



Route 6 Corridor Study

Public Meeting: Existing Conditions

Thursday - November 8, 2018 - 6:30 PM

Wareham Town Hall

54 Marion Road, Wareham, MA 02571

Study Summary

Project History

During the Marion Master Plan development, SRPEDD identified the need for a Route 6 Corridor Plan due to concerns about safety, vehicle speeds, and the lack of bicycle and pedestrian facilities.

Description

A ***comprehensive analysis*** of the current and future traffic conditions, intersection operations, bicycle, pedestrian, and public transportation facilities, land uses, and safety of the corridor.

Geographic Extent

The study includes the state owned portion of Route 6 from Route 240 in Fairhaven, east to High Street in Wareham.

Study Phases

Phase 1: Existing Conditions

(Spring to Fall 2018)

Phase 1A: Data Collection & Analysis

Traffic data (volumes, speeds, classifications)

Crashes (intersections and roadway)

Pavement conditions

Bicycle, pedestrian, and public transportation facilities

Environmental features (wetlands, habitat areas, etc.)

Land use and zoning

Other data (signage, pavement markings, drainage, etc.)

Phase 1B: Stakeholder Meetings

MassDOT, Fairhaven, Mattapoisett, Marion, Wareham, Others

Phase 1C: Public Meetings - Existing Conditions

Two (2) meetings to allow for multiple participation opportunities

Study Phases

Phase 2: Future Conditions & Improvements

(Winter 2018 to Spring/Summer 2019)

Phase 2A: Future Traffic Analysis

Assessment of the impacts related to new developments (known & potential)

Phase 2B: Future Improvements

Develop potential improvements (“short-term, low cost” to “long-term, high cost”)

Phase 2C: Public Meetings - Study Results

Two (2) meetings to allow for multiple participation opportunities

Public Engagement

Project Website

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**SRPEDD** **Southeastern Regional Planning and Economic Development District**

Route 6 Corridor Study

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Welcome to the Route 6 Corridor Study Home Page!

**Project Background**

At the request of the towns of Fairhaven, Mattapoisett, Marion, Wareham, and MassDOT District 5, the Southeastern Regional Planning and Economic Development District (SRPEDD) is embarking on a study of the Route 6 corridor due to safety concerns expressed by community officials, residents, and from Massachusetts state representatives. This study will examine the current traffic conditions, intersection operations, bicycle, pedestrian, and public transportation facilities, land uses, and overall safety of the Route 6 corridor from Route 240 in Fairhaven to High Street in Wareham. In addition, the study will include potential future improvements for the corridor based on data analyses, stakeholder input, and comments or suggestions provided by the public.

This webpage will be your source for all information about the Corridor Study, ways to participate, and notices of upcoming workshops or events. We will keep this site updated as the planning process progresses so please plan on checking back in with us! Scroll down to see information about [How to Participate](#), [Recent Updates](#), [Elements of Study](#), the [Interactive Map Gallery](#), and the [Document Library](#).

How to Participate:

There are many ways to get involved and stay informed!

Like us on **Facebook**



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Over 500 Completed Surveys!

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Public Survey

 **Route 6 Corridor Study Survey**

1. Are you a resident or business owner in Fairhaven, Mattapoisett, Marion, or Wareham?

☐ Year-round resident

☐ Year-round business owner

☐ Year-round resident & business owner

☐ Seasonal resident

☐ Seasonal business owner

☐ Seasonal resident & business owner

☐ Not a resident or business owner

2. Do you live, work, or own property on Route 6 (from Route 240 in Fairhaven to High Street in Wareham)? Select all that apply.

