crashes reported (0%).
- **Milestone Road at Tom Nevers Road:** 11 crashes occurred during the analyzed period; three (27.3%) crashes involved a deer; two (18.2%) crashes involved a vehicle running off the road; one incapacitating injury reported (9.1%); and two possible injuries reported (18.2%).
- **Main Street at Ocean Avenue and Elbow Lane (referred to as Sconset Rotary):** One crash occurred during the analyzed period with one incapacitating injury reported (100%).

Project Location Description

The RSA was conducted for Milestone Road and Main Street in Nantucket, MA for the approximately six-miles of roadway extending between the Milestone Rotary to the west and the Sconset Rotary to the east. Milestone Road changes to Main Street at the intersection of New Street. The corridor is classified as a Rural Minor Arterial west of Nobadeer Farm Road and a Rural Major Collector east of Nobadeer Farm Road. The corridor is the primary east-west running thoroughfare providing vehicle, freight, bus, pedestrian, and bicycle transportation across the island. Milestone Road/Main Street is a two-way, two-lane roadway and connects the two main town centers on the island, the historic Downtown and Sconset. The two-way roadway is divided by either a double solid yellow line (indicating no passing allowed) or, along some sections of the road, a dashed yellow line (indicating that passing is allowed). The roadway is approximately 21 feet wide.



Figure 1: Milestone Road Corridor

No dedicated sidewalks are provided along either side of the corridor and ADA-compliant ramps are not provided throughout the majority of the corridor. Running parallel to Milestone Road on the south side of the corridor, an asphalt, shared use path exists, known as the Sconset Bike Path. The Sconset Bike Path begins at the westernmost limit of the RSA area (Milestone Rotary) and continues easterly for the majority of the corridor, terminating six miles to the east at New Street. For the majority of the Sconset Bike Path, a grassy buffer between the roadway and the shared use path exists, however the buffer terminates and the path transitions to be directly adjacent to the roadway near approximately 0.25 miles prior to the end of the path at New Street. The Sconset Bike Path meets and crosses numerous connecting side streets along the corridor, most of which are marked with a STOP line and sign to indicate to bicyclists that they should stop before crossing onto the next segment of the path. Some, but not all, of the connecting side streets are equipped with an advance crosswalk warning to indicate to drivers that pedestrians and bicyclists may be crossing the roadway as they approach the intersection.

The Nantucket Regional Transit Authority runs a seasonal bus service with nine different routes across the island. The Sconset bus line runs along the entirety of Milestone Road with 13 bus stops in each direction punctuated along the corridor. Bus service along Milestone Road provides access between the two main town centers on the island via the Sconset bus route. Bus stops along the corridor are indicated with blue markings on street posts. The vast majority of bus stops along the corridor do not provide a crosswalk for passengers to use to cross Milestone Road or to continue onto connecting side streets.

Speed limits throughout the six-mile corridor vary from 20 mph to 45 mph. Moving from west to east in the eastbound direction, the speed limit is posted at 35 mph and increases to 45 mph directly east of the Polpis Bike Path crossing. The 45 mph speed limit remains in effect for approximately 5.5 miles until New Street where the speed limit drops to 30 mph. The speed limit then drops again to 20 mph before reaching the Sconset Rotary on the far east side of the study area. Moving from east to west in the westbound direction, the speed limit is posted at 20, but rises to 30 mph before reaching New Street. The speed limit increases to 45 mph for approximately 5.5 miles until Polpis Road where the speed limit drops to 35 mph. Finally, the speed limit drops to 25 mph at the approach to the Milestone Rotary.

The entire six-mile stretch of roadway discussed during the RSA, including the shared use path running parallel to the roadway, falls under MassDOT jurisdiction. However, the roadway is maintained per a maintenance agreement with the Nantucket Department of Public Works. In addition, the entire island of Nantucket is a National Register Historic District. The Nantucket Historic District Commission is the governing body that oversees historic preservation activities throughout the island, including items such as sign style and size.

Intersection specific descriptions are provided below.

- **Milestone Rotary:** The Milestone Rotary (see Figure 2) is the westernmost end of the RSA study area. The small rotary accepts traffic from four roadways including Old South Road to the south, Sparks Avenue from the west, Orange Street from the north, and Milestone Road from the east. The Milestone Rotary is unsignalized and each approach is outfit with a diverter island. All approaches are yield-controlled with the exception of Sparks Avenue which is stop-controlled. The off-road Sconset Bike Path begins at the Milestone Rotary where it meets the Old South Bike Path, which continues south. All roadways connecting to the rotary except for Milestone Road are owned and maintained by the Town of Nantucket. Crosswalks are provided along the southern and western legs of the rotary, however none are provided along the Milestone Road or Orange Street legs of the intersection.



Figure 2: Milestone Rotary

- **Milestone Road at Monomoy Road:** The intersection of Milestone Road and Monomoy Road (see Figure 3) is a three-way unsignalized intersection with Monomoy Road meeting Milestone Road from the north. Monomoy Road is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. A traffic island is located on the Monomoy Road approach and channelizes turning traffic. No crosswalks or ADA-compliant ramps are provided along any leg of the crosswalk. A westbound bus stop for the seasonally-run bus is located on the traffic island at the intersection, however no crosswalks to or from the traffic island are provided.

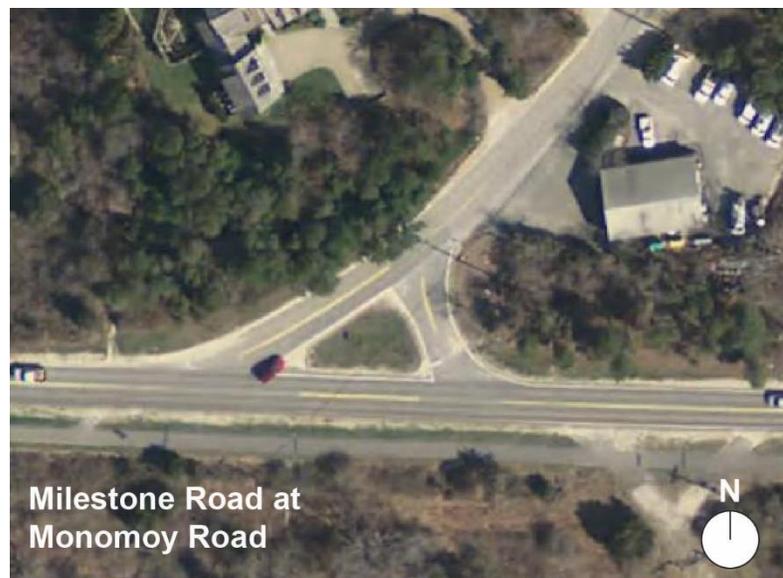


Figure 3: Milestone Road at Monomoy Road

- **Milestone Road at Polpis Road:**
The intersection of Milestone Road and Polpis Road (see Figure 4) is a three-way unsignalized intersection with Polpis Road meeting Milestone Road from the north. Polpis Road is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. The southbound Polpis Road approach is stop-controlled where it meets the intersection. Two traffic islands are located on the Polpis Road approach. The two traffic islands provide two lanes divided by an island that allow for left turns from Polpis Road onto Milestone Road,



Figure 4: Milestone Road at Polpis Road

- **Milestone Road at Polpis Bike Path Crossing:** The north/south Polpis Bike Path crosses Milestone Road approximately 500 feet east of the Milestone Road/Polpis Road intersection. The crossing is uncontrolled. Painted warnings are provided on both bike path approaches to the intersection. A standard style crosswalk is provided at the crossing with warning signs.



Figure 5: Milestone Road at Polpis Bike Path Crossing

- **Milestone Road at Milestone Crossing:** The intersection of Milestone Road and Milestone Crossing (see Figure 5) is a four-way unsignalized intersection. Milestone Crossing is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. Both the northbound and southbound Milestone Crossing approaches to the intersection are stop controlled. The Milestone Crossing northbound approach crosses the Sconset Bike Path as it approaches the intersection. STOP signs and bars are provided on each of the bike path approaches, indicating to bicyclists that they should stop before crossing onto the next segment of the bike path. A faded, standard style crosswalk is provided across the southern leg of the intersection, however no other crosswalks are provided. Two bus stops, one on each side of the street, are provided at the intersection. No crosswalks to the bus stops are provided across Milestone Road.

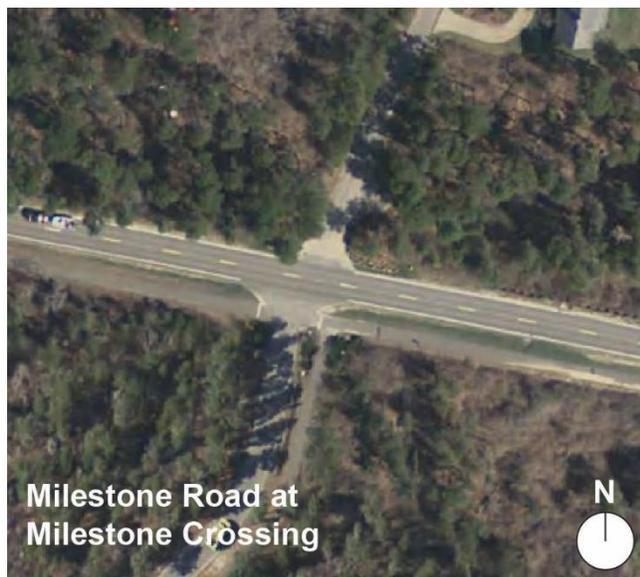


Figure 6: Milestone Road at Milestone Crossing

- **Milestone Road at Nobadeer Farm Road:** The intersection of Milestone Road and Nobadeer Farm Road (see Figure 6) is a three-way unsignalized intersection with Nobadeer Farm Road meeting Milestone Road from the south. Nobadeer Farm Road is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. The northbound Nobadeer Farm Road approach is stop controlled. The northbound Nobadeer Farm Road approach crosses the Sconset Bike Path as it approaches the intersection. STOP lines are provided on each of the bike path approaches, indicating to bicyclists that they should stop before continuing onto the next segment of the bike path. A standard style crosswalk is provided across the southern leg of the intersection, however no other crosswalks are provided. Two bus stops, one on each side of the street, are provided just east of the intersection. No crosswalks to the bus stops are provided across Milestone Road.

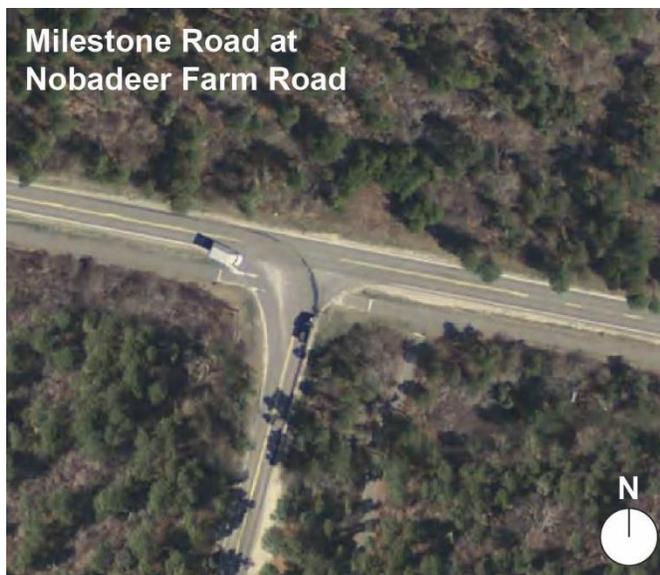


Figure 7: Milestone Road at Nobadeer Farm Road

- **Milestone Road at New South Road:**
The intersection of Milestone Road and New South Road (see Figure 7) is a three-way unsignalized intersection with New South Road meeting Milestone Road from the south. New South Road is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. The northbound New South Road approach is stop controlled. New South Road connects to the airport and other industrial uses. Milestone Road has a TRUCK ENTERING RIGHT sign on the eastbound Milestone Road approach, however a sign is not provided on the westbound approach. The northbound New South Road approach crosses the Sconset Bike Path as it approaches the intersection. STOP lines and signs are provided on each of the bike path approaches, indicating to bicyclists that they should stop before continuing onto the next segment of the bike path. A standard style crosswalk is provided across the southern leg of the intersection, however no other crosswalks are provided. Two bus stops, one on each side of the street, are provided at the intersection. No crosswalks to the bus stops are provided across Milestone Road.

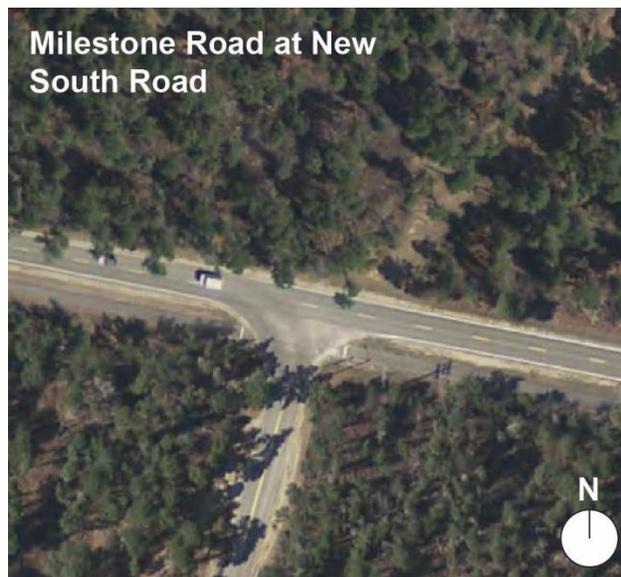


Figure 8: Milestone Road at New South Road

- **Milestone Road at Russells Way:** The intersection of Milestone Road and Russells Way (see Figure 8) is a three-way unsignalized intersection with Russells Way meeting Milestone Road from the south. Russells Way is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. The northbound Russells Way approach is stop controlled. The northbound Russells Way approach crosses the Sconset Bike Path as it approaches the intersection. STOP lines are provided on each of the bike path approaches, indicating to bicyclists that they should stop before continuing onto the next segment of the bike path. No crosswalks are provided across any leg of the intersection. Two bus stops, one on each side of the street, are provided at the intersection, however no crosswalks to the bus stops are provided across Milestone Road.

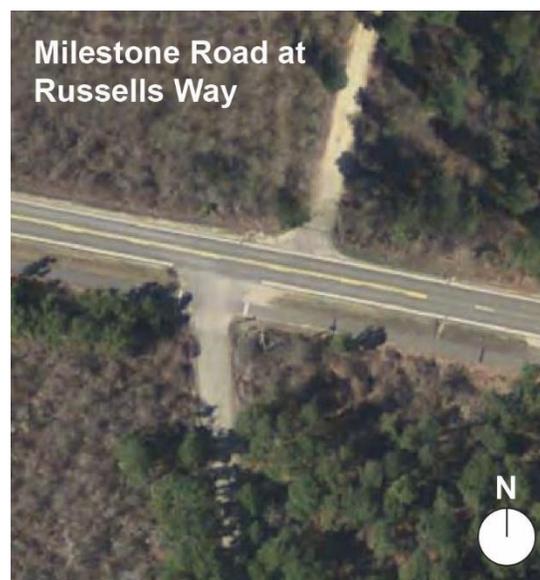


Figure 9: Milestone Road at Russells Way

- **Milestone Road at Tom Nevers Road:** The intersection of Milestone Road and Tom Nevers Road (see Figure 9) is a three-way unsignalized intersection with Tom Nevers Road meeting Milestone Road from the south. Tom Nevers Road is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. The northbound Tom Nevers Road approach meets Milestone Road at an approximately 45-degree angle and is stop controlled. The northbound Tom Nevers Road approach crosses the Sconset Bike Path as it approaches the intersection. STOP lines and signs are provided on each of the bike path approaches, indicating to bicyclists that they should stop before continuing onto the next segment of the bike path. A standard style crosswalk is provided along the southern leg of the intersection, however no other crosswalks are provided. Two bus stops, one on each side of the street, are provided at the intersection, however no crosswalks to the bus stops are provided across Milestone Road.

