Route 6 Corridor Study

Public Meeting: Future Conditions

Thursday - December 12, 2019 - 6:00 PM
Center Elementary School
17 Barstow Street, Mattapoisett, MA 02739
Agenda for Tonight

The goal for tonight is to develop a consensus about the future of Route 6. All opinions matter and all written comments will be part of the public record.

1) Study Summary
2) Recap of Existing Conditions
3) Future Conditions Analysis
4) Improvement Alternatives
5) Preference Survey
Study Summary

Background
The towns of Fairhaven, Marion, Mattapoisett and Wareham requested that SRPEDD perform a study of the state owned Route 6 corridor to address safety concerns at various intersections, vehicle speeds, and the lack of multi-modal accommodations along the corridor.

Phase 1: Existing Conditions Analysis
An analysis of the current traffic conditions, intersection operations, bicycle, pedestrian, and public transportation facilities, land uses, and safety of the corridor.

Phase 2: Future Traffic Analysis & Improvements
An analysis of future development potential, associated traffic volume increases, roadway and intersection operations and potential improvements.

Final Report
A report summarizing the results of the study with recommendations based on public and stakeholder input.
Study Area

- Approximately 13 miles
- 26 Intersections
- Urban Minor Arterial
- All MassDOT owned
- 4 Lane Cross Section (majority of study area)
- Sidewalk presence & condition varies
- No formal bicycle facilities
- Limited public transit

Data sources: MassGIS and MassDOT. This map is for the sole purpose of aiding regional decisions and is not warranted for any other use. June 2018
Existing Conditions: Recap

Traffic Volumes: 10,000 to 15,000 vehicles per day

Vehicle Speeds: 45 to 50 MPH

Heavy Vehicles: 5 to 6 percent

Intersection Delay: Most are Level-of-Service “B” & “C”

Crash Rates: Most are Below Statewide Averages

Crash Severity: Most are “Property Damage Only”

Sidewalk Network: Mix of conditions

Bicycle Network: Shared condition

Transit Network: Limited service

*Improvements are needed*
Existing Conditions: Observations

Physical Layout

- Travel lanes are narrow (generally 10’6”)
- Very narrow painted shoulder (8” to 12”)
- Roadway curves create safety issues
- Several angled “T-style” intersections (difficult sight distances)
- Drainage system has issues (standing water in outside lane)
Existing Conditions: Roadway Layout

Lack of consistency for bicyclists and pedestrians

HUTTLESTON AVENUE (ROUTE 6)
BETWEEN ARSENE STREET & NEW BOSTON ROAD
TOTAL ROW ~ 60'

FAIRHAVEN

COUNTY ROAD (ROUTE 6)
BETWEEN MAIN STREET & NORTH STREET
TOTAL ROW ~ 60'

MATTAPOISETT

MILL STREET (ROUTE 6)
BETWEEN MATTAPOISETT TOWN LINE & CONVERSE ROAD
TOTAL ROW ~ 60'

MARION

MARION ROAD (ROUTE 6)
BETWEEN GIBBS AVENUE & HIGH STREET
TOTAL ROW ~ 60'

WAREHAM
Existing Conditions: Geometry Issues

Church Street Ext.  
(Mattapoisett)

Marion Road  
(Mattapoisett)

Converse Road  
(Marion)

Spring Street  
(Marion)

Creek Road  
(Marion)

Swifts Beach Road  
(Wareham)
Existing Conditions: Sidewalk Conditions

Fairhaven & Mattapoisett

- Arsene Street
- Mill Road
- Weeden Road
- New Boston Road
- Gellette Road
- Shaw Road
- Brandt Island Road
- Mattapoisett Neck Road
- River Road

- WB
- EB

Mattapoisett & Marion

- Main Street
- North Street
- Church Street Extension
- Marion Road
- Prospect Road
- Converse Road
- Main Street
- Spring Street
- Front Street

- WB
- EB

Wareham

- Hermitage Road
- Creek Road
- Point Road
- Hathaway Street
- Cromesett Road
- Swifts Beach Road
- Shaws Plaza
- Gibbs Avenue
- High Street

- WB
- EB
Existing Conditions: Public Survey

- 81% are year-round residents
- 64% travel on the corridor more than 5 times per week
- 44% are traveling to work; 28% are traveling for shopping
- 92% drive by car (alone)

If you walk on Route 6, do you feel safe?

If you bike on Route 6, do you feel safe?