☐ Yes, I live on Route 6

☐ Yes, I work on Route 6

☐ Yes, I own property on Route 6

☐ No

3. How often do you typically drive/ride on Route 6 (from Route 240 in Fairhaven to High Street in Wareham)?


☐ Never

☐ Once a week

☐ 2-3 times per week

☐ 4-5 times per week

☐ More than 5 times per week



Stakeholder Meetings

August 2018

Fairhaven

Added New Boston Road Traffic Signal Analysis

Added Weeden Road intersection

Mattapoisett

Added River Road intersection

Added Prospect Road intersection

Marion

Added Hermitage Road intersection

Added Creek Road intersection

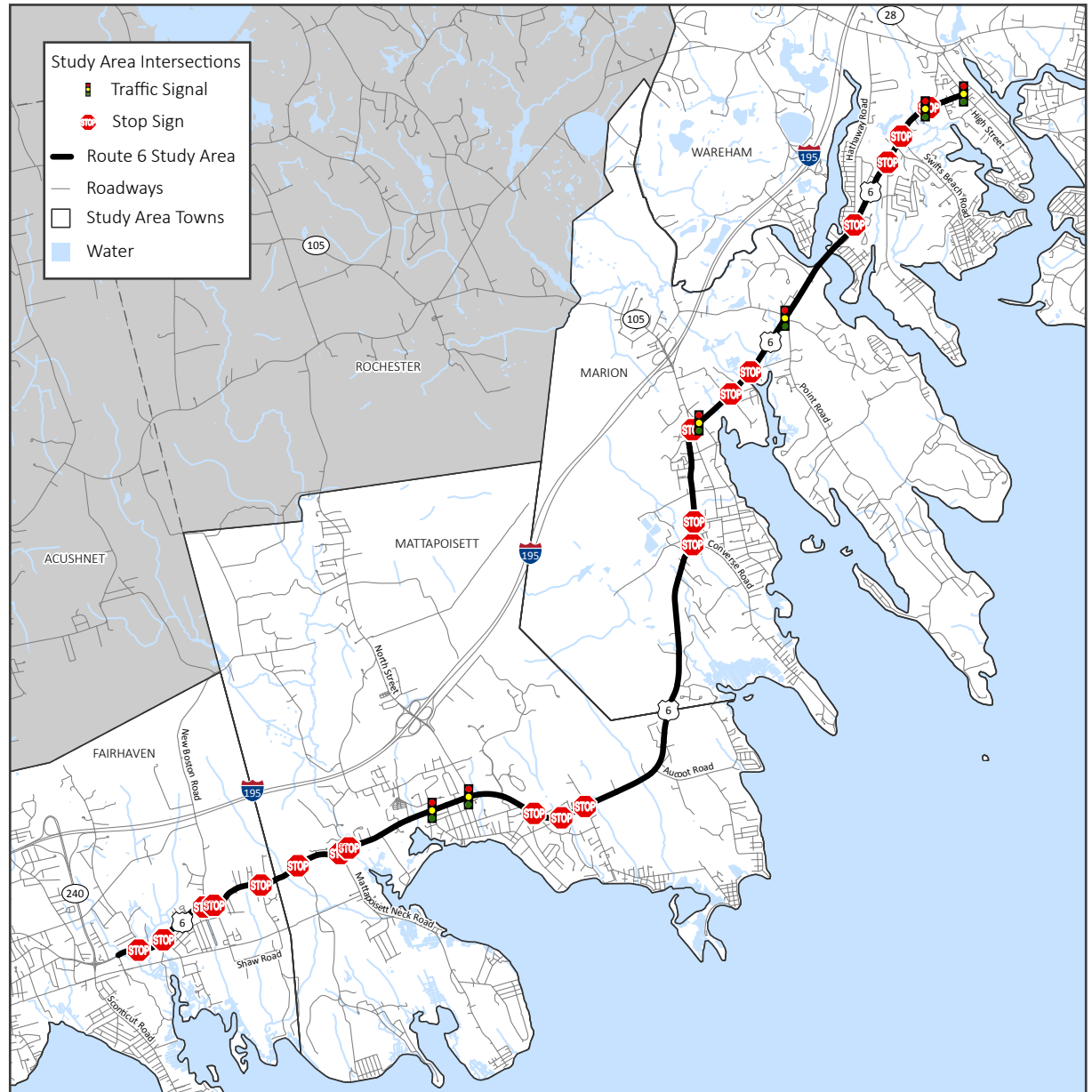
Wareham

Focus on Swifts Beach Road

Make corridor more walkable

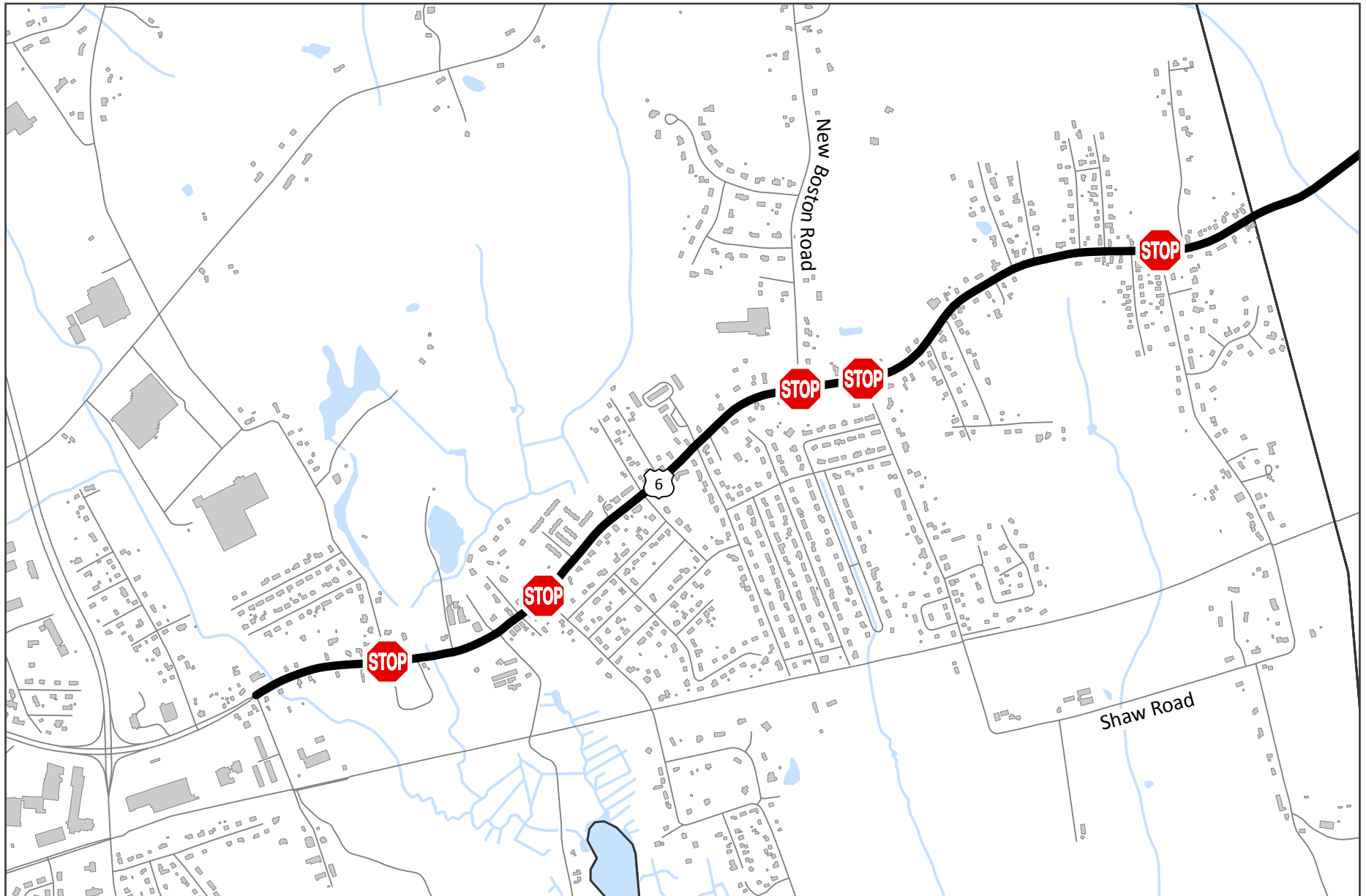
Study Area

- Approx. 13 miles
- 26 Intersections
 - 6 Traffic Signals
 - 20 Stop Control
- All MassDOT owned
- Urban Minor Arterial
- 4 Lane Cross Section
(majority of study area)
- Sidewalk varies
- No formal bicycle facilities
- Limited public transit