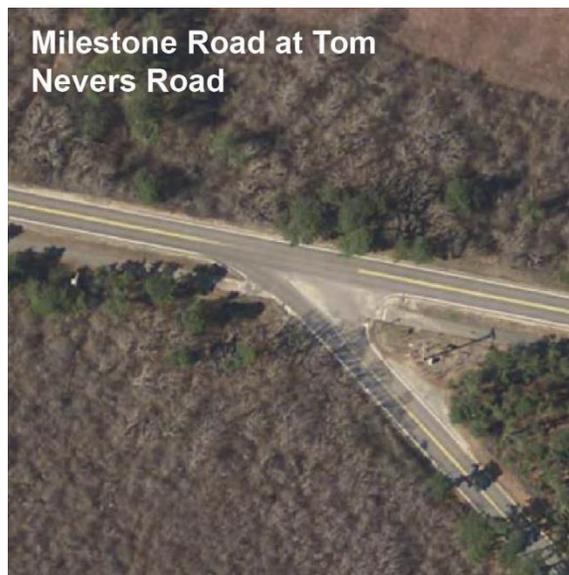


Figure 10: Milestone Road at Tom Nevers Way

- **Milestone Road at New Street:** The intersection of Milestone Road and New Street (see Figure 10) is a three-way unsignalized intersection with New Street meeting Milestone Road from the north. Milestone Road changes name to Main Street east of New Street. New Street is a two-way, two-lane roadway owned and maintained by the Town of Nantucket. New Street meets Milestone road at an approximately 30-degree angle and is stop controlled. The Sconset Bike Path terminates at this intersection. A continental style crosswalk is provided across the eastern leg of the intersection, however no other crosswalks are provided. Two bus stops, one on each side of the street, are provided at the intersection.

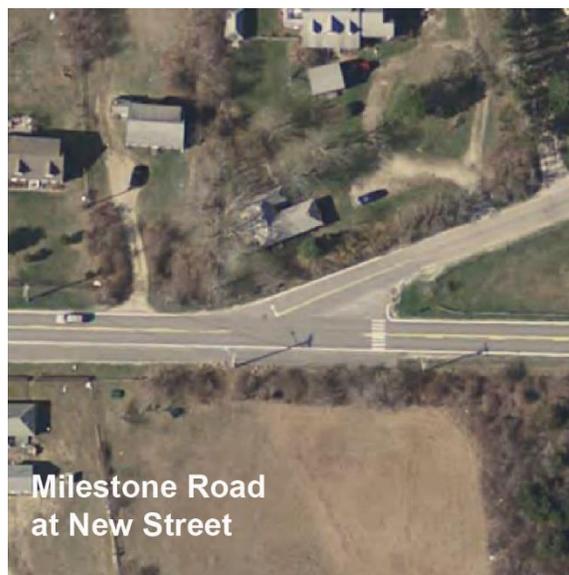


Figure 11: Milestone Road at New Street

- **Sconset Rotary:** The Sconset Rotary (see Figure 11) is the easternmost limit of the RSA study area. The small rotary accepts traffic from three roadways including Main Street from the west, Main Street from the east, and Ocean Avenue from the south. Main Street east of the rotary and Gully Road are both owned and maintained by the Town of Nantucket. No crosswalks are provided across any leg of the rotary. A single bus stop servicing both westbound and eastbound service is provided at the intersection.

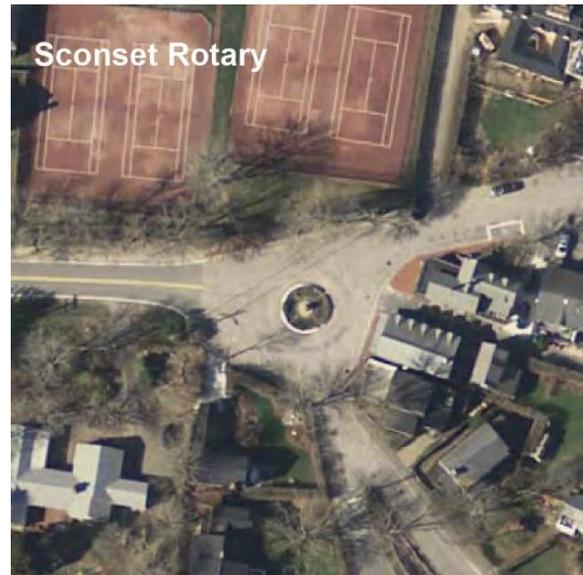


Figure 12: Milestone Road at Sconset Rotary

Audit Observations and Safety Enhancements

During the RSA, the audit team identified safety issues and discussed potential safety enhancements to address the issues on both a corridor-wise and intersection-by-intersection basis. Each safety issue and associated enhancement are provided below for each location.

Corridor-Wide

Observations

Narrow Roadway and Passing Zones

The narrow width of the roadway was noted as a contributing factor to driver discomfort, especially for larger trucks and buses that traverse the corridor. The existing road measures approximately 21 feet between the solid white edge lines on either side of the road, providing a single 10.5-foot lane in each direction. The lack of shoulders on either side of the roadway was also noted as a factor contributing to the perceived narrowness of Milestone Road. Members of the audit team discussed that average daily traffic along the corridor varies widely with the seasons. During the yearly peak, 15,000 to 18,000 vehicles may travel along the corridor each day. Furthermore, the portion of Milestone Road between The Milestone Rotary and New South Road serves as a truck route servicing the industrial area located on New South Road.



Photograph 1: A truck on Milestone Road westbound

Because of the limited roadway, designated passing zones are provided at various points throughout the corridor, as indicated by a broken yellow line. The passing zones were added to Milestone Road in 2008 during the last resurfacing of the roadway. One of these passing zones is located at the Polpis Bike Path crossing, which the audit team raised as a safety concern. Of the 65 crashes that occurred along the corridor between 2010 and 2016, nine (13.8%) involved a crash in which a vehicle traveled outside of its lane and hit another vehicle or stationary object.

Lighting

A lack of street lighting along the corridor was discussed as a safety issue affecting nighttime travel. While lighting is provided at some intersection locations, lighting along the longer stretches of the corridor are not provided. While time of day was not noted in the crash data provided, nine (13.8%) of all crashes during the study area involved a collision with a deer, which may have been caused, in part, by poor visibility. Members of the audit team noted that reflective pavement markings were installed along the centerline of the Milestone Roadway along portions of the corridor and remain in fair condition.

Speed

Of the 65 crashes reported during the seven-year study period, 20 (30.8%) involved a rear end collision. The speed limit for the majority of the corridor is posted at 45 mph, with each end of the corridor posted at

a lower speed (35 mph at the west end of the corridor and 20 mph at the east end). Members of the audit team noted that the town is considering pursuing a regulatory Safety Zone designation from MassDOT for portions of the corridor. Audit team members noted that speed limit signs are not posted frequently, which may contribute to speeding.

Signs

Members of the audit team noted that signs are lacking along the corridor. In accordance with the Nantucket Historic District Commission standards, all signs must meet size and style requirements. Wayfinding signs that are provided along the corridor are relatively small and the vast majority of wayfinding and regulatory signs provided along the corridor are non-reflective. Furthermore, street signs at all intersecting roadways are non-standard and difficult to see. Members of the audit team notes that the small and non-reflective street signs along the corridor may have contributed to the high frequency of rear-end crashes along the corridor due to sudden slowing of vehicles. In addition, the audit team noted that signs are not mounted to breakaway posts, which create hazards if struck by a vehicle. The audit team noted that a scenic viewing area located approximately half way along the corridor is a common stopping point for tourists, but is not signed as such.

Bicycle and Pedestrian Accommodations

Crashes involving bicyclists occurred at intersection crossings. Members of the audit team noted that bicyclists often do not stop at the intersection crossings, which have caused collisions with vehicles in the past. The audit team also discussed that sight distances at some intersecting roadways is limited due to vegetation. Five (7.7%) of all crashes along the corridor involved a bicyclist crossing an intersecting roadway along the Sconset Bike Path.

The audit team discussed that while the Sconset Bike Path along the southern side of the corridor provides bicycle and pedestrian accommodations throughout the majority of the corridor, access to and from the path is difficult. Throughout the six-mile corridor, crosswalks across Milestone Road are only provided in two locations (one at New Street and one at the Polpis Bike Path crossing). Neither of these crosswalks are accompanied by pedestrian traffic signals and the audit team noted that the community is strictly against installing traffic signals. The audit team discussed that there are painted STOP markings on the bike path for both the northbound and southbound approaches of the Polpis Bike Path crossing on Milestone Road. However, no posted signs are provided to communicate to bicyclists that they should stop before entering the roadway, as is provided



Photograph 2: Typical condition along the Sconset Bike Path



Photograph 3: The Sconset Bike Path becomes a road-side facility with no curb before discontinuing at New Street

for most other crossings in the area along the Sconset Bike Path. The audit team discussed that intersection controls for both side streets and the bike paths need to be further investigated. The audit team noted that bicyclists crossing the Sconset Bike path without stopping has contributed to crashes in the past. Along the corridor, four crashes (6.2%) involving a bicyclist crossing a side street were reported.

As noted in the crash report, at least one crash reported during the study period involved a rear end as a result of a car stopped within the roadway for a pedestrian to cross. In addition, the audit team discussed that all pedestrian and bicycle accommodations are discontinued from New Street to the eastern limit of the RSA study area. Members of the audit team noted that pedestrian activity is high during the summer months at the eastern end of the corridor, and that the Sconset Rotary functions similarly to an open street during those times.

Bus Stops

The audit team discussed that the Nantucket Regional Transit Authority operates a seasonal bus service along the corridor between Memorial Day and Labor Day. Bus stops along the corridor are noted with two blue stripes located on traffic poles. Members of the audit team noted that the bus service is well-used during the peak months. However, the team noted that access to and from the bus stops along the corridor is challenging for pedestrians because crosswalks are not provided across Milestone Road. The audit team also discussed that many buses stop in-lane to load and off-load passengers and that motorists sometimes maneuver around the stopped bus to pass in the oncoming traffic lane. Audit team members noted that bus loading and unloading is often a lengthy process because passengers frequently use the bus front-rack to transport bicycles as well.

Snow and Ice Maintenance

The audit team discussed that snow and ice removal was a factor for five (7.7%) of crashes that occurred on the corridor between 2010 and 2016. Members of the audit team noted that snow is not removed from the entire roadway, creating an even narrower street during snowy times. Black ice was specifically noted in one (1.5%) crash report as a contributing factor to the crash. In addition, the pedestrian fatality occurred due to the pedestrian running in the roadway because the bike path was not cleared of snow.

Deer

Crashes involving deer along the corridor accounted for nine (13.8%) of crashes along the corridor. According to the crash report, deer crashes along the corridor are fairly evenly distributed along the six-mile corridor. Five crashes involving deer occurred between Tom Nevers Road and the Sconset Rotary at the east end of the RSA area. Four crashes involving deer occurred west of Tom Nevers Road. The audit team noted that no warning signs are posted along the corridor to warn drivers of deer in the area.



Photograph 4: A pedestrian traveling along the Sconset Bike Path



Photograph 5: A typical bus stop along the corridor

Drainage and Ponding

Although no crashes along the corridor were recorded to be related to drainage issues, the audit team noted that the corridor experiences poor drainage with ponding occurring after storm events. Catch basins are provided periodically along the corridor along the edges of the roadway.

Potential Safety Enhancements

Narrow Roadway and Passing Zones

- Evaluate the feasibility of widening the roadway to include wider lanes and adequate shoulders, especially between the Milestone Rotary and New South Road where truck traffic is highest.
- Where space allows, provide rumble strips along centerline or along the outside of the travel lanes to increase driver awareness when they are in danger of leaving the lane. Rumble strips will be most appropriate at locations along the corridor where there are few residences. A noise pollution evaluation should be considered prior to installation of rumble strips along the corridor.
- Install NO PASSING ZONE signs at locations where passing is not permitted.
- Eliminate passing zones within 500 feet of all intersections and crosswalks, including the Polpis Bike Path crossing east of Polpis Road.

Lighting

- Reconsider existing lighting restriction in Nantucket to make installation of street lighting more feasible.
- Install street lights along the corridor to improve visibility at night.
- Ensure lighting is provided at all intersecting roadways.

Signs

- Install MUTCD-compliant, reflective speed limit (R2-1) signs throughout the corridor.
- Replace all posts with steel breakaway sign posts to improve maintenance and safety.
- Install reflective street signs for all intersecting roadways to improve visibility
- Install signs directing people to scenic viewing area approximately half way along the corridor.

Speed

- Install speed limit signage at more consistent intervals along the corridor.
- Pursue regulatory Safety Zone designation from MassDOT for areas of the corridor with heavier pedestrian and bicyclist crossing activity.

Bicycle and Pedestrian Accommodations

- Install high-visibility crosswalk markings across all bike path crossings, including the Polpis Bike Path crossing east of Polpis Road to increase driver awareness of bicyclists and pedestrians traveling along the bike path.
- Ensure consistent, advance trail crossing (W11-15 and W11-15P) warning signs are provided for crossings across Milestone Road, including the Polpis Bike Path crossing east of Polpis Road.
- Ensure consistent path treatments and signage is provided at all approaches of the Polpis Bike Path to intersecting streets. The majority of path crossing include a small, low-height STOP sign to warn bicyclists and pedestrians of the road crossing ahead, however signs are missing from select approaches.

- Add a centerline 50 feet before all bike path street crossings to direct pedestrians and bicyclists to use one side of the path at crossing locations to minimize conflicts with other path users.
- Provide ADA-compliant ramps at each intersecting roadway and any new pedestrian crossings.
- Evaluate the feasibility of constructing a sidewalk or Sconset Bike Path extension from New Street to the Sconset Rotary at the east end of the RSA area.
- Consider on-street bicycle pavement markings (“shared lane markings”) and associated signs in the short-term for the low-speed portions of the corridor as Main Street approaches the Sconset Rotary.
- Provide additional, high-visibility pedestrian crossings across Milestone Road at more frequent intervals at locations with higher pedestrian activity.

Bus Stops

- Install high-visibility crosswalks and associated ADA-compliant ramps across Milestone Road at each bus stop location to improve safety conditions for pedestrians crossing the street to reach bus stops on opposite side of road.

Snow and Ice Maintenance

- Ensure that the entire roadway is plowed after snow events to minimize snow and ice-related crashes.
- Distribute salt or sand to safeguard against black ice.
- Ensure that the bike path is plowed after snow events to provide an accessible path for bicyclists and pedestrians.

Deer

- Install MUTCD-compliant, reflective deer (W11-3) warning signs throughout the corridor.

Drainage and Ponding

- Conduct an evaluation of existing stormwater facilities along the corridor.
- Ensure existing stormwater drains are clear of debris to prevent ponding after storm events.

Milestone Rotary

Observations

Intersection Control

The audit team noted that control features for the Milestone Rotary are inconsistent from approach to approach. The eastbound Sparks Avenue approach is stop-controlled, while the other three approaches are yield controlled. Rear end collisions were noted as a common crash type at this intersection, accounting for five of eight (62.5%) crashes reported at the Milestone Rotary. Failure to yield was also noted as the cause of a crash for one (12.5%) crash at this location, although advance warning signs are provided on the Milestone Road approach to the rotary.



Photograph 6: Signage on the westbound Milestone Road approach to the Milestone Rotary

In addition to inconsistent traffic controls for the intersection approaches, the audit team noted that motorists use informal methods to travel through the intersection, including vehicles passing on the shoulder and cutting through the parking lot on the eastbound Sparks Street approach. The lack of curbing around the intersection was noted as a factor contributing to the informal traffic patterns at this intersection.

Pedestrian and Bicycle Accommodations

Bicycle and pedestrian activity at this intersection was noted to be heavy by the audit team. The Old South Bike Path and the Sconset Bike Path meet at the southeast corner of the intersection, with the Polpis Bike Path connecting a half-mile to the east. The audit team noted that crosswalks are provided along the western and southern legs of the intersection leading to the junction of the Sconset and Old South Road bike paths. At this location, one crash out of eight (12.5%) reported between 2010 and 2016 involved a vehicle colliding with a bicyclist in the rotary. Crosswalks are currently not provided along the east and north legs of the crosswalk. The Town of Nantucket is in the process of constructing a bicycle crossing on the eastern leg of the intersection to transition bicyclists from the bike path to connect to Orange Street.

