

# **Route 6 Westport / Dartmouth Safety Study**



**Southeastern Regional Planning and Economic Development District  
88 Broadway  
Taunton, MA 02780  
Tel # (508) 824-1367  
Fax # (508) 823-1803**



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**November 2003**

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88 Broadway  
Taunton, MA 02780  
Tel. (508) 824-1367  
Fax (508) 823-1803

**Administration:**

Stephen C. Smith, Executive Director  
Roland J. Hebert, Transportation Planning Manager, Deputy Director

**Principal Contributors:**

Lisa M. Estrela, Principal Transportation Planner  
Lilia Cabral, Transportation Planner  
James C. Hadfield, Director of Highway Planning

**Other Contributors:**

Karen Porter, Comprehensive GIS Specialist  
Christopher Cardaci, Transportation Intern  
Jacqueline Schmidt, Transportation Intern

This report was prepared under SRPEDD's contract with the Massachusetts Highway Department in cooperation with the Federal Highway Administration.

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## EXECUTIVE SUMMARY

The nearly five mile stretch of Route 6 in Westport experiences several areas that may be considered safety problems. These areas are the sharp curve at White's, the signalized intersection with Sanford Road, wildlife, the pedestrian crosswalks at Greenwood Terrace and the Westport Post Office, and the island intersection that connects Route 6 to Route 177 and Beeden Road. The purpose of this study is to determine the main causes of crashes and safety issues and to offer possible solutions.

The principal factors contributing to safety problems at White's are:

- The sharp curve.
- Inadequate and ineffective signage.
- Poor sight distance at the Video Plaza driveways.
- Poor roadside definition along the White's property

The recommendation at the White's curve is:

- Improved signage.
- Better curb definition.

The principal factors contributing to safety problems at Sanford Road are:

- An outdated signal system.
- Unprotected left turns.
- Poor approach definition.

The recommendations at Sanford Road are:

- Revise the signal system to protect left turns from Route 6.
- Redesign the intersection to provide separate left turn lanes on Route 6.

The principal factor contributing to the wildlife hazard is:

- Crashes with, or caused by deer crossing the road.

The recommendation for wildlife is:

- Add deer crossing signage to appropriate areas.

The principal factors contributing to safety problems at the pedestrian crosswalks are:

- A signalized crosswalk that goes unnoticed by most motorists.
- An unsignalized crosswalk that is a serious safety hazard.

The recommendations for the pedestrian crosswalks are:

- More visible signage.
- Add beacons to the existing signalized crosswalk.
- Install additional beacons at the unsignalized crosswalk and synchronize both signals.

The principal factors contributing to safety problems at the Route 6/Route 177/Beeden Road intersection are:

- Poor intersection design.
- Lack of traffic control.

The recommendations for Route 6/Route 177/Beeden Road are:

- Total reconstruction of this intersection, with several alternative designs provided.

## INTRODUCTION

One of the tasks of transportation officials and police personnel is to identify locations where traffic accidents are occurring in excessive numbers, and investigate the nature and reasons for this occurrence. With sufficient data it is possible to determine if the transportation network, its design, condition, traffic controls, etc. are contributing factors. Remedial steps can then be taken to correct the problem.

The majority of traffic crashes are caused by driver error, but driver error is often influenced by inadequate road design or ineffective traffic controls. A review of crash reports can give us a clear understanding of the reasons for frequent crashes, and ultimately allow us to develop solutions. Physical improvements to a roadway or increased police enforcement can vastly improve the safety of our region's roads.

SRPEDD has compiled a list of the 100 most dangerous intersections in southeastern Massachusetts covering the period of 1999 through 2001. The list is comprised of intersections that experience the most severe crashes in terms of personal injuries, and provides a means of determining the relative risk of being in a crash at each site; the higher the ranking, the greater the danger.

Our intent in compiling data and publishing the results is to: (1) identify hazardous locations throughout the region, (2) provide a format for comparison to other dangerous locations in a regional context, (3) alert local and state officials to the extent of the hazard, and (4) initiate actions to identify causes and potential solutions to the problem.

The Route 6 corridor in Westport (designated as State Road) is listed 31<sup>st</sup> on the most dangerous road segment list and the intersection of State Road (Route 6) @ Sanford Road is listed 10<sup>th</sup> on the 100 most dangerous intersections list. The complete list of the 100 most dangerous intersections is presented in Appendix A. The list of the 50 most dangerous road segment accident listing is presented in Appendix B.

In response to recurring accidents on Route 6 in Westport, a task force was formed to look into safety issues along this corridor, and SRPEDD was asked to assist in this effort. SRPEDD collected accident reports for the years 1999 thru 2001 that occurred along the entire length of the Route 6 corridor. These reports were reviewed and compiled, and the data analyzed, and accidents were carefully diagramed at each location. SRPEDD also placed traffic counters out at three different locations along the corridor to measure the speed and volume of traffic. All of this information was utilized to devise alternatives to alleviate any conditions that may be contributing to these accidents.

# THE ROUTE 6 CORRIDOR IN WESTPORT

## EXISTING CONDITIONS

The Route 6 corridor in Westport encompasses 4.85 miles extending in an East/West direction from the town line in Dartmouth to the city line in Fall River. (See Figure 1, on the following page.) This corridor is a combination of densely developed stretches of commercial and residential properties, including many small shopping and/or business plazas and individual retail stores, and smaller areas of wooded open space. It is a four-lane, two-way road divided by a wide, grassy median bordered by curbing, with 25 staggered median openings within the town limits. The shoulder width varies along the entire stretch of the corridor.

The parameter of this study encompasses the entire Route 6 corridor in Westport and extends easterly to the intersection of Route 6 & Reed Road in Dartmouth. Including side streets, median openings and retail and private residential driveways, there are literally hundreds of access points along this corridor. The most commonly used method for motorists to reverse direction or to access a particular street or business is a turn at one of the median openings. U-turns are allowed along the entire corridor with the exception of the westbound approach to the intersection at Route 6 & Davis/Gifford Roads. Although there are left-turn storage lanes at the Route 88 interchange and at the Davis Road/Gifford Road intersection, there are no left-turn storage lanes at any of the other median openings.