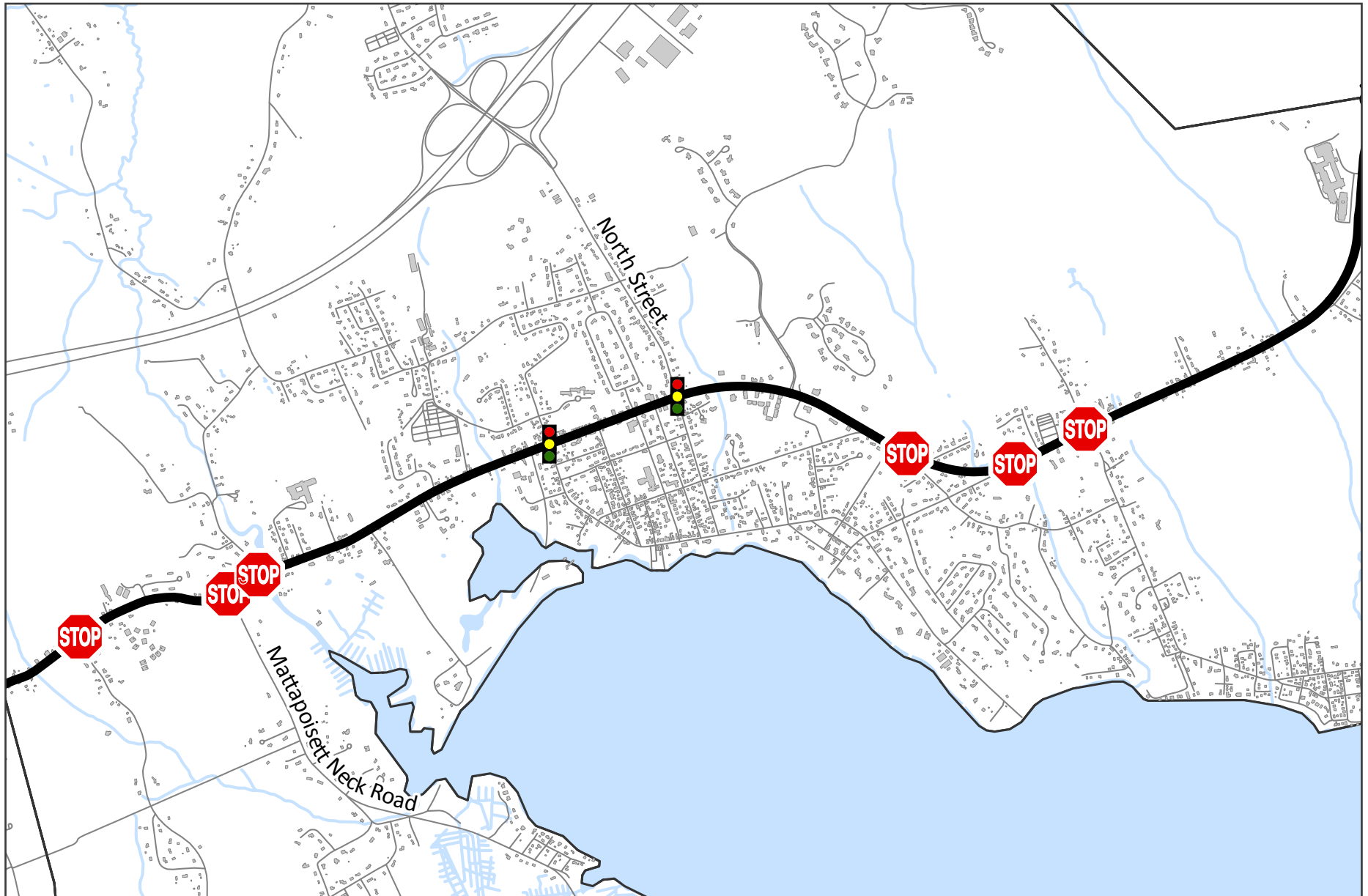
Study Area Intersections

Fairhaven



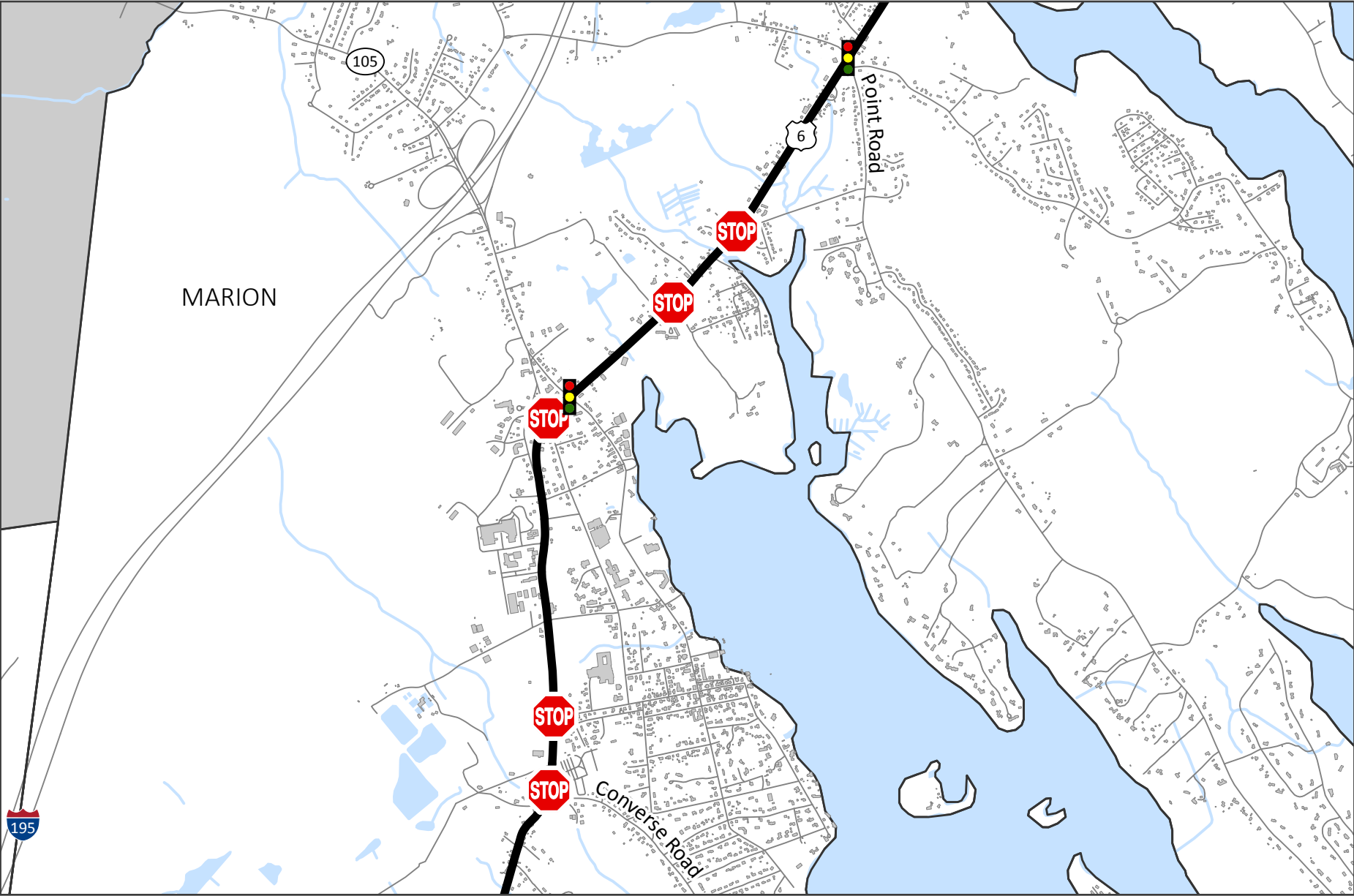
Study Area Intersections

Mattapoissett



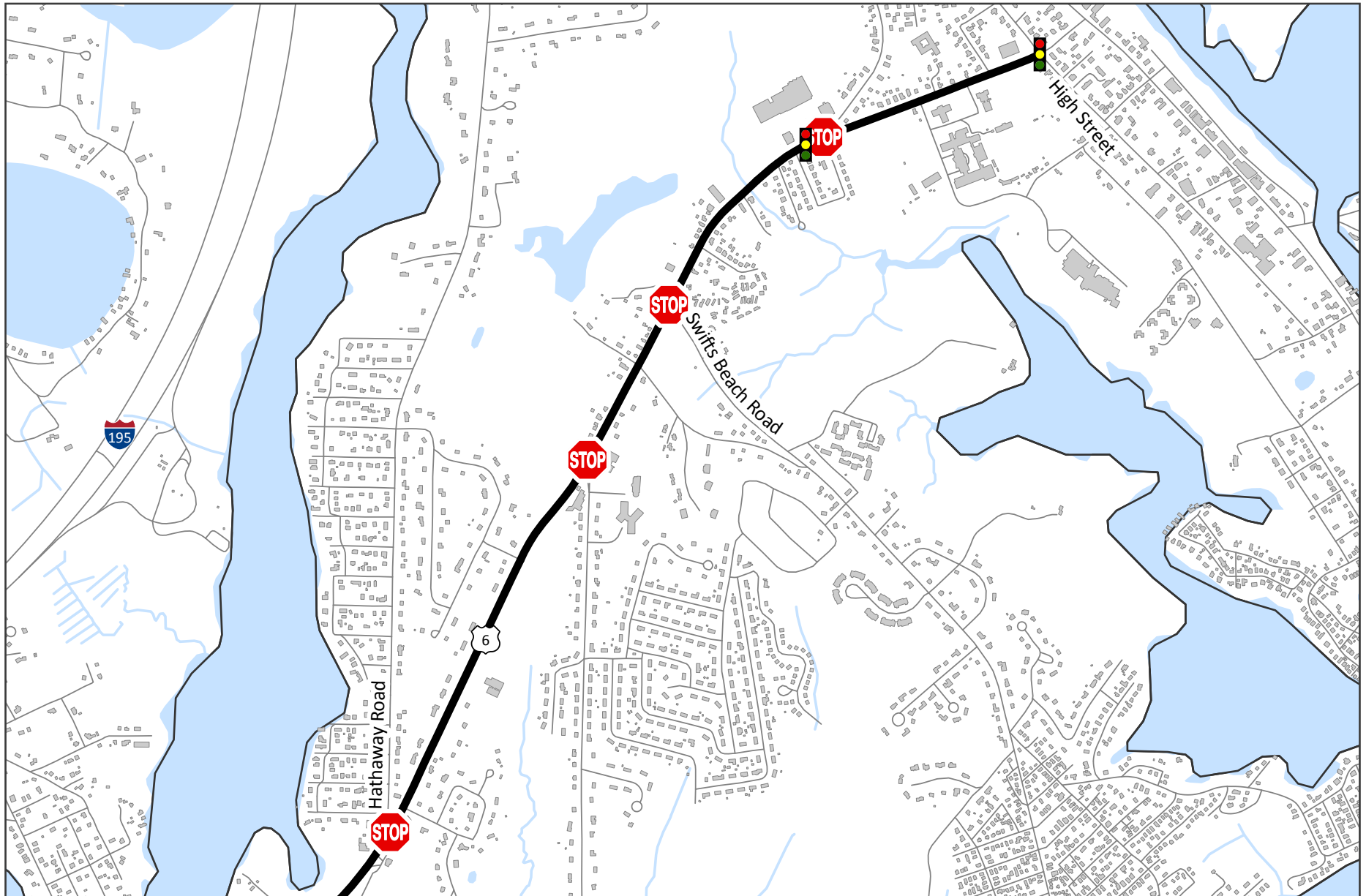
Study Area Intersections

Marion



Study Area Intersections

Wareham

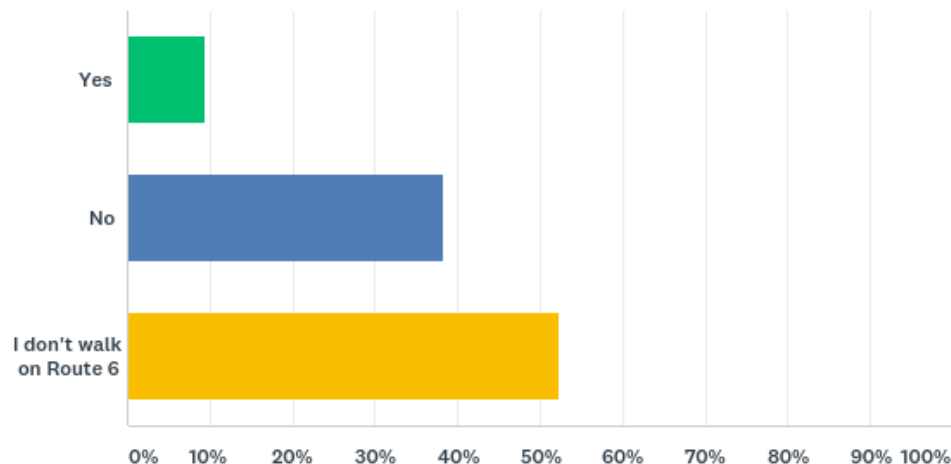


What We Have Heard

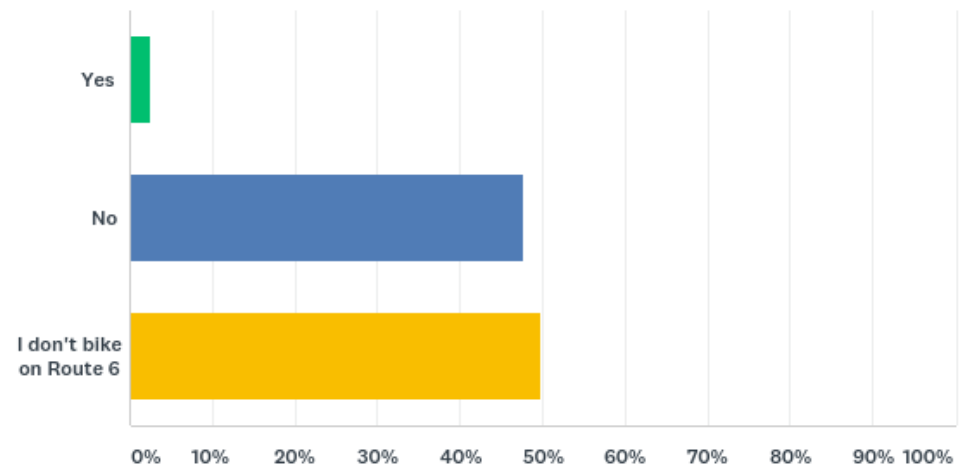
Public Survey

- 82% are year-round residents
- 64% travel on the corridor more than 5 times per week
- 45% are traveling to work; 26% are traveling for shopping
- 93% 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 We Have Heard

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.



What We Have Observed

Physical Layout

- Travel lanes are narrow (10'6" to 11')