Lighting

The audit team noted that lighting is poor at this intersection, contributing to poor visibility in dark conditions. Members of the team discussed that the Town of Nantucket is currently working on adding lights to existing utility poles in the intersection.

Potential Safety Enhancements

Intersection Control

- Provide consistent traffic control signs on all intersection approaches.
- Ensure consistent advance warning is provided for all intersection approaches to warn motorists to slow and yield for rotary traffic.
- Reconstruct the rotary as a modern roundabout to better control traffic operations.

Bicycle and Pedestrian Accommodations

- Provide high-visibility crosswalks across all legs of the intersection to improve crossing opportunities and conditions for bicyclists and pedestrians.

Milestone Road at Monomoy Road

Observations

Intersection Design

The audit team expressed concerns about the existing intersection design. The existing splitter island on the southbound Monomoy Road approach provides for two-way channelized turning movements on both sides of the splitter island. The audit team discussed that a T intersection alignment is preferred to reduce confusion, improve driver sight lines, and slow turning speeds. Members of the audit team also noted that while no crashes were reported at this intersection during the study period, rear end collisions occur at this intersection. Members of the audit team noted that a yield sign instead of a stop sign is provided at the southbound approach for vehicle wishing to turn onto Milestone Road westbound, which may contribute to the noted rear-end crashes.



Photograph 7: A y-style intersection is provided at Monomoy Road

Bus Stop Location and Operations

The audit team discussed the placement and operation of the westbound bus stop located on the splitter island in the intersection. Members of the audit team noted that the bus stops in-lane to let passengers board and alight. Team members suggested that with the current intersection design, it may be possible to relocate the bus stop to the north side of Monomoy Road. In this scenario, the bus would use the two channelized lanes to make a quick right-left movement to pick up passengers on the north side of Monomoy Road before using the channelized turning lane to continue westbound on Milestone Road. If the intersection were to be reconstructed as a T intersection, the audit team discussed that the placement of the bus stop would need to be evaluated to maximize safety, noting that placing the bus stop on the far side of the intersection would be preferred to the near side, allowing passengers to cross Milestone Road behind the bus. The audit team noted that access to and from the bus stop is challenging due to the lack of crosswalks and sidewalks leading to the bus stop.

Bicycle and Pedestrian Accommodations

The audit team noted that no crosswalks are provided at this intersection, though there is an existing bituminous concrete apron leading to the Sconset Bike Path on the west side of the intersection. A member of the audit team noted that a crosswalk was requested to connect the existing apron on the south side of Milestone road to the north side of the street.

Vehicle Parking

While no parking is legally allowed, the audit team discussed that vehicles frequently stop on the north side of the intersection for passenger pick-up and drop-off.

Potential Safety Enhancements

Intersection Design

- Evaluate alternative intersection designs, including a standard T intersection for future reconstruction.

Bus Stop Location and Operations

- Consider relocating bus stop to the north side of Monomoy Road in the short-term, with buses using the two channelized lanes to maneuver to and from that location for passengers boarding/alighting.
- Provide an accessible path and crosswalks to and from the bus stop.
- Evaluate bus stop placement for a T intersection scenario.

Bicycle and Pedestrian Accommodations

- Provide high-visibility crosswalks across Milestone Road and Monomoy Road.
- Provide pedestrian warning signs for motorists in advance of the Milestone Road crosswalk.

Vehicle Parking

- Install NO STANDING signs to discourage illegal stopping on the north side of Milestone Road

Milestone Road at Polpis Road

Observations

Intersection Design and Control

The audit team discussed that the intersection design is confusing for drivers. Two traffic islands provide three Polpis Road approaches to the intersection, two of which allow channelized, left turn movements onto Milestone Road eastbound. In addition, the two traffic islands require pedestrians to cross Polpis Road three times to get across the intersection. The intersection is stop-controlled on all Polpis Road southbound approaches. A STOP AHEAD sign is provided in advance of the intersection on Polpis Road southbound.



Photograph 8: Confusing signage on the westbound approach to Polpis Road

Members of the audit team noted that there is significant traffic on Polpis Road during the peak months. The audit team discussed that nine of the 65 (13.8%) crashes that occurred on the corridor during the study period occurred at this intersection, including one pedestrian fatality. Of the nine crashes that occurred at this location, eight (88.9%) involved a rear-end.

Pedestrian and Bicycle Accommodations

The audit team discussed that the single fatality along the corridor occurred at this location and involved a pedestrian who was running. The driver involved in the fatal crash was noted to be driving while under the influence of alcohol. No crosswalks are provided across any leg of the intersection at this location. Members of the audit team noted that pedestrian and

bicycle activity along Polpis Road is high during peak months because the nearby Polpis Bike Path does not provide the shortest route into town.

Potential Safety Enhancements

Intersection Design and Control

- In the short-term, close the middle slip lane to vehicular traffic.
- Evaluate alternative intersection designs, including a standard T intersection for future reconstruction.

Pedestrian and Bicycle Accommodations

- Provide high-visibility crosswalks across Milestone Road and Polpis Road.
- Provide pedestrian warning signs for motorists for the Milestone Road crosswalk.

Milestone Road at Polpis Bike Path Crossing

Observations

Pedestrian and Bicycle Accommodations

The audit team discussed that the heavily used bike path crossing, may warrant a pedestrian actuated device, such as a Rectangular Rapid Flashing Beacon (RRFB). However, representatives from the town suggested that implementation of a RRFB may be difficult due to historical protections in place. The installation of a RRFB would require a vote by the Town. There were no pedestrian or bicycle crashes that occurred at this location.

Pavement Markings

The audit team noted that the crossing is demarked by longitudinal pavement markings only. In addition, the audit team discussed that the bike path crossing is collocated with a passing zone, creating potentially dangerous situations. Removal of the passing zone at this location was suggested by audit team members.

Potential Safety Enhancements

Pedestrian and Bicycle Accommodations

- Consider installing actuated control device, such as RRFB, to assist pedestrians and bicyclists in safely crossing Milestone Road.



Photograph 9: Existing crosswalk and BIKE XING sign at Polpis Bike Path crossing



Photograph 10: Advance warning is provided on the approach to the Polpis Bike Path crossing

- Consider additional reflective signage to provide additional cues to drivers about pedestrians and bicyclists crossing Milestone Road.
- Eliminate existing vehicle passing zone within 500 feet of the crosswalk.

Pavement Markings

- Replace existing standard crosswalk with high-visibility crosswalk.

Milestone Road at Milestone Crossing

Observations

Sight Lines

Members of the audit team observed that sight lines on the Milestone Crossing northbound approach is limited due to overgrown vegetation on the corners. Routine maintenance of the existing hedges was recommended to improve sight lines and minimize the likelihood of a motorists being unable to see a pedestrian or bicyclists traveling along the Sconset Bike Path.

Pavement Markings

The audit team discussed that although a STOP sign is provided to control the Milestone Crossing northbound approach, the painted stop line is faded. Of the three crashes recorded at this location, the audit team noted one crash (33.3%) where a vehicle failed to stop at the intersection and hit a vehicle traveling straight on Milestone Road.

In addition, the audit team noted that the bike path does not have crosswalk markings across Milestone Road.

Potential Safety Enhancements

Sight Lines

- Cut back overgrown vegetation at the corners of the intersection to improve driver sight lines to both Milestone Road and the Sconset Bike Path

Pavement Markings

- Replace faded stop line on Milestone Crossing northbound approach.
- Install high-visibility crosswalk across Milestone Crossing and Milestone Road.



Photograph 11: Existing Sconset Bike Path conditions at Milestone Crossing

Milestone Road at Nobadeer Farm Road

Observations

Signs and Intersection Control

The audit team discussed that 12 (18.5%) of the 65 crashes that occurred along the corridor between 2010 and 2016 occurred at this location. Rear end collisions accounted for four (33.3%) of the crashes at this intersection, mainly caused by one vehicle failing to stop as another vehicle waited to make a turn.

Members of the audit team noted that traffic queues on Nobadeer Farm Road northbound as vehicles wait to turn onto Milestone Road. The team also discussed that although the passing zone on Milestone Road is discontinued at the intersection, it begins very quickly before and after the intersection. The team recommended extending the limits of the no passing zone at this intersection.

Pavement Markings

The audit team discussed that although a STOP sign is provided to control the Nobadeer Farm Road northbound approach, the painted stop line on the Nobadeer Farm Road is faded.

Two crashes (16.7%) reported at this location involved a bicyclist hit by a vehicle turning left from Milestone Road onto Nobadeer Farm Road. The audit team noted that a faded standard-style crosswalk is provided across the southern leg of the intersection.

Potential Safety Enhancements

Signs and Intersection Control

- Provide signs at the westbound Milestone Road approach to the intersection warning left turning vehicles to yield to bicyclists and pedestrians.
- Eliminate passing zone within 500 feet of the intersection.

Pavement Markings

- Replace faded stop line on Nobadeer Farm Road northbound approach.
- Replace faded crosswalks and install high-visibility crosswalks across Nobadeer Farm Road.

Milestone Road at New South Road

Observations

Signs and Intersection Control

The audit team noted that nine (13.8%) of the 65 corridor crashes reported during the study period occurred at this intersection. Two (22.2%) of those nine crashes involved a rear end collision while three (33.3%) involved a vehicle running off the road. Members of the audit team noted that New South Road provides access to a fairly industrial area and that truck traffic is fairly common. In addition, the team noted that most vehicle approaching the intersection from New South Road northbound will proceed to take a left on Milestone Road to travel into the Downtown area. The audit team noted that a non MUTCD-compliant TRUCKS ENTERING RIGHT sign is provided on the eastbound Milestone Road approach to the intersection, however a reciprocal sign is absent from the westbound approach. An industrial area along New South Road

Pavement Markings

The audit team discussed that although a STOP sign is provided to control the New South Road northbound approach, there is no stop bar provided.

One (11.1%) crash was noted to involve a bicyclist traveling within the path crossing who was hit by a vehicle turning left onto Milestone Road from New South Road. The crash report indicates that the vehicle stopped beyond the stop line, however the audit team noted that no stop line is provided at the New South Road northbound approach to the intersection. The audit team noted that no crosswalk is provided for the bike path.

Potential Safety Enhancements

Signs and Intersection Control

- Provide signs at the westbound Milestone Road approach to the intersection warning left turning vehicles to yield to bicyclists and pedestrians.
- Provide MUTCD-compliant TRUCK (W11-10) AHEAD (W16-9P) signs on both Milestone Road approaches to the intersection.

Pavement Markings

- Install painted stop line on New South Road northbound approach.
- Install high-visibility crosswalks across New South Road and Milestone Road.

Milestone Road at Russells Way

Observations

Pavement Markings

The audit team discussed that three (4.6%) of the 65 crashes that occurred along the corridor between 2010 and 2016 occurred at this location. The northbound Russells Way approach is stop controlled and a BIKE XING sign is provided at the intersection. The audit team noted that no painted stop line is provided at the northbound Russells Way approach to the intersection. The audit team also noted that a crosswalk is not marked for the bike path.

Potential Safety Enhancements

Pavement Markings

- Install painted stop line on Russells Way northbound approach.
- Install high-visibility crosswalks across Russells Way and Milestone Road.

Milestone Road at Tom Nevers Road

Observations

Sight Distance

The audit team discussed that sight distance for the northbound Tom Nevers Road approach is challenged by the angle at which the road meets Milestone Road and the hill crest that exists just east of the intersection. The audit team discussed that eleven (16.9%) of the 65 crashes recorded during the audit period occurred at this intersection. Three (27.3%) of those crashes involved a collision with a deer and three (27.3%) involved a vehicle running off the road.

Pavement Markings

The audit team noted that a standard style crosswalk is provided on the southern leg of the intersection.



Photograph 12: Poor sight distance looking east at Tom Nevers Road due to hill crest

Potential Safety Enhancements

Sight Distance

- Evaluate alternative intersection designs, including a standard T intersection for future reconstruction.

Pavement Markings

- Install high-visibility crosswalks across Milestone Road and Tom Nevers Road.

Milestone Road at New Street

Observations

Signs

The audit team noted that a PED XING sign is provided at the existing continental-style crosswalks across the eastern leg of the intersection, however that the sign provided is not MUTCD-compliant. The audit team also noted that no advance warning signs of the crosswalk are provided to warn motorists of pedestrians or bicyclists within the roadway ahead. The audit team noted that the New Street approach to the intersection is stop-controlled.



Photograph 13: The Sconset Bike Path is discontinued at New Street

Bicycle and Pedestrian Accommodations

The audit team discussed that the intersection of Milestone Road and New Street is significant for pedestrians and bicyclists because it is the terminus of the Sconset Bike Path. Members of the audit team noted that the crosswalk across the eastern leg of the intersection was added to provide access to and from

the eastern end of the Sconset Bike Path. However, the audit team recognized that the crosswalk provides a path that does not connect to additional sidewalk or bicycle facilities. The audit team discussed that adding sidewalks or a bike path extension from New Street to the Sconset Rotary would complete the bicycle and pedestrian path along the entirety of the RSA area.

Potential Safety Enhancements

Signs

- Replace non MUTCD-compliant PED XING signs with compliant pedestrian (W11-2) warning signs at the existing crosswalk and in advance of the crosswalk.

Bicycle and Pedestrian Accommodations

- Install high-visibility crosswalks across New Street.
- Evaluate the feasibility of extending bicycle and pedestrian connections beyond New Street intersection to complete the existing bicycle and pedestrian facility network along Milestone Road.

Sconset Rotary

Observations

Signs and Intersection Control

Members of the audit team noted that the Sconset Rotary functions similarly to an open street in the summer months with high pedestrian activity and very low vehicular travel speeds. The audit team noted that the open street nature of the traffic circle is not formalized with any signs. In addition, the audit team noted that no traffic control of any type is provided for any approach to the intersection. The audit team also observed that several angled parking spaces exist within the southwestern approach of the traffic circle.

The audit team noted that one crash occurred at the Sconset Rotary during the RSA period involving a motorist who crashed into the boulder at the center of the rotary.

Pavement Markings

The audit team discussed that no formal crosswalks are provided through the intersection.

Potential Safety Enhancements

Signs and Intersection Control

- Formalize existing traffic operating functions within the Sconset Rotary by installing yield signs on intersection approaches.
- Consider installing signs to inform motorists of the high pedestrian activity within the traffic circle.

Pavement Markings

- Install high-visibility crosswalks across all legs of the traffic circle.

Summary of Road Safety Audit

Based on observations and discussions, the RSA team identified the issues and potential enhancements that could improve safety along Milestone Road in Nantucket, MA. The timeframe and costs are categorized below in Table 2.

