

Recommendations

After the site visit, audit participants returned to discuss the safety issues and consider various improvements. The audit participants were encouraged to consider improvements of various time horizons for each existing safety issue. Each improvement considered is categorized as short-term, mid-term, or long-term based on the definitions shown in Table 2. Additionally, a cost category is assigned to each improvement based on the parameters set forth in Table 2. It should be noted that the anticipated time frames associated with potential safety enhancements are based on the expected time it would take to implement the enhancement, once funded. The actual dates are dependent on available funding and projects.

Table 2: Estimated Time Frame and Costs Breakdown

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

Summary of Road Safety Audit

A summary of the potential recommendations discussed by the RSA team are summarized in Table 3. The recommendations are summarized based on the potential safety payoff, timeframe, approximate cost, and roadway jurisdiction. The safety payoff is a subjective judgment of the potential effectiveness of the safety recommendations listed below.

Table 3: Potential Safety Enhancement Summary

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Visibility and Signage	Consider conducting a corridor-wide assessment of sight distance and obstructions by evaluating sight distance triangles at driveways and intersections to identify vegetation, utility poles, or other objects impacting visibility.	Medium	Short-Term	Medium	MassDOT
Roadway Visibility and Signage	Consider conducting a corridor-wide review of curve warning and intersection warning signage to identify areas where added signage can improve driver awareness and safety in areas with limited sight lines.	Medium	Short-Term	Low	MassDOT
Roadway Visibility and Signage	Consider removing/mitigating obstructions to sight distance throughout the corridor.	High	Mid-Term	Medium/ High	MassDOT
Roadway Visibility and Signage	Consider implementing appropriate countermeasures to address sight distance deficiencies, such as clearing vegetation, relocating obstructions, or adjusting roadway features to improve sight lines.	High	Mid-Term	High	MassDOT/ Town of Falmouth/ Town of Bourne
Roadway Visibility and Signage	Consider enhancing and standardizing signage throughout the corridor by reviewing and updating stop signs, no-passing zone signs, speed limit signs, and other critical roadway markers to ensure they are visible, retroreflective, and properly placed.	Medium	Short-Term	Low	MassDOT/ Town of Falmouth/ Town of Bourne

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Visibility and Signage	Consider installing flashing LED STOP signs and advanced warning signage, where appropriate, to provide increased conspicuity of signage to drivers.	Medium	Short-Term	Low	MassDOT
Roadway Visibility and Signage	At the Silver Beach Rotary, consider replacing existing black and white chevron R6-4 signs with new One-Way (R6-1 or R6-2) signs and reflectors to improve driver awareness, and consider installing additional roundabout pavement markings (including yield lines). Ensure that all new and existing signage and markings meet current standards, particularly for nighttime and low-light conditions.	Medium	Short-Term	Low	MassDOT
Roadway Visibility and Signage	Consider improving roadway lighting to enhance visibility and safety by identifying areas where additional lighting or upgrades to existing infrastructure are needed, with a specific focus on key intersections such as at Thomas Landers Road.	High	Mid-Term	High	MassDOT/ Town of Falmouth/ Town of Bourne