- Very narrow painted shoulder (8" to 1')
- Roadway curves create safety issues
- Numerous areas that naturally create higher speeds
- Several angled "T-style" intersections (difficult sight distances)
- Drainage system has issues (standing water in outside lane)



What We Have Observed

Vehicle Traffic

- Trucks struggle to stay in the travel lanes at certain points
- Vehicle speeds can make entering and exiting the roadway challenging and dangerous
- Land uses have created precarious turning movements

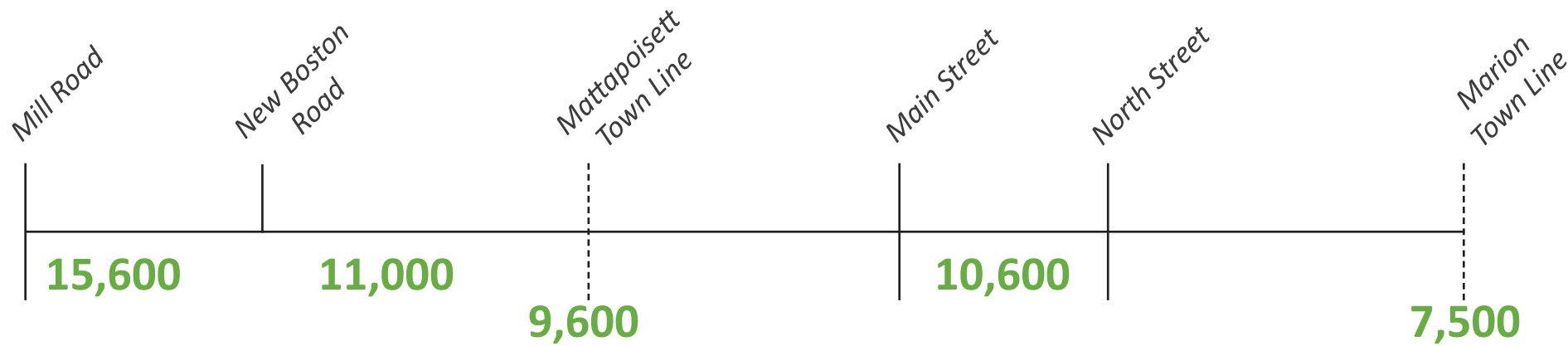
Multi-Modal

- Utility poles located in center of sidewalk (isolated areas)
- Lack of separation from travel lane makes walking feel dangerous
- Biking is possible but not recommended