Table 1: Estimated Time Frame and Costs Breakdown

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

Table 3 lists each safety issue and the corresponding potential safety enhancements that were discussed at the audit and within the previous section. The table includes the safety benefit, estimated timeframe for completion, estimated construction cost, and the responsible agency for each observed safety issue and potential safety enhancement. Safety payoff 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 2. Potential Safety Enhancement Summary

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Milestone Road: Corridor-Wide					
Narrow Roadway and Passing Zones	Evaluate the feasibility of widening the roadway to include wider lanes and adequate shoulders, especially between the Milestone Rotary and New South Road where truck traffic is highest..	High	Long-term	High	MassDOT
	Where space allows, provide rumble strips along centerline or along the outside of the travel lanes. A noise pollution evaluation should be considered prior to installation of rumble strips along the corridor.	High	Long-term	Low	MassDOT
	Install NO PASSING ZONE signs at locations where passing is not permitted.	Low	Short-term	Low	MassDOT
	Eliminate passing zones within 500 feet of all intersections and crosswalks.	Mid	Short-term	Low	MassDOT
Lighting	Reconsider existing lighting restriction in Nantucket to make installation of street lighting more feasible.	Mid	Short-term	Low	Town of Nantucket
	Install street lights along the corridor.	Mid	Mid-term	Medium	MassDOT
	Ensure lighting is provided at all intersecting roadways.	Mid	Mid-term	Medium	MassDOT

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Signs	Install MUTCD-compliant, reflective speed limit (R2-1) signs throughout the corridor.	Low	Short-term	Low	MassDOT
	Replace all posts with steel breakaway sign posts to improve maintenance and safety.	Mid	Short-term	Low	MassDOT
	Install reflective street signs for all intersecting roadways.	Low	Short-term	Low	MassDOT
	Install signs directing people to scenic viewing area approximately half way along the corridor.	Low	Short-term	Low	MassDOT
Speed	Install speed limit signage at more consistent intervals along the corridor.	Low	Short-term	Low	MassDOT
	Pursue regulatory Safety Zone designation from MassDOT for areas of the corridor with heavier pedestrian and bicyclist crossing activity.	Low	Short-term	Low	MassDOT
Bicycle and Pedestrian Accommodations	Install high-visibility crosswalk markings across all bike path crossings, including the Polpis Bike Path crossing east of Polpis Road to increase driver awareness of bicyclists and pedestrians traveling along the bike path..	High	Short-term	Medium	MassDOT
	Ensure consistent, advance trail crossing (W11-15 and W11-15P) warning signs are provided for crossings.	Mid	Short-term	Low	MassDOT

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Bicycle and Pedestrian Accommodations	Ensure consistent path treatments and signage is provided at all approaches of the Polpis Bike Path to intersecting streets. The majority of path crossing include a small, low-height STOP sign to warn bicyclists and pedestrians of the road crossing ahead, however signs are missing from select approaches.	Mid	Short-term	Low	MassDOT
Bicycle and Pedestrian Accommodations	Add a centerline 50 feet before all bike path street crossings to direct pedestrians and bicyclists to use one side of the path at crossing locations.	Low	Short-term	Low	MassDOT
	Provide ADA-compliant ramps at each intersecting roadway and any new pedestrian crossings.	Low	Mid-term	High	MassDOT
	Evaluate the feasibility of constructing a sidewalks or Sconset Bike Path extension from New Street to the Sconset Rotary at the east end of the RSA area.	Mid	Long-term	High	MassDOT
	Consider on-street bicycle pavement markings (“shared lane markings”) and associated signs on Main Street.	Mid	Short-term	Low	MassDOT
	Provide additional, high-visibility pedestrian crossings across Milestone Road at more frequent intervals at locations with higher pedestrian activity.	High	Mid-term	Medium	MassDOT

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Bus Stops	Install high-visibility crosswalks and associated ADA-compliant ramps across Milestone Road at each bus stop location.	Mid	Mid-term	Medium	MassDOT
Snow and Ice Maintenance	Ensure that the entire roadway is plowed after snow events to minimize snow and ice-related crashes.	High	Short-term	Low	MassDOT
	Distribute salt or sand to safeguard against black ice.	Mid	Short-term	Low	MassDOT
Snow and Ice Maintenance	Ensure that the bike path is plowed after snow events to provide an accessible path for bicyclists and pedestrians.	Mid	Short-term	Low	MassDOT
Deer	Install MUTCD-compliant, reflective deer (W11-3) warning signs throughout the corridor.	Low	Short-term	Low	MassDOT
Drainage and Ponding	Conduct an evaluation of existing stormwater facilities along the corridor.	Low	Mid-term	Medium	MassDOT
	Ensure existing stormwater drains are clear of debris to prevent ponding after storm events.	Low	Short-term	Low	MassDOT
Milestone Rotary					
Intersection Control	Provide consistent traffic control signs on all intersection approaches.	Mid	Short-term	Low	MassDOT/Town of Nantucket
	Ensure consistent advance warning is provided for all intersection approaches.	Mid	Short-term	Low	MassDOT/Town of Nantucket
	Reconstruct the rotary as a modern roundabout.	High	Long-term	High	MassDOT/Town of Nantucket

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Bicycle and Pedestrian Accommodations	Provide high-visibility crosswalks across all legs of the intersection to improve crossing opportunities and conditions for bicyclists and pedestrians.	High	Short-term	Low	MassDOT/Town of Nantucket
Milestone Road at Monomoy Road					
Intersection Design	Evaluate alternative intersection designs, including a standard T intersection for future reconstruction.	High	Mid to Long-term	High	MassDOT/Town of Nantucket
Bus Stop Location and Operations	Consider relocating bus stop to the north side of Monomoy Road.	Mid	Short-term	Low	MassDOT/Town of Nantucket/NRTA
	Provide an accessible path and crosswalks to and from the bus stop.	High	Short-term	Medium	MassDOT
	Evaluate bus stop placement for a T intersection scenario.	Mid	Long-term	Medium	MassDOT/Town of Nantucket
Bicycle and Pedestrian Accommodations	Provide high-visibility crosswalks across Monomoy Road and Milestone Road.	High	Mid-term	Low	MassDOT
	Provide pedestrian warning signs for motorists in advance of the intersection.	Mid	Mid-term	Low	MassDOT
Vehicle Parking	Install NO STANDING signs on northeast side of intersection.	Low	Short-term	Low	MassDOT
Milestone Road at Polpis Road					
Intersection Design and Control	Close the middle slip lane to vehicular traffic.	Mid	Short-term	Low	MassDOT/Town of Nantucket
	Evaluate alternative intersection designs, including a standard T intersection for future reconstruction.	High	Mid to Long-term	High	MassDOT/Town of Nantucket

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Pedestrian and Bicycle Accommodations	Provide high-visibility crosswalks across Milestone Road and Polpis Road.	High	Mid-term	Low	MassDOT
	Provide pedestrian warning signs for motorists in advance of the intersection.	Mid	Mid-term	Low	MassDOT
Milestone Road at Polpis Bike Path Crossing					
Pedestrian and Bicycle Accommodations	Consider installing actuated control device, such as RRFB, to assist pedestrians and bicyclists in safely crossing Milestone Road.	Mid	Long-term	High	MassDOT
Pedestrian and Bicycle Accommodations	Consider additional reflective signage to provide additional cues to drivers about pedestrians and bicyclists crossing Milestone Road.	Mid	Short-term	Low	MassDOT
	Eliminate existing vehicle passing zone within 500 feet of the crosswalk.	Mid	Short-term	Low	MassDOT
Pavement Markings	Replace existing standard crosswalk with high-visibility crosswalk.	Mid	Short-term	Low	MassDOT
Milestone Road at Milestone Crossing					
Sight Lines	Cut back overgrown vegetation on northbound approach to the intersection.	Mid	Short-term	Low	MassDOT/Town of Nantucket
Pavement Markings	Replace faded stop line on northbound approach to the intersection.	Mid	Short-term	Low	MassDOT
	Install high-visibility crosswalks across Milestone Road and Milestone Crossing.	Mid	Mid-term	Low	MassDOT

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Milestone Road at Nobadeer Farm Road					
Signs and Intersection Control	Provide signs at the westbound Milestone Road approach to the intersection warning left turning vehicles to yield to bicyclists and pedestrians.	Mid	Short-term	Low	MassDOT
	Eliminate passing zone within 500 feet of the intersection.	Mid	Short-term	Low	MassDOT
Pavement Markings	Replace faded stop line on northbound approach to the intersection.	Mid	Short-term	Low	MassDOT
Pavement Markings	Replace faded crosswalks and install high-visibility crosswalks.	High	Short-term	Low	MassDOT
Milestone Road at New South Road					
Signs and Intersection Control	Provide signs at the westbound Milestone Road approach to the intersection warning left turning vehicles to yield to bicyclists and pedestrians.	High	Short-term	Low	MassDOT
	Provide MUTCD-compliant TRUCK (W11-10) AHEAD (W16-9P) signs on Milestone Road.	Low	Short-term	Low	MassDOT
Pavement Markings	Install painted stop line on northbound approach to the intersection.	Mid	Short-term	Low	MassDOT
	Install high-visibility crosswalks across Milestone Road and New South Road.	Mid	Short-term	Low	MassDOT
Milestone Road at Russells Way					
Pavement Markings	Install painted stop line on the northbound approach to the intersection.	Mid	Short-term	Low	MassDOT

Safety Issue	Safety Enhancement	Safety Payoff	Time Frame	Cost	Responsible Agency
Pavement Markings	Install high-visibility crosswalks across Milestone Road and Russells Way.	Mid	Short-term	Low	MassDOT
Milestone Road at Tom Nevers Road					
Sight Distance	Evaluate alternative intersection designs, including a standard T intersection.	High	Long-term	High	MassDOT/Town of Nantucket
Pavement Markings	Install high-visibility crosswalks across Milestone Road and Tom Nevers Road.	Mid	Short-term	Low	MassDOT
Milestone Road at New Street					
Signs	Replace non MUTCD-compliant PED XING signs with compliant pedestrian (W11-2) warning signs at the existing crosswalk and in advance of the crosswalk.	Low	Short-term	Low	MassDOT
Bicycle and Pedestrian Accommodations	Install high-visibility crosswalks across Milestone Road and New Street.	Mid	Mid-term	Low	MassDOT
Bicycle and Pedestrian Accommodations	Evaluate the feasibility of extending bicycle and pedestrian connections beyond New Street intersection.	High	Long-term	High	MassDOT
Milestone Road at Sconset Rotary					
Signs and Intersection Control	Formalize existing traffic operating functions within the Sconset Rotary by installing yield signs on intersection approaches.	Low	Short-term	Low	MassDOT/Town of Nantucket
	Consider installing signs to inform motorists of the high pedestrian activity within the traffic circle.	Low	Short-term	Low	MassDOT/Town of Nantucket
Pavement Markings	Install high-visibility crosswalks across all legs of the traffic circle.	Mid	Short-term,	Low	MassDOT/Town of Nantucket

Appendix A. RSA Meeting Agenda

Agenda

Road Safety Audit

Nantucket, MA

Milestone Road

Meeting Location: 4 Fairgrounds Training Room

April 7, 2017

10:30 AM – 1:00 PM

Type of meeting:	High crash location – Road Safety Audit
Attendees:	Invited participants to comprise a multidisciplinary team
Please bring:	Thoughts and enthusiasm!!

09:15 AM Arrive in Nantucket, drive along Milestone Road / visit areas of concern

10:30 AM Welcome and Introductions

10:45 AM Discussion of Safety Issues

- Crash history, speed regulations, recent and existing projects
- Existing geometries and conditions

Discussion of Potential Improvements

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

1:00 PM Adjourn for the Day – but the RSA has not ended

Instructions for Participants:

- Before attending the RSA on April 7, participants are encouraged to drive through the intersection and complete/consider elements on the RSA Prompt List with a focus on safety.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

Appendix B. RSA Audit Team Contact List

Participating Audit Team Members

Date:

Location:

Audit Team Members	Agency/Affiliation	Email Address	Phone Number
Kevin Marshall	Nantucket Police Department	kmarshall@police.nantucket-ma.gov	508-228-1212 x5464
Mike Burns	Nantucket Planning and Economic Development Commission	mburns@nantucket-ma.gov	508-228-7238
Pamela Haznar	MassDOT District 5 Project Development	Pamela.haznar@state.ma.us	508-884-4239
Barbara Lachance	MassDOT District 5 Traffic Operations	Barbara.lachance@dot.state.ma.us	508-884-4260
Chris Falcos	MassDOT Traffic and Safety Engineering	Christopher.falcos@dot.state.ma.us	857-368-9639
Elsa Chan	MassDOT Traffic and Safety Engineering	Elsa.chan@state.ma.us	857-368-9648
Michelle Danila	Toole Design Group	mdanila@tooledesign.com	617-619-9910 x201
Lydia Hausle	Toole Design Group	lhausle@tooledesign.com	617-619-9910 x221

Appendix C. Detailed Crash Data

Rural Road Funding

Crashes to note

1 Fatal Pedestrian crash involving OUI

6 cyclist related crashes

13 lane departure related crashes

7 snow/ice contributed crashes

77 total crashes

Possible mitigation suggestions

A majority of the cyclist crashes involve a cyclist on their divided bike lane driving through a stop sign and crashing into or getting hit by a vehicle on the side street. Upgrades to the bike lane might need to be added however police state there are clearly labeled stop signs on the bike lanes. A bike education program might need to be implemented or enforcement might need to be stepped up.

13 lane departure related crashes involved a few people falling asleep at the wheel and a couple OUIs. Rumble strips along either end of the roadway and down the center line would aid in mitigating this. For the most part, there are no houses along this road so it might not be difficult to convince the town to add them.

A few crashes during snow storms mention that the roads were not plowed or if they were, the roads were not plowed to a degree that allowed free movement of vehicles in either direction. Stepping up snow and ice practices would reduce problems caused by icy/snow covered roads.

Non Geocoded Crashes along Milestone Road

Collision with Cyclist at Milestone crossing	2629002	8/2/2010
Deer collided with veh1 on Milestone rd	3010061	1/18/2012
Veh 2 driving without lights on at 01:42. swerving between lanes and struck veh1 head-on	3248316	7/1/2012
Veh1 hit deer	3379661	7/26/2012
Veh1 hit Deer	3586024	9/8/2013
Veh 1 hit deer into veh 2	3732507	2/10/2014
Heavy snow , road not completely cleared. Veh2 hit veh1 trying to tow out uninvolved veh	3782133	3/26/2014
Veh1 rear ended veh2 that was slowing down for a turning veh	3802730	5/16/2014
Veh 1 left road way left (OUI)	4066709	3/20/2015
Veh1 ran off road right and hit trees	4123261	9/25/2015
Deer collided with veh1 on Milestone rd.	4205194	4/23/2016
Veh 1 hit deer	4296677	10/28/2016

8/19/2012, Not Reported;
Veh 1 hit **cyclist** at the rotary

6/12/2013, No Injury; Veh1 rear ended
Veh 2 at roundabout

7/9/2013, No Injury; Veh1 hit veh 2 whom
didn't yield ROW to roundabout traffic

5/23/2015, No Injury; Rear end entering
roundabout

7/28/2016, Not Reported; Veh 2
rear ended veh 1 at roundabout

1/13/2015, Not Reported; Veh1 hit **black
ice** and veered off roadway into trees

7/21/2012, Not Reported;
Rear end on Sparks ave

6/30/2012, Not Reported;
Rear end on old south road

9/4/2012, Not Reported; Veh1 was
towing veh2 and when veh 1 was
making a three point turn, it pushed
the rear of veh 2 into a tree

12/4/2012, Non Incapacitating Injury;
Veh1 failed to stop at intersection and
hit thru veh 2 on milestone road

9/16/2015, No Injury; veh 1 hit **deer**

8/1/2016, Not Reported; **Cyclist** crossed
roadway with out looking, veh1 slammed
on brakes and lumber on truck slid forward
destroying top of truck and windshield

8/9/2014, Non-Incapacitating Injury; MC1 pulled
to the right to take a left onto Barnard Valley rd
and then veh2 passed on the left and hit MC1