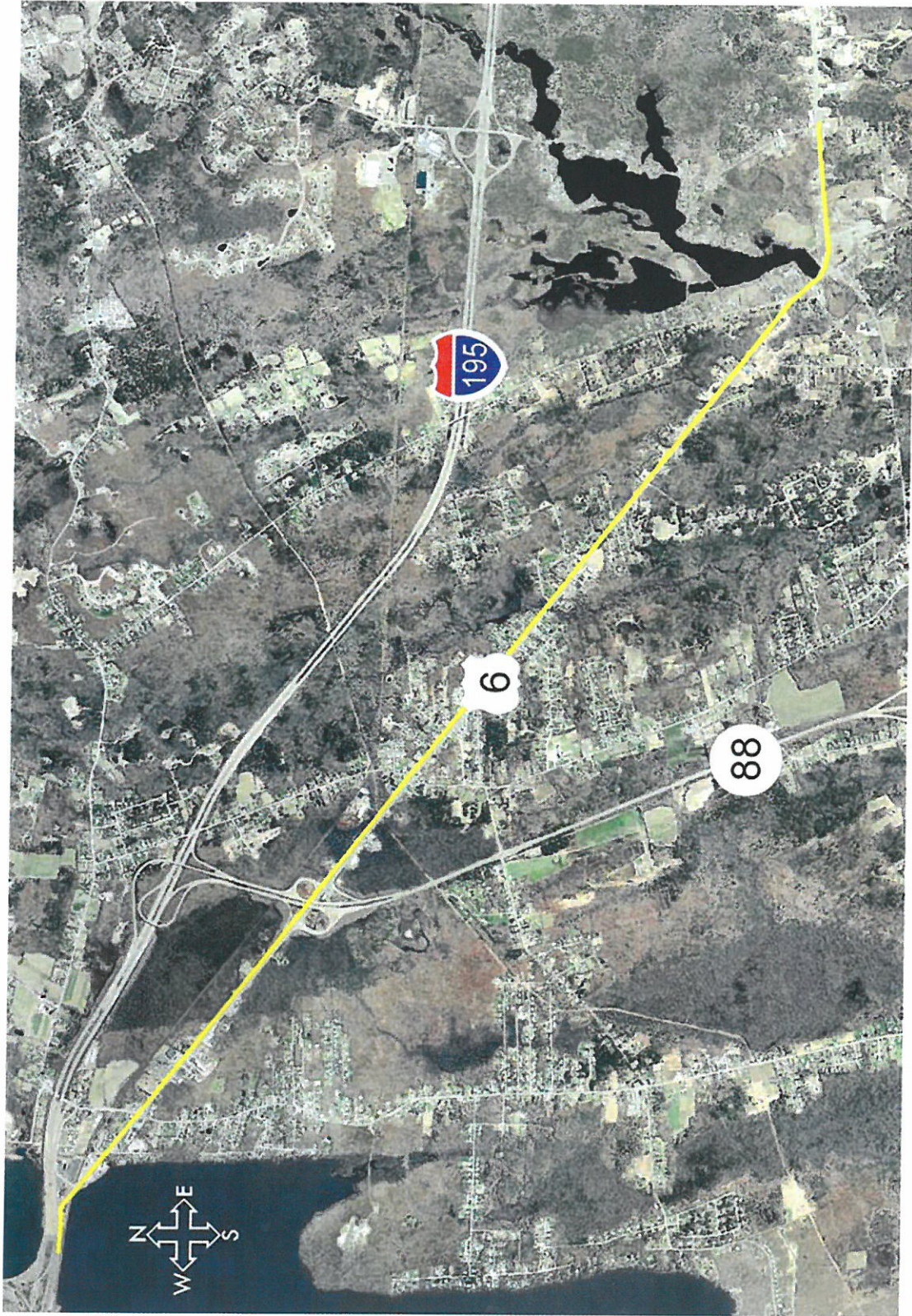
There are two signalized intersections on Route 6 in Westport; one at Sanford Road and one at Davis Road/Gifford Road. The pedestrian activated buttons at the Davis/Gifford signalized intersection are inoperable, and there are only pedestrian activated buttons on the Northeast and Southeast corners of this intersection. There are no crosswalks or pedestrian buttons at the Sanford Road intersection.

A pedestrian activated crossing signal connects Greenwood Terrace, an elderly housing complex, to Westport Plaza. There is also an un-signalized crosswalk 300 feet to the west that leads to the Post Office. The signalized crosswalk is presently operable and both crosswalks are being utilized.

There is a two-quadrant interchange to Route 88, a state route that runs North/South and that connects to Interstate 195. There are separate left turn lanes on Route 6 to access Route 88.

There is a series of complex intersections at the Westport / Dartmouth Town Line that connect Route 6 East and Westbound to Beeden Road and Route 177. Eastbound movements along Route 6 are channelized between a median and a traffic island that separates Beeden Road and Route 177 (via Beeden Road) from Route 6. Route 6 continues easterly along a curve that spans the entire length of the island. Beeden Road begins at the westbound point of the island, intersects with Route 177 and continues westerly thru a residential neighborhood and behind a 41 acre parcel of land formerly known as Lincoln Park. Route 177 spans from Rhode Island, intersects with Beeden Road to form a three approach intersection, and terminates at the end of the island and at a merge onto Route 6





**Figure 1 - Route 6 Westport/Dartmouth Locus Map**



eastbound. The merge of Route 6 with Route 177 offers motorists the opportunity to continue eastbound or to reverse their direction of travel by performing a U-turn at the median opening that also provides access to the China Belle Restaurant.

Route 6 in Westport is designated as State Road and falls under the administrative authority of the Massachusetts Highway Department. It is classified as an urban minor arterial. Posted speed limits along Route 6 vary from 35 mph to 55 mph. Daily traffic volumes along the corridor average 6,200 at the west end of Route 6, to 6,900 at the east end of Route 6, to 7,500 just west of the Davis/Gifford intersection. Actual speeds averaged from 43.5 mph at the west end of Route 6, to 47.5 mph just west of the Davis/Gifford intersection, to 50.5 mph at the east end of Route 6.

There were 258 accidents recorded along the corridor for the years 1999 thru 2001. (See Table 1, below.) 98 of these accidents involved injuries (38%) and 160 were property damage only. Even taking into consideration the length of the corridor and the high number of cross streets, median openings, and driveways and access points, this number of accidents is excessive. They are concentrated in certain areas including; the White's area, Sanford Road and Route 6/Route 177 @ Beeden Road. During the three-year study period there were no fatal crashes along Route 6 in Westport. Unfortunately, during the year 2002 there were three fatalities on this corridor. The accident reports for these fatalities were reviewed and information garnered was considered in the analyses. The fatalities occurred at Route 6 in the vicinity of White's, the intersection of Route 6 and Elmwood Avenue and at the intersection of Route 6 at the Route 177 merge. There were also a considerable number of deer related crashes along the corridor; from Borden Street to Watuppa Plaza, from the Holiday Lanes Bowling Alley to Motor Sports and from Maynard Street to Town Square Plaza.

**Table 1**  
**1999 - 2001 Route 6 Corridor Crashes**

<b>Year</b>	<b>Property Crashes</b>	<b>Injury Crashes</b>	<b>Total Crashes</b>
1999	65	28	93
2000	46	42	88
2001	49	28	77
1999 - 2001	160	98	258

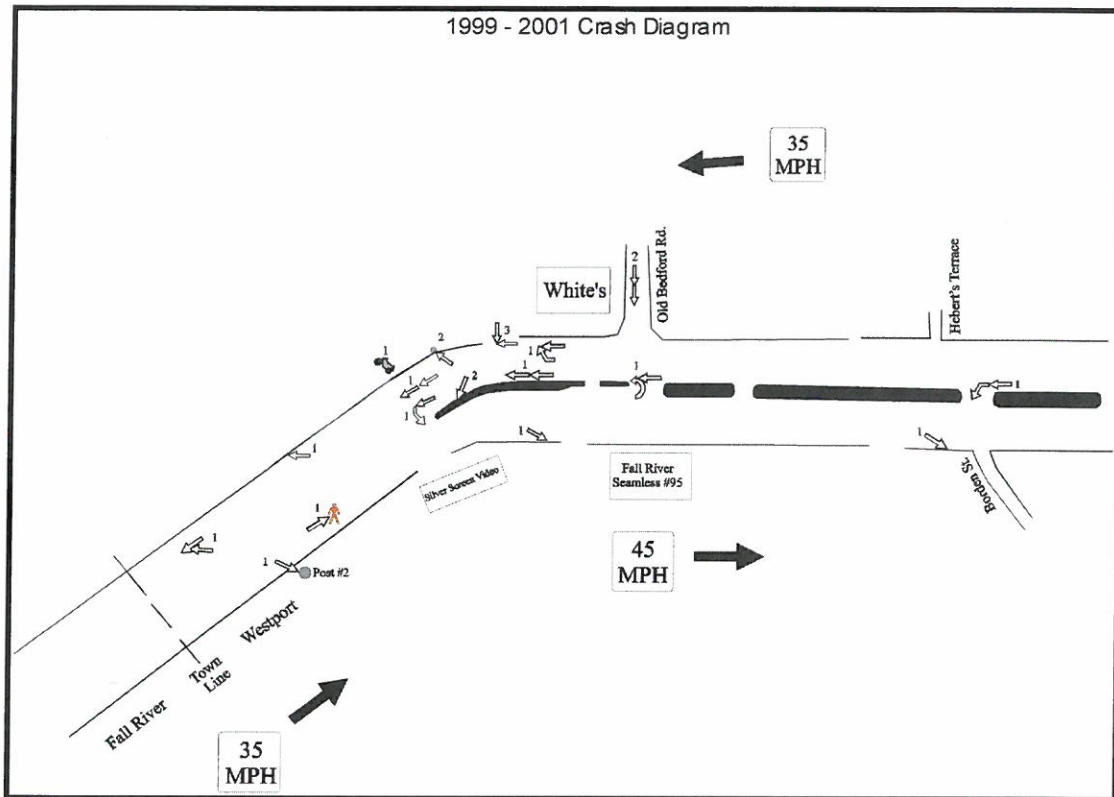


In this report, for ease of discussion, the Route 6 corridor has been divided into 8 sections from west to east and will be referred to as such.

- **Section 1** begins at the Fall River city line, includes White's and continues to the Borden Street intersection.
- **Section 2** begins east of Borden Street, includes the Watuppa Plaza and the intersection of Route 6 with Sanford Road and continues to the Holiday Lane Bowling Alley.
- **Section 3** begins at the Holiday Lanes Bowling Alley and runs to State Road Auto (#327).
- **Section 4** begins east of State Road Auto at Kartway, includes the Route 88 interchange and continues just past Motor Sports (#479).
- **Section 5** begins east of Motor Sports at Mid-City Scrap Steel and includes the Route 6 intersection at Davis/Gifford Roads, Westport (Zulmiro) Plaza and the Post Office and continues to Bassett Avenue.
- **Section 6** begins east of Bassett Avenue at Maynard Avenue and continues to Town Square Plaza (#1125).
- **Section 7** begins east of Town Square Plaza at Forge Road, includes the island intersection at Route 177 and the Lincoln Park property and continues past Bandito's.
- **Section 8** begins east of Bandito's and includes Towne Donuts and the Reed Road intersection.

### **Section 1 – Fall River Town Line to Borden Street**

The most evident problem in this area is the sharp curve at the White's property. 35% of the total crashes involved a westbound motorist hitting a fixed object following a loss of control, which is likely due to excessive speed. (See Figure 2, on the following page.) The average speed approaching the curve is 46 mph. The placement of the 35 mph speed limit sign in the westbound direction is intended to warn motorists of the danger ahead at the curve. The sign has limited effectiveness. The speed limit sign alone is simply not enough warning to slow traffic. There are also 2 chevron signs at the curve that are not visible until a motorist is already into the curve. (See Figure 3, on the following page.) According to the Manual on Uniform Traffic Control Devices (MUTCD) "Chevron...signs should be visible for a sufficient distance to provide the road user with adequate time to react to the change in alignment." This is presently not the case. The least expensive and most timely solution would be improved signage preceding the curve. In addition to adding chevrons, "Reduced Speed Ahead" and "Dangerous Curve" signs could also be added.



**Figure 2**  
**Route 6 - (Fall River Town Line to Borden Street) Crash Diagram**



**Figure 3**  
**Curve @ White's with Chevron Signs**

Looking to the west, there is a serious sight distance problem encountered by motorists attempting to exit the Video Plaza across from White's due to the curve in the road, as well as the placement of the fencing at the parking lot. (See Figure 4, below.) Following the curve, at the western entrance to the Video Plaza, the median ends and the road becomes undivided, making any attempted left-turns into or out of the plaza hazardous. This compounds the problem of the poorly designed driveways at the Video Plaza and adds to the overall safety issue of the sharp curve in the road.



**Figure 4**  
**Westport Video Plaza sight distance looking westbound**

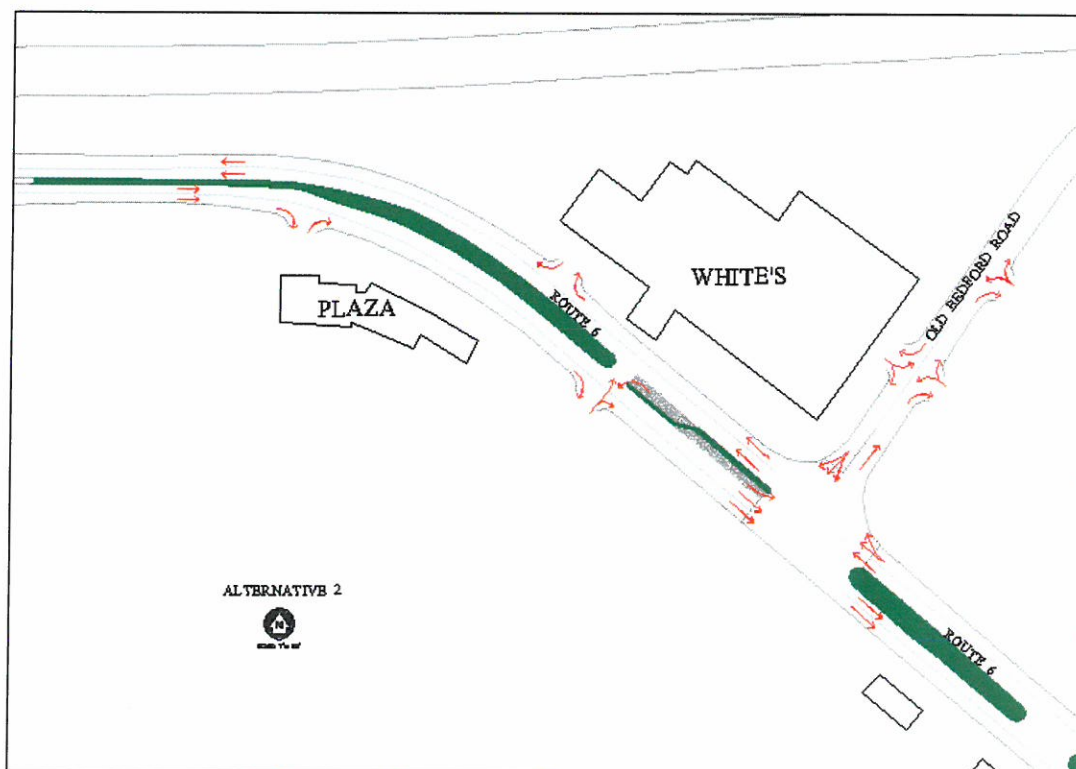
One solution would be to modify, or realign the curve. (See Figure 5, on the following page.) Scaled drawings can be found in Appendix C. This solution would allow for better sight distance, but would entail land takings of Video Plaza property. A land taking could have an adverse impact on parking and internal traffic circulation within the Plaza. This solution does not address the safety issue of left-turns at the plaza and it opens up a potential for increased speed. The problem could also be addressed by extending the median through the curve in the westbound direction and relocating the median opening, making the eastern Plaza driveway entrance the sole entrance. (See Figure 6, on the following page.) This would make for much safer access and egress to the plaza. Based on data, this solution is not entirely justified at this time.

There is a lack of curbing along the White's property, which fails to define for motorists where the proper exit points are in the parking area. This is a potential safety problem that could be easily rectified with curbing and markings.





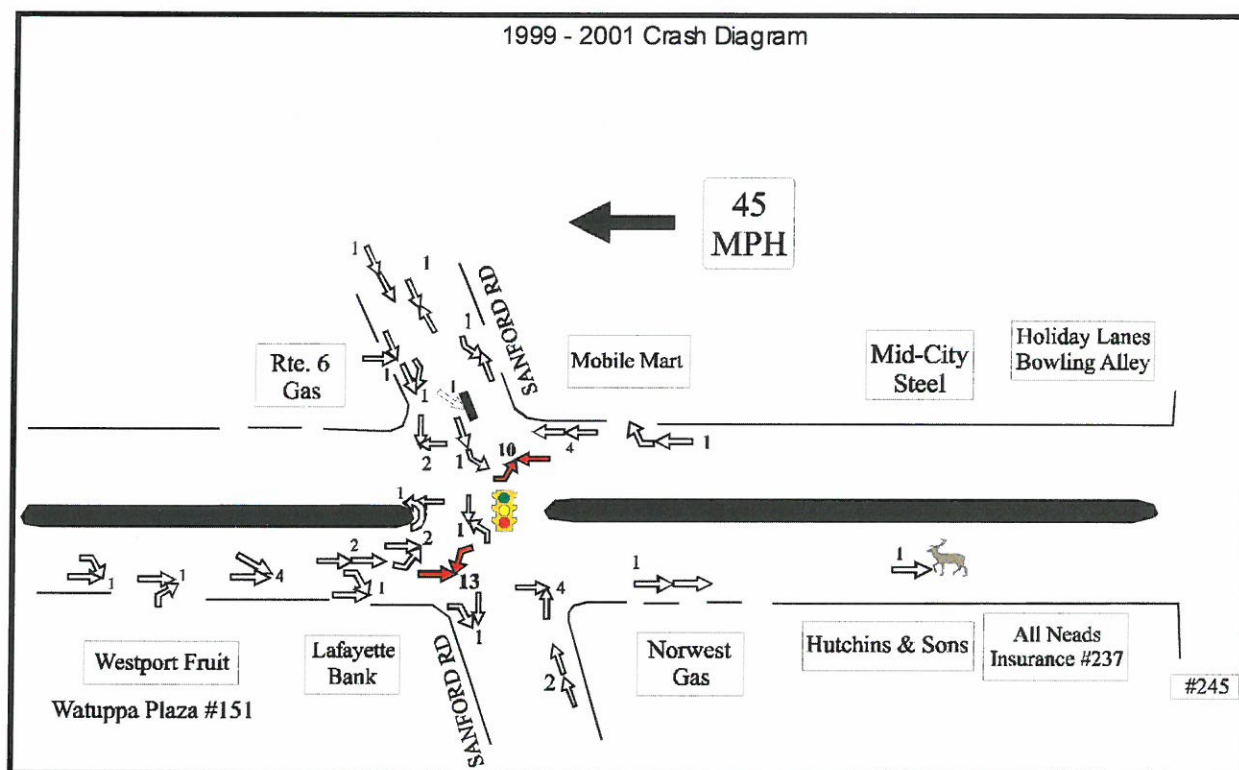
**Figure 5**  
**Realignment of Curve**



**Figure 6**  
**Extension of median in westbound direction & Plaza Entrance relocation**

## Section 2 – Watuppa Plaza to Holiday Lanes Bowling Alley

The most serious safety issue in this area is the intersection of Sanford Road at Route 6, which is the 10<sup>th</sup> most dangerous intersection in the region. The most frequent type of crash at this intersection is left-turn versus opposing thru movements along Route 6. (See Figure 7, below.) This configuration accounted for 23 of the total number of crashes, and 50% of these involved injuries. There were also a significant number of sideswipes on the eastbound approach, evidently due to motorists swerving into the right lane to avoid being delayed by left-turning vehicles.



**Figure 7**  
**Route 6 - (Watuppa Plaza to Holiday Lanes Bowling Alley) Crash Diagram**

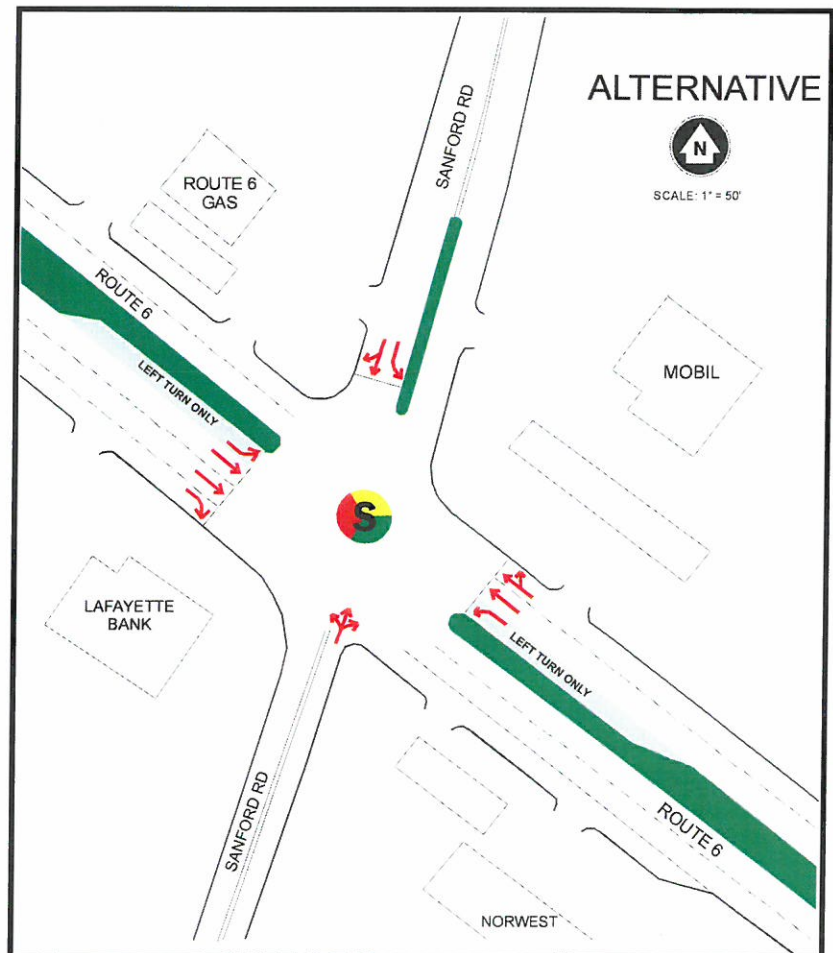
Currently in place at this intersection is a 2-phased signal system, which means that eastbound and westbound traffic simultaneously proceed, and then northbound and southbound traffic simultaneously proceed through the intersection. This intersection presently operates at a very good Level of Service A. The analysis for this intersection can be found in Appendix D. Level of Service (LOS) reflects the operating conditions of an intersection, approach and/or specific movement. There are six LOS categories ranging from A to F; LOS A representing the best operating conditions and LOS F representing the worst.

MassHighway has approved a project to reconstruct the intersection (MHD ID# 603461) at an estimated cost of \$350,000. No work has yet begun on the design. It is expected that the initial intent of this project is to install an updated signal system with minor reconstruction.

The most important measure to improve safety at the intersection would be to include a separate signal phase that protects motorists attempting a left from Route 6. The signal system should be designed as a fully actuated (sensored) signal with a three phase timing plan. When vehicles are queued in both the eastbound and westbound left turning lanes, the protected left turn phase will engage, allowing east- and westbound lefts to proceed. This will be followed by the east- and westbound phase that allows for thru and right turn movements to proceed. The northbound and southbound phase of the signal will then follow, allowing all north and south movements to proceed simultaneously. The change in the signal system will allow the intersection to operate at LOS B, adding only slight delay to the existing operations. (See Appendix D for analysis.) This will eliminate an estimated 39% of the crashes at this intersection.

Modifying the signal timing to protect the left turns will likely cause confusion and compound the existing eastbound sideswipe problem unless the left turning vehicles are provided with their own turning lane. This would entail reconstruction at the intersection by cutting into the medians to add separate left turn lanes, as well as revising the signal system. (See Figure 8.) A “to scale” drawing may be found in Appendix D. The addition of exclusive left turn lanes could add to the total cost established by MassHighway.

Motorists approaching this intersection and attempting a last minute lane change in order to make a turn impede the flow of following traffic, as well as increase the probability of a crash, especially sideswipe crashes. In addition to the revision of the signal system and separate left turn lanes, appropriate pavement markings are recommended to adequately inform approaching motorists of proper and safe lane usage at the intersection.



**Figure 8**  
**Route 6 @ Sanford Road with added left turning lanes**



Another safety issue at this intersection is the inspection lane at the Norwest gas station that allows vehicles to queue up on Route 6 while waiting. (See Figures 9 and 10, below.) Allowing several vehicles, without brake lights, to park on the side of Route 6 is not only bad design, but a safety issue, as well. This practice needs to be eliminated.



**Figure 9**  
**Inspection lane looking eastbound**



**Figure 10**  
**Inspection lane looking westbound**

Local officials have expressed concern over both the steep slope and drainage issues at the northbound approach to the intersection on Sanford Road. The accident data does not indicate that this is a safety issue at the intersection.

### Section 3 – From Holiday Lanes Bowling Alley to State Road Auto

Noting the number and type of crashes, there does not seem to be any safety issues or design problems along this particular stretch of Route 6 at this time. (See Figure 11, below). There were, however, two crashes that either involved, or were caused by deer attempting to cross Route 6. In total, there were eight of these accidents during the study period. Since deer generally follow the same paths year after year, fencing along certain areas of Route 6 may help, but installation could be costly and could involve both public and private property. The Massachusetts Division of Fisheries and Wildlife can better advise the town on how to proceed. At the very least, deer crossing signs approaching locations where there have been deer mishaps, is recommended.

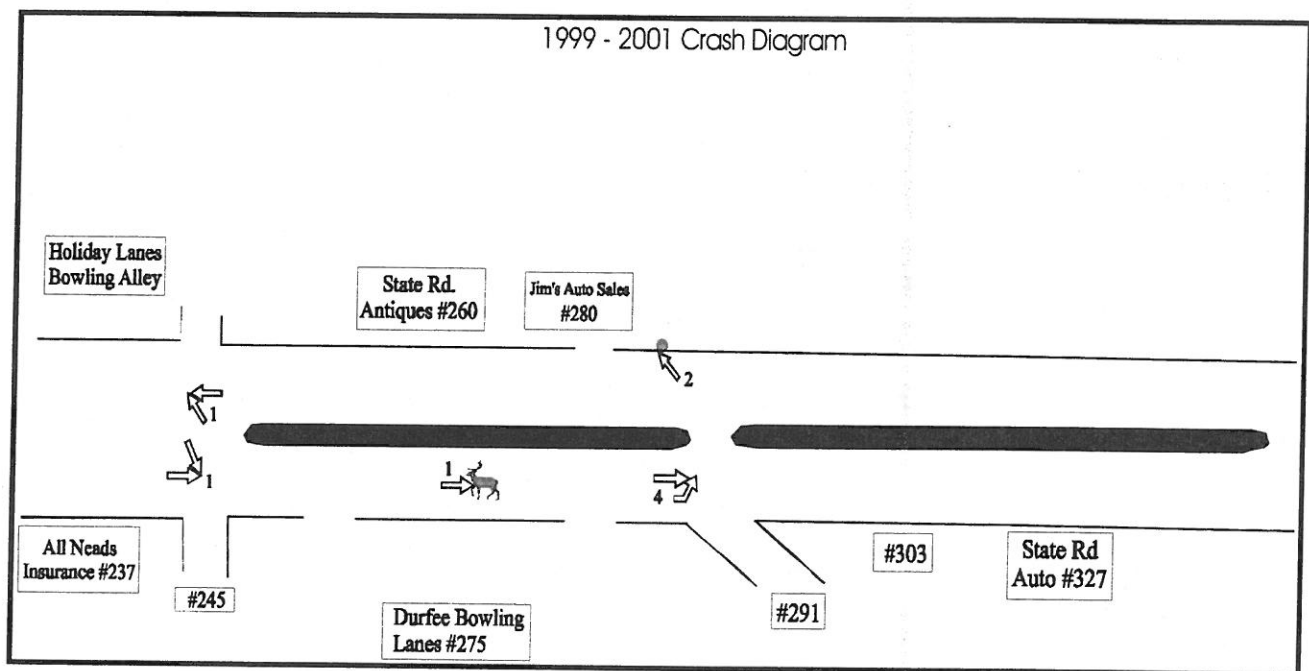


Figure 11  
Route 6 (Holiday Lanes Bowling Alley to State Road Auto) Crash Diagram

#### Section 4 – From Kartway to Motor Sports

Once again, there do not seem to be any safety or design issues along this segment, but it should be noted that this is a stretch where two deer mishaps occurred and deer crossing signs should be considered here, as well. (See Figure 12, below).

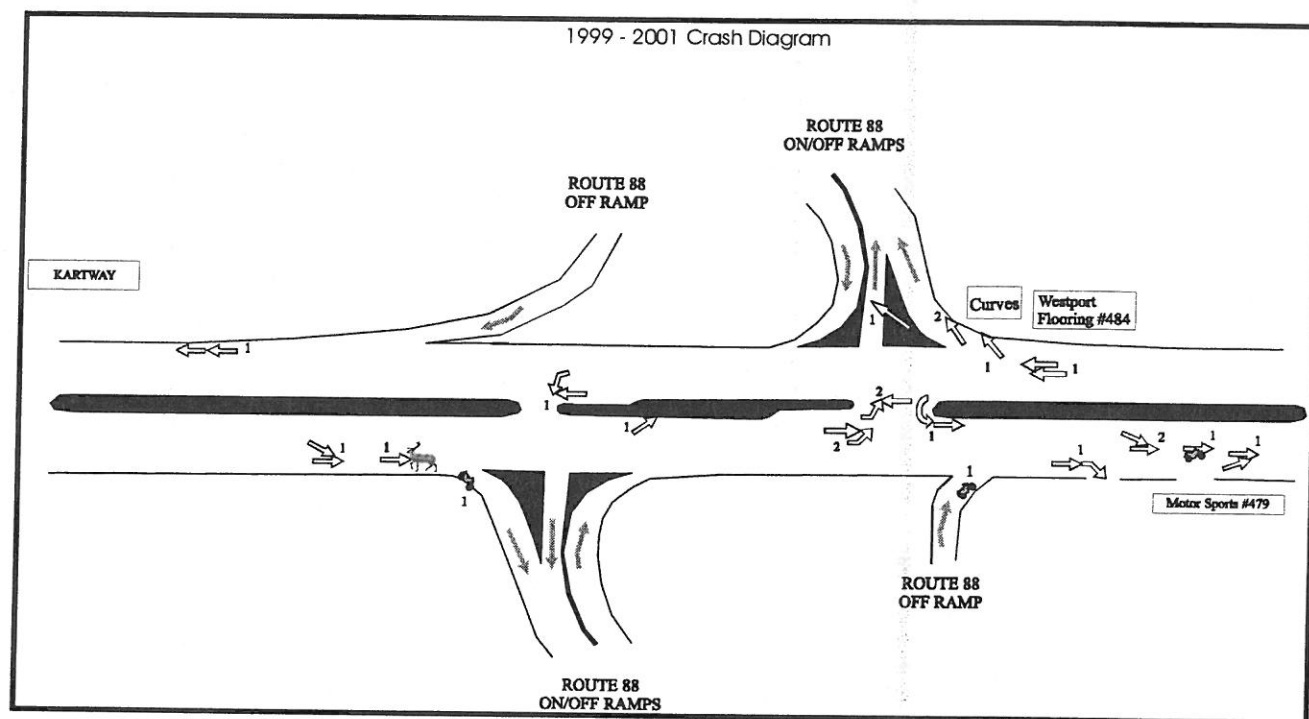


Figure 12  
Route 6 - (Kartway to Motor Sports) Crash Diagram

#### Section 5 – from Mid-City Scrap to Bassett Avenue

Although the total number of crashes along this section of Route 6 may seem high, there is no real safety or design flaw at play. (See Figure 13, on the following page). Most of the crashes can be attributed to driver error, as well as to the inordinately high number of curb cuts, side streets and median openings. The more access points, the greater potential for crashes.

**1999 - 2001 Crash Diagram**

This diagram illustrates the locations and details of traffic crashes between 1999 and 2001 along a primary roadway. Key features include:

- Streets and Intersections:** Major thoroughfares shown from north to south include Elmwood Ave., Glenwood Ave., Greenwood Ave., Arlington Ave., Maple St., Pleasant St., E. Ridge Rd., Clifford Rd., Davis Rd., Faulkner St., Rock St., Mt. Pleasant St., Greenwood Terrace, Warren Ave., Pinetree Ave., Acushnet Ave., Lenox Ave., Johnson, Bassett Ave., and Arthur St.
- Crash Data:** Crashes are represented by symbols indicating vehicle types and counts. For example, at the intersection of Elmwood Ave. and the main road, there was a crash involving two vehicles (#787) and another involving one vehicle (#775). Other notable crashes include a multi-vehicle incident (#693) near Pleasant St. and a crash involving a school bus (#14) near Middle City Shopping School.
- Landmarks and Businesses:** Landmarks such as the Middle City Shopping School, Oriental Pearl, Chamberland Fence, Rite-Aid Bank, and Dan's Auto Sales are marked. Commercial areas like Borden Road and various retail stores are also identified.
- Traffic Flow and Speed Limits:** Arrows indicate the direction of traffic flow. Speed limit signs for 50 MPH and 40 MPH are placed at relevant intervals along the route.

Figure 13



Although the speed limit along Route 6 is not conducive to pedestrian travel, there are two pedestrian crosswalks within 300 feet. The first is a pedestrian activated signalized crosswalk that serves Greenwood Terrace (an elderly housing complex), a public bus stop and Westport Plaza. (See Figure 14, below.) Both the Westport Police Department and residents of Greenwood Terrace have expressed their concerns regarding the safety of the signalized crosswalk. Although this crosswalk operates under a pedestrian activated push-button control, motorists who regularly travel along Route 6 are so familiar with the almost constant “green” phase that they often drive right through the red light when it is activated. The Westport police stated that “9 times out of 10” motorists do not stop for this red light, which has obviously become an unanticipated stop for most motorists. The SRPEDD staff conducted their own testing of this light. The button was pushed 6 times and motorists ran the red light on 4 out of those 6 times. It was obvious that most of the motorists running the red light were not even aware of it. Regular police enforcement of this pedestrian signal is highly recommended.



**Figure 14**  
**Signalized Crosswalk Connecting Westport Plaza**  
**& Greenwood Terrace**

The signal provides a 31 second red phase to allow pedestrians to cross four lanes and a wide median. This timing may be inadequate for an elderly or handicapped pedestrian, especially if they had to wait to recognize that all vehicles at both approaches had stopped.

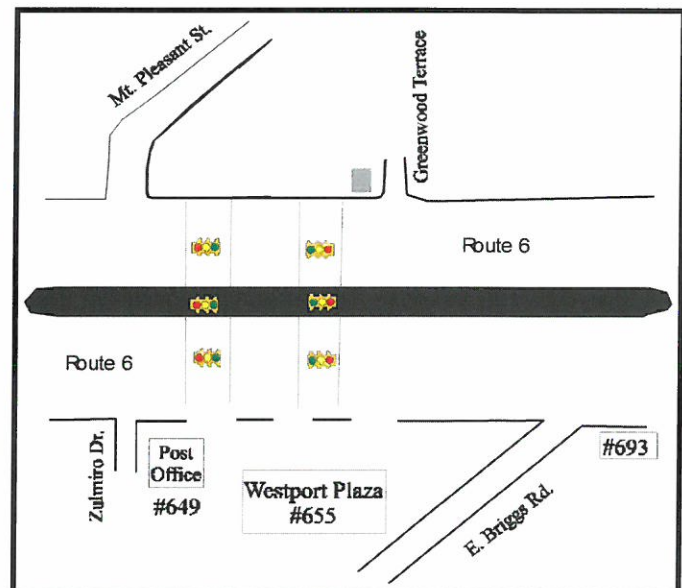
The goal at this location is to make the crosswalk, and the signal meant to protect it, much more visible than they are now. The addition of newer, brighter, more visible signage to the roadway preceding the crosswalk is necessary. The installation of pole mounted beacons on both sides of the roadway, as well as on the median should also be considered. Motorists need to be made more aware of the signal and the crosswalk it protects.



The other, unsignalized crosswalk leads to the Post Office. (See Figure 15, below.) This crosswalk gives pedestrians a false sense of security. If motorists do not always stop at the signalized crosswalk, there is little likelihood that they will stop at this unsignalized one. The crosswalk is very difficult to see, especially with the speeds regularly traveled and the amount of traffic on the road. This crosswalk is simply not visible enough. There is evidence, by the worn path in the median grass, that the crosswalk is regularly utilized, so although it has a great potential for accidents, removing it is not recommended. It is recommended that signals be placed at the unprotected crosswalk that are fully synchronized with the existing signals at Greenwood Terrace/Westport Plaza, so when the pedestrian light is actuated at either location, all the beacons will signal for traffic stoppage at both crosswalks simultaneously. (See Figure 16, below.)



**Figure 15**  
Crosswalk Leading to Post Office



**Figure 16**  
Signals added to Post Office Crosswalk

Another safety issue to note is a portable advertising sign that is presently creating a serious sight distance problem in the east bound direction of travel for any motorist attempting to exit the Westport Plaza. (See Figure 17.) This sign needs to be removed or relocated immediately.



**Figure 17**  
Westport Plaza View looking Westbound



## Section 6 – From Maynard Street to Town Square Plaza

Although this is a section that does not experience a large number of crashes, a number of the crashes here were directly due to excessive speed. A greater police presence here may be advisable, if only to insure that this does not become a safety problem. This is also a section where two deer mishaps occurred, so deer crossing signs are also recommended. (See Figure 18, below.)

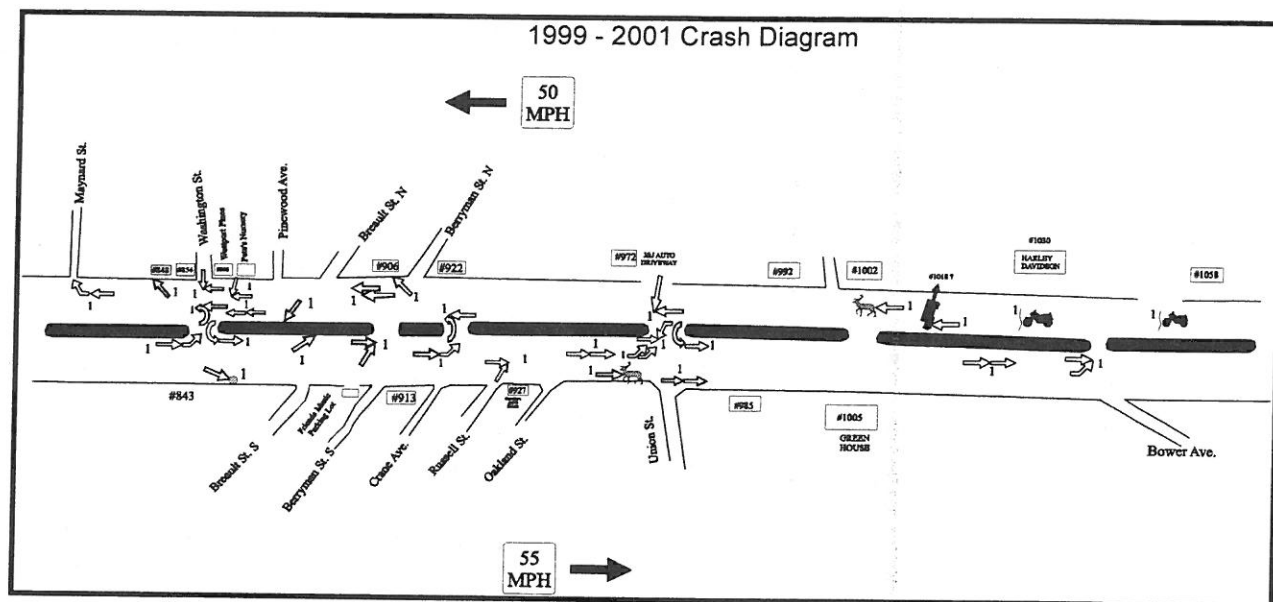


Figure 18  
Route 6 - (Maynard Street to Town Square Plaza) Crash Diagram

## Section 7 – From Forge Road to Bandito's

The intersection of Route 6 with Route 177 forms a merge onto Route 6 eastbound. Motorists wishing to go westbound on Route 6 from Route 177 need to first merge on a curve. The motorist must then very quickly change lanes over to the median opening at the China Belle Restaurant and wait for a gap in the westbound flow while sitting in the eastbound high speed lane. There were nine crashes during the study period that were a result of this movement. (See Figure 19, on the following page.) Unfortunately, there was a fatality in 2002 due to this movement. If the median is closed to alleviate the problem, the problem will then simply move to the next median in the road. There are several alternatives proposed for the intersection. All of the proposals entail closing the China Belle median opening and offer motorists wishing to make a turn an opportunity to do so safely at another location.

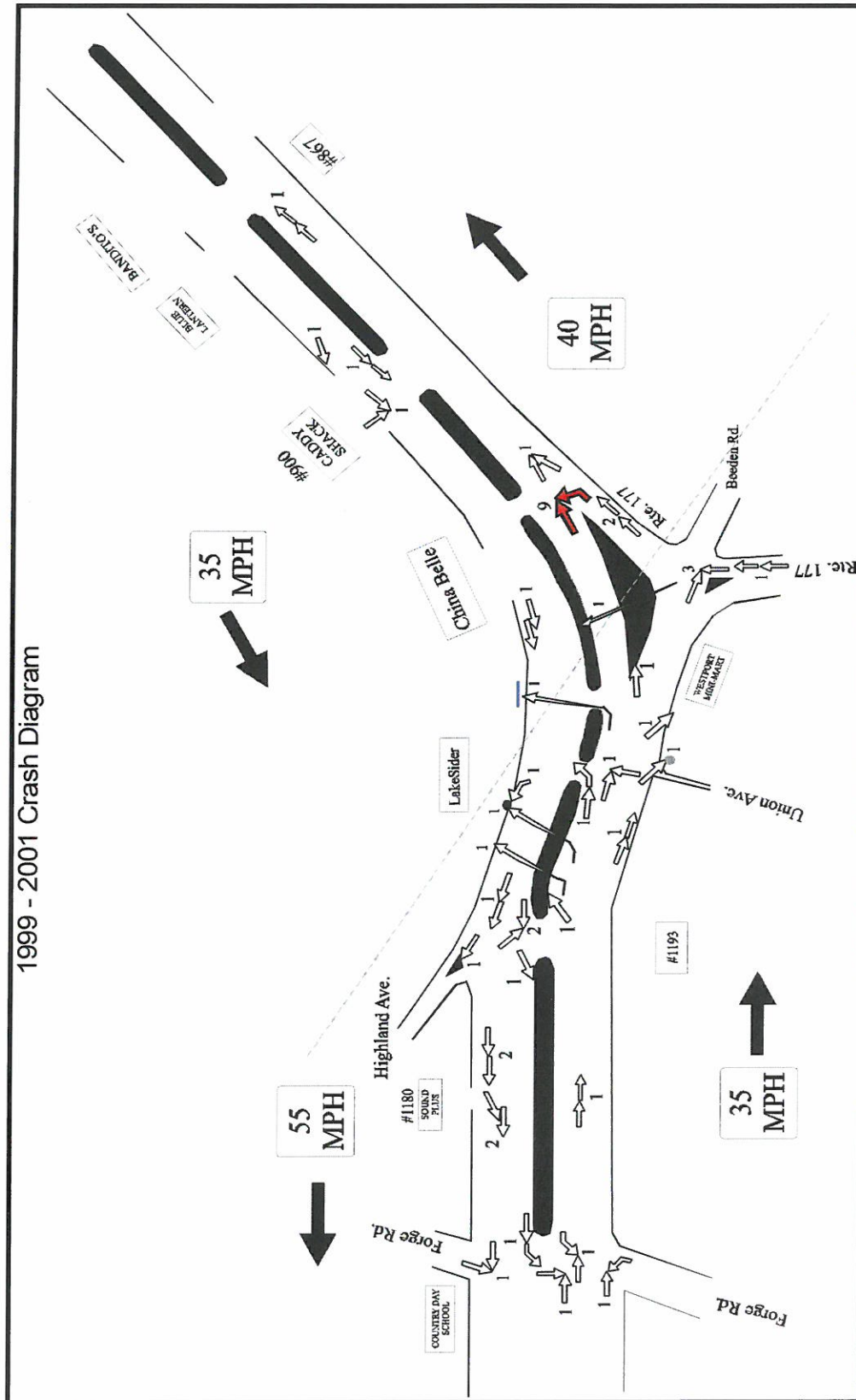
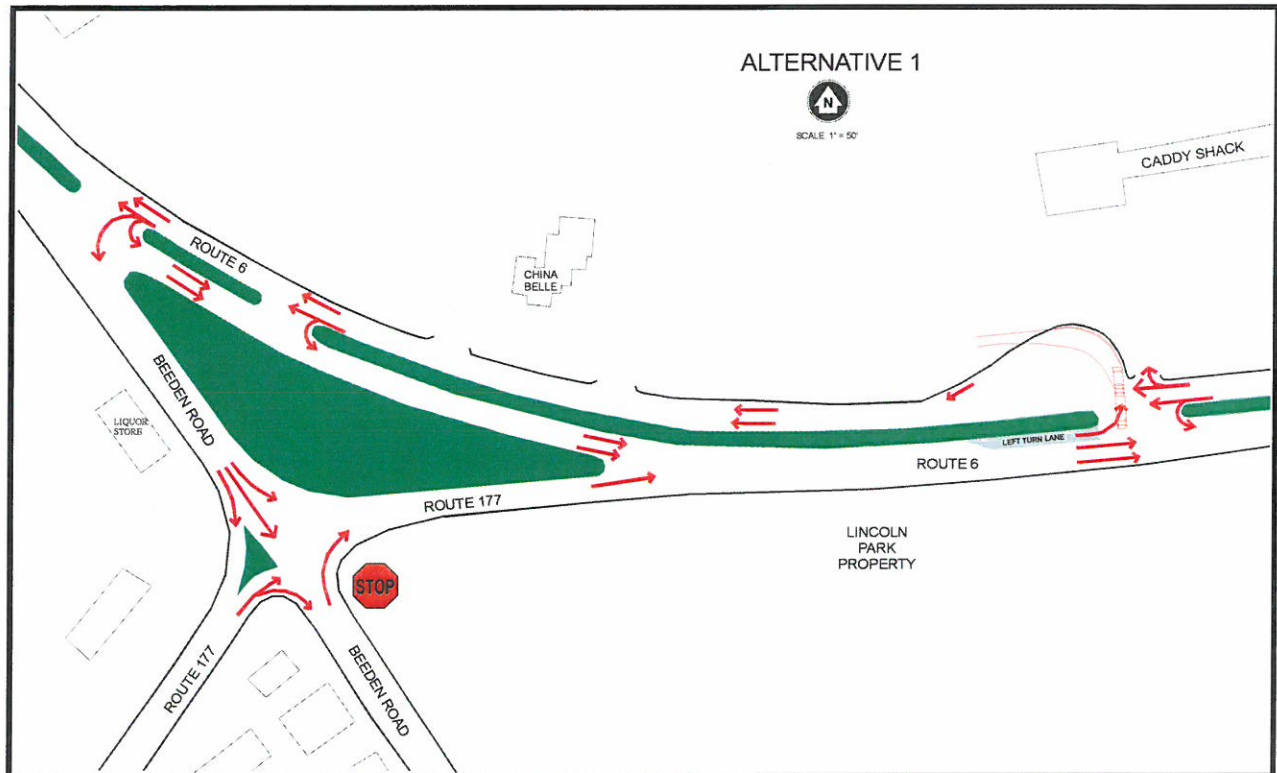
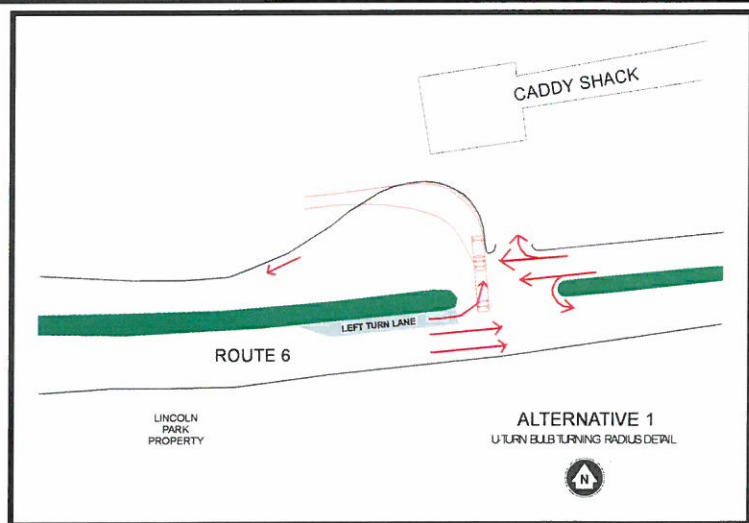


Figure 19  
Route 6 - (Forge Road to Bandito's) Collision Diagram

The first alternative would be to construct a U-turn bulb at the frontage of the Caddy Shack property. (See Figures 20 and Figure 21, below.) "To scale" drawings can be found in Appendix E. A U-turn bulb is a method to provide more road surface to accommodate the turning radius needed to make U-turns. This would entail private land takings from the Caddy Shack property. In addition to the construction of the bulb, a left turning lane would need to be provided at the entrance to the Caddy Shack in the eastbound direction of travel. This would involve modifications to the existing street layout and could require taking a sliver of land from the Lincoln Park property site. If this alternative were seriously considered, further analysis would be recommended to determine if a traffic signal would be warranted.

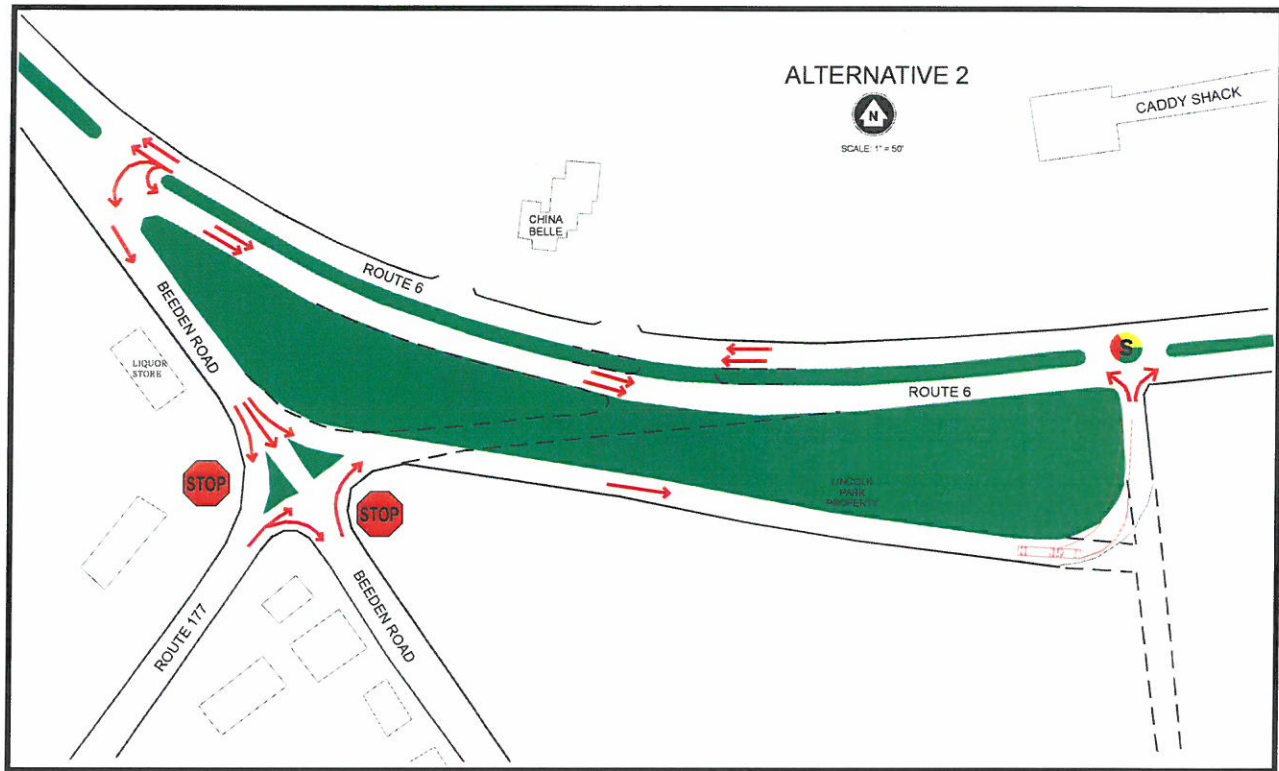


**Figure 20**  
**Alternative 1 - U-turn bulb**  
**at Caddy Shack frontage**



**Figure 21**  
**Alternative 1 - Close-Up of U-turn bulb at**  
**Caddy Shack frontage**