Existing Conditions: Traffic Volumes

Fairhaven & Mattapoisett



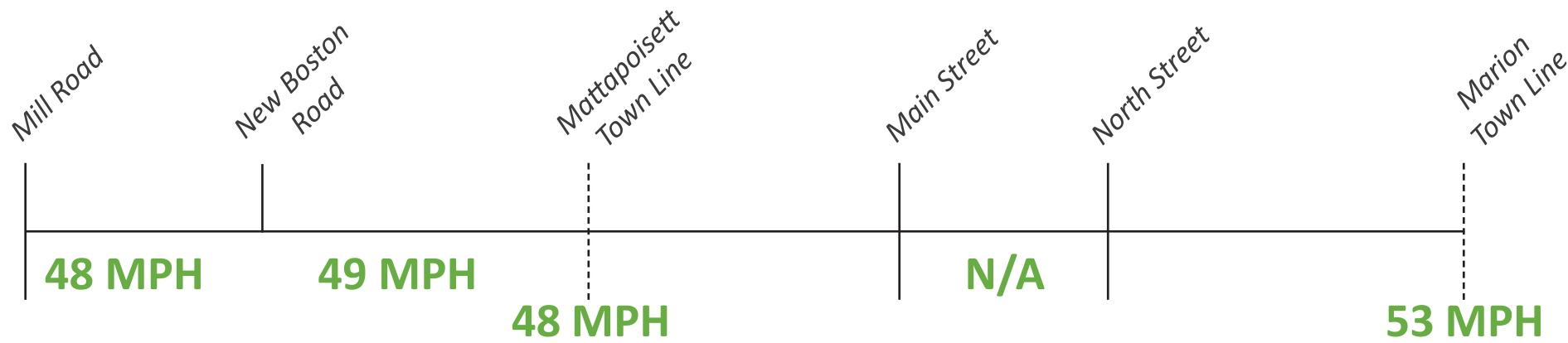
Marion & Wareham



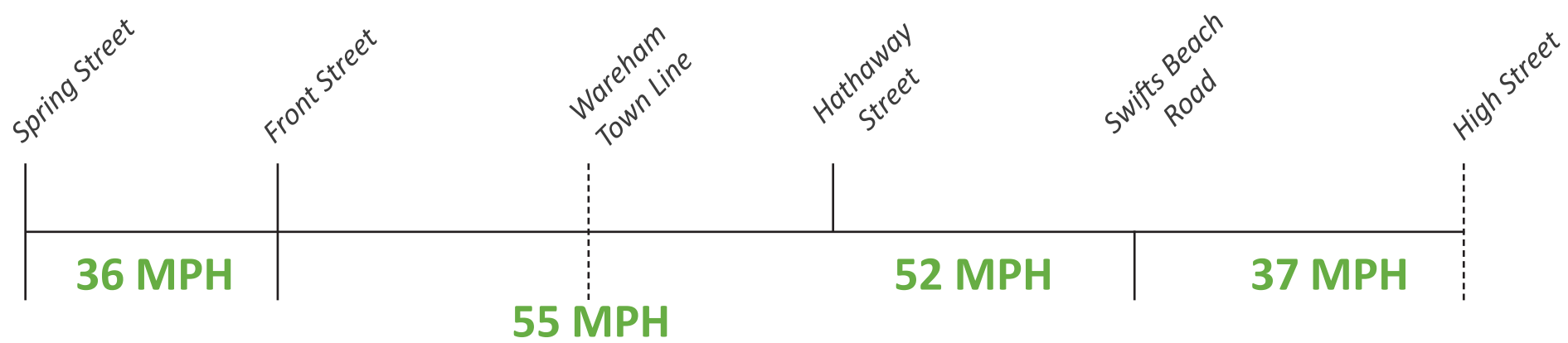
Notes: 1) Traffic data was collected in May and October of 2018
2) Numbers reflect Average Daily Traffic (ADT) for both directions of travel

Existing Conditions: 85th Percentile Speeds

Fairhaven & Mattapoisett



Marion & Wareham

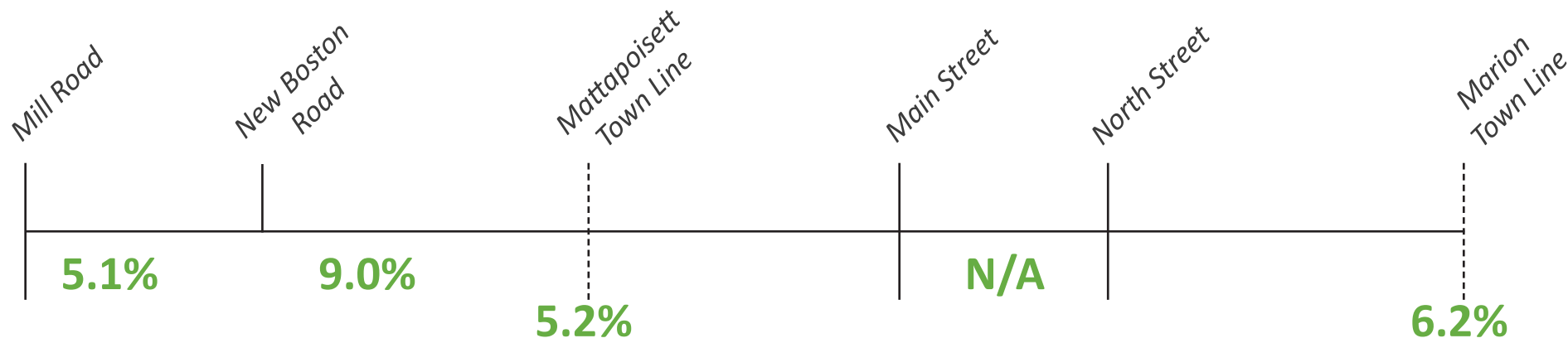


85th percentile speed is a measured value of prevailing speeds at which 85% of all vehicles are traveling at or below in free-flowing traffic.

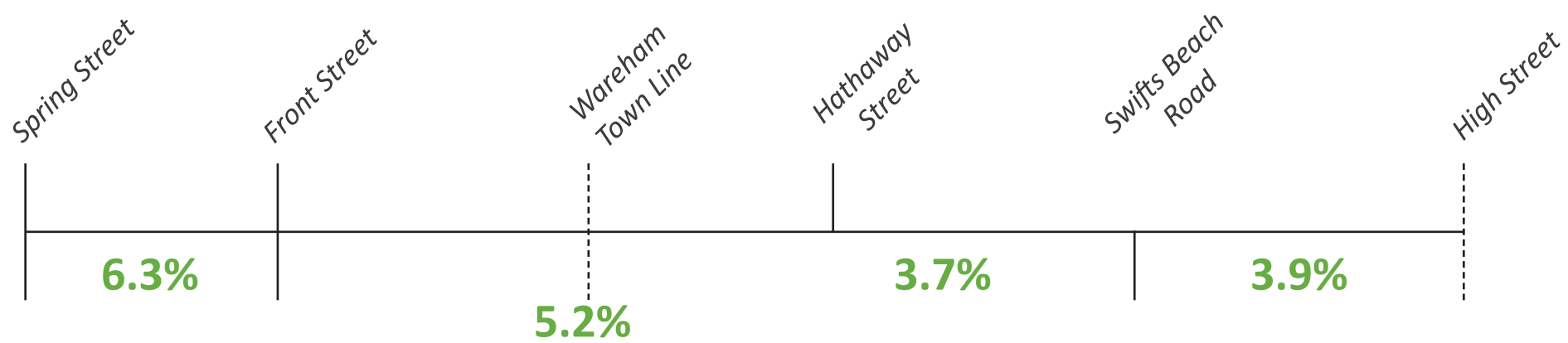
- Notes:
- 1) Traffic data was collected in May and October of 2018
 - 2) Numbers reflect 85% Speeds for both directions of travel