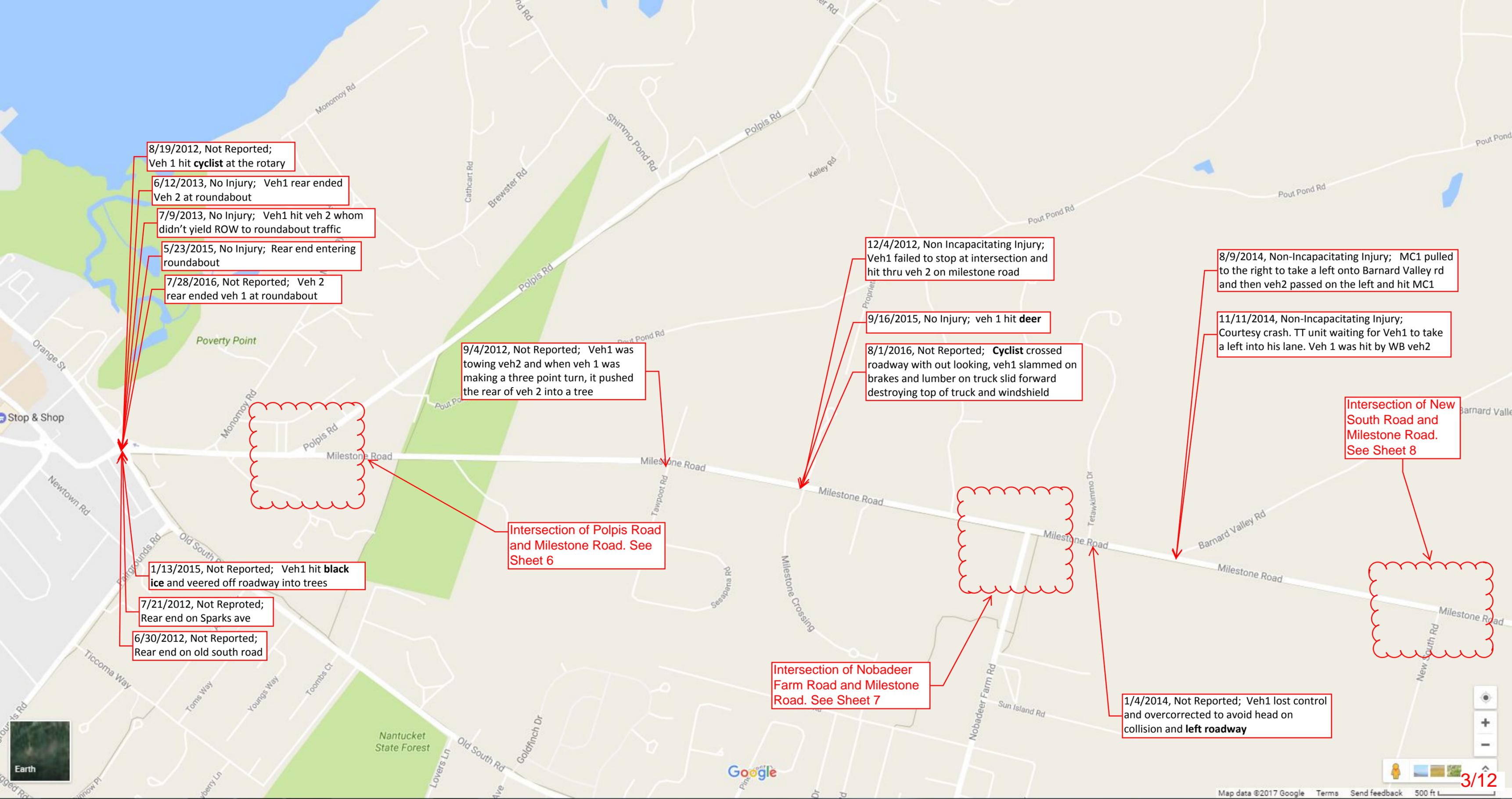
11/11/2014, Non-Incapacitating Injury;
Courtesy crash. TT unit waiting for Veh1 to take
a left into his lane. Veh 1 was hit by WB veh2

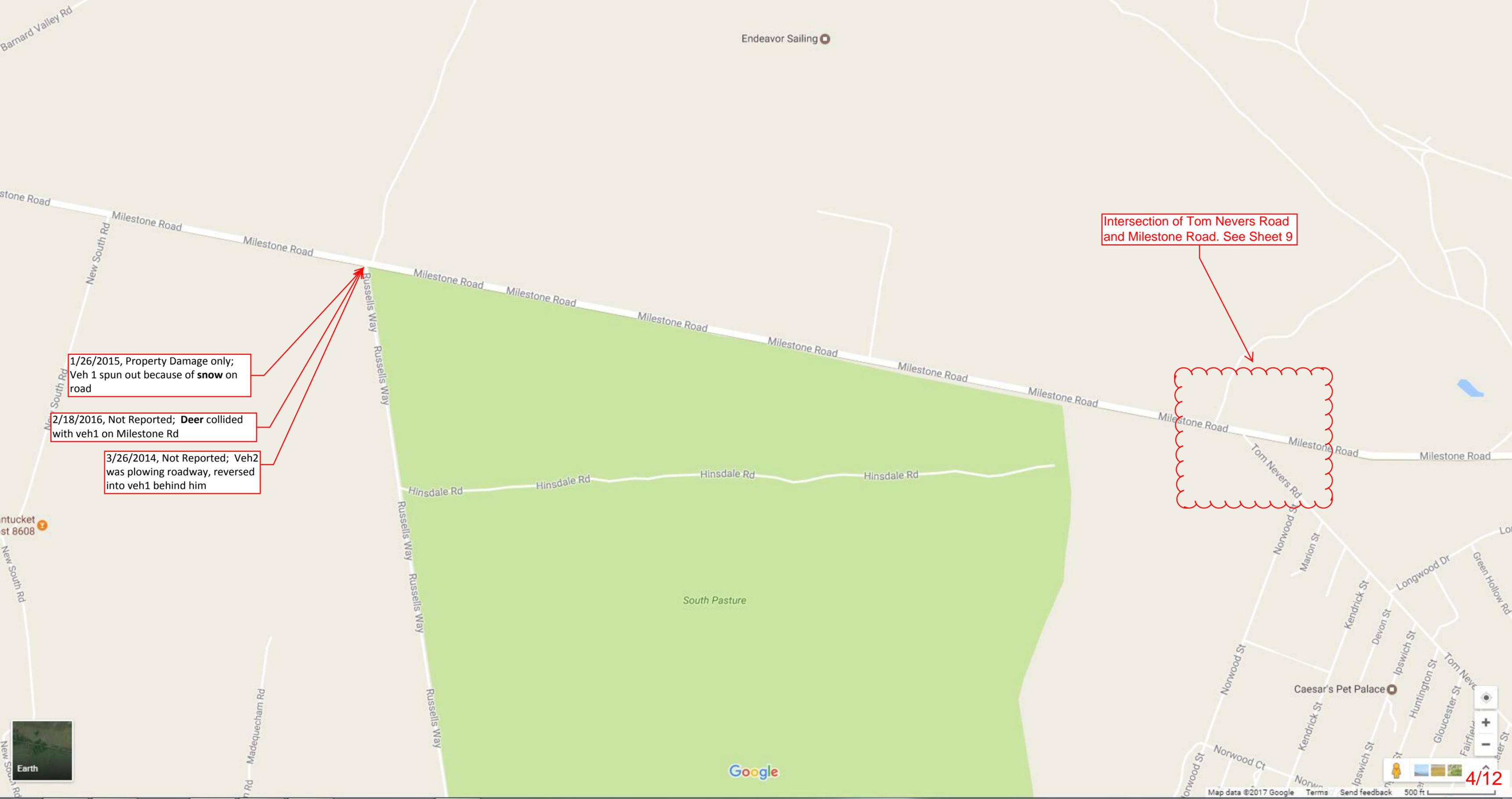
Intersection of New
South Road and
Milestone Road.
See Sheet 8

Intersection of Polpis Road
and Milestone Road. See
Sheet 6

Intersection of Nobadeer
Farm Road and Milestone
Road. See Sheet 7

1/4/2014, Not Reported; Veh1 lost control
and overcorrected to avoid head on
collision and **left roadway**





Endeavor Sailing

Intersection of Tom Nevers Road and Milestone Road. See Sheet 9

1/26/2015, Property Damage only; Veh 1 spun out because of snow on road

2/18/2016, Not Reported; Deer collided with veh1 on Milestone Rd

3/26/2014, Not Reported; Veh2 was plowing roadway, reversed into veh1 behind him

Antucket St 8608

South Pasture

Caesar's Pet Palace

Google

1/30/2015, Non-incapacitating injury; Veh1 hit **Snow Bank** and spun out causing veh 2 to serve in attempt to avoid collision, but hit veh 1

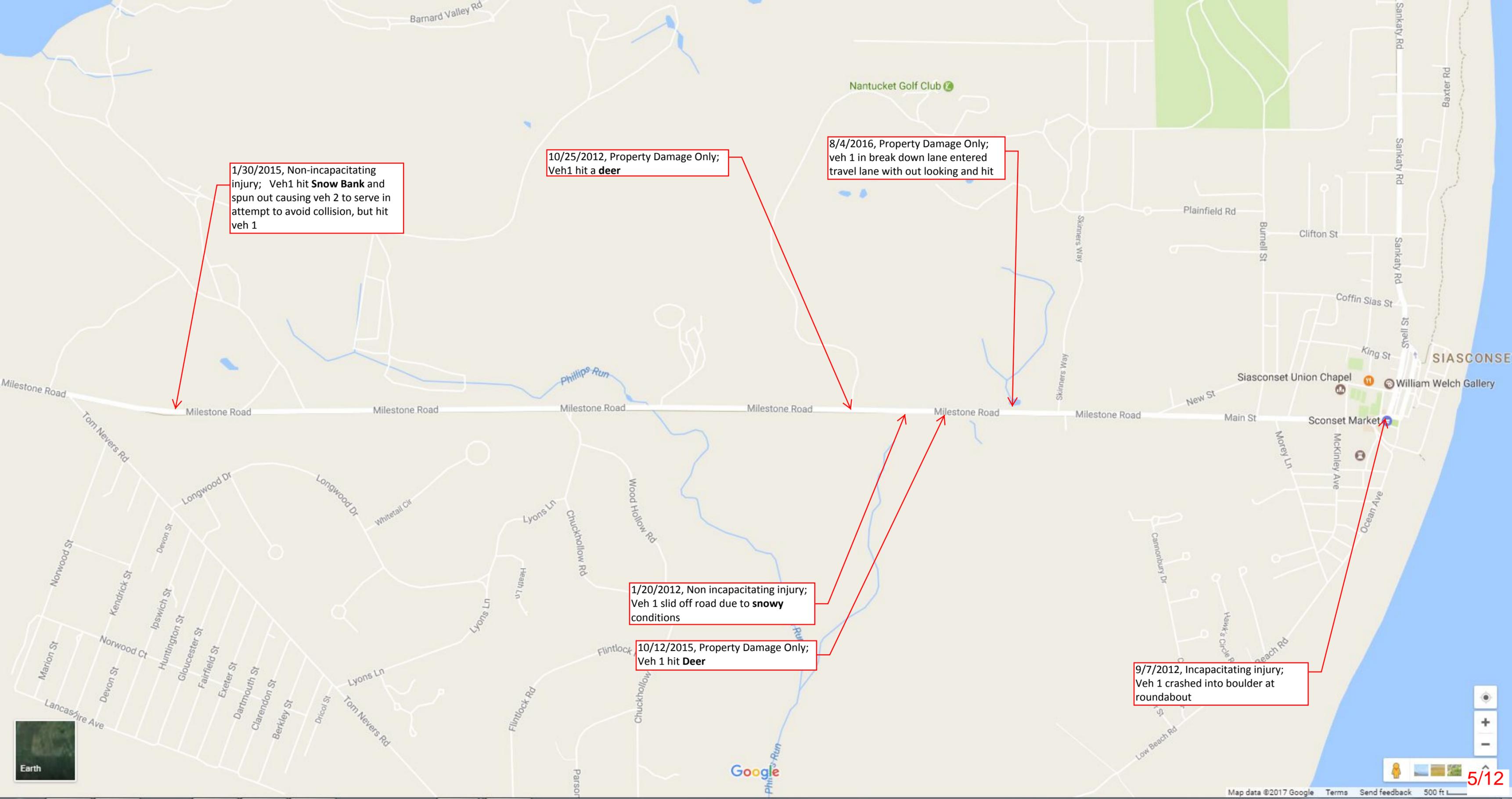
10/25/2012, Property Damage Only; Veh1 hit a **deer**

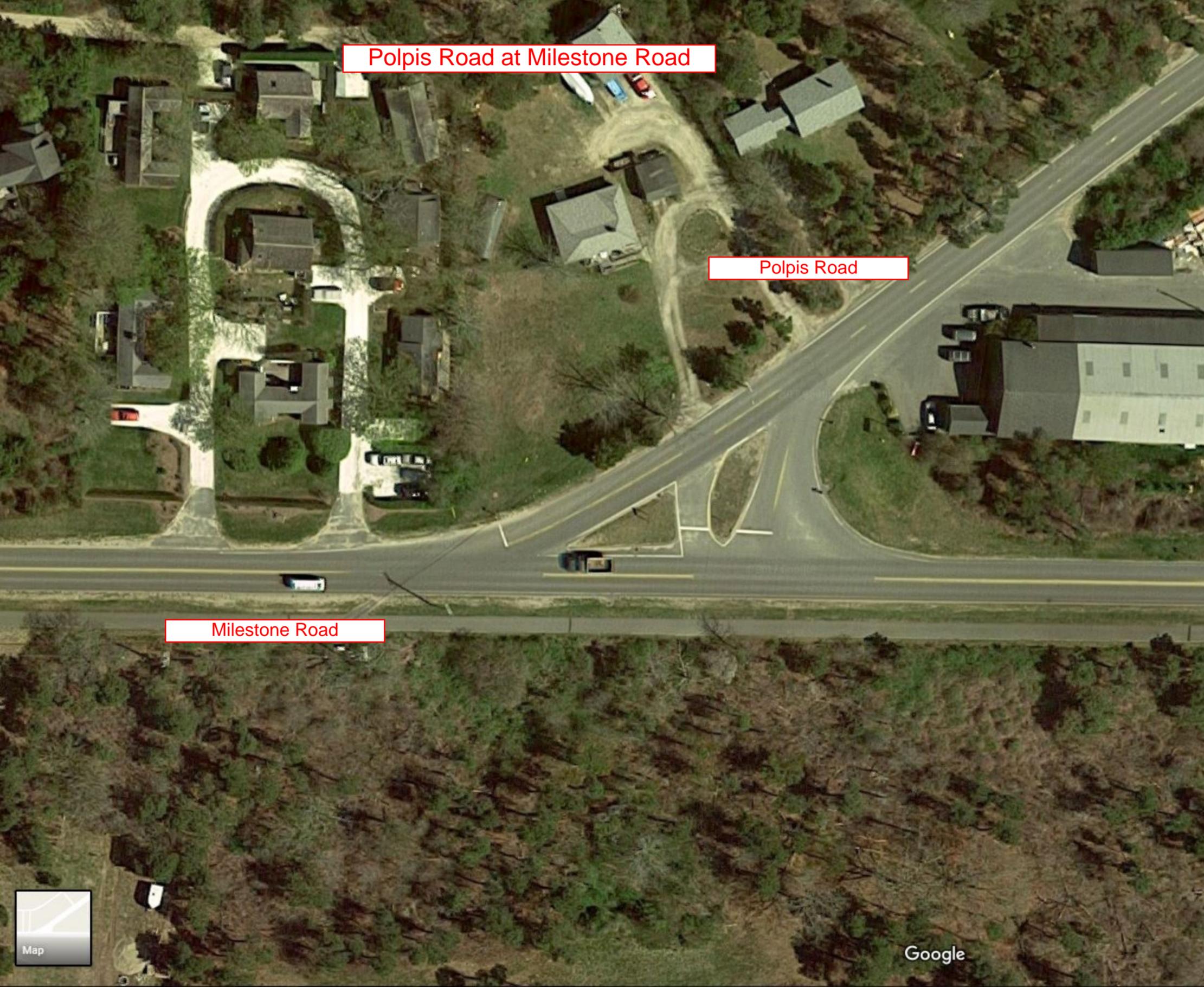
8/4/2016, Property Damage Only; veh 1 in break down lane entered travel lane with out looking and hit

1/20/2012, Non incapacitating injury; Veh 1 slid off road due to **snowy** conditions

