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

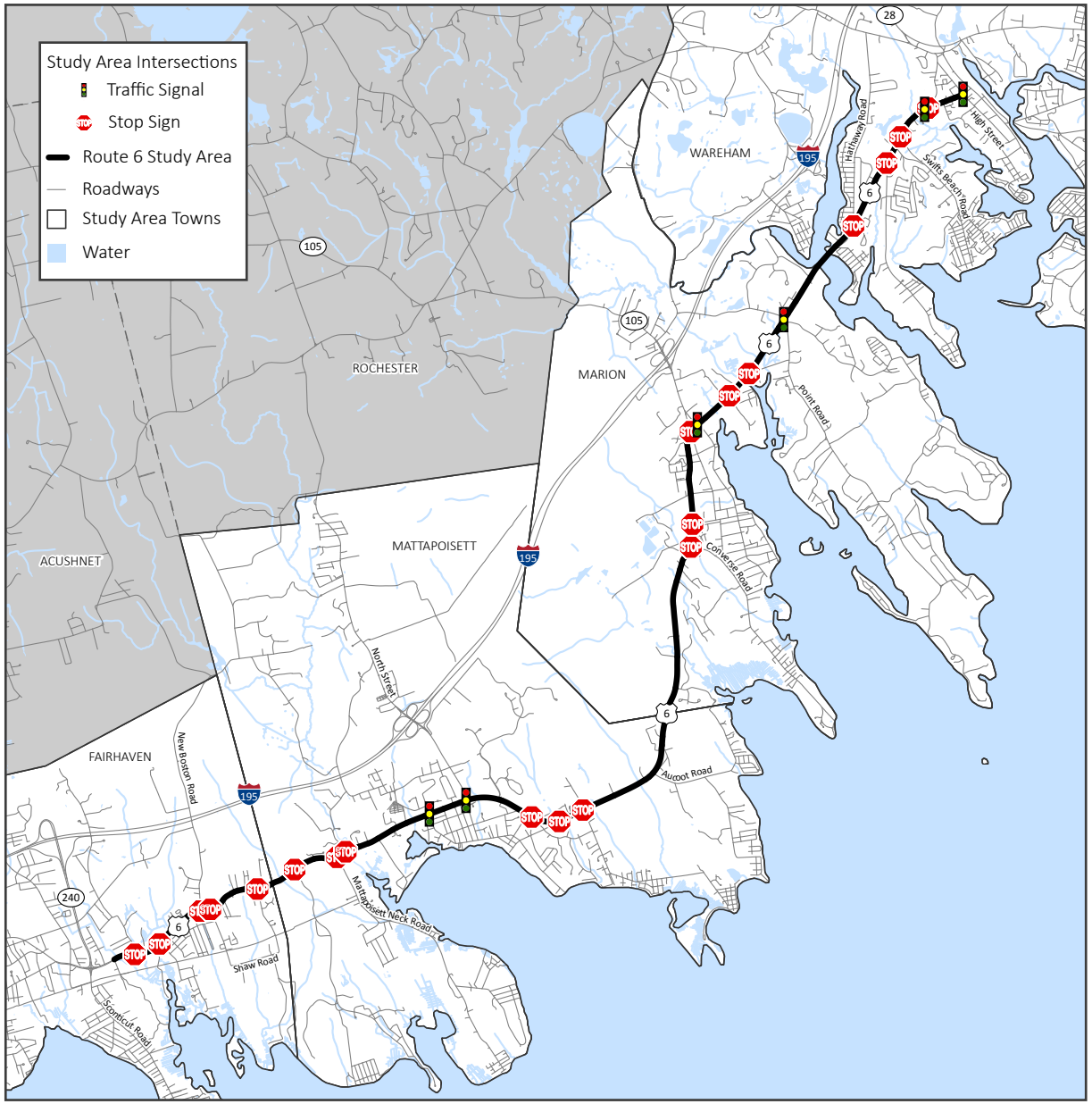
An analysis of future development potential, associated traffic volume increases, roadway and intersection operations and potential improvements.

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



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

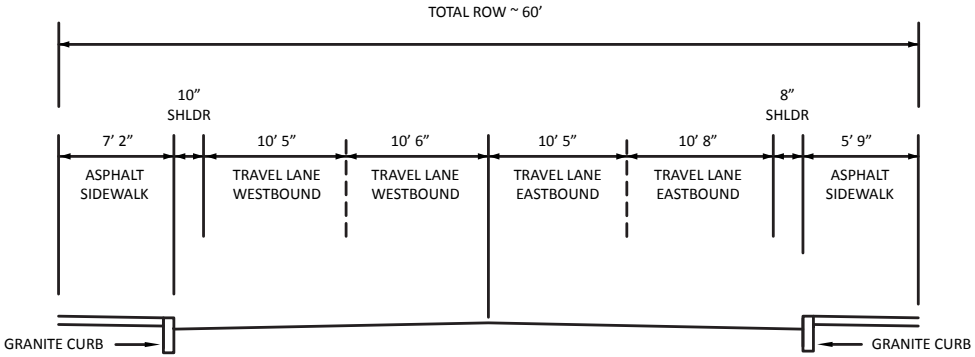
- Travel lanes are narrow (generally 10’6”)
- Very narrow painted shoulder (8” to 12”)
- Roadway curves create safety issues
- Several angled “T-style” intersections (difficult sight distances)
- Drainage system has issues (standing water in outside lane)

Existing Conditions: Roadway Layout

Lack of consistency for bicyclists and pedestrians

HUTTLESTON AVENUE (ROUTE 6)

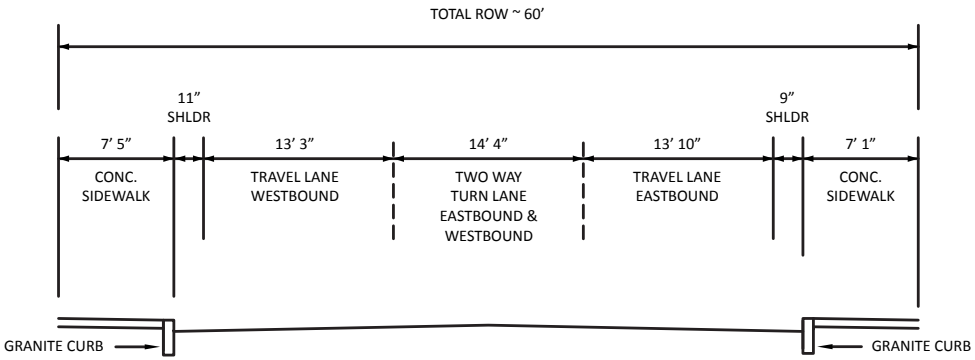
BETWEEN ARSENE STREET & NEW BOSTON ROAD



FAIRHAVEN

COUNTY ROAD (ROUTE 6)

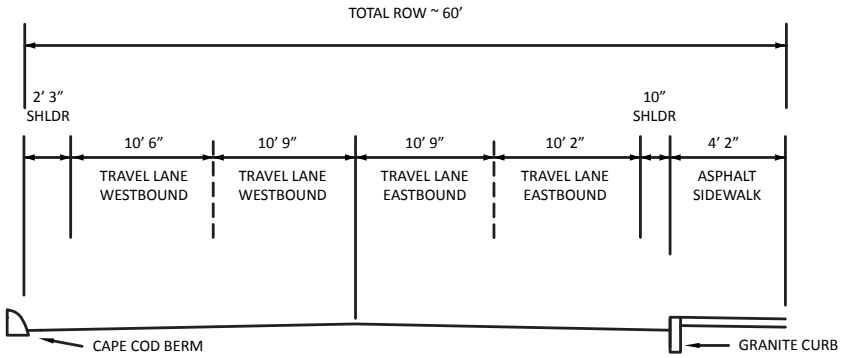
BETWEEN MAIN STREET & NORTH STREET



MATTAPOISETT

MILL STREET (ROUTE 6)