Existing Conditions: Heavy Vehicle Percentages

Fairhaven & Mattapoisett



Marion & Wareham

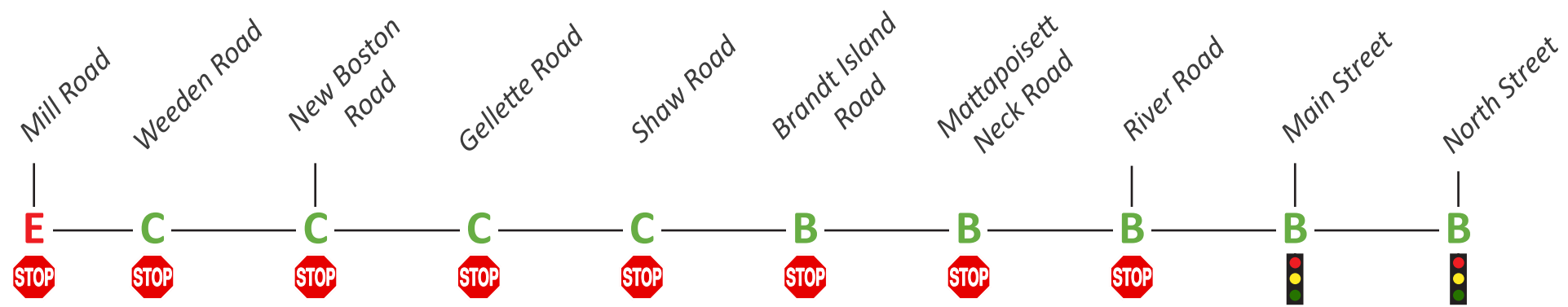


Notes: 1) Traffic data was collected in May and October of 2018
2) Numbers reflect Heavy Vehicle Percentages for both directions of travel

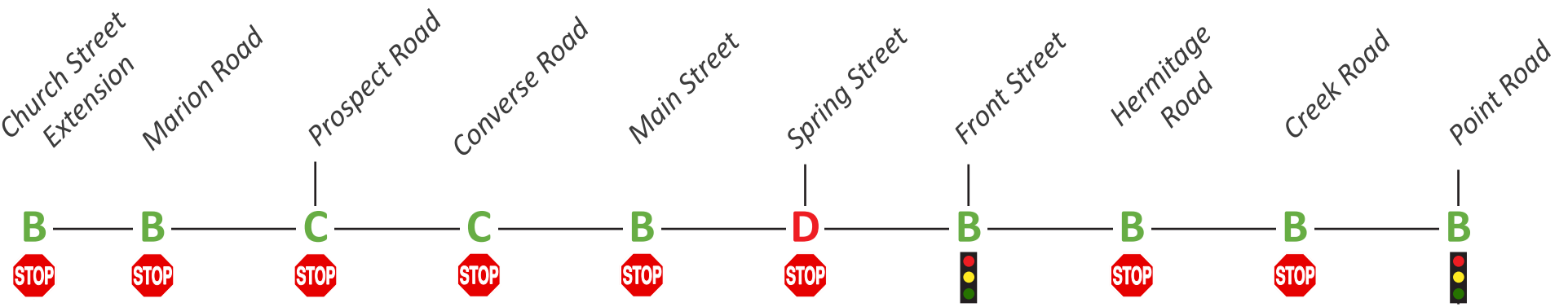
Existing Conditions: Intersection Operations

Expressed as “Level-of-Service” (LOS)

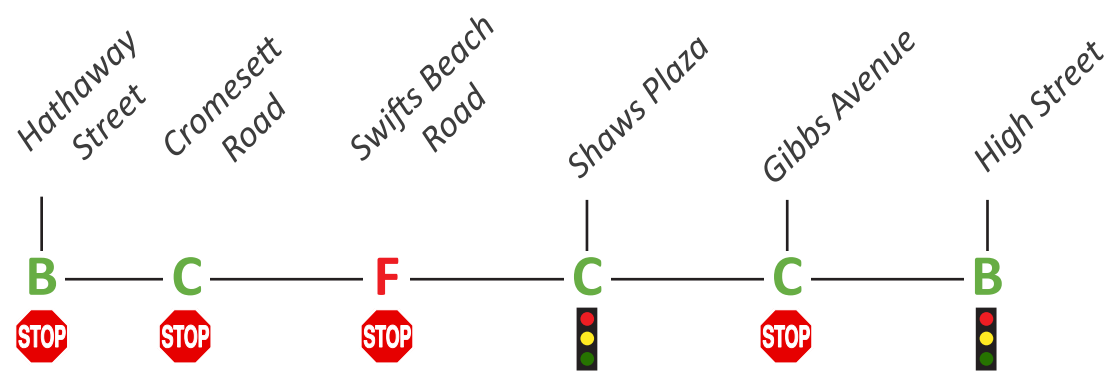
Fairhaven & Mattapoisett



Mattapoisett & Marion



Wareham

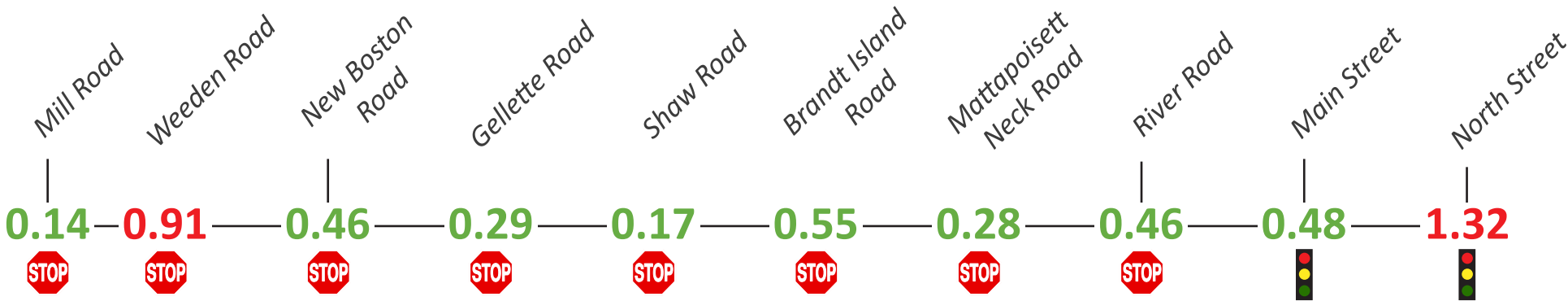


Delay by Intersection Type

LOS	Signalized Intersection	Unsignalized Intersection
A	<= 10 sec	<= 10 sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	> 80 sec	> 50 sec

Existing Conditions: Crash Rates

Fairhaven & Mattapoisett



Mattapoisett & Marion



Wareham



A crash rate is a ratio of the total number of crashes in a given period as compared to the traffic volume.