10/12/2015, Property Damage Only; Veh 1 hit **Deer**

9/7/2012, Incapacitating injury; Veh 1 crashed into boulder at roundabout





V2 rear ended V1 stopped at the intersection of Polpis and Milestone	7/9/2011	No injury
V2 rear ended V1 stopped at the intersection of Polpis and Milestone. V1 was pulling out and had to stop suddenly because of veh in thru lane traveling at high rate of speed and another vehicle blocking sight	10/4/2011	Not reported
Rear end on Polpis Rd	9/4/2012	Not reported
Veh2 rear ended veh1 when he stopped for a ped crossing road	10/22/2013	No injury
Veh 1 Slowing for right turning truck, rear ended by veh2	7/2/2014	No injury
Veh 2 rear ended veh1 whom was slowing for a stop sign	7/2/2014	No injury
Veh1 was stopped on milestone rd waiting to turn left onto polpis rd. Veh3 rear ended veh2 which hit veh1	7/27/2014	Non-fatal injury - Possible
FATAL - drunk driver hit pedestrian	2/1/2015	Fatal injury
Veh 1 rear ended veh 2 whom was slowing fo traffic	2/19/2015	Not reported

Nobadeer Farm Road at Milestone Road

Milestone Road

Nobadeer Farm Road

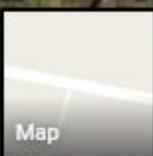
V1 taking left turn into Nobadeer Ave when he struck Cyclist in bike path who failed to stop at the stop sign	7/28/2010	Non-incapacitating Injury
Veh 1 rear ends Veh2 whom was slowing for a right turn. Veh2 then gets pushed into Veh 3 coming from opposite direction	5/2/2011	Possible Injury
Rear end on Nobadeer farm road on approach to Milestone road	5/16/2011	No injury
Veh 1 hit a deer	7/7/2013	Not reported
Veh1's tire blew out causing veh1 to lose control and flip	12/18/2013	No injury
Veh 2 rear ended veh 1 whom was slowing for a left turning veh	6/24/2014	Possible Injury
Veh 2 veered into opposite lane and hit veh1 SSO near nobadeer rd	7/31/2014	Not reported
Veh1 taking left onto nobadeer farm road and hit cyclist traveling on bike path crossing nobadeer farm road	8/31/2014	Not reported
Veh 2 rear ended veh 1 waiting to turn left	9/15/2015	No injury
Unsecure cargo from veh2 hit veh 1	11/30/2015	Not reported
Deer collided with veh1 on Milestone rd	12/1/2015	Not reported
Veh 2 crossed yellow double line and SSO veh 1	7/20/2016	No injury

New South Road at Milestone Rd

Milestone Road

New South Road

Veh2 was stopped behind veh1 whom was stopped on milestone road waiting to take a left onto Bunker st (New south Rd). Veh 3 rear ended veh 2 which hit veh 1	8/24/2011	Non-incapacitating Injury
Veh1 left roadway right and crashed into a wooded area	7/29/2012	Not reported
Bike crash with Veh leaving NSR. Veh 1 stopped past stop bar and into Bike lane. Veh2 did not stop at designated Bike stop Sign	8/26/2012	No injury
Veh1 left roadway right and crashed into a wooded area	2/15/2013	Non-incapacitating Injury
Veh 1 lost control and ran off road right	5/21/2013	Not reported
Veh 1 did not stop at the stop sign on NSR attempting to turn left onto milestone rd and collided with veh 2	6/12/2014	No injury
Veh 1 Slowing for right turning truck, rear ended by veh2	7/2/2014	No injury
Veh 1 drifted into opposing lane due to distracted driver and collided with veh 2. Collision caused veh 1 to roll over onto its side	8/1/2014	Incapacitating Injury
Veh1 turning left from the right shoulder of WB milestone Rd hit by veh 2 causing veh 1 to roll over.	8/13/2014	Non-incapacitating Injury



Tom Nevers Road at Milestone Road



Milestone Road

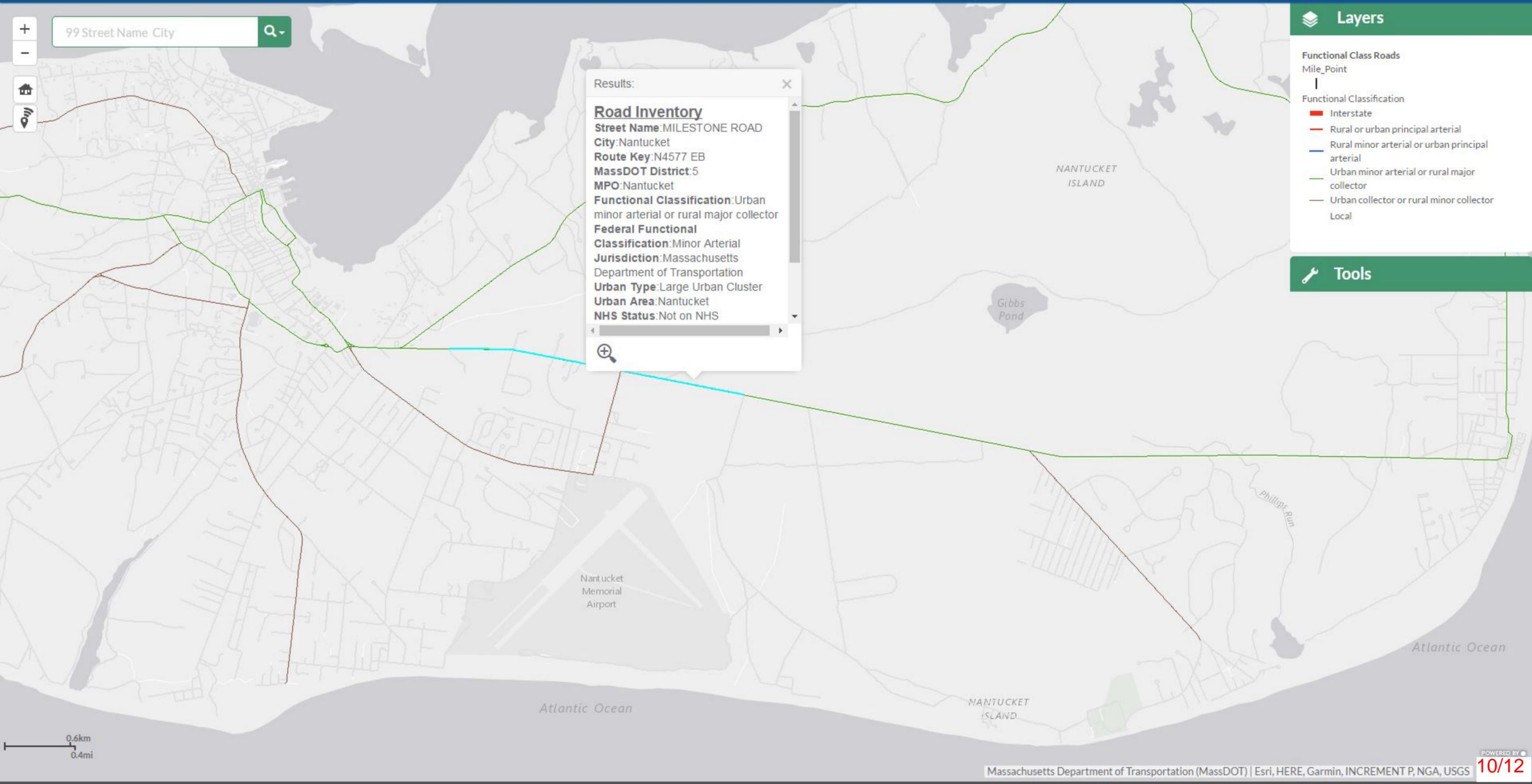
Tom Nevers Road

Driver hit a deer	1/31/2012	Not reported
OP 1 was looking in rearview mirror and rear ended Veh2	9/17/2011	No injury
Veh1 failed to use care when turning left from TNR and collided with EB veh 3	11/1/2012	Incapacitating Injury
Veh 1 did not see veh2 behind him when reversing and collided with him.	7/7/2013	Not reported
Veh 1 hit Deer	7/15/2013	Not reported
Driver fell asleep at the wheel and colided with guardrail on left side of roadway	7/19/2013	Not reported
Veh 1 traveling TNR to milestone road suffered brake failure and traveled straight through the intersection into wooded area	7/8/2014	Possible Injury
Veh 1 ran off road right while driving too fast	6/20/2015	Possible Injury
Veh 1 unsecure cargo fell off and hit opposing traffic veh 2 which caused damage to windshield	8/8/2015	No injury
Op 1 fell asleep at the wheel and ran off road left on Milestone road	8/20/2015	No injury
Veh 1 hit deer	12/13/2016	No injury



Google





99 Street Name City



Layers

- Functional Class Roads
Mile_Point
- Functional Classification
- Interstate
 - Rural or urban principal arterial
 - Rural minor arterial or urban principal arterial
 - Urban minor arterial or rural major collector
 - Urban collector or rural minor collector
 - Local

Tools

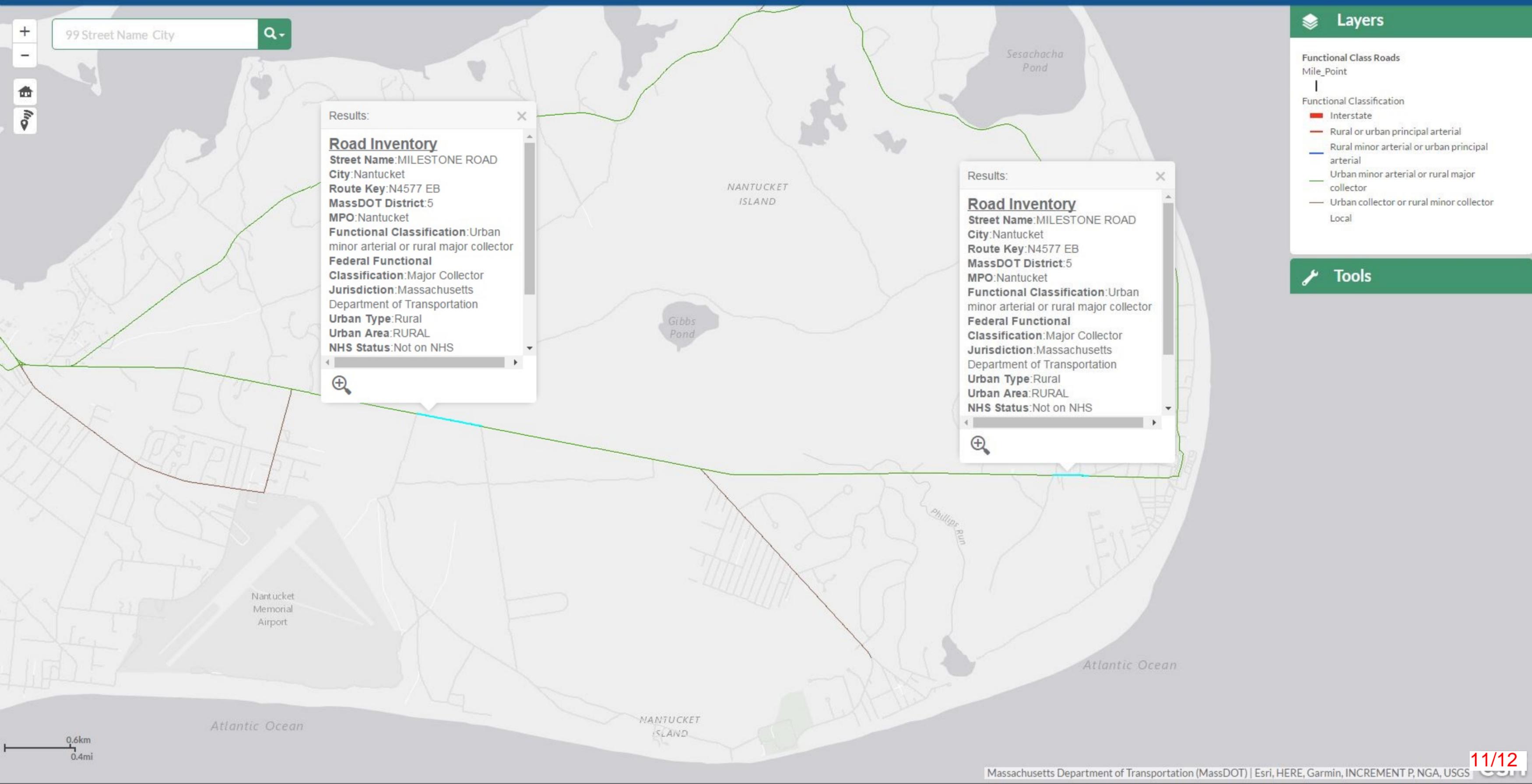
Results: ✕

Road Inventory

Street Name: MILESTONE ROAD
City: Nantucket
Route Key: N4577 EB
MassDOT District: 5
MPO: Nantucket
Functional Classification: Urban minor arterial or rural major collector
Federal Functional Classification: Minor Arterial
Jurisdiction: Massachusetts Department of Transportation
Urban Type: Large Urban Cluster
Urban Area: Nantucket
NHS Status: Not on NHS

+

0.6km
0.4mi



99 Street Name City



Results: ✕

Road Inventory

Street Name: MILESTONE ROAD
City: Nantucket
Route Key: N4577 EB
MassDOT District: 5
MPO: Nantucket
Functional Classification: Urban minor arterial or rural major collector
Federal Functional Classification: Major Collector
Jurisdiction: Massachusetts Department of Transportation
Urban Type: Rural
Urban Area: RURAL
NHS Status: Not on NHS

Results: ✕

Road Inventory

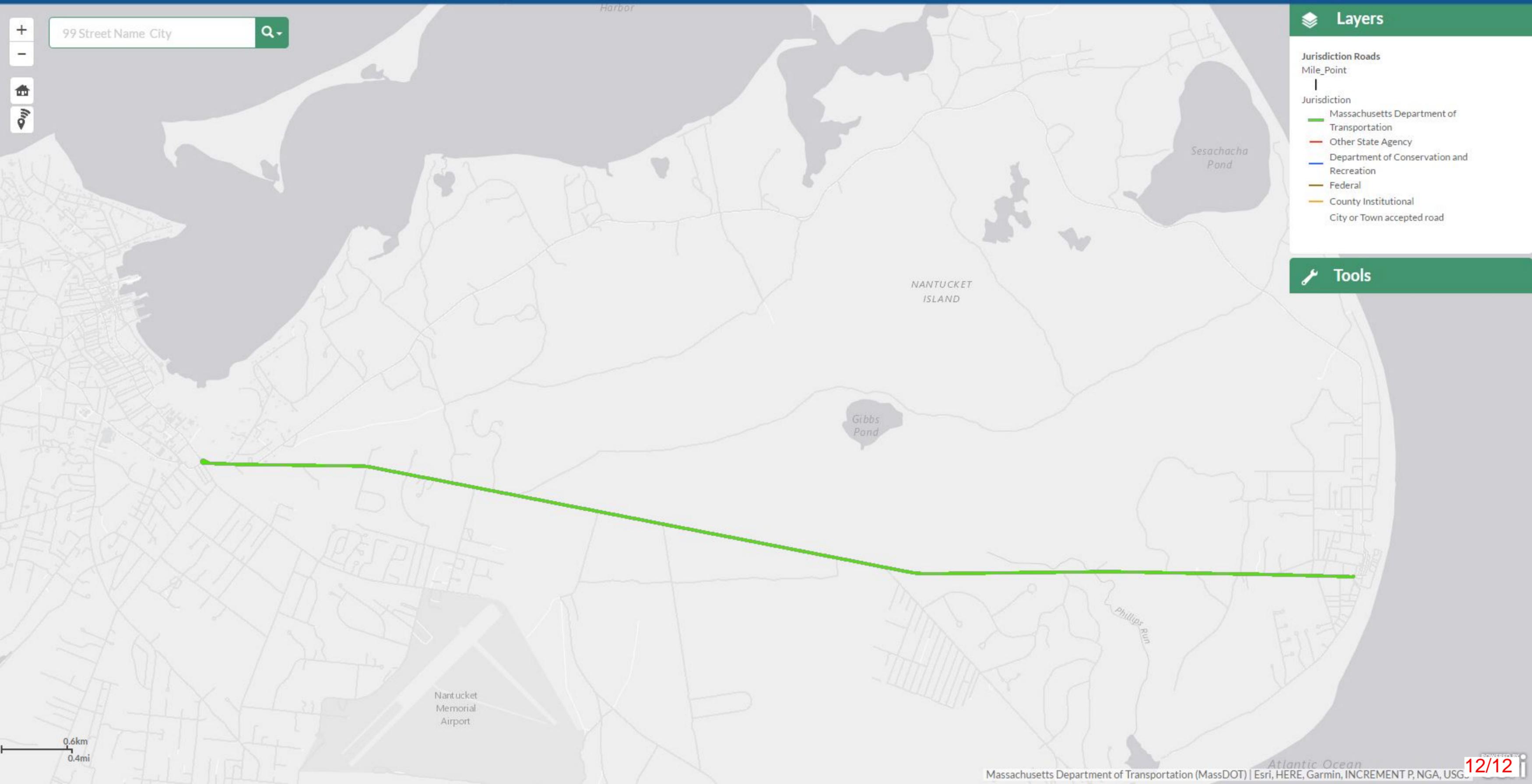
Street Name: MILESTONE ROAD
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Layers

- Functional Class Roads**
- Mile_Point
- Functional Classification
- █ Interstate
 - █ Rural or urban principal arterial
 - █ Rural minor arterial or urban principal arterial
 - █ Urban minor arterial or rural major collector
 - █ Urban collector or rural minor collector
 - Local

Tools

0.6km
0.4mi



99 Street Name City



Layers

- Jurisdiction Roads**
- Mile_Point
- Jurisdiction
- Massachusetts Department of Transportation
 - Other State Agency
 - Department of Conservation and Recreation
 - Federal
 - County Institutional
 - City or Town accepted road

Tools

0.6km
0.4mi

Appendix D. Additional Information

NP & EDC

NANTUCKET PLANNING AND ECONOMIC DEVELOPMENT COMMISSION



March 13, 2015

Edward C. Feeney
MassDOT District 5 Traffic Ops
1000 County Street
Taunton, MA 02780

RE: Milestone Road – Request to modify centerline markings at New South Road and addition/maintenance of bike path crosswalks at various intersections

Dear Mr. Feeney:

This letter is to request various pavement marking improvements along Milestone Road. This includes modification of the broken yellow centerline along the approaches to the New South Road intersection, and the addition or maintenance of crosswalks at various intersections along the Milestone Road Bike Path.