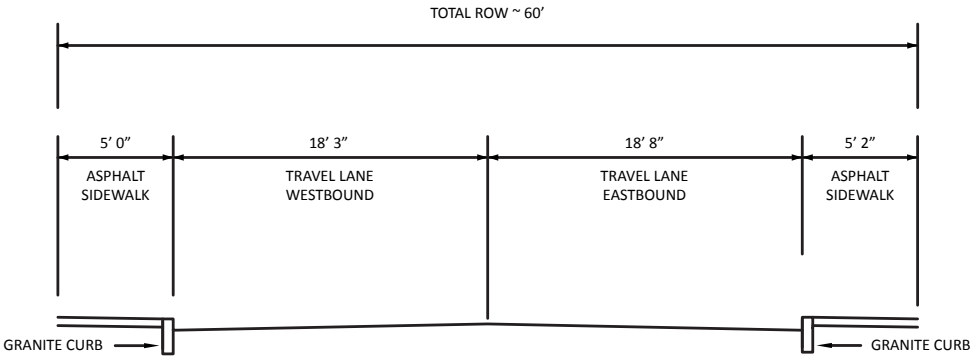
BETWEEN MATTAPOISETT TOWN LINE & CONVERSE ROAD



MARION

MARION ROAD (ROUTE 6)

BETWEEN GIBBS AVENUE & HIGH STREET



WAREHAM

Existing Conditions: Geometry Issues

Church Street Ext.
(Mattapoisett)

Marion Road
(Mattapoisett)

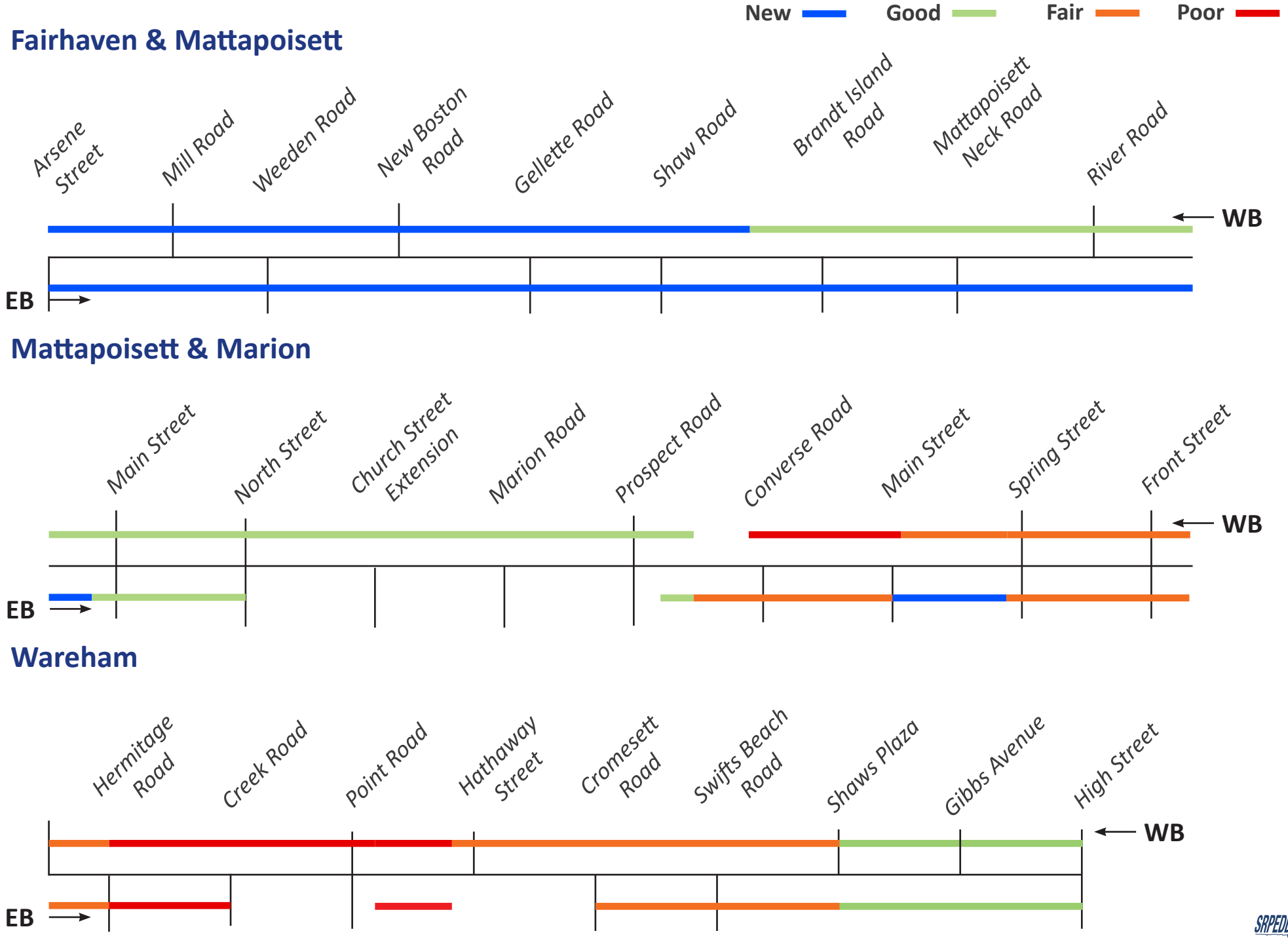
Converse Road
(Marion)

Spring Street
(Marion)

Creek Road
(Marion)

Swifts Beach Road
(Wareham)

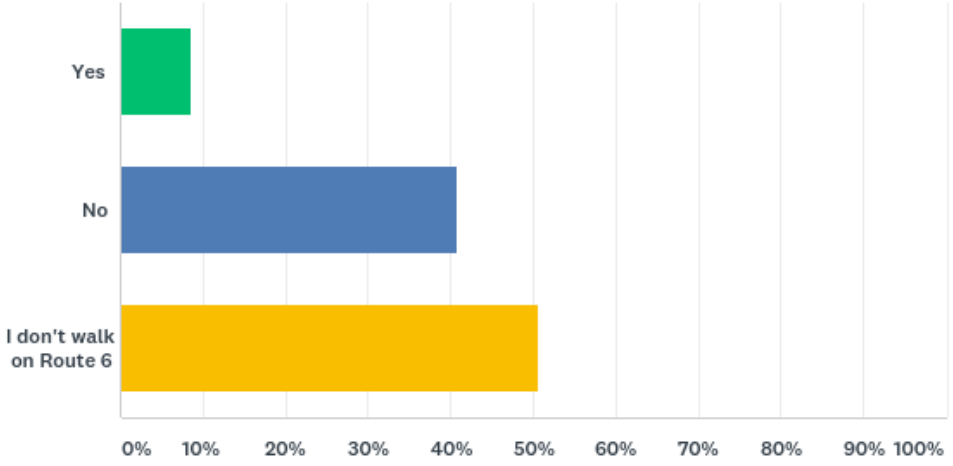
Existing Conditions: Sidewalk Conditions



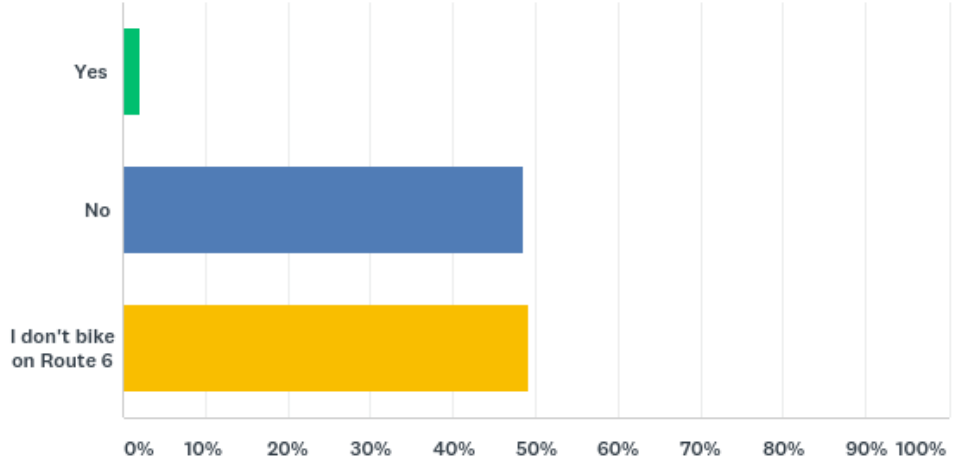
Existing Conditions: Public Survey

- 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.