- MassDOT Average Crash Rates (2018)
- Statewide Signalized Intersection: 0.78
 - Statewide Unsignalized Intersection: 0.57
 - District 5 Signalized Intersection: 0.75
 - District 5 Unsignalized Intersection: 0.57

Existing Conditions: Crash Severity

Fairhaven & Mattapoisett

Mill Road	Weeden Road	New Boston Road	Gellette Road	Shaw Road	Brandt Island Road	Mattapoisett Neck Road	River Road	Main Street	North Street
3	8	7	2	0	1	3	4	5	17
0	4	0	2	2	5	0	1	1	6
0	0	0	0	0	0	0	0	0	1

Mattapoisett & Marion

Church Street Extension	Marion Road	Prospect Road	Converse Road	Main Street	Spring Street	Front Street	Hermitage Road	Creek Road	Point Road
2	1	2	1	1	4	3	1	1	2
0	1	1	0	0	2	3	0	1	2
0	0	0	0	0	1	0	0	0	0

Wareham

Hathaway Street	Cromesett Road	Swifts Beach Road	Shaws Plaza	Gibbs Avenue	High Street
1	5	8	10	4	2
3	5	2	5	0	4
0	0	0	0	0	0

Crash Type:
Property Damage Only (PDO)
Injury
Fatal

Existing Conditions: Bicycle, Pedestrian & Transit Network



Sidewalk Network

7.0 miles of sidewalk (both)
4.6 miles of sidewalk (north)
1.7 miles of sidewalk (south)

No formal bicycle facilities

GATRA Service

Onset/Wareham Link 1
Wareham-New Bedford Shuttle



*Some
areas
are
great!*

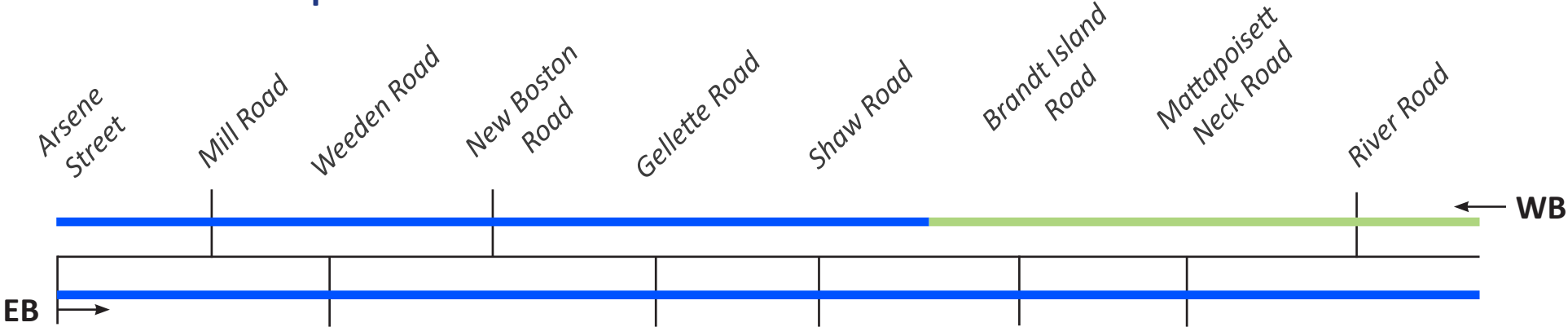


*Some need
work*

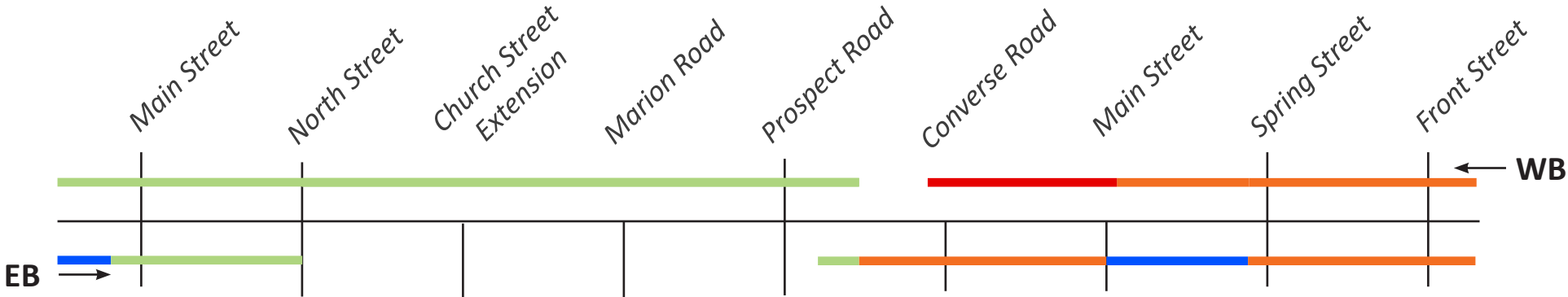
Existing Conditions: Sidewalk Conditions