Regarding the centerline modification, there is an existing broken yellow centerline marking along Milestone Road that permits passing within 500 feet of the eastbound and westbound approaches to the intersection of New South Road. The requested modification would add a solid yellow line to no longer permit passing for the westbound traffic within 350 feet of the intersection, and would add another solid yellow line to no longer permit passing for eastbound traffic within 500 feet of the intersection. This modification corresponds with the existing “trucks entering” advisory signage along the approaches to the intersection (see attached photos).

This request was approved by the Town’s Traffic Safety Work Group following a discussion with local commercial drivers who utilize the intersection, and following a review of crash statistics at the intersection (attached). The intersection is the primary access to Milestone Road for numerous commercial vehicles as there are various industrial uses located along New South Road. These commercial vehicles include fuel delivery, asphalt and excavation, electrical utility (National Grid), and public transportation (NRTA) vehicles. As these vehicles reduce speed along Milestone Road to turn onto New South Road, there have been instances when trailing vehicles attempt to pass since there is a broken yellow centerline that permits passing. Since commercial vehicle traffic is anticipated to increase along New South Road as more industrially zoned parcels become developed this modification will provide drivers with safer guidance for passing at the approaches to the intersection.

Regarding the crosswalk markings, the following is requested (also see attached maps):

1. Milestone Road at Monomoy Road – there currently is no crosswalk connecting the Milestone Road Bike Path to Monomoy Road. Although there is no sidewalk or bike

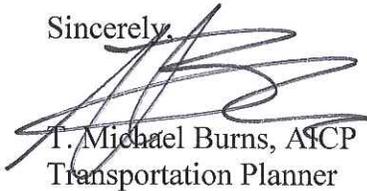


path along Monomoy Road, there is an apron for users to enter and exit the path at the western side of the intersection.

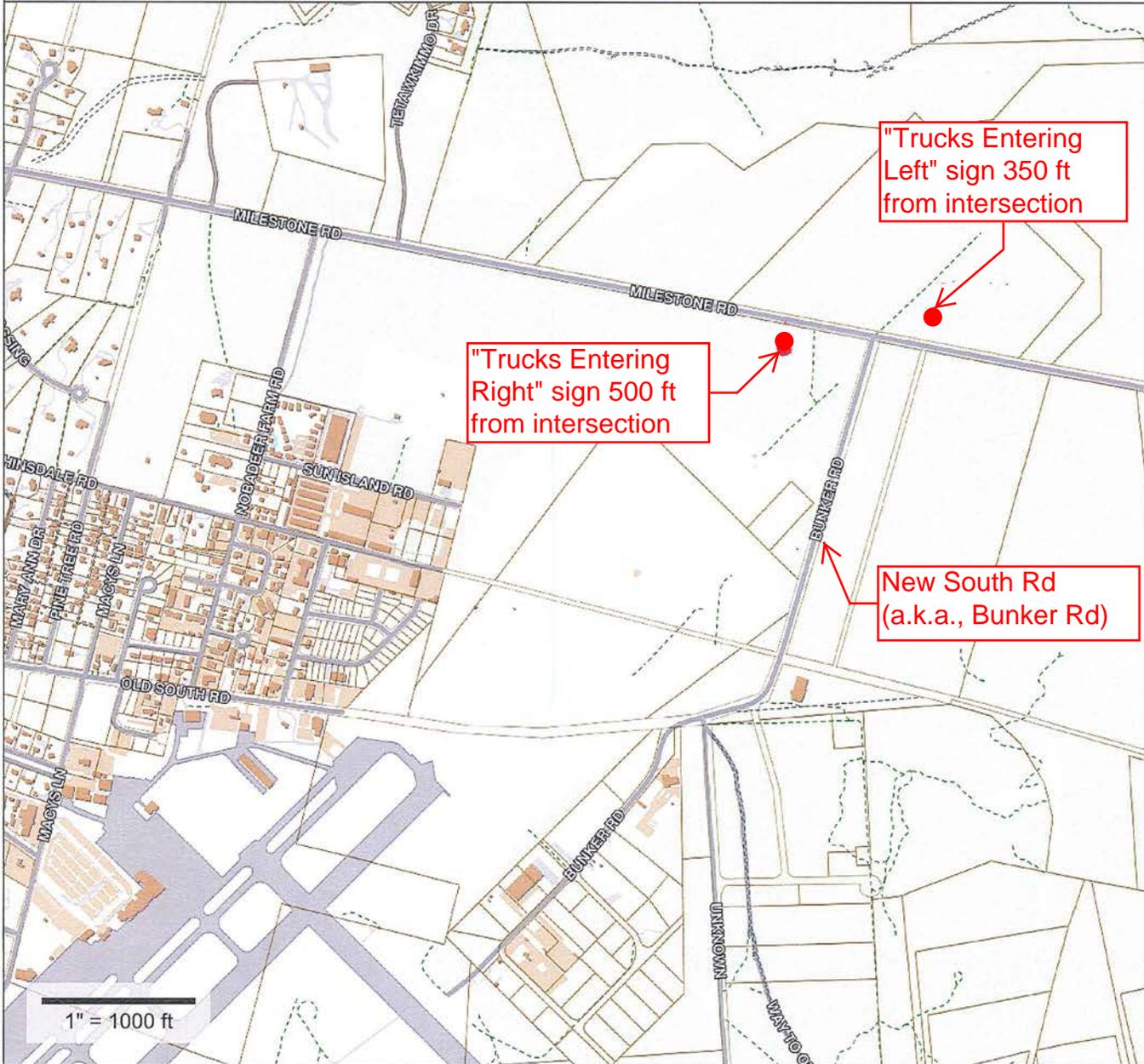
2. Milestone Road at Tawpoot Road – a crosswalk is needed for the bike path.
3. Milestone Road at Milestone Crossing – a crosswalk is needed for the bike path.
4. Milestone Road at Nobadeer Farm Road – the existing crossing bars need maintenance.
5. Milestone Road at New South Road – a crosswalk is needed for the bike path.
6. Milestone Road at Russells Way – a crosswalk is needed for the bike path.
7. Milestone Road at Tom Nevers Road – a crosswalk is needed for the bike path crossing Tom Nevers Road.
8. Milestone Road at Tom Nevers Road Bus Stop – another crosswalk is needed across Milestone Road to connect the existing NRTA stop on the north side of the road to the bike path.
9. Milestone Road at Chuck Hollow Road – a crosswalk is needed for the bike path.

If you have any questions or comments regarding these requests, please feel free to contact me.

Sincerely,



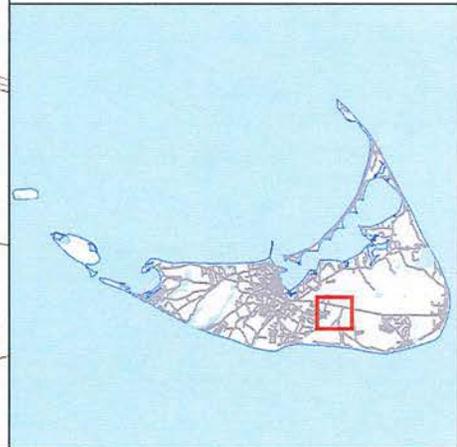
T. Michael Burns, AICP
Transportation Planner



MAP FOR REFERENCE ONLY
NOT A LEGAL DOCUMENT

The Town makes no claims and no warranties, expressed or implied, concerning the validity or accuracy of the GIS data presented on this map.

Parcels updated July, 2014





"Trucks Entering"
sign 500 ft west of
intersection

TRUCKS
ENTERING
RIGHT

Milestone Rd at New South Rd - Easterly approach (500 feet from intersection)

"Trucks Entering Left" sign
350 ft from intersection



NEW SOUTH RD

MAIN POST →

Milestone Rd at New South Rd - Easterly approach (at intersection)

"Trucks Entering"
sign 350 ft east of
intersection



Milestone Rd at New South Rd - Westerly approach (350 feet from intersection)



"Trucks Entering Right" sign
500 ft from intersection

Milestone Rd at New South Rd - Westerly approach (at intersection)

Nantucket Police Department

4 Fairgrounds Road | Nantucket, MA 02554 | Phone: (508) 228-1212

Friday, December 19, 2014

3:42:26 pm

**** For official use only ****

Call Simple List

**Alternate location is displayed if not = to common name*

Nantucket PD

Call#	Reported Date	CAD CFS	Location	Common Name	Disp	Unit#	Officer(s)
14-016187	08/13/14 13:32	Motor Vehicle Crash	Milestone Rd/Bunker Rd		250	12	236
14-015191	08/01/14 20:19	Motor Vehicle Crash	Milestone Rd/Bunker Rd		800	8	716
14-012408	07/02/14 14:17	Motor Vehicle Crash	Bunker Rd/Milestone Rd	Third Milestone	250	12	236
14-010675	06/12/14 21:11	Motor Vehicle Crash	Milestone Rd/Bunker Rd		294	12	716
14-000236	01/05/14 06:51	Motor Vehicle Crash	Bunker Rd/Milestone Rd	Third Milestone	800	17	511
13-018742	09/02/13 19:09	Motor Vehicle Crash	Bunker Rd/Milestone Rd		201	9	695
13-003224	02/15/13 10:57	Motor Vehicle Crash	Milestone Rd/Bunker Rd		201	13	286
12-013069	08/05/12 17:17	Motor Vehicle Crash	Milestone Rd/Bunker Rd		800	9	478
							695
12-009770	06/24/12 12:58	Motor Vehicle Crash	Bunker Rd/Milestone Rd		201	7	478
							729