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Visibility and Signage	Consider developing a proactive vegetation and obstruction management plan that includes regular assessment and maintenance to prevent visibility issues for drivers, pedestrians, and cyclists. This should address overgrown vegetation, encroaching landscaping, and sightline obstructions near intersections, curves, and driveways.	Medium	Short-Term	Low	MassDOT/ Town of Falmouth/ Town of Bourne
Roadway Visibility and Signage	Consider coordinating with utility companies and relevant authorities to evaluate the placement and maintenance of utility poles and other fixed infrastructure contributing to sight distance concerns.	Medium	Mid/Long-Term	High	MassDOT/ Town of Falmouth/ Town of Bourne/ Utility Companies
Speeding	Consider reviewing and modifying speed regulations, especially in village center areas, to ensure they reflect surrounding land use and development, and consider conducting speed studies as needed to support any proposed changes.	Medium	Mid-Term	Low	MassDOT
Speeding	Evaluate relocating the start of the 35-mph speed zone north of Frazer Road to improve alignment with the village area and enhance driver compliance.	Low	Mid-Term	Low	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Speeding	Consider assessing and enhancing existing speed limit signage in key areas, such as Chapoquoit Road/West Falmouth Square and near the business district.	Medium	Short-Term	Low	MassDOT
Speeding	Identify missing, damaged, or poorly placed speed limit signs and consider replacing or installing new speed limit signs where needed.	Low	Short-Term	Low	MassDOT
Speeding	Consider evaluating the potential use of gateway treatments at key transition points to alert drivers entering reduced speed zones	Medium	Mid-Term	Low/Medium	MassDOT
Speeding	Ensure all speed limit signs are properly placed, visible, and retroreflective to maximize effectiveness, particularly for nighttime and low-light conditions.	Low	Short/Mid-Term	Low	MassDOT
Speeding	Evaluate narrowing lane widths where possible to slow vehicle speeds along the Route 28A corridor.	Medium	Short/Mid-Term	Low	MassDOT
Speeding	Consider increasing speed awareness and compliance through enhanced enforcement, including police presence.	Medium	Short/Mid-Term	Medium/High	MassDOT/ Town of Falmouth/ Town of Bourne
Speeding	Consider installing speed feedback signs, particularly in areas with recurring speed-related concerns, to increase driver awareness and encourage compliance with posted speed limits.	Medium	Short-Term	Low	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Speeding	Evaluate the feasibility of installing dedicated left-turn lanes, refuge areas, or advance warning signage at high-frequency driveway and unsignalized intersection locations along Route 28A. Improvements should focus on reducing rear-end crash risk associated with slowing or stopped vehicles making left turns.	High	Mid-Term	Medium/ High	MassDOT
Passing Zones	Evaluate the need for passing zones throughout the entire Route 28A corridor, considering factors such as speed limit, sight distance, traffic patterns, and road user needs.	Medium	Mid-Term	Low	MassDOT
Passing Zones	In the West Falmouth Square area, specifically review the passing zone near Blair Lane and consider removing it to enhance safety.	Medium	Short-Term	Low	MassDOT
Passing Zones	Consider reviewing all no passing zone signage along the corridor and relocate or replace as needed to ensure that signage is visible, and placed accordingly to clearly communicate the restrictions to drivers.	Medium	Short-Term	Low	MassDOT
Vulnerable Road User Accommodations	Conduct a corridor-wide study to identify pedestrian desire lines and high-demand crossing locations along Route 28A.	High	Short-Term	Medium	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Vulnerable Road User Accommodations	Consider prioritizing and installing new crosswalks and sidewalks at locations identified in the study to improve pedestrian connectivity and safety.	High	Mid-Term	High	MassDOT
Vulnerable Road User Accommodations	Consider installing a marked crosswalk at Sanderling Drive in Bourne, where the Town has specifically requested improved pedestrian accommodations.	High	Short-Term	Medium	MassDOT
Vulnerable Road User Accommodations	Consider evaluating existing pedestrian crossings along the corridor to identify locations where enhanced signage (including advance warning signs), markings, or visibility improvements may be warranted.	High	Short-Term	Medium	MassDOT/ Town of Falmouth/ Town of Bourne
Vulnerable Road User Accommodations	Evaluate the feasibility of extending the sidewalk network, particularly to provide connections to the Shining Sea Bikeway. Ensure all new or upgraded pedestrian infrastructure, including sidewalks and crosswalks, complies with Americans with Disabilities Act (ADA) standards.	High	Long-Term	High	MassDOT
Vulnerable Road User Accommodations	At the Silver Beach Rotary, consider measures to improve pedestrian safety and accessibility, such as installing crosswalk markings and pedestrian signage.	High	Mid-Term	Medium	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Vulnerable Road User Accommodations	Consider opportunities to improve bike ridership within the rotary by evaluating lane configurations, signage, and potential conflict points.	High	Long-Term	High	MassDOT
Vulnerable Road User Accommodations	Evaluate the feasibility of implementing shared-use paths or buffered bicycle lanes along Route 28A to provide dedicated and protected facilities for cyclists. Alternative low-impact solutions should be explored to enhance cyclist safety where full separation is not feasible.	High	Long-Term	High	MassDOT
Vulnerable Road User Accommodations	Along the west and east side of the West Falmouth Highway section of Route 28A, evaluate the condition of the existing sidewalk structure to determine whether the sidewalk needs to be repaired or replaced.	Medium	Mid/Long-Term	Medium/ High	MassDOT
Vulnerable Road User Accommodations	Assess connections between the corridor and the Shining Sea Bikeway and consider opportunities to improve accessibility and safety for bicyclists.	Medium	Long-Term	Medium	MassDOT/ Town of Falmouth/ Town of Bourne
Vulnerable Road User Accommodations	Consider adding or improving the presence and visibility of "Safe Bicycle Passing" signs along the corridor to raise driver awareness and promote safe interactions between motorists and cyclists.	Low	Short-Term	Low	MassDOT/ Town of Falmouth/ Town of Bourne