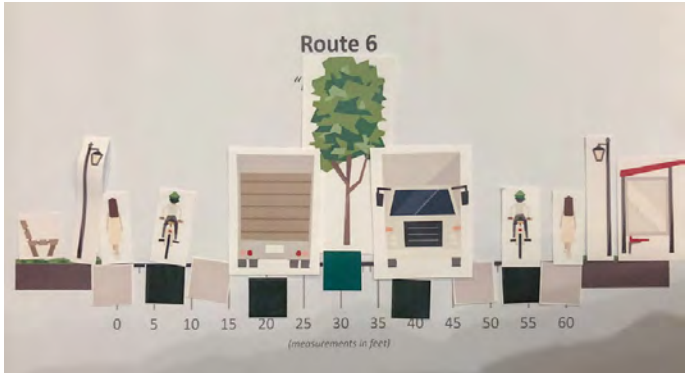
It's dangerous for pedestrians to cross Route 6.

Sidewalk maintenance needs to be improved.

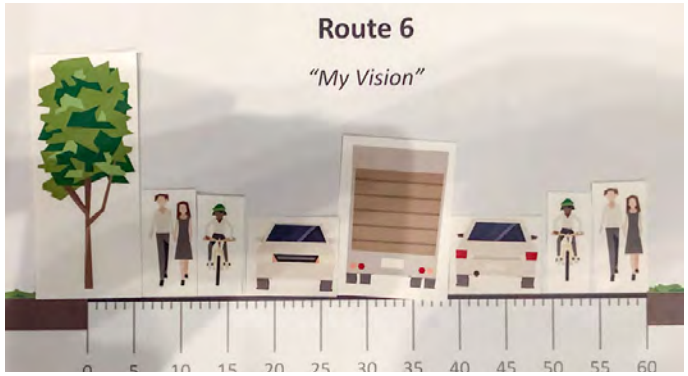
Biking on Route 6 is dangerous.

Future Conditions: Vision Exercise

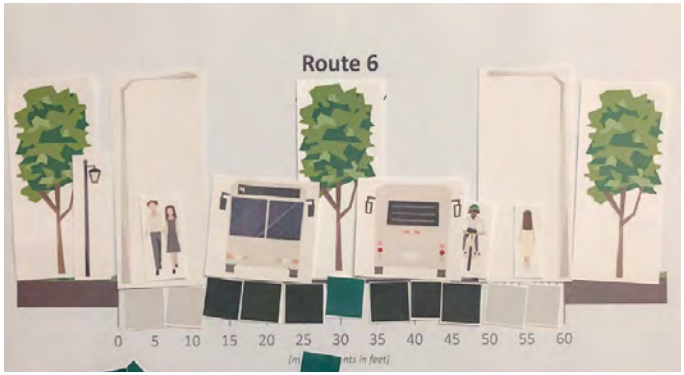
Two Lane Road with Bike/Ped Lane - 14

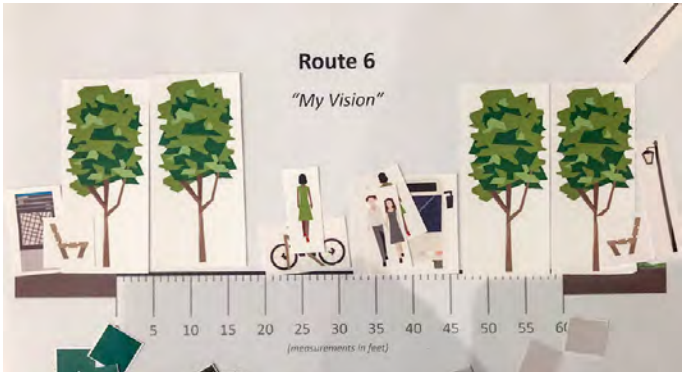


Center Turn Lane/Three Lane Road with Bike/Ped Lane - 8



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

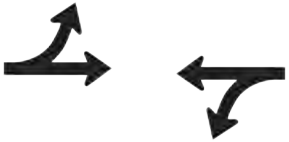
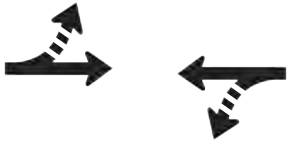
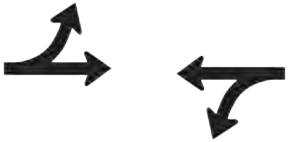
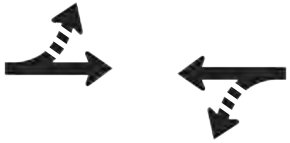
Future Conditions: Scenario Improvements

Traffic Control Type

Intersection	*Existing*	*Future*
New Boston Road		
Spring Street*		
Swifts Beach Road		

**Only in 2 lane configuration*

Traffic Signal Movements

Intersection	*Existing*	*Future*
North Street		
Front Street		

Protected/ Permissive Left Turns

Future Conditions: Scenario Improvements

Geometry Changes

Church Street Ext.