New Good Fair Poor

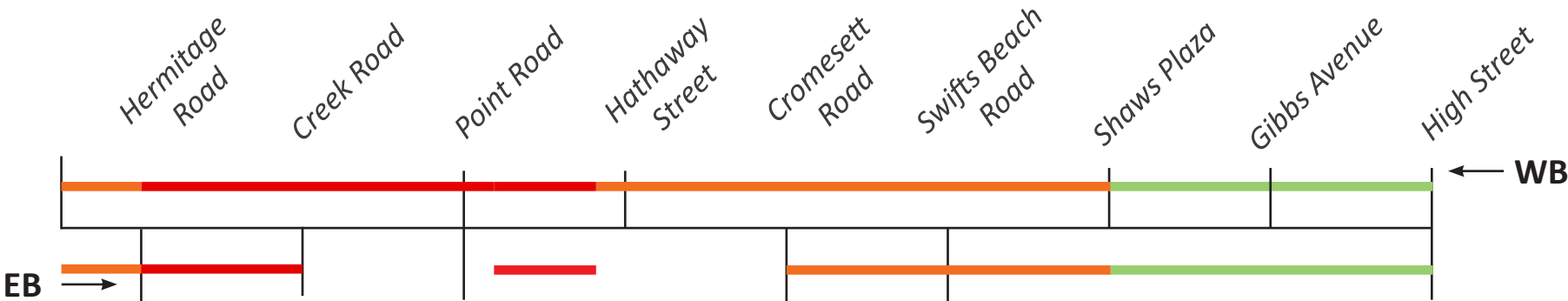
Fairhaven & Mattapoisett



Mattapoisett & Marion

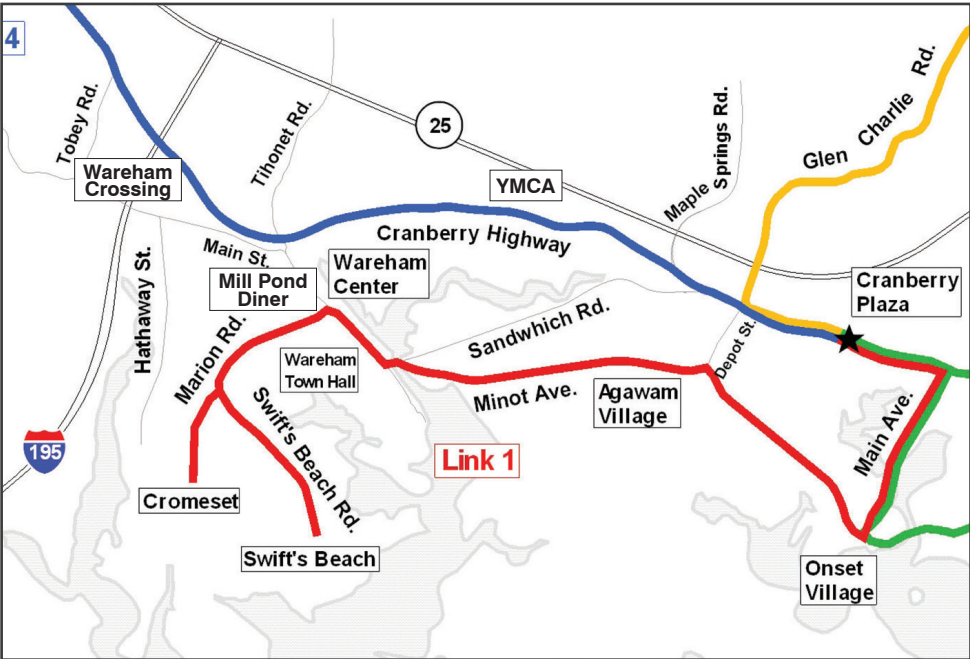


Wareham

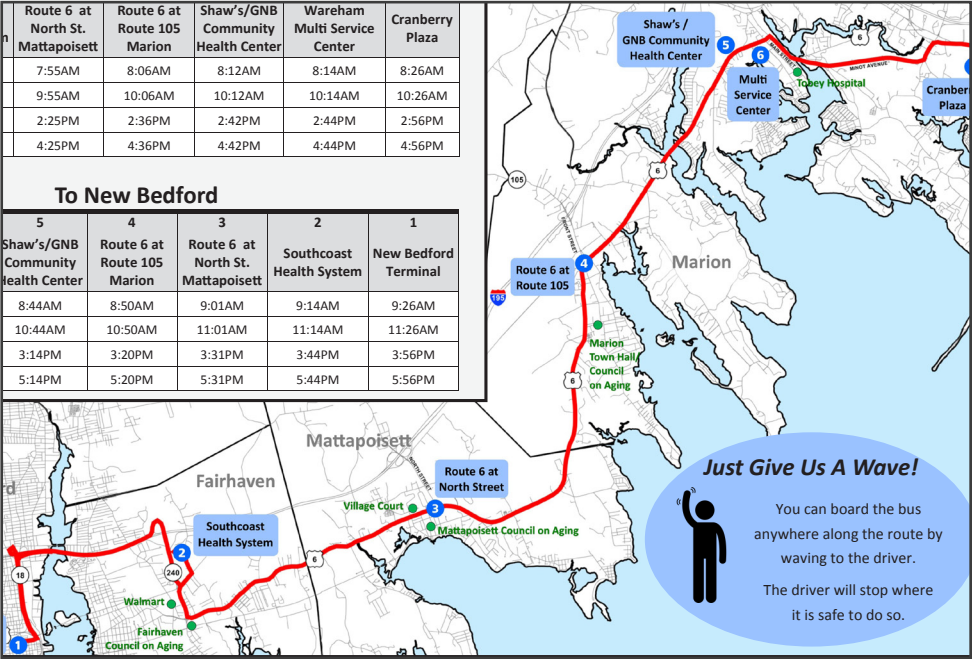


Existing Conditions: Transit Network

Onset/Wareham Link 1



Wareham-New Bedford Shuttle



Existing Conditions: Geometry Issues

Church Street Ext.
(Mattapoisett)



Marion Road
(Mattapoisett)



Converse Road
(Marion)



Spring Street
(Marion)



Creek Road
(Marion)

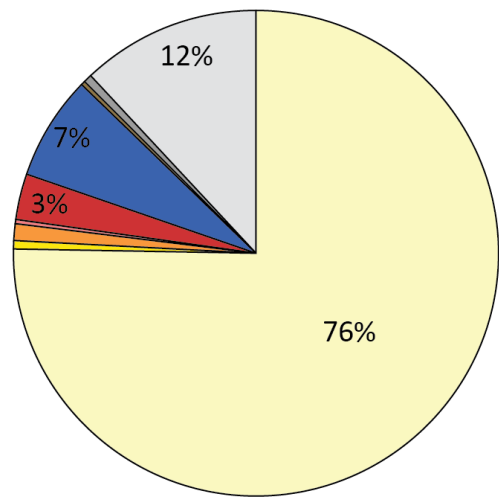


Swifts Beach Road
(Wareham)

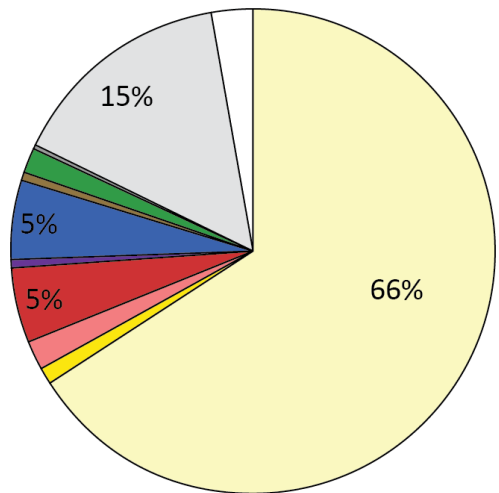


Existing Conditions: Land Uses

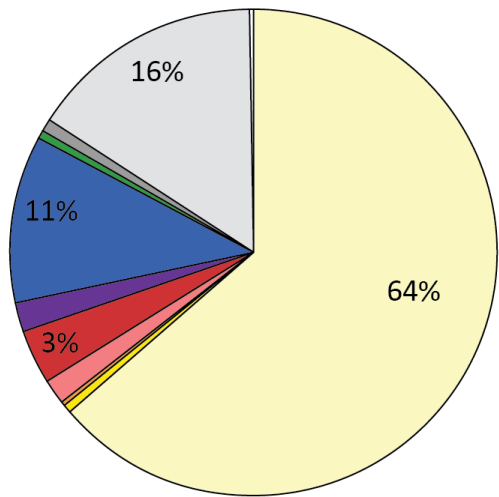
Fairhaven



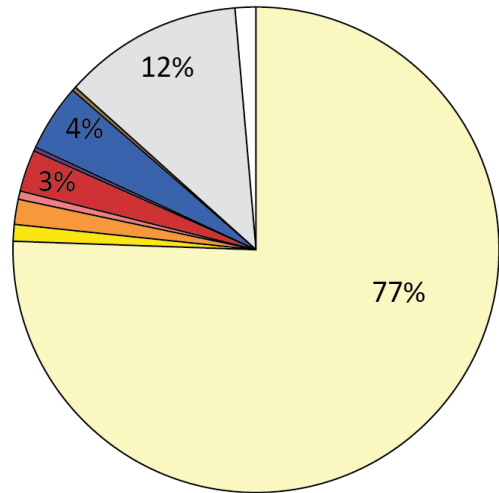
Mattapoisett



Marion



Wareham



Top Uses:

- 1) Residential (Yellow)
- 2) Vacant (Gray)
- 3) Institutional (Blue)
- 4) Commercial (Red)

Let's Recap

Generally speaking:

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

Questions?



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