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Vulnerable Road User Accommodations	Consider enhancing bicycle-related signage to raise driver awareness and clearly communicate expectations for sharing the road.	Low	Short -Term	Low	MassDOT
Vulnerable Road User Accommodations	Evaluate the feasibility of installing well-marked bus stop signs or shelters at key transit locations along the corridor to improve visibility and accessibility for transit users.	Low	Mid-Term	High	MassDOT/CCRTA
Vulnerable Road User Accommodations	Coordinate with CCRTA to ensure that the bus stop locations and amenities are appropriately placed and designed to meet the needs of the local community, including both year-round and seasonal riders.	Medium	Short-Term	Medium	MassDOT/CCRTA
Vulnerable Road User Accommodations	Consider exploring opportunities to improve the first and last mile connections between transit stops and the surrounding pedestrian and bicycle networks to enhance multimodal accessibility.	High	Long-Term	High	MassDOT/ Town of Falmouth/ Town of Bourne
Vulnerable Road User Accommodations	Consider evaluating the condition of the existing sidewalks and determine whether they can be repaired/restored to a safe condition or whether they require significant upgrades	Medium	Mid/Long-Term	Medium/ High	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Vulnerable Road User Accommodations	Consider developing a proactive vegetation and obstruction management plan that includes regular assessment and maintenance and repair of sidewalks to ensure they provide a safe walking surface.	Low	Mid-Term	Medium	MassDOT
Drainage Issues	Consider coordinating with state and local agencies to ensure that the engineering design and implementation of the drainage system along the corridor are properly addressed and functioning as intended.	Low	Short-Term	Medium	MassDOT/ Town of Falmouth/ Town of Bourne
Drainage Issues	Consider identifying any interim or temporary countermeasures that can be implemented to mitigate existing drainage issues, such as clearing debris or adjusting water connections.	Low	Short-Term	Low	MassDOT
Drainage Issues	Conduct more frequent maintenance of existing catch basins	Low	Mid-Term	Low	MassDOT
Drainage Issues	Conduct a comprehensive review of the drainage infrastructure and design along the entire corridor to identify problem areas and develop appropriate solutions.	Low	Mid/Long-Term	Medium	MassDOT
Drainage Issues	Consider improving drainage and roadway maintenance at locations where water runoff creates hazards, such as Thomas B. Landers Road	Low	Mid-Term	High	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Design and Geometry	Consider evaluating and improving intersection designs along the corridor by assessing turning radii and approach angles and identifying opportunities to realign intersections to create safer 90-degree angles.	High	Long-Term	High	MassDOT
Roadway Design and Geometry	Consider implementing traffic-calming measures to slow turning vehicles through geometric modifications such as tighter curb radii, raised medians, and other design improvements to reduce crash risks. The design improvements should take into consideration unique seasonal factors such as travelers who are not familiar with the roads and traffic flow, increased bicycle activity, and unescorted children included in the pedestrian volumes.	High	Mid-Term	High	MassDOT
Roadway Design and Geometry	At the Silver Beach Rotary (Curley Boulevard entrance), evaluate the potential for extending the island to improve driver guidance and visibility.	High	Mid-Term	Medium	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Design and Geometry	At the Silver Beach Rotary, consider additional roundabout-style pavement markings (including yield lines and lane assignment markings) and enhanced warning and regulatory signage (such as flashing Yield signs at entrances and advance warning signs) to clarify movements for drivers.	High	Short-Term	Low/ Medium	MassDOT
Roadway Design and Geometry	At the County Road/Sandwich Road intersection, evaluate the potential for redesign as a roundabout or T-intersection to improve safety and traffic flow.	High	Long-Term	High	MassDOT
Roadway Design and Geometry	At the Lake Drive/Roberta Avenue intersection, consider the feasibility of alternative intersection controls through the ICE process.	High	Mid-Term	High	MassDOT
Roadway Design and Geometry	At the Lake Drive/Roberta Avenue intersection, consider installing an exclusive left turn lane coming from the Otis Rotary to address safety concerns involving vehicles turning onto Route 28A southbound.	Medium	Short/Mid-Term	High	MassDOT
Roadway Design and Geometry	Consider assessing the need for a median installation between Route 28 and Route 28A, particularly near the Otis Rotary and Palmer Avenue, to enhance traffic control and roadway safety.	Medium	Short-Term	Low	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Roadway Design and Geometry	Consider conducting a corridor-wide evaluation of crash barriers and guardrails to assess condition, placement, and compliance with safety standards, prioritizing repairs, replacements, or relocations as needed, including upgrades at Silver Beach Rotary.	High	Mid-Term	High	MassDOT
Roadway Design and Geometry	Consider conducting a feasibility study for a southbound on-ramp from Brick Kiln Road to Route 28 at the underpass location.	Medium	Mid-Term	Medium	MassDOT
Route 28A and Route 151	Evaluate the feasibility of upgrading signal equipment by installing mast arms to mount overhead signals and adding retroreflective backplates to improve visibility and driver awareness.	High	Long-Term	High	MassDOT
Route 28A and Route 151	Review and adjust vehicle signal phasing and clearance intervals to reduce turning conflicts and overall traffic operations.	High	Short-Term	Low	MassDOT
Route 28A and Route 151	Consider revisiting the previously proposed roundabout design for this location (MassDOT Project #607444) as a potential alternative to a traditional signalized intersection, considering its ability to improve safety, reduce conflict points, and accommodate various user types.	High	Long-Term	High	MassDOT