What do you think could make Route 6 easier to use and/or safer?

60% Better sidewalks (wider, no obstructions, good surface, etc.)
43% More options for bike travel
14% It’s fine the way it is
Existing Conditions: Public Comments

Vehicles are traveling too fast - need to lower the speed limit.
Poor drainage and potholes are an issue.
Motorists are driving in inside lane to avoid poor pavement.
It’s dangerous for pedestrians to cross Route 6.
Sidewalk maintenance needs to be improved.
Biking on Route 6 is dangerous.
Future Conditions: Vision Exercise

Two Lane Road with Bike/Ped Lane - 14

Center Turn Lane/Three Lane Road with Bike/Ped Lane - 8

Transit Oriented Design - 3
Future Conditions: Scenarios

2018: Existing
Also known as the “base year”. Represents traffic conditions for “today”.

2025 & 2040: No Improvements
*Base year + future traffic volumes with no improvements*

2025 & 2040: Improvements (4 Lanes)
*Base year + future traffic volumes*
- Traffic signals at New Boston Road and Swifts Beach Road
- Traffic signal timing & phasing improvements
- Geometric improvements at Church Street Extension, Marion Road, Converse Road, Creek Road, Hathaway Street

2025 & 2040: Improvements (2 Lanes)
*Base year + future traffic volumes*
- Traffic signals at New Boston Road, Spring Street, and Swifts Beach Road
- Traffic signal timing & phasing improvements
- Geometric improvements at Church Street Extension, Marion Road, Converse Road, Creek Road, Hathaway Street
### Future Conditions: Scenario Improvements

#### Traffic Control Type

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing</th>
<th>Future</th>
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<tbody>
<tr>
<td>New Boston Road</td>
<td><img src="image" alt="Stop Sign" /></td>
<td><img src="image" alt="Traffic Light" /></td>
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<tr>
<td>Spring Street*</td>
<td><img src="image" alt="Stop Sign" /></td>
<td><img src="image" alt="Traffic Light" /></td>
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<tr>
<td>Swifts Beach Road</td>
<td><img src="image" alt="Stop Sign" /></td>
<td><img src="image" alt="Traffic Light" /></td>
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</table>

*Only in 2 lane configuration*

#### Traffic Signal Movements

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<thead>
<tr>
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<th>Existing</th>
<th>Future</th>
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<tbody>
<tr>
<td>North Street</td>
<td><img src="image" alt="Traffic Signals" /></td>
<td><img src="image" alt="Protected/Permissive Left Turns" /></td>
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<tr>
<td>Front Street</td>
<td><img src="image" alt="Traffic Signals" /></td>
<td><img src="image" alt="Protected/Permissive Left Turns" /></td>
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</tbody>
</table>
Future Conditions: Scenario Improvements

Geometry Changes

1) Create 90 degree intersections
2) Eliminate divider islands
3) Reduce pedestrian crossing distances
4) Add high visibility crosswalks
### Future Conditions: Fairhaven

**Expressed as “Level-of-Service” (LOS)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Mill Road</th>
<th>Weedon Road</th>
<th>New Boston Road</th>
<th>Gellette Road</th>
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<td><strong>2025 WITH IMPROVEMENTS (2 LANES)</strong></td>
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<td>D</td>
<td>B</td>
<td>E</td>
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</tbody>
</table>
Future Conditions: New Boston Road

Intersection Operations

**Existing**

- **2018:** LOS C
- **2025:** LOS D
- **2040:** LOS E

**No Improvements**

- **2025:** LOS A
- **2040:** LOS A

**Improvements (4 Lanes)**

- **2025:** LOS A
- **2040:** LOS A

**Improvements (2 Lanes)**

- **2025:** LOS B
- **2040:** LOS B

---

**Legend**

- Property Damage Collision
- Injury Collision
- Fatal Collision
- Moving Vehicle
- Turning Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Motorcyclist
- Animal
- Fixed Object
- Parked Vehicle

**Location and Type of Collision**

- Rear End
- Head On
- Left Turn
- Right Turn
- Overtake
- Side Swipe
- Out of Control
- Right Angle

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Future Conditions: Mattapoisett

Expressed as “Level-of-Service” (LOS)

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<tr>
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</tbody>
</table>
Future Conditions: North Street