Marion Road

Converse Road

Creek Road

Hathaway Street

1) Create 90 degree intersections

2) Eliminate divider islands

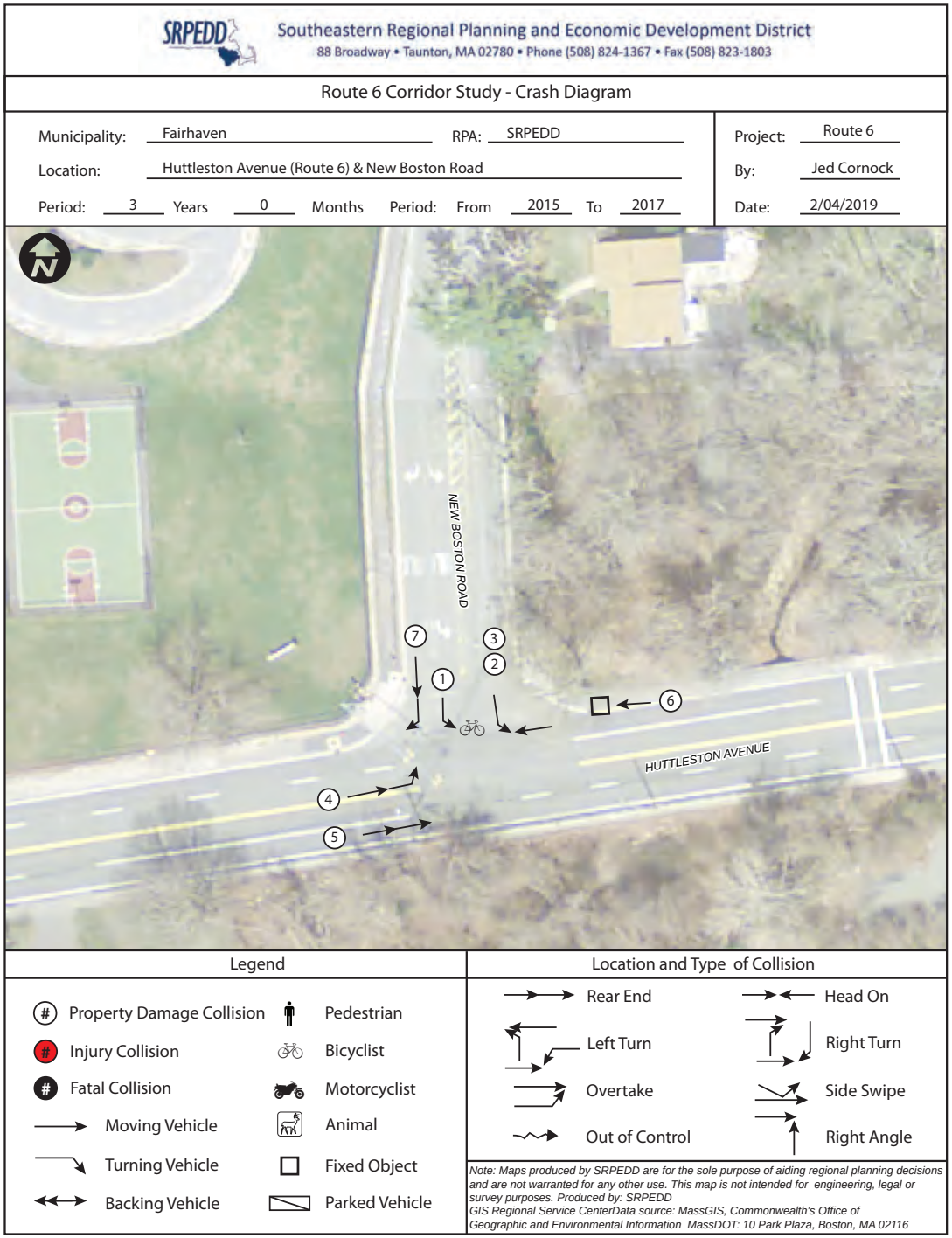
3) Reduce pedestrian crossing distances

4) Add high visibility crosswalks

Future Conditions: Fairhaven

Expressed as "Level-of-Service" (LOS)

Future Conditions: New Boston Road



Intersection Operations

Existing

2018: LOS C

No Improvements

2025: LOS D

2040: LOS E

Improvements (4 Lanes)

2025: LOS A

2040: LOS A

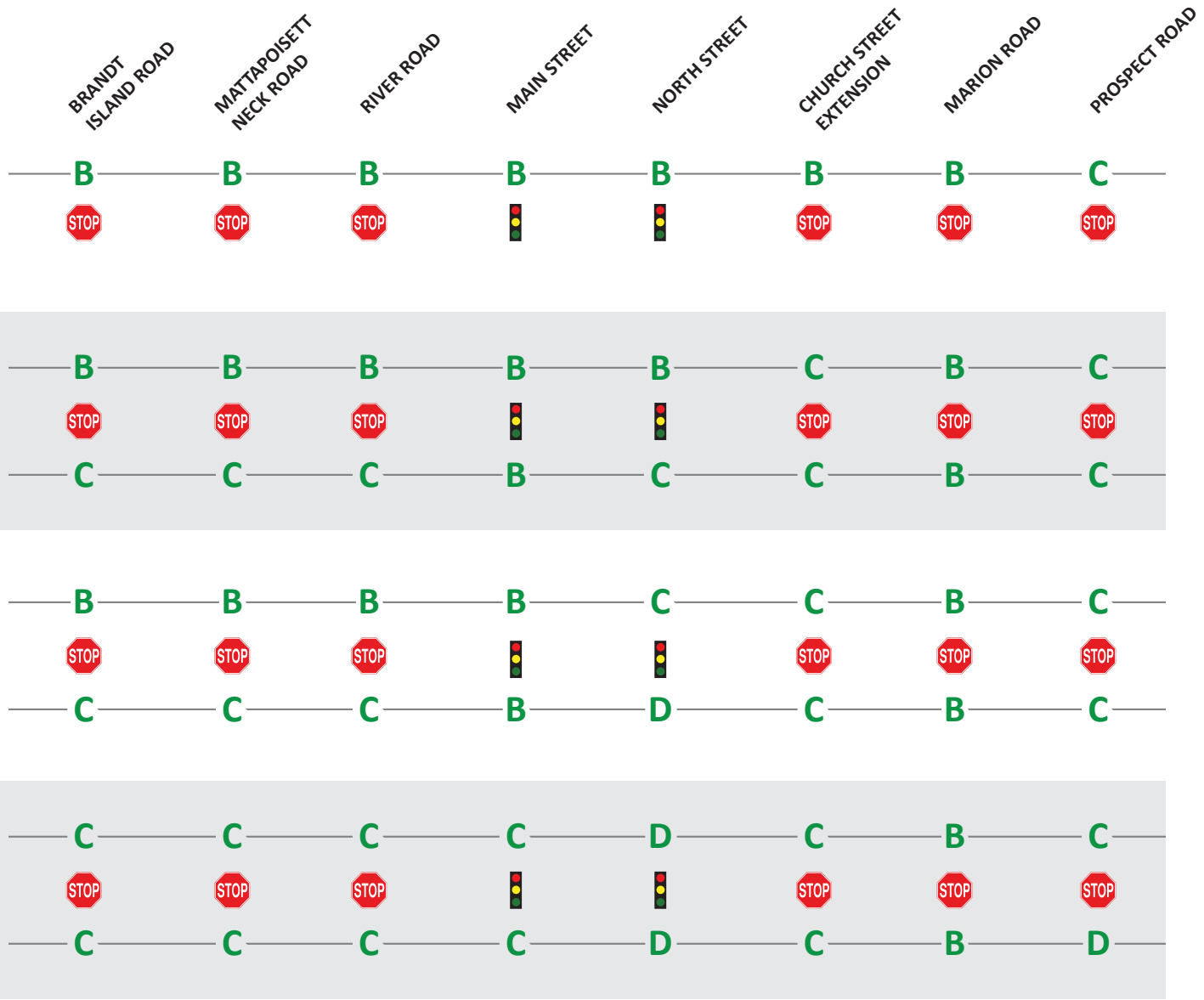
Improvements (2 Lanes)

2025: LOS B

2040: LOS B

Future Conditions: Mattapoisett

Expressed as "Level-of-Service" (LOS)

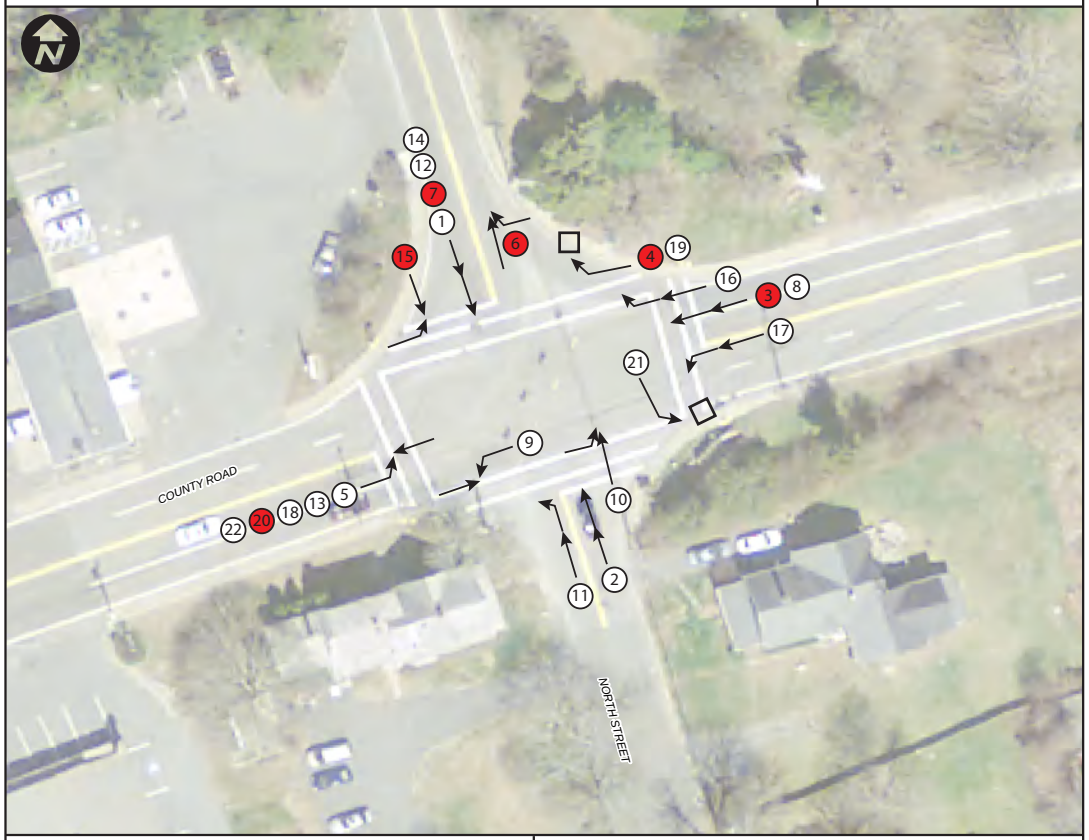


Future Conditions: North Street

SRPEDD Southeastern Regional Planning and Economic Development District
88 Broadway • Taunton, MA 02780 • Phone (508) 824-1367 • Fax (508) 823-1803

Route 6 Corridor Study - Crash Diagram

Municipality: Mattapoisett RPA: SRPEDD
Location: County Road (Route 6) & North Street
Period: 3 Years 0 Months Period: From 2015 To 2017
Project: Route 6
By: Jed Cornock
Date: 2/04/2019



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

Note: Maps produced by SRPEDD are for the sole purpose of aiding regional planning decisions and are not warranted for any other use. This map is not intended for engineering, legal or survey purposes. Produced by: SRPEDD
GIS Regional Service CenterData source: MassGIS, Commonwealth's Office of Geographic and Environmental Information MassDOT: 10 Park Plaza, Boston, MA 02116

Intersection Operations

Existing

2018: LOS B

No Improvements

2025: LOS B
2040: LOS C

Improvements (4 Lanes)

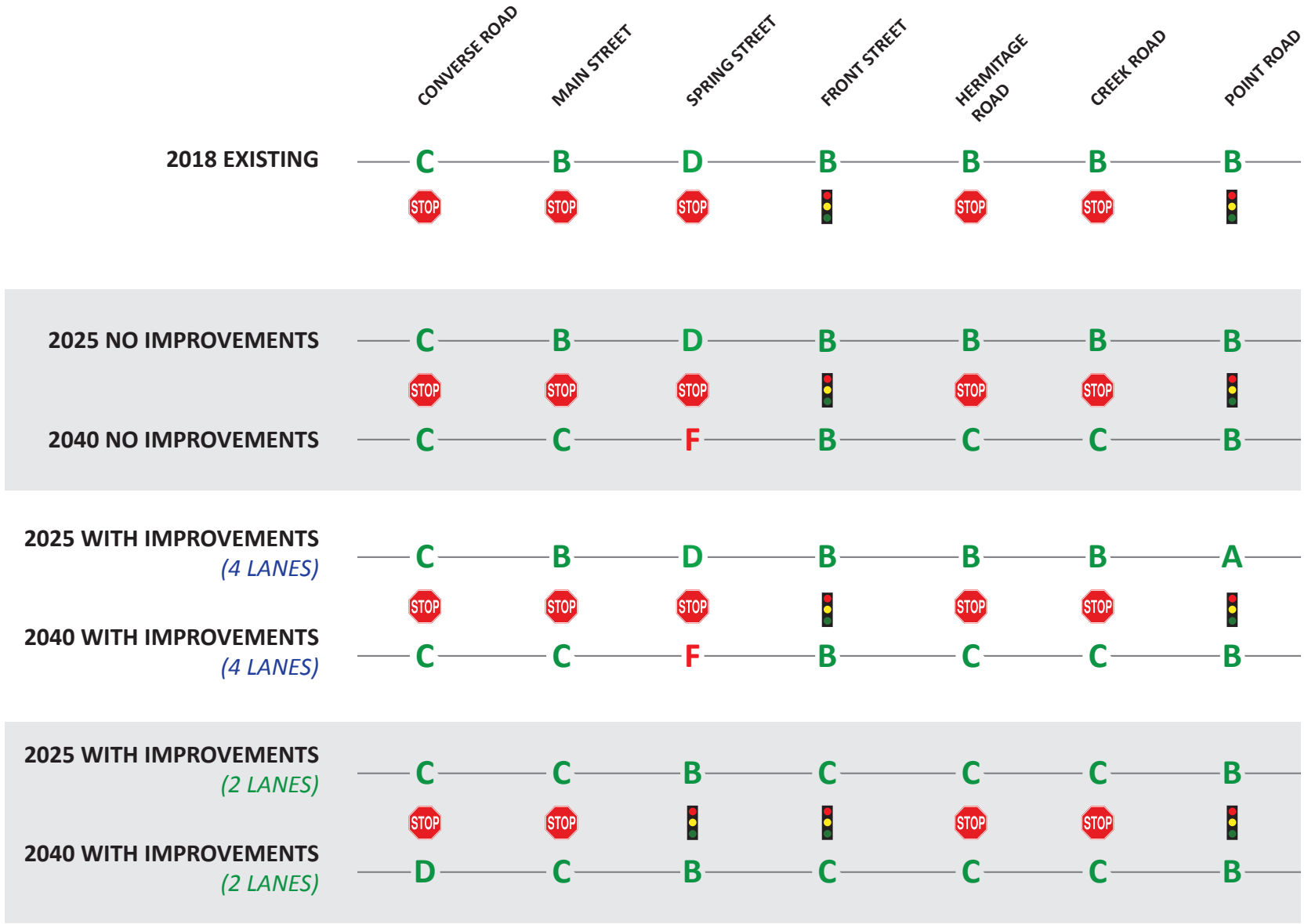
2025: LOS C
2040: LOS D

Improvements (2 Lanes)

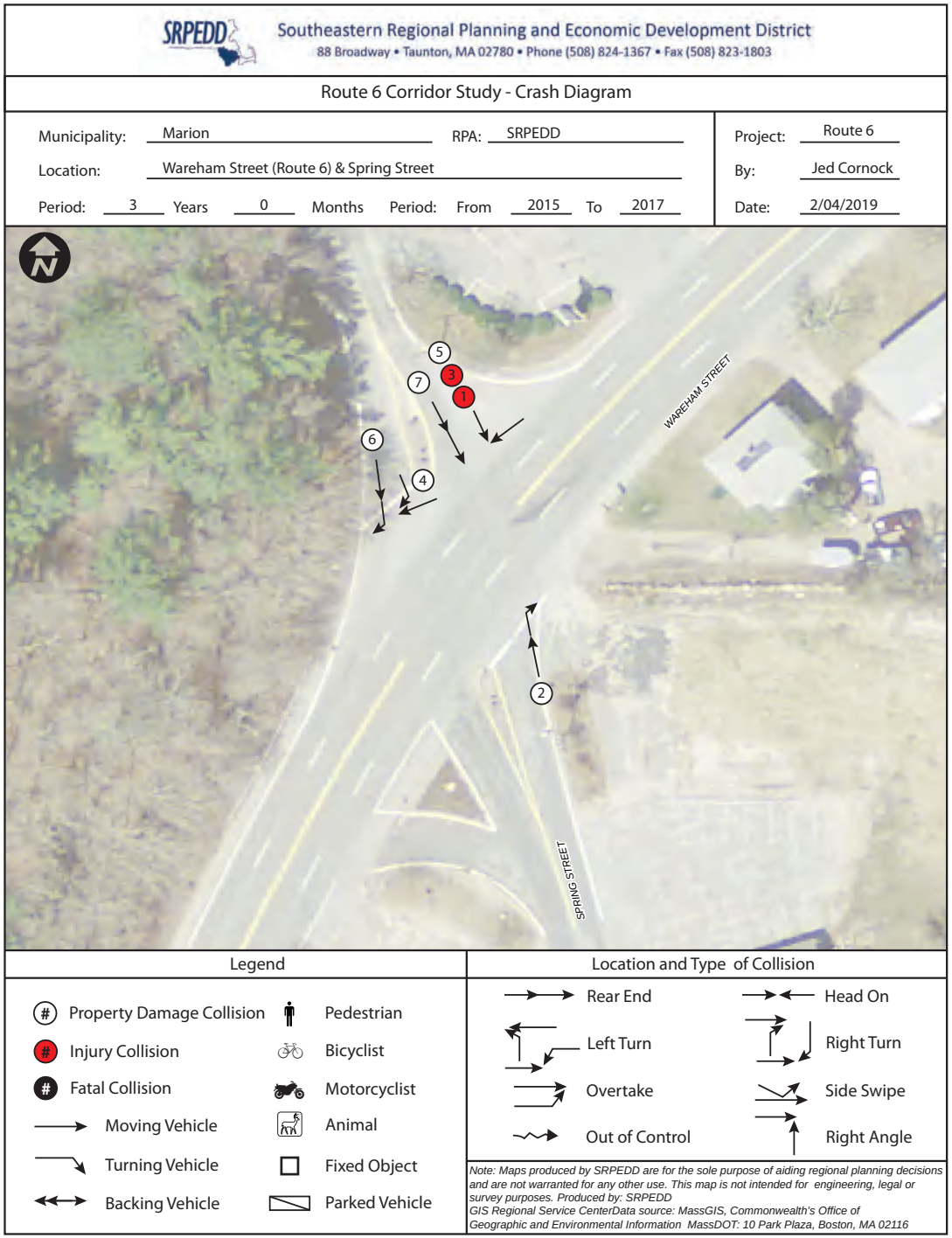
2025: LOS D
2040: LOS D

Future Conditions: Marion

Expressed as "Level-of-Service" (LOS)



Future Conditions: Spring Street



Intersection Operations

Existing

2018: LOS D

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

Future Conditions: Front Street

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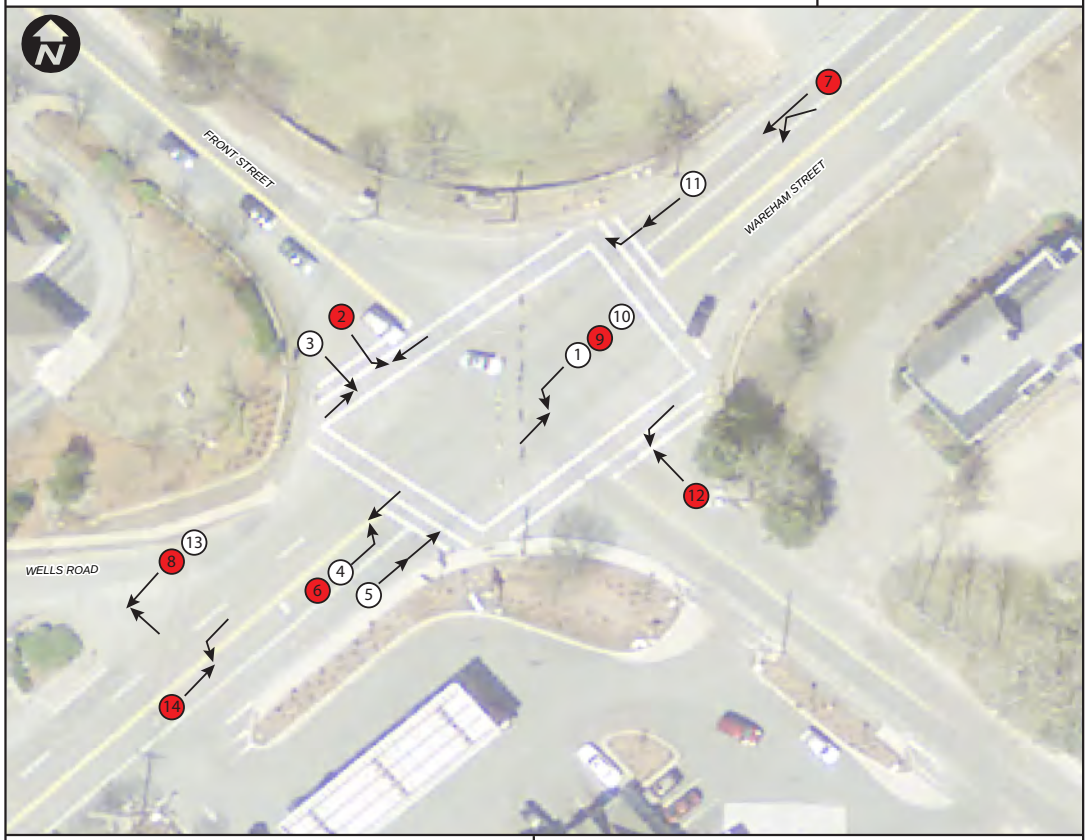
Route 6 Corridor Study - Crash Diagram

Municipality: Marion RPA: SRPEDD
Location: Wareham Street (Route 6) & Front Street (Route 105)
Period: 3 Years 0 Months Period: From 2015 To 2017
Project: Route 6
By: Jed Cornock
Date: 2/04/2019



Legend

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

Location and Type of Collision

- Rear End
- Head On
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Intersection Operations

Existing

2018: LOS B

No Improvements

2025: LOS B
2040: LOS B

Improvements (4 Lanes)

2025: LOS B
2040: LOS B

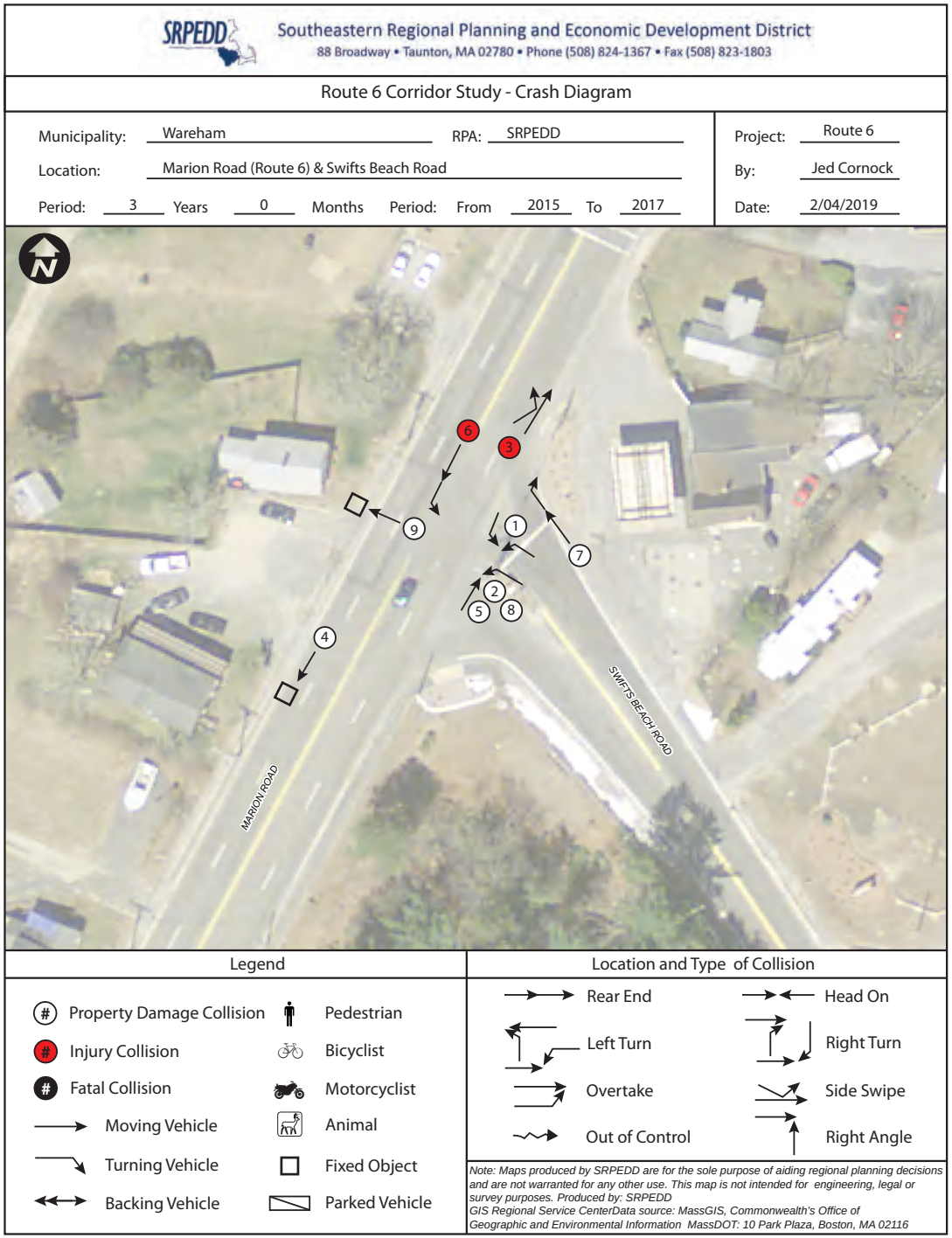
Improvements (2 Lanes)

2025: LOS C
2040: LOS C

Future Conditions: Wareham

Expressed as "Level-of-Service" (LOS)

Future Conditions: Swifts Beach Road



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)

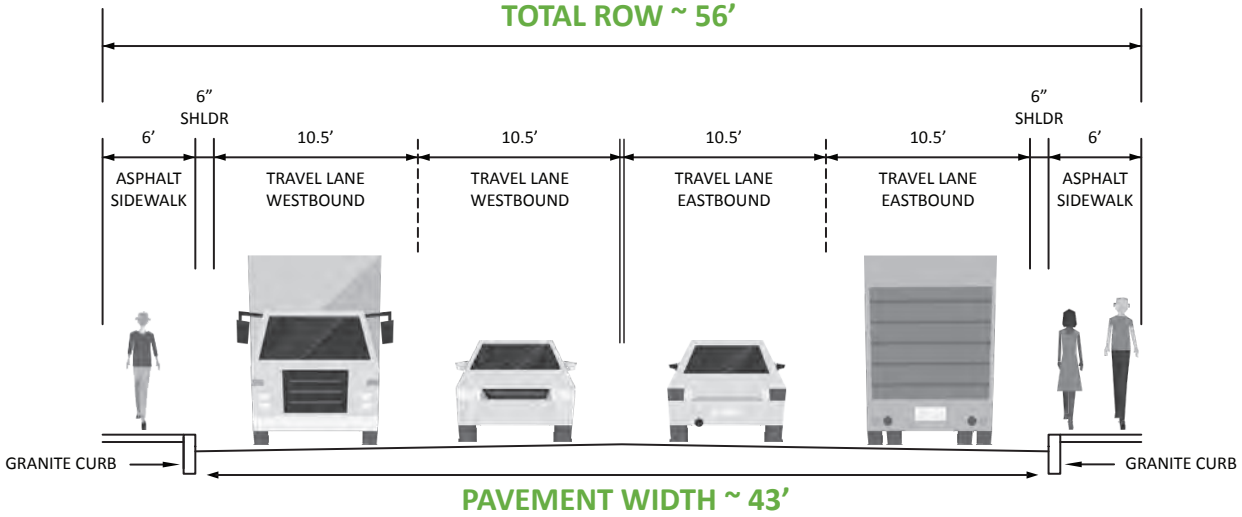
2025: LOS C

2040: LOS C

Future Conditions: Improvement Alternatives

ALTERNATIVE 1

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



Pros:

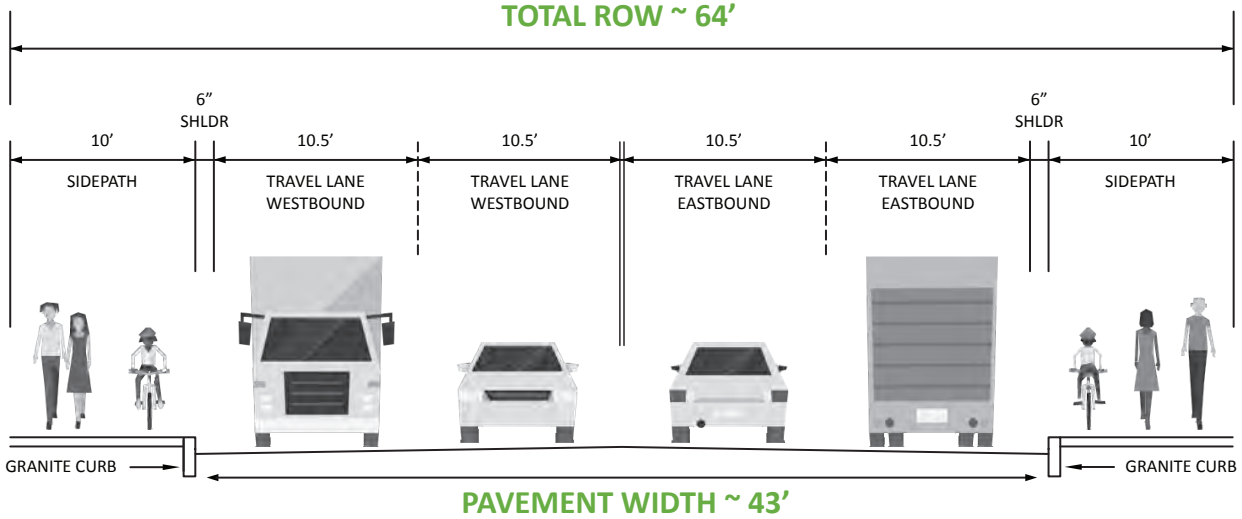
- Consistent sidewalk on both sides of the road
- No additional ROW needed
- No drainage system modifications required

Cons:

- No improvement for bicycle travel
- No increase in shoulder width

ALTERNATIVE 2

(4) 10.5’ TRAVEL LANES, (2) 6” SHOULDERS, (2) 10’ SIDEPATHS



Pros:

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

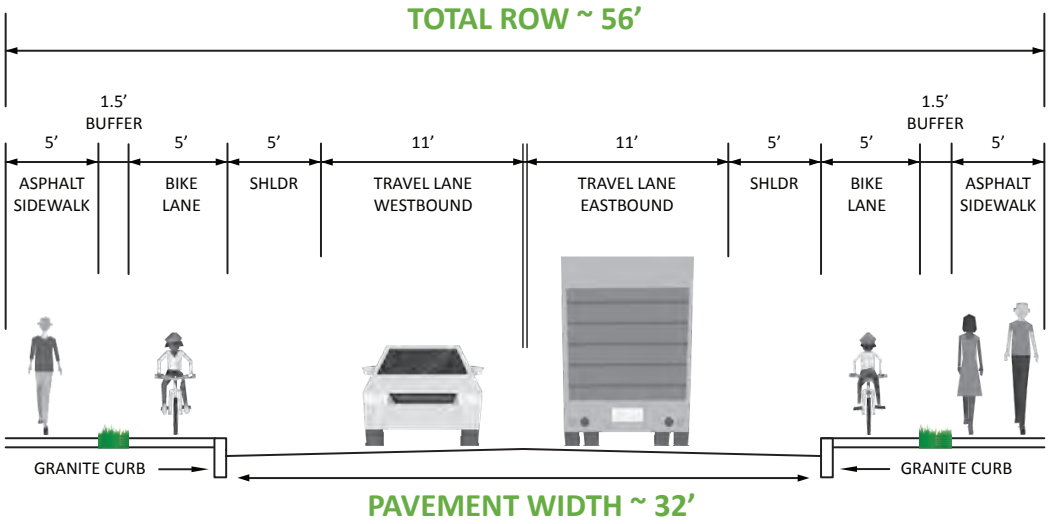
Cons:

- 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



Pros:

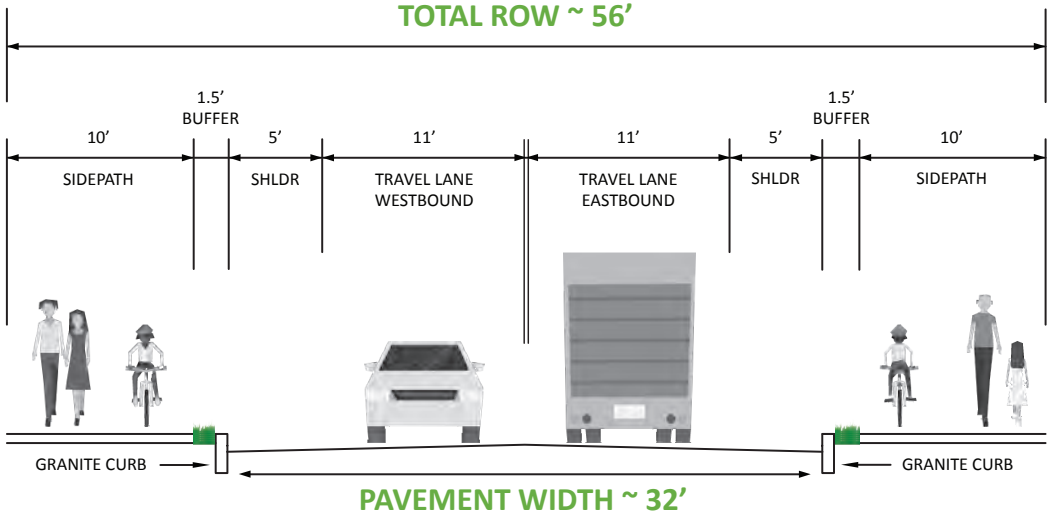
- Separated off-road facilities for bicycles and pedestrians
- Larger shoulder to separate vehicle traffic from bicycles and pedestrians
- No additional ROW needed

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



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

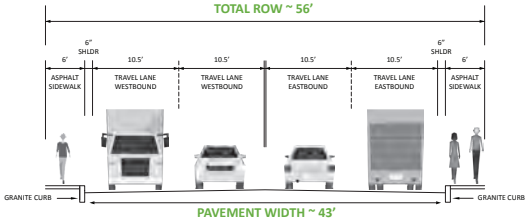
Future Conditions: Preference Survey

Route 6 Corridor Study

FUTURE IMPROVEMENT ALTERNATIVES: PREFERENCE SURVEY

ALTERNATIVE 1

(4) 10.5' TRAVEL LANES, (2) 6" SHOULDERS, (2) 6' SIDEWALKS

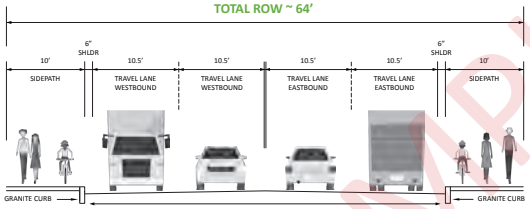


Pros:
- Consistent sidewalk on both sides of the road
- No additional ROW needed
- No drainage system modifications required

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

ALTERNATIVE 2

(4) 10.5' TRAVEL LANES, (2) 6" SHOULDERS, (2) 10' SIDEPATHS

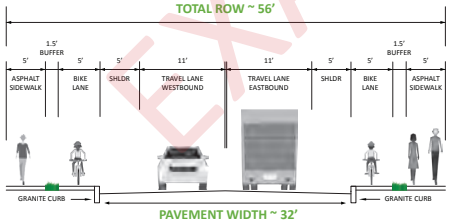


Pros:
- Shared off-road facility for bicycles and pedestrians
- No drainage system modifications required

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

ALTERNATIVE 3

(2) 11' TRAVEL LANES, (2) 5' SHOULDERS, (2) 5' BIKE LANES, (2) 1.5' GRASS BUFFERS, (2) 5' SIDEWALKS

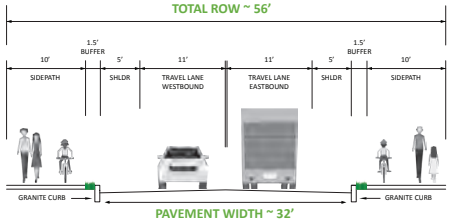


Pros:
- Separated off-road facilities for bicycles and pedestrians
- Larger shoulder to separate vehicle traffic from bicycles and pedestrians
- No additional ROW needed

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

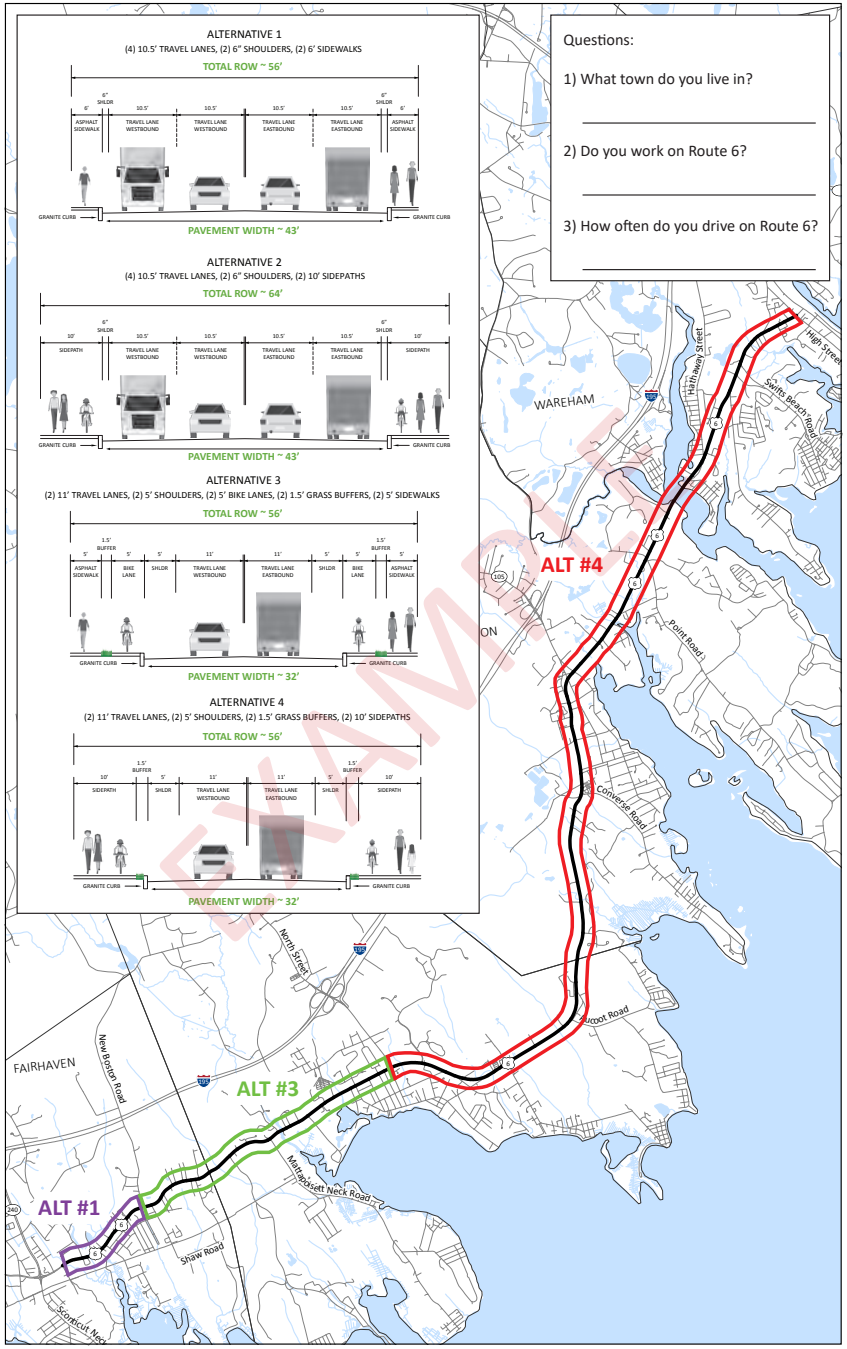
ALTERNATIVE 4

(2) 11' TRAVEL LANES, (2) 5' SHOULDERS, (2) 1.5' GRASS BUFFERS, (2) 10' SIDEPATHS



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?

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508.824.1367 ext. 318
www.srpedd.org

Project Website

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Route-6-Corridor-Study

Project Facebook

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