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Route 28A and Route 151	Consider installing marked crosswalks with ADA-compliant curb ramps and pedestrian signals with dedicated pedestrian phasing as part of an intersection redesign to enhance safety and connectivity for pedestrians.	High	Mid/Long-Term	High	MassDOT
Route 28A and Route 151	Consider improved regulatory and warning signage to increase awareness of traffic signals at the intersection.	Low	Short-Term	Low	MassDOT
Route 28A and Route 151	Consider assessing and implementing lighting enhancements to improve nighttime visibility for all road users.	High	Mid-Term	High	Town of Falmouth/ MassDOT/ Utility Companies
Route 28A and Route 151	Consider geometric modifications, such as dedicated turn lanes, adjusted lane alignments, and realigning approaches to reduce operational conflicts, to improve traffic flow and reduce conflicts.	High	Long-Term	High	MassDOT
Route 28A and Route 151	Consider enhancing transit accommodations by ensuring transit stops and/or bus shelters are well-marked, accessible, and safely positioned within the intersection layout.	Low	Mid-Term	Medium	MassDOT/CCRTA

Safety Issue	Potential Safety Enhancement	Safety Payoff	Time Frame	Cost	Jurisdiction
Route 28A and Route 151	Consider identifying and addressing access management issues, including evaluating the number and proximity of driveways near the intersection (including Beaman Lane), to reduce conflict points.	Medium	Mid-Term	High	MassDOT/ Town of Falmouth/ Property Owners