NOTE: Bunker Road also known as New South Road

Crosswalk Location 1 - Milestone Rd at Monomoy Rd

Existing bike path apron to Monomoy Rd

Monomoy Rd

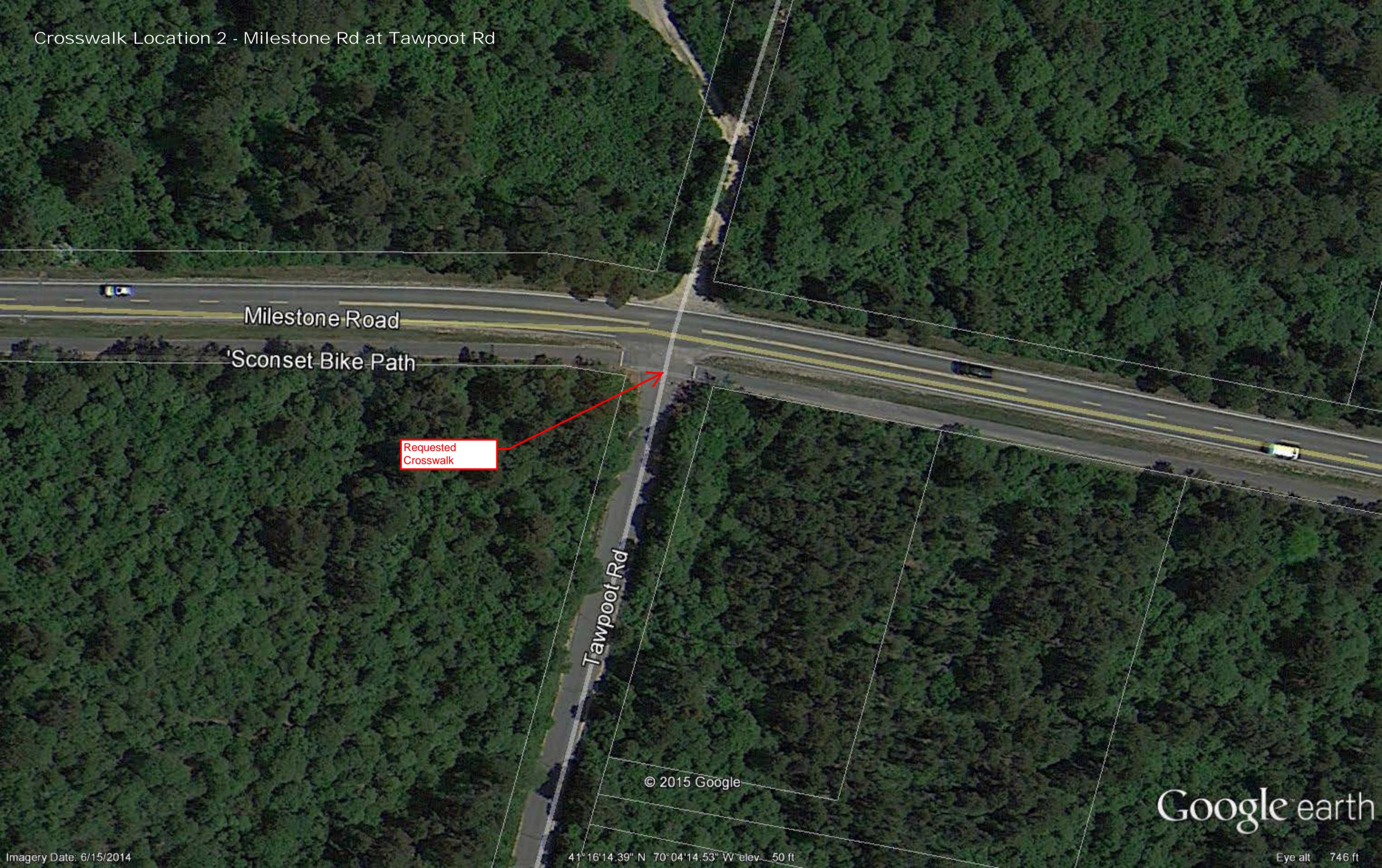
Milestone Road

Sconset Bike Path

© 2015 Google

Google earth

Crosswalk Location 2 - Milestone Rd at Tawpoot Rd



Milestone Road

'Sconset Bike Path

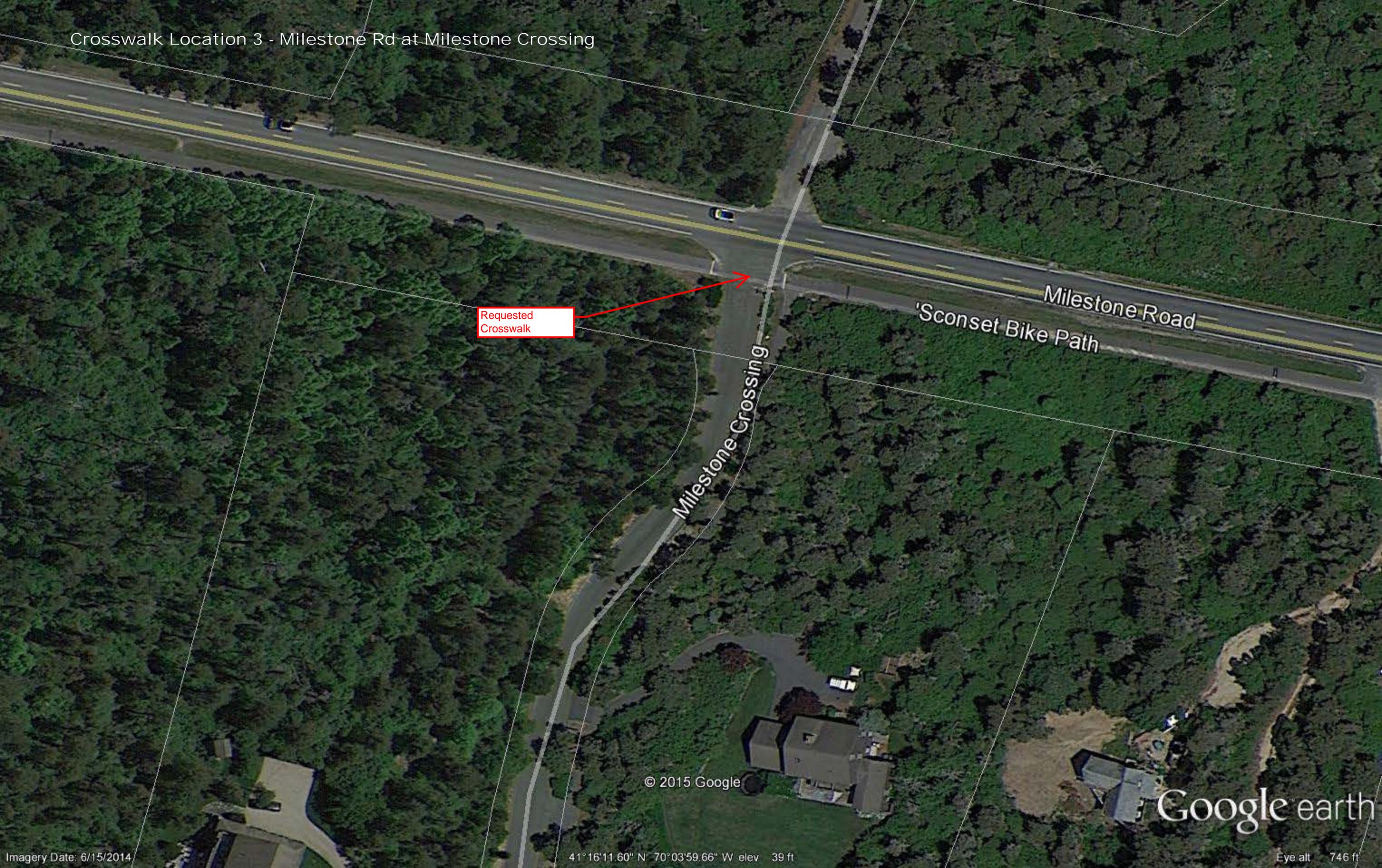
Requested
Crosswalk

Tawpoot Rd

© 2015 Google

Google earth

Crosswalk Location 3 - Milestone Rd at Milestone Crossing



Requested
Crosswalk

© 2015 Google

Google earth

Crosswalk Location 4 - Milestone Rd at Nobadeer Farm Rd

Requested
Maintenance of
Existing
Crosswalk

Nobadeer Farm Rd

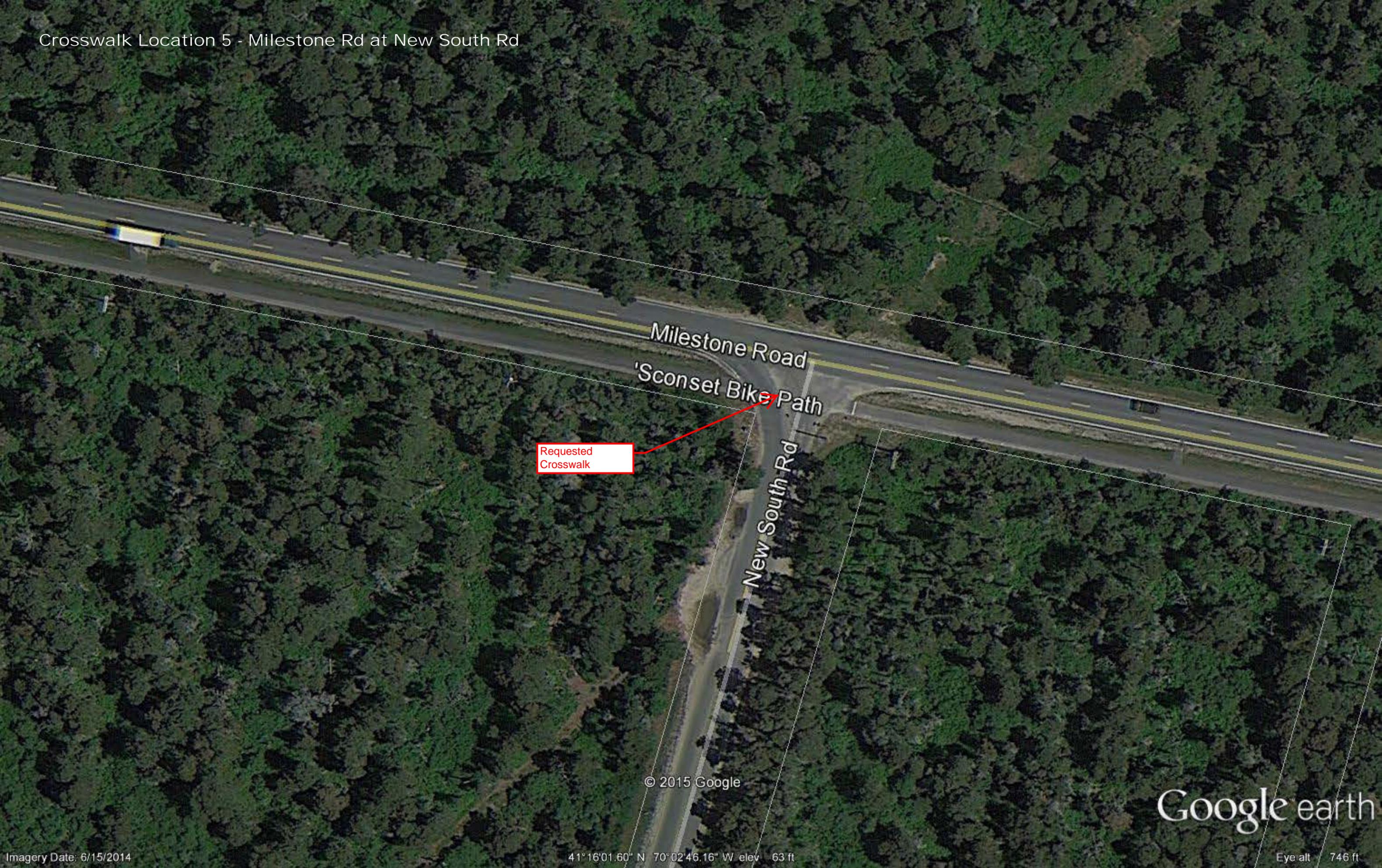
Milestone Road

'Sconset Bike Path

© 2015 Google

Google earth

Crosswalk Location 5 - Milestone Rd at New South Rd



Milestone Road

'Sconset Bike Path

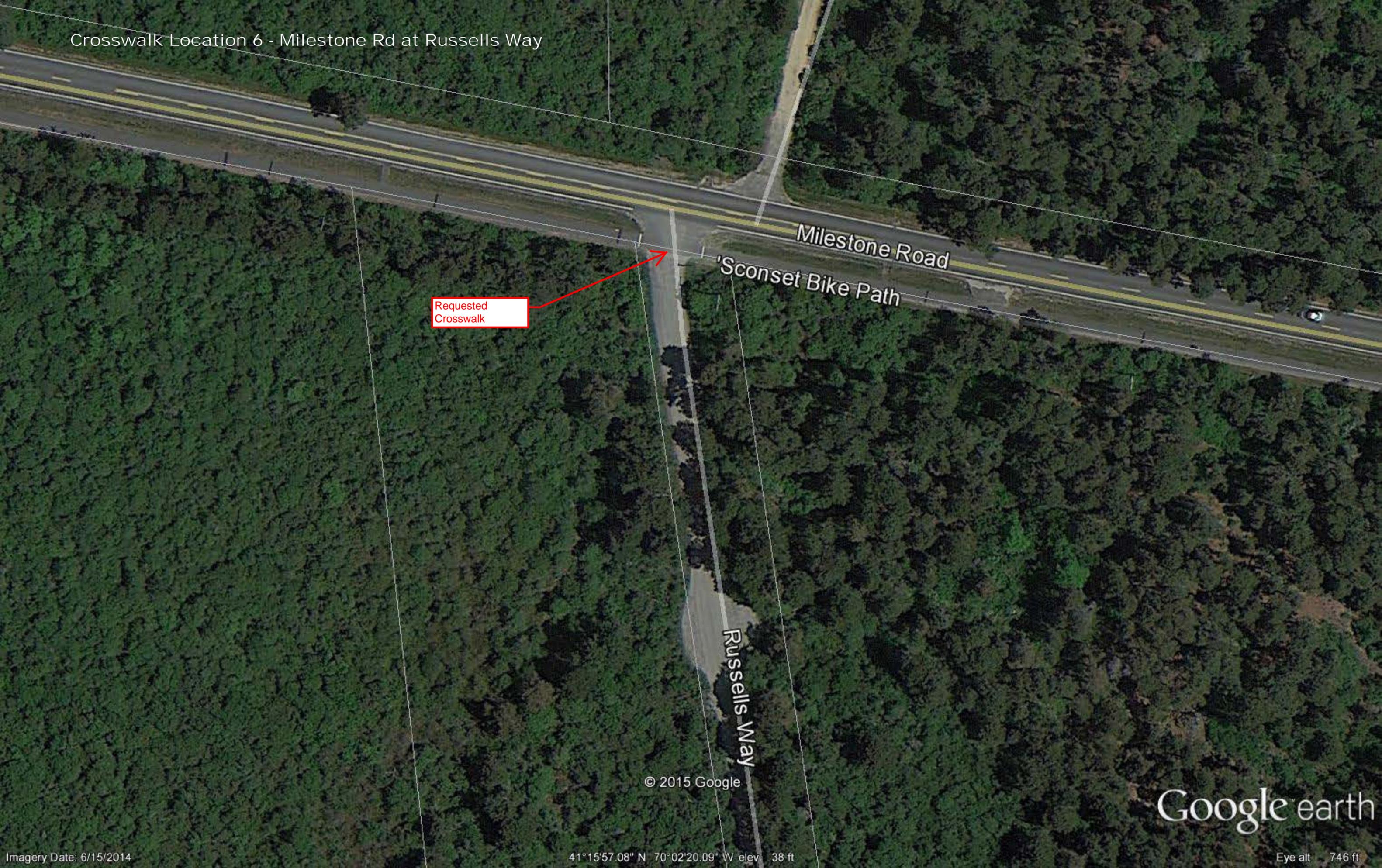
New South Rd

Requested Crosswalk

© 2015 Google

Google earth

Crosswalk Location 6 - Milestone Rd at Russells Way



Requested
Crosswalk

Milestone Road

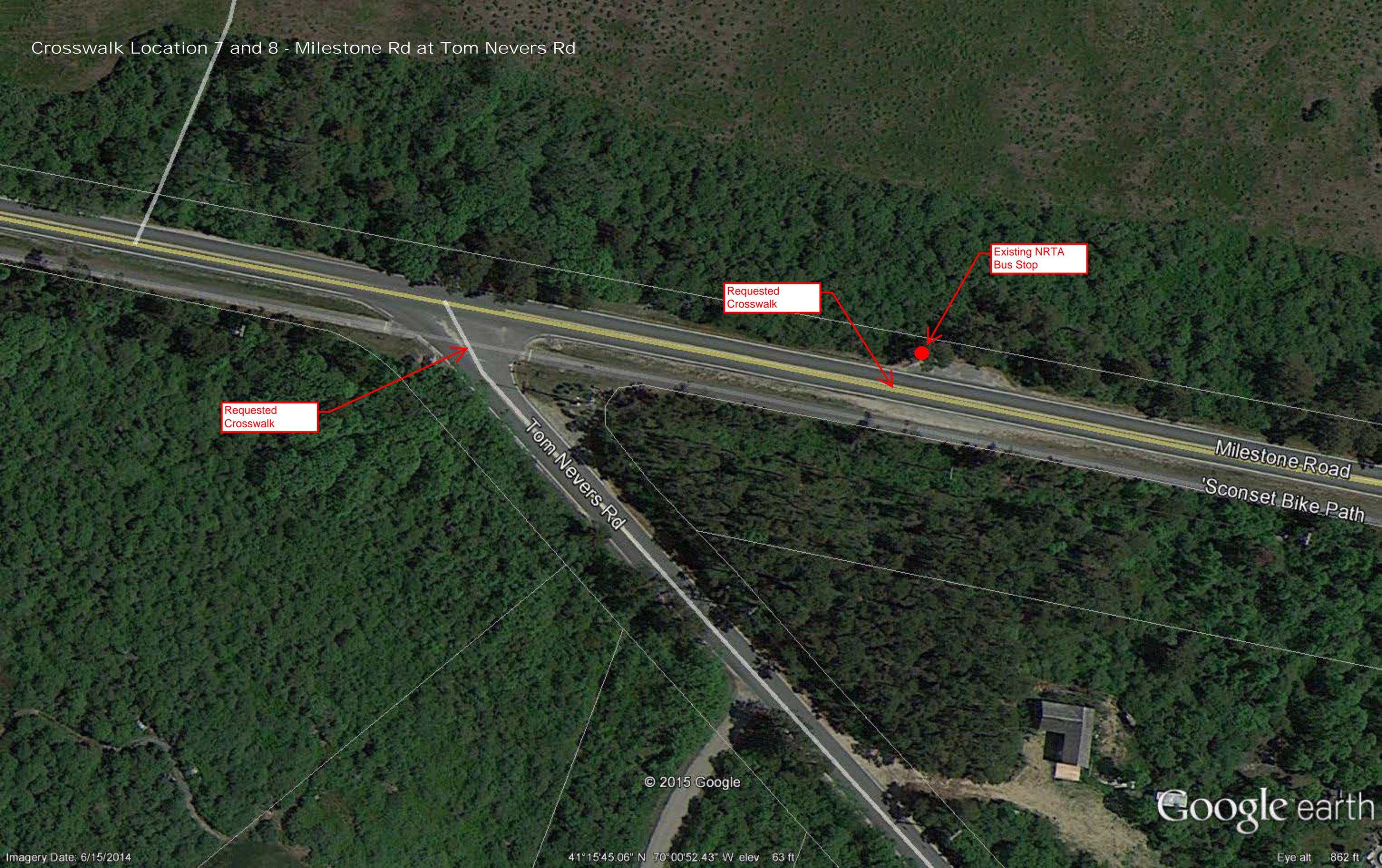
Sconset Bike Path

Russells Way

© 2015 Google

Google earth

Crosswalk Location 7 and 8 - Milestone Rd at Tom Nevers Rd



Requested Crosswalk

Requested Crosswalk

Existing NRTA Bus Stop

© 2015 Google

Google earth

Crosswalk Location 9 - Milestone Rd at Chuck Hollow Rd

Milestone Road

'Sconset Bike Path

Requested
Crosswalk

Chuck Hollow Rd

© 2015 Google

Google earth