Intersection Operations

Existing
2018: LOS B

No Improvements
2025: LOS B
2040: LOS C

Improvements (4 Lanes)
2025: LOS C
2040: LOS D

Improvements (2 Lanes)
2025: LOS D
2040: LOS D

Legend Location and Type of Collision

- Property Damage Collision
- Injury Collision
- Fatal Collision
- Moving Vehicle
- Turning Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Motorcyclist
- Animal
- Fixed Object
- Parked Vehicle

- Rear End
- Left Turn
- Overtake
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Future Conditions: Marion

Expressed as “Level-of-Service” (LOS)

<table>
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<tr>
<th></th>
<th>Converse Road</th>
<th>Main Street</th>
<th>Spring Street</th>
<th>Front Street</th>
<th>Hermitage Road</th>
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<td><strong>2018 Existing</strong></td>
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<td><strong>2025 With Improvements (4 Lanes)</strong></td>
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</tbody>
</table>
Future Conditions: Spring Street

Intersection Operations

**Existing**
- 2018: LOS D
- 2025: LOS D
- 2040: LOS F

**No Improvements**
- 2025: LOS D
- 2040: LOS F

**Improvements (4 Lanes)**
- 2025: LOS D
- 2040: LOS F

**Improvements (2 Lanes)**
- 2025: LOS B
- 2040: LOS B

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Future Conditions: Front Street

Intersection Operations

**Existing**
- 2018: LOS B

**No Improvements**
- 2025: LOS B
- 2040: LOS B

**Improvements (4 Lanes)**
- 2025: LOS B
- 2040: LOS B

**Improvements (2 Lanes)**
- 2025: LOS C
- 2040: LOS C
### Future Conditions: Wareham

**Expressed as “Level-of-Service” (LOS)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Conditions</th>
<th>HATHAWAY STREET</th>
<th>GROMSETT ROAD</th>
<th>SWIFTS BEACH ROAD</th>
<th>SHAW’S PLAZA</th>
<th>GIBBS AVENUE</th>
<th>HIGH STREET</th>
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<tr>
<td>2018 EXISTING</td>
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</table>
**Future Conditions: Swifts Beach Road**

**Route 6 Corridor Study - Crash Diagram**

<table>
<thead>
<tr>
<th>Municipality:</th>
<th>Wareham</th>
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</thead>
<tbody>
<tr>
<td>Location:</td>
<td>Marion Road (Route 6) &amp; Swifts Beach Road</td>
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<tr>
<td>Period:</td>
<td>3 Years 0 Months</td>
</tr>
<tr>
<td>Project:</td>
<td>Route 6</td>
</tr>
<tr>
<td>By:</td>
<td>Jed Cornock</td>
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<tr>
<td>Date:</td>
<td>2/04/2019</td>
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**Legend**
- Property Damage Collision
- Injury Collision
- Fatal Collision
- Moving Vehicle
- Turning Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Motorcyclist
- Animal
- Fixed Object
- Parked Vehicle
- Fixed Object
- Out of Control

**Location and Type of Collision**
- Rear End
- Head On
- Left Turn
- Right Turn
- Overtake
- Side Swipe
- Out of Control
- Right Angle

**Legend Location and Type of Collision**

### Intersection Operations

**Existing**

- 2018: LOS F

**No Improvements**

- 2025: LOS F
- 2040: LOS F

**Improvements (4 Lanes)**

- 2025: LOS B
- 2040: LOS B

**Improvements (2 Lanes)**

- 2025: LOS C
- 2040: LOS C

---

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**FUTURE CONDITIONS: IMPROVEMENT ALTERNATIVES**

**ALTERNATIVE 1**
(4) 10.5’ TRAVEL LANES, (2) 6” SHOULDERS, (2) 6’ SIDEWALKS

**TOTAL ROW ~ 56’**

**PROS:**
- Consistent sidewalk on both sides of the road
- No additional ROW needed
- No drainage system modifications required

**CONS:**
- No improvement for bicycle travel
- No increase in shoulder width

**ALTERNATIVE 2**
(4) 10.5’ TRAVEL LANES, (2) 6” SHOULDERS, (2) 10’ SIDEWALKS

**TOTAL ROW ~ 64’**

**PROS:**
- Shared off-road facility for bicycles and pedestrians
- No drainage system modifications required

**CONS:**
- No increase in shoulder width
- Additional ROW needed
Future Conditions: Improvement Alternatives

ALTERNATIVE 3
(2) 11’ TRAVEL LANES, (2) 5’ SHOULDERS, (2) 5’ BIKE LANES, (2) 1.5’ GRASS BUFFERS, (2) 5’ SIDEWALKS

TOTAL ROW ~ 56’

