

Appendix C: Public Comment Cards

Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham



COMMENT CARD

Please submit your comments relating to the Route 6 Corridor Study (study area on back of page):

What are the top issues along the corridor?

Do you have suggestions for the public input process?

Any general questions?

You may also provide input via the project website, Facebook, or email (see below).

All comments will be collected and added to the public record.

Comments:

We live in Wareham off Briarwood and like to run, walk or bike along route 6 to Swifts Beach, Parkway Lane where my parents live, and down point road to Planting Island. It'd be great to do the same over to Shaws in Wareham as well. We also like to travel down to Silvershell, center of Marion from Briarwood. Our preference is for alternative Z, wider and cleaned up sidewalks removing sand, potholes, mail boxes to allow for travel. A slower speed on Rt 6 would help feeling safer and for crossing where there isn't a light.

Your Name: Elise Baldwin

Contact Info: elisehannan@gmail.com

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

jcornock@srpedd.org



Project website: www.srpedd.org/Route-6-Corridor-Study



Facebook page: www.facebook.com/Route6CorridorStudy

We have lived on a short cul-de-sac street off Route 6 for 30 years. Whenever we get in our car, we travel on Route 6. While our location is convenient for all our local needs by car, it does not feel safe for walking or biking. Just crossing Route 6 on foot is challenging, given the number and width of the lanes and the cars and pickup trucks going 50 – 60 mph. I had a two-mile commute to my job on Route 6 for 25 years, but after a brief trial of biking/walking many years ago, I chose to use a car to commute. We didn't want our children to walk or bike on Route 6 either, so we chauffeured them everywhere. The lanes on Route 6 are too wide and the speed limits are too high. We suggest lower speed limits, fewer lanes, and a separated lane* for bicyclists. We look forward to the day when we can safely bike to town and back.

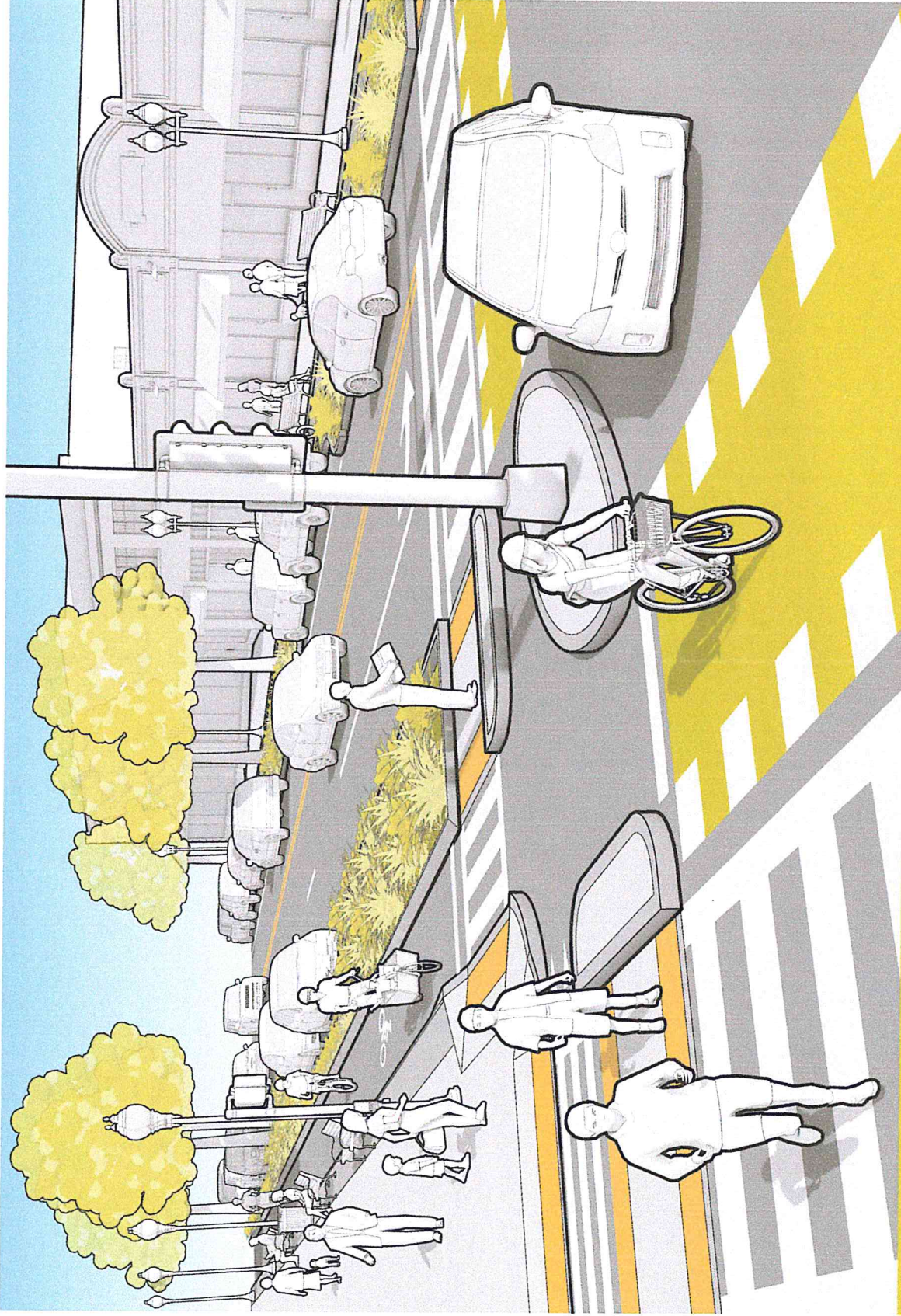
There is no rationale for a 50 mph speed limit on an unlimited access highway when it is paralleled by an interstate highway a short distance away.

*See enclosed picture from the MassDOT "Separated Bike Lane Planning and Design Guide," 2015.

David E Thrall
12 Sparrow Lane
Marion MA 02738

1/23/2019

bdthrall@gmail.com



SEPARATED BIKE LANE

PLANNING & DESIGN GUIDE 2015

MASSACHUSETTS DEPARTMENT
OF TRANSPORTATION

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Fairhaven, Mattapoisett, Marion, Wareham



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Comments:

Top issues: safe entry from
side roads onto Rte 6
- crossing Rte 6 safely
- safe connectors / crossing to bike paths

Your Name:

Liz DiCarlo

Contact Info:

lizdicarlo@comcast.net

Please submit all comments to the following:

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Comments:

Population doubles in the summer
left turns onto Route 6 are substantially
longer to make

Your Name:

Janice Robbins

Contact Info:

robbins-janice@comcast.net

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Comments:

The speed limit on Rte 6
between the 2 traffic signals
is in need of being lowered
to 25 mph.
Too many businesses/streets/driveways
in the area.

Your Name:

Bruce Baccelli

Contact Info:

bbaccelli@gmail.com

508-965-3996

Please submit all comments to the following:

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88 Broadway

Taunton, MA 02780

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Comments:

Move every pole back

Your Name:

Chris Collins

Contact Info:

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jcornock@srpedd.org



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Comments:

Bar at Hathaway intersection does not
maintain clear walking access along side of
Rt 6. Cars park up to curb - Ped. must walk
in street.
How is this problem best solved?

Your Name:

Chris Bollinger

Contact Info:

774 766 1389

Please submit all comments to the following:

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jcornock@srpedd.org



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Comments:

Its called the Wareham - New Bedford
Connection. Because it connects Wareham
and New Bedford. GATR uses the name
Shuttle for routes that connect to Commuter
Rail. This one does not. So its called
the Wareham - New Bedford Connection. Did
I mention its called the Wareham - New
Bedford Connection?

Your Name:

Angela Constantino

Contact Info:

in your face. All day Every day.

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Comments:

- Unable to answer the survey online which might impact number of responses
- I am enclosing a letter I wrote in November of 2015 addressing safety concerns regarding that stretch of Route 6. It was sent to various levels of the Mass DOT Representative Bill Strauss, Fairhaven and Mattapoisett Police. I think it summarized my comments regarding this study. The only thing I can add is I am sure there has been more accidents since the death of those young adults.

Your Name:

Debbie Letendre

Contact Info:

[#] 508-951-3560 (cell) dml5757@aol.com (email)

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Taunton, MA 02780

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jcornock@srpedd.org



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Facebook page: www.facebook.com/Route6CorridorStudy

November 29, 2015

Deborah Letendre
60 Bayview Avenue
Fairhaven, MA 02719

Ms. Mary-Joe Perry
District Highway Director – MassDOT District 5
1000 County Street
Taunton, MA 02780

Dear Ms. Perry:

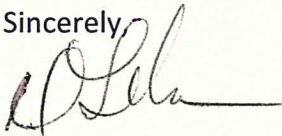
It has been a year since the accident that took my son's life and the pain is as real and raw as the day it happened. On November 25, 2014, my son John Letendre, Jr. (JJ) and his good friend Stephen Viera were both killed in a motorcycle accident involving a utility pole located at house number 283 Huttleston Avenue (Route 6) in Fairhaven, MA. Route 6 is a treacherous, curvy state highway where many people have lost their lives or have been injured in accidents.

Six (6) months to the date of my son's fatal accident, on May 25, 2015, two (2) girls lost their lives from a car accident on Route 6 in Mattapoisett, MA, approximately 2 miles from where JJ and Stephen lost their lives. My question as a parent is why? Why has the state and utility companies been allowed to insulate themselves against liabilities in these accidents.

According to the MassDOT Project and Development Design Guide – Chapter 5, page 5-82 section 5.7.1 (Utility Placement or Relocation) a utility pole should be offset two (2) feet from the face of a curb when located within the sidewalk area or buffer strip, but the pole that cost JJ and Stephen their lives is 7-inches from the face of curb with no breakdown lane or area for recovery from a mishap. Why is the state allowed to violate their code? The motorcycle that JJ and Stephen were riding on never left the travel way. The pole situated too close to the road knocked them to their deaths.

A dialogue needs to be started as to how to make Route 6 a safer road. I grew up in Fairhaven and Route 6 has always been a dreaded road to travel on. It has only gotten worse over the years with neglected road conditions and heavy traffic volumes. What can be done to make this a safer roadway? The state looks at these accidents as statistics but in reality the victims are family members and friends who are deeply loved and missed.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Deborah Letendre', with a long horizontal flourish extending to the right.

Deborah Letendre

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Fairhaven, Mattapoisett, Marion, Wareham



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Comments:

Two years ago I spoke with Ken Charlton, Mass. DOT Engineer about Rt 6 in front of Little Neck Village in Marion. My concern is the solid line at the entrance. Cars coming west over the hill cut across the entrance in front of exiting cars. The line needs to be broken to direct incoming cars.

Mr. Charlton suggested also that the entrance needs a painted L/R divider line for directions. I reported this to LNR but there are no lines painted as yet. Two accidents have occurred here. The speed of 50 is too fast going over the hill.

Your Name: Mary Anne Lucas

Contact Info: 508-748-0051 MaryLucas@hush.com

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

jcornock@srpedd.org



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Facebook page: www.facebook.com/Route6CorridorStudy

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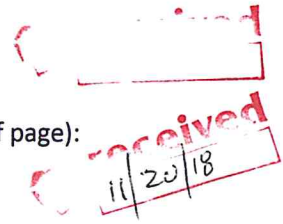
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Comments:

A significant and dangerous intersection at Rt 6 and Front St. in Marion is due to primitive functioning signal lights - Need upgraded state of the art pedestrian lights and repaint the left turn lanes ASAP! Also need left turn signal arrows installed on signal lights - Cars continue without stopping so very difficult to make turns safely - Also reduce speeds to 35 mph East and West of this intersection

Your Name:

E. Suzanne Peterson

Contact Info:

508-748-1875 330 Wareham Rd
Marion MA 02738

Please submit all comments to the following:

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88 Broadway

Taunton, MA 02780

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jcornock@srpedd.org



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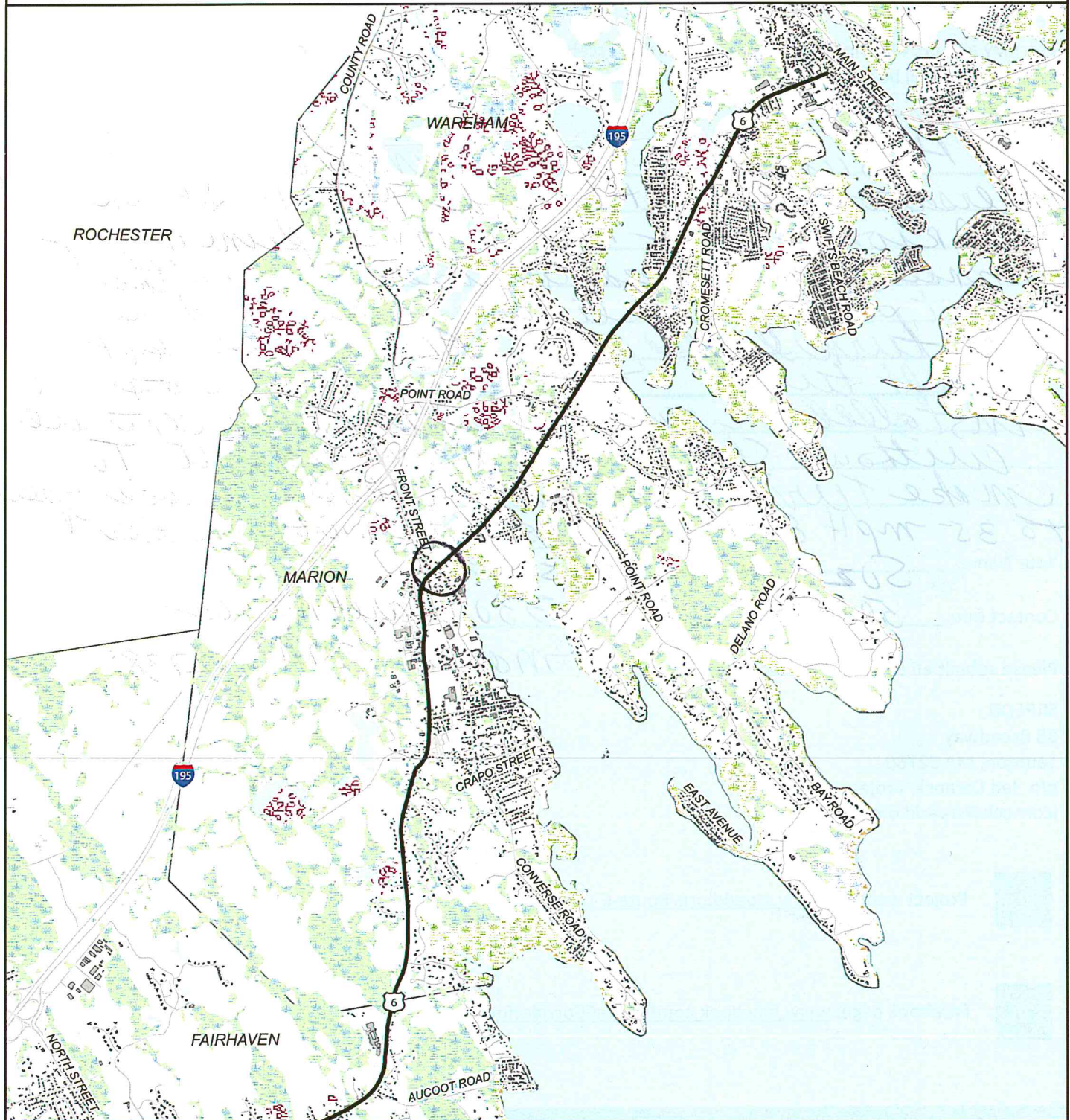
Facebook page: www.facebook.com/Route6CorridorStudy

Route 6 Corridor Study - Marion

- Route 6 Corridor
- Roadways
- Town Boundaries
- Structures
- Water
- Marsh/Bog
- Wooded Marsh
- Cranberry Bog
- Salt Marsh
- Beach/Dune



This map is for the sole purpose of aiding regional planning decisions and is not warranted for any other use.
June 2018



Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham



COMMENT CARD

Received
11/1/18

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Comments:

Rte 6 was built to handle New York to Cape
Travel and was made somewhat redundant
after construction of I 195. It is overbuilt
in the Marion Segment.

I recommend down sizing to 2 lanes with
Traffic Calming features for the section from
a mile or so north and south of Front St.
Add trees, bike path, left turn lanes where
appropriate and on street parking to create
a more pedestrian friendly C.B.D. in this central
portion.

Your Name:

Robert Raymond, AIA.

Contact Info:

vraymond@10cove.com

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

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jcornock@srpedd.org



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Comments:

Rte 6 is the equivalent of having the Berlin wall divide Marion

Cars drive too fast. It shouldn't be for through traffic which should take Rte 195

It is frightening for walkers and bikers. We need bike and walking paths plus cross walks.

In the process of the construction we should put all utilities under ground. We would be nuts to miss the opportunity

Your Name: John Waterman

Contact Info: watermanjp@outlook.com

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

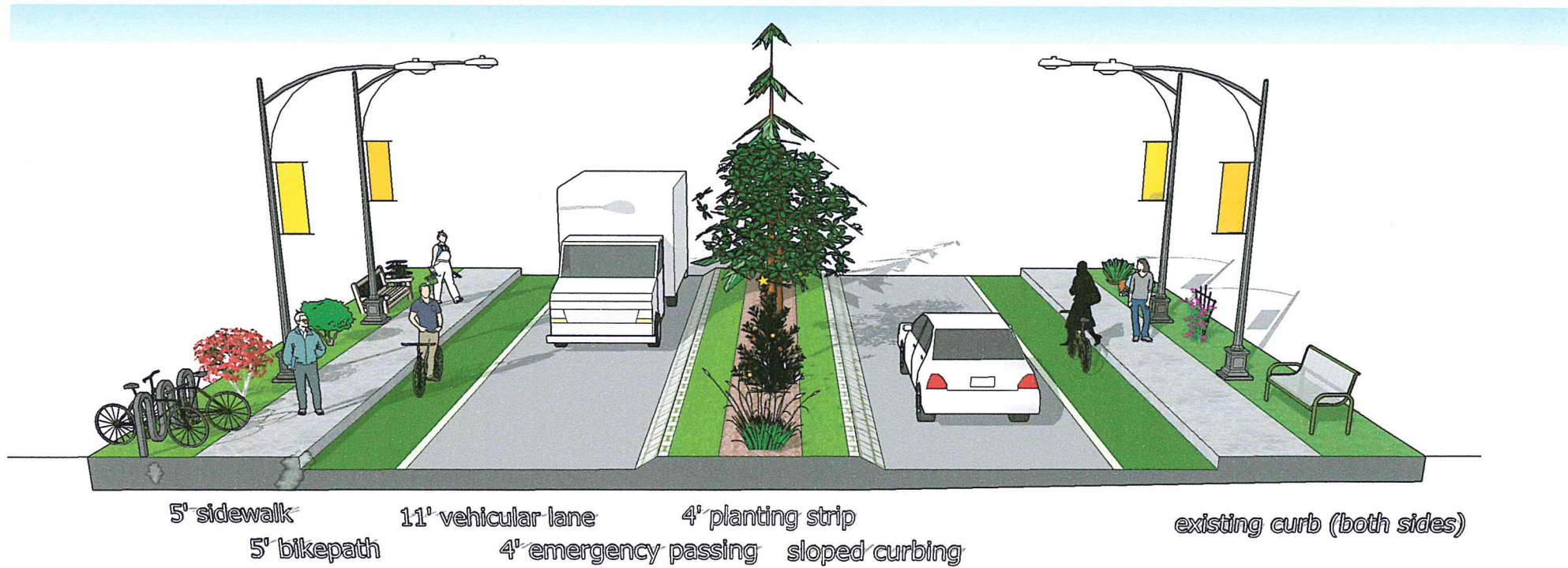
jcornock@srpedd.org



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Route 6 Traffic Calming

Mattapoisett, Ma

Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham



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Comments:

We need better public transport in the area.
Small Buses, Trains,
Rt 6 needs to be 4 lanes due to the
diversity of driving abilities.
Better services in town (ie decent
grocery store) would reduce demand for
over travelling to other towns.

Your Name: _____

Contact Info: _____

Please submit all comments to the following:

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Church &
Extension
Crash
today

Comments:

80-81 to 2 lanes
June 8, 83 Fatality
June 22, 83 ~~to~~ Changed Back to 4 lanes
May 83 Fatality
Early 83 Fatality
June 2, Fatality

Your Name: _____

Contact Info: _____

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Comments:

leave it as is.

Your Name:

Jodi Bauer

Contact Info:

508-758-2825

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

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jcornock@srpedd.org



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Comments:

- Q: statewide / industry average for shoulder width?
- Q: possibility for median w/ Bike lane?
- Q: possibility of bus lanes?
- Q: Are sidewalks a requirement?
- Q: Input from law enforcement, first responders, TOBey?
- Q: Markings for bicycle accommodation in Alternative 2?
- Q: Why does ALT 3 require so much more construction than 2?
- Q: Average width of Bike lane in general?
- Q: Average width of sidewalk in general?

Your Name:

Shawn Badgley

Contact Info:

shawnbadgley@gmail.com

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Comments:

I missed the Nov. '18 meetings but did fill out a survey on-line. I hope the turn lane in Matt. remains. It works well to keep traffic flowing and also calms traffic ^{where} the driveway and grid of streets meet the road.

I don't see the need to make 90° Ts unless there is a history of crashes. Worst spots to me are the top and bottom of the hill at Prospect in Matt. and the ~~map~~ Hilltop Motel.

Phone poles and mailboxes make bicycle travel on the sidewalk extremely dangerous, but riding a bike on the road is suicide. I see a surprising no. of runners, walkers and bikers on 6 at Marion Rd. Alt. 4 is my choice all the way except btw. lights in Matt. —

Your Name:

Contact Info:

Paul Milde 508 758-3020 paul.esculling.com

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

jcornock@srpedd.org

all on sidewalk or dirt path where there is none. I would guess the future

area contains a lot of e-bikes and scooters, quite a few guys have lost a licence and still have to get to work too,



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Comments:

A solution in need of a problem - Commercial Road with good flow & below average accidents. One congested area is 2 lanes in Wareham - in summer looks like the cape. Short distance so not big issues but make whole road 7 lanes and summer will be bad.

Address problem areas and put bike path on one side.

Two lanes in hurricane/blizzard would cause delays/deaths

Your Name: John Miller

Contact Info: massusma@gmail.com

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Comments:

- Level of Service data presented very focussed on cars; especially in village areas more emphasis is needed for pedestrian & bicyclist needs
- Future Conditions study used same configuration throughout corridor. Recommend using different configurations based on cost/benefit for different segments
- Like roundabout concept for Rt 6/ Spring intersection
- Please focus on more than automotive efficiency, but bike/pedestrian use & aesthetics

Your Name: DAN ELING

Contact Info: deling@gmail.com

Please submit all comments to the following:

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Islands at Front Street intersection
access to Little Neck Village
Crosswalk @ Kool Kone - Sue Miller
Roundabout @ Converse Rd



(970) 356-9600
Toll Free (800) 234-0734
Fax (970) 356-9621
www.bigrbridge.com

box stow st @ R6
mattoissett.

spring st WB - left h.

Marrion
ASH TO

" 9

SCURVE AT CONVERSE ROAD NEEDS TO BE
ADDRESSED. A TURN WESTBOUND FROM CONVERSE
IS DANGEROUS.

ROBERT PATRICK ASSOCIATES.COM



RECEIVED
1-13-2020

Town of Marion
Two Spring Street
Marion, Massachusetts 02738

Board of Selectmen—

Randy L. Parker, Chairman
John P. Waterman, Vice-Chairman
Norman A. Hills, Clerk

Town Administrator—

James P. McGrail
508-748-3520

January 9, 2020

Mr. Jed Cornock, AICP
Principal Comprehensive Planner & Contract Coordinator
SRPEDD
88 Broadway
Taunton, MA 02780

Dear Mr. Cornock,

Please accept our sincere thanks for the tremendous job you and your team have done with the Route 6 Corridor Study. Your presentation on January 6 was clear and well done on a very complex subject matter. And, you did a herculean job in fielding the large number of very diverse questions at the end for more than an hour. We also very much appreciate your willingness to move the date to January 6. It appeared it paid off because of the great turnout Monday night.

As the Marion Board of Selectmen, we wanted to share our thoughts with you regarding Marion's needs for Route 6 improvements. We will leave the future of Route 6 in the towns of Fairhaven, Mattapoisett, and Wareham to their residents.

Marion has very specific and pressing needs for improvements on Route 6 at the following locations:

1. Front Street and Route 6 Intersection
2. Spring Street and Route 6 Intersection
3. Entrance of Creek Road to Route 6
4. Entrance of Converse Road to Route 6
5. S Curve on Route 6 (just west of Converse Road)

The best solutions for each of these locations is not as simple as saying let's make Route 6 two lanes or let's keep it four lanes. And, we do not have the expertise on traffic circulation to identify definitive solutions.

Assuming the traffic impact study bears it out, we are attracted to the idea of a segment of Route 6 between Converse Road and Point Road becoming two lanes. The two-lane segment could be that entire length or some shorter segment maybe between Main Street and Hermitage Road. Two lanes at Spring Street would allow a signal that would increase safety for vehicles, bicyclists, and pedestrians. We would look to traffic circulation experts to recommend the best points to phase in and phase out the two-lane segment.

A bicycle path on the Village side of Route 6 from Converse Road to Creek Road would be a significant benefit to bicyclist circulation, especially if the poles, street signs, and mail boxes were out of the way.

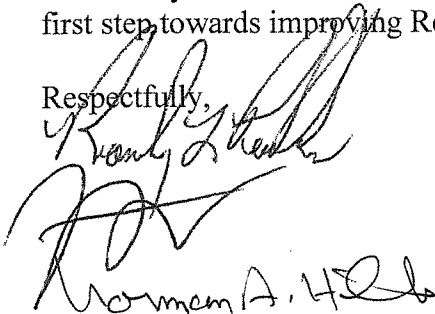
There currently are only two safe crossing points for pedestrians with traffic signals on Route 6 at Front Street and Point Road. Increasing the number of safe crossing points is a priority for Marion, whether those new crossings are actual traffic signals or blinking lights to warn traffic of pedestrians. Once again, we need expert advice on where best to locate these additional crossings. We can visualize them at minimum at Main St., Spring St., and somewhere in the vicinity of Little Neck Village and Creek Road, but experts may believe there are better alternatives for some or all of those locations.

We understand your report will be completed in the next month and we ask that you include this letter as the input of the Marion Board of Selectmen to that report. It is clear from your presentation Monday night that your report will present high-level conceptual options for the future of Route 6 based on public preferences.

We expect that once a concept is chosen that a detailed design effort involving engineers and traffic flow experts will follow. Is the detail design effort something that SRPEDD can perform or does MassDOT have the required expertise and authority? We would very much appreciate your guidance as to how we take this to the next step. We look forward to hearing from you.

Thank very much for the time and effort you have put into the Route 6 Corridor Study. It is a major first step towards improving Route 6 in Marion.

Respectfully,

A handwritten signature in black ink, appearing to read "Norman A. H. H.", is written over the word "Respectfully,".

Marion Board of Selectmen

cc: Governor Baker, Senator Pacheco, Representative Straus, Mass DOT

Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham



COMMENT CARD



Please submit your comments relating to the Route 6 Corridor Study:

What are the top issues along the corridor?

Do you have suggestions for the public input process?

Any general questions?

You may also provide input via the project website, Facebook, or email (see below).

All comments will be collected and added to the public record.

Comments:

Please DO NOT Change Rt. 6! Fill the numerous pot holes! Repair existing side walks and extend the bike path that runs through Fairhaven and Mattapoisett to accommodate cyclists.

Please do not try to "FIX" something that isn't broken.

Your Name:

Annie DeMello

Contact Info:

508. 748. 0084

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

jcornock@srpedd.org



Project website: www.srpedd.org/Route-6-Corridor-Study



Facebook page: www.facebook.com/Route6CorridorStudy

Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham



COMMENT CARD

RECEIVED
1-15-2020

Please submit your comments relating to the Route 6 Corridor Study (study area on back of page):

What are the top issues along the corridor?

Do you have suggestions for the public input process?

Any general questions?

You may also provide input via the project website, Facebook, or email (see below).

All comments will be collected and added to the public record.

Comments:

I would like to see RT. 6 in Marion stay
the same, except for refurbishing of the
road surface and sidewalks.
Thank you

Your Name:

Randall A. Mullen

Contact Info:

508-748-0084

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

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Route 6 Corridor Study

Fairhaven, Mattapoisett, Marion, Wareham

6

RECEIVED
1-16-2020

COMMENT CARD

Please submit your comments relating to the Route 6 Corridor Study (study area on back of page):

What are the top issues along the corridor?

Do you have suggestions for the public input process?

Any general questions?

You may also provide input via the project website, Facebook, or email (see below).

All comments will be collected and added to the public record.

Comments:

I have been thinking long and hard about the future of Rt 6. As an avid biker and a resident of Mattapoisett, I came to the following conclusion:

- 1) Certain intersections need to be improved to guarantee better safety. Hence installing lights @ certain intersections seems necessary - as you already pointed out.
- 2) Rt 6 is used as a connector between the towns along Buzzards Bay. It is not used by pedestrians other than in downtown Mattapoisett. Nobody hikes along Rt 6 given the beautiful hiking areas this part of Mass. has to offer. Hence we need not improve Rt 6 for pedestrian

Your Name: YVONNE ZUTHER

Contact Info: 2 Waverview Ln, Mattapoisett, MA yvonnezuther@mac.com
508/324-5861

Please submit all comments to the following:

SRPEDD

88 Broadway

Taunton, MA 02780

c/o Jed Cornock, Project Manager

jcornock@srpedd.org



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use. As a biker, I currently use shortcuts of Rt 6 to get to the bikepaths for instance. With improving the bikepaths, using Rt 6 will become obsolete. Furthermore, biking here will never become a means to get from A to B - just because of the distances between towns.

In conclusion, Rt 6 needs work! It needs serious repair to make it a safe road in our area. It should stay a 4-lane roadway to avoid back-ups at left turns and to give people the right to drive at their comfort speed. A person driving 30 m/hr has just as much the right to safely use Rt 6 as the person driving 50 m/hr!

Route 6 Public Meeting Verbal Comments

Jackie Jones <jjones@srpedd.org>

Mon 1/13/2020 11:05 AM

To: Jed Cornock <jcornock@srpedd.org>

Cc: Lisa Estrela <lestrela@srpedd.org>

Good morning Jed,

Here are the comments that people provided to me verbally at the January 6th Route 6 public meeting:

A woman named Sue Miller was very concerned with the crosswalk near Hathaway Street/Kool Kone/Gateway Tavern. She said she had seen several “near misses” with pedestrians using the crosswalk and that she had called the police and the town with concerns. She also noted that the sidewalk was missing in some locations.

One couple expressed concern with the Point Road and Front Street intersection layouts. They said they thought that splitter islands might be helpful and stated that one of the intersections (maybe Point Road?) had them previously but they were removed. They were specifically concerned with cars that encroached on other lanes while turning.

Respectfully submitted,

Jackie

Jacqueline Jones, AICP
Principal Transportation Planner

Southeastern Regional Planning & Economic Development District
88 Broadway Taunton, MA 02780
Phone: 508-824-1367 ext. 230 | Dial 711 to use MassRelay | Fax: 508-823-1803
jjones@srpedd.org | www.srpedd.org

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Route 6 Corridor Study

Please provide your comments below. All comments will become part of the public record. Thank you.

I love the maps! Very telling on what is along the corridor!

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Please provide your comments below. All comments will become part of the public record. Thank you.

One of the major: issues with route 6 is lighting. And especially where there is a crosswalk. Traveling eastbound near the Wareham Market, there is a crosswalk and I drove down the road when I was almost in it when I saw a pedestrian on the sidewalk waiting to cross. I thank God that he/she was not in it cause I would have hit them. Crosswalks need to be lighted and include the electronic light that flashes around the crosswalk symbol. There was one in Wareham center near the Speedway gas station, but I don't know if it is there or if it is working. But lighting and the alert symbol are needed.

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Route 6 Corridor Study

Please provide your comments below. All comments will become part of the public record. Thank you.

Hello, Having grown up on a street that is right off of Route 6 in Mattapoisett and having family who lives on Route 6 I know how busy this road can be. Not to mention many curves that make it virtually impossible to see oncoming traffic, especially in Fairhaven and Mattapoisett. The first suggestion I have is to replace the New Bedford/Fairhaven Bridge. Due to the high volume of traffic on Route 195 in Afternoon Drive time the entire portion of Route 195 next to Marketbasket along with all of Coggeshall Street is an absolute nightmare...there is no place to turn to avoid this traffic jam...if Route 6 were a better option to take to get into Dartmouth, it could alleviate this traffic jam. However, travelling on Route 6 from Fairhaven to New Bedford means your chances of being delayed due to bridge openings is 50/50. A new bridge will help motorists as well as the fishing industry. My second comment is that BIG, FLASHING LIGHT- WARNING SIGNS need to be put up in dangerous areas of Route 6. The first location in Mattapoisett is west of Prospect Road as motorists head up the hill totally unaware of the auto's that may be turning into Rustico Pizza or Turks Seafood. Last year a bus driver from Mattapoisett was T-boned in the middle of the day as her car was headed east, she was waiting to take a left turn into Turks...a motorist came flying over the hill, slammed into her which pushed her vehicle into the opposite lane where she was T-boned by an oncoming car. This womans life has changed FOREVER...she now must walk with two arm support canes, has permanent spinal damage and is LUCKY to be alive! Turks Seafood is a very busy establishment, he hires a police officer to sit in front of his restaurant with flashing blue lights...another sign should also be put before Turks heading East.

There are many places like this on Route 6. Another is near the Knights of Columbus in Mattapoisett, another is on the bend heading West before Bitter End Bar...if you are coming out of the street across from Bitter end...you cannot see what is coming from the East...heading West in Fairhaven same type of sign should be on both sides of the road before Mike's Restaurant, there is another dangerous bend across from the Package Store on Route 6, then further West just before Lifestyles Plaza...I think Fairhaven is the worst.....ALL of these dangerous Curves NEED BLINKING SLOW SIGNS...As you know there are many drivers today who are preoccupied with their telephones i.e. texting, checking messages as they drive....There needs to be some way to get their attention and warn them to slow down.

Thank You!

Kathy Rusinoski

508-971-4643

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Route 6 Corridor Study

Please provide your comments below. All comments will become part of the public record. Thank you.

I have lived in the New Bedford area since 1975, in Mattapoisett since 1984 and have regularly traveled Route 6 for decades. I am a 69 year old cyclist well as a motorist.

I can accept almost any changes to Route 6 EXCEPT a reduction from 4 to 2 lanes. This was tried in the 1980's and was a disaster. So much so that the road was changed back to 4 lanes. While the road may now be "under capacity", traffic volume inevitably continues to grow. One unintended consequence of a 2 lane Route 6 is frustrated faster drivers, caught behind "parades" of slower drivers for miles on end and making unsafe passing attempts, legal or not, resulting in road rage, injuries and death. A reduction to two lanes would be dangerous, inefficient, counterproductive and just plain nonsensical.

Also, speaking as a biker, why waste taxpayers money on expensive provisions for bikes on Route 6 when there is already an excellent bike path, safely away from vehicular traffic, paralleling Route 6 through Fairhaven, Mattapoisett and soon Marion and Wareham?

I appreciate your attention to my comments and welcome live discussion.

Thank you.

Respectfully,

Mark Olson

16 Crooks Way

Mattapoisett, MA 02739

Landline: 508 758 4617

Mobile: 860 830 9616

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Please provide your comments below. All comments will become part of the public record. Thank you.

I understand that route 6 could possibly be changed into a 2 lane road. This does not seem to be a viable solution to the problem of pedestrians not being able to cross the existing roadways. As the population of Wareham basically doubles every year with the additional tourists who live in town for about 6 months of the year this proposal would create a bottleneck which would back up traffic from Gibbs road to the Marion border. Yes something must be done to save pedestrians lives who are trying to cross route 6 in Marion and Wareham but a possible solution to this problem is to install walking bridges in strategic locations. I believe this would be cheaper and easier than replacing approximately 35 miles of route 6. These bridges are especially needed at the intersections of Hathaway street and Swifts beach road where they meet route 6 in Wareham. Even if the speed limit is lowered people still will violate the limit. Many school bus stops are on this section of route 6 and I can only imagine the traffic tie ups every morning if route 6 becomes a 2 lane road. Thank you for listening to public opinion. Michael Gouveia Hathaway street Wareham

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Please provide your comments below. All comments will become part of the public record. Thank you.

Edit: 13 mile stretch -M. Gouveia

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From Edward & Elizabeth Brainard, Marion

We attended the Jan. 6 traffic study meeting. It was very clear & well presented. We prefer choice 1. It involves the least change to the roadway, therefore the least costly. Improve the sidewalks so bikers & walkers can use them. Widen & smooth them as much as possible. Improve paving at edges of roadway close to curbs. There are MANY pits & erosions, especially around drains, which force drivers to move into outer lane.

Definitely change the lights at Front St, Marion so that left turning cars can turn safely. Do this as soon as possible!

We enthusiastically approve of Steve Kokkins' proposals for better safety between Ryder Lane and Creek Rd. The 2 lane use with turning lanes in this area would be far safer than what we have now. Put a pedestrian light at the entrance to elderly village.

Reduce the speed limit to 40mph. Very important to slow down the speed of vehicles.

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Added comment from Edward & Elizabeth Brainard, Marion

Intersection of Route 6 & Spring St: This is the most dangerous & unregulated intersection in Marion. We recommend making the approach from the north one way from Brew Fish south. Cars would not be allowed to cross Route 6. This would prevent cars turning left when approaching from the west. Cars would have to proceed to the lights at Front St. in order to turn left.

The idea of a "round about" was mentioned at the hearing. If this could be designed on a small scale so as not to take much land from the corners it might prove a good answer to the persistent problem & would allow emergency vehicles from the fire station to take the shorter route north.! Thank you, E. Brainard

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