Pros:
- Separated off-road facilities for bicycles and pedestrians
- Larger shoulder to separate vehicle traffic from bicycles and pedestrians
- No additional ROW needed

Cons:
- Vehicle passing opportunities reduced
- Utility pole relocation likely needed
- Drainage system modifications likely needed

ALTERNATIVE 4
(2) 11’ TRAVEL LANES, (2) 5’ SHOULDERS, (2) 1.5’ GRASS BUFFERS, (2) 10’ SIDEPATHS

TOTAL ROW ~ 56’

Pros:
- Shared off-road facility for bicycles and pedestrians
- Larger shoulder to separate vehicle traffic from bicycles and pedestrians
- No additional ROW needed

Cons:
- Vehicle passing opportunities reduced
- Utility pole relocation likely needed
- Drainage system modifications likely needed
Future Conditions: Preference Survey

Route 6 Corridor Study
FUTURE IMPROVEMENT ALTERNATIVES: PREFERENCE SURVEY

ALTERNATIVE 1
(4) 10.5' TRAVEL LANES, (2) 6" SHOULDERS, (2) 6' SIDEWALKS
TOTAL ROW ~ 64'

Pros:
• Consistent sidewalk on both sides of the road
• No additional ROW needed
• No drainage system modifications required

Cons:
• No improvement for bicycle travel
• No increase in shoulder width

ALTERNATIVE 2
(4) 10.5' TRAVEL LANES, (2) 6" SHOULDERS, (2) 10' SIDEPATHS
TOTAL ROW ~ 64'

Pros:
• Shared off-road facility for bicycles and pedestrians
• No drainage system modifications required

Cons:
• No increase in shoulder width
• Additional ROW needed

ALTERNATIVE 3
(2) 11' TRAVEL LANES, (2) 5' SHOULDERS, (2) 5' BIKE LANE, (2) 1.5' GRASS BUFFERS, (2) 5' SIDEWALKS
TOTAL ROW ~ 56'

Pros:
• Separated off-road facilities for bicycles and pedestrians
• Larger shoulder to separate vehicle traffic from bicycles and pedestrians
• No additional ROW needed

Cons:
• Vehicle passing opportunities reduced
• Utility pole relocation likely needed
• Drainage system modifications likely needed

ALTERNATIVE 4
(2) 11' TRAVEL LANES, (2) 5' SHOULDERS, (2) 5' BIKE LANE, (2) 1.5' GRASS BUFFERS, (2) 6' SIDEPATHS
TOTAL ROW ~ 56'

Pros:
• Shared off-road facility for bicycles and pedestrians
• Larger shoulder to separate vehicle traffic from bicycles and pedestrians
• No additional ROW needed

Cons:
• Vehicle passing opportunities reduced
• Utility pole relocation likely needed
• Drainage system modifications likely needed

Questions:
1) What town do you live in?
2) Do you work on Route 6?
3) How often do you drive on Route 6?
These locations are accessible to people with disabilities. The Center School and the Sippican School are served by the GATRA Wareham-New Bedford Connection. SRPEDD provides reasonable accommodations, including language assistance and/or auxiliary aids and services free of charge upon request and as available. For accommodation or language assistance, please contact SRPEDD’s Title VI Coordinator by phone (508 824-1367), dial 711 to use MassRelay, fax (508 823-1803), or by email lcabral@srpedd.org. Requests should be made at least ten business days prior to the meeting.

Public Meetings: Future Conditions

SRPEDD is holding public meetings to present and discuss the future traffic analysis and potential roadway improvement alternatives for the Route 6 Corridor and to gather your feedback.

Thursday - December 12, 2019
6:00PM - 8:00PM
Center Elementary School
17 Barstow Street
Mattapoisett, MA 02739

Monday - January 6, 2019
6:00PM - 8:00PM
Sippican Elementary School
16 Spring Street
Marion, MA 02738

AND

Planning for the Route 6 of the Future
Come share your thoughts!

What do you want the future of Route 6 to look like?

SRPEDD is the Southeastern Regional Planning and Economic Development District (www.srpedd.org). It is a regional planning agency serving 27 cities and towns in Southeastern Massachusetts. It is governed by a Commission of local officials and citizens. It plans for the region’s land use, transportation, economy and environment while assisting member cities and towns to operate more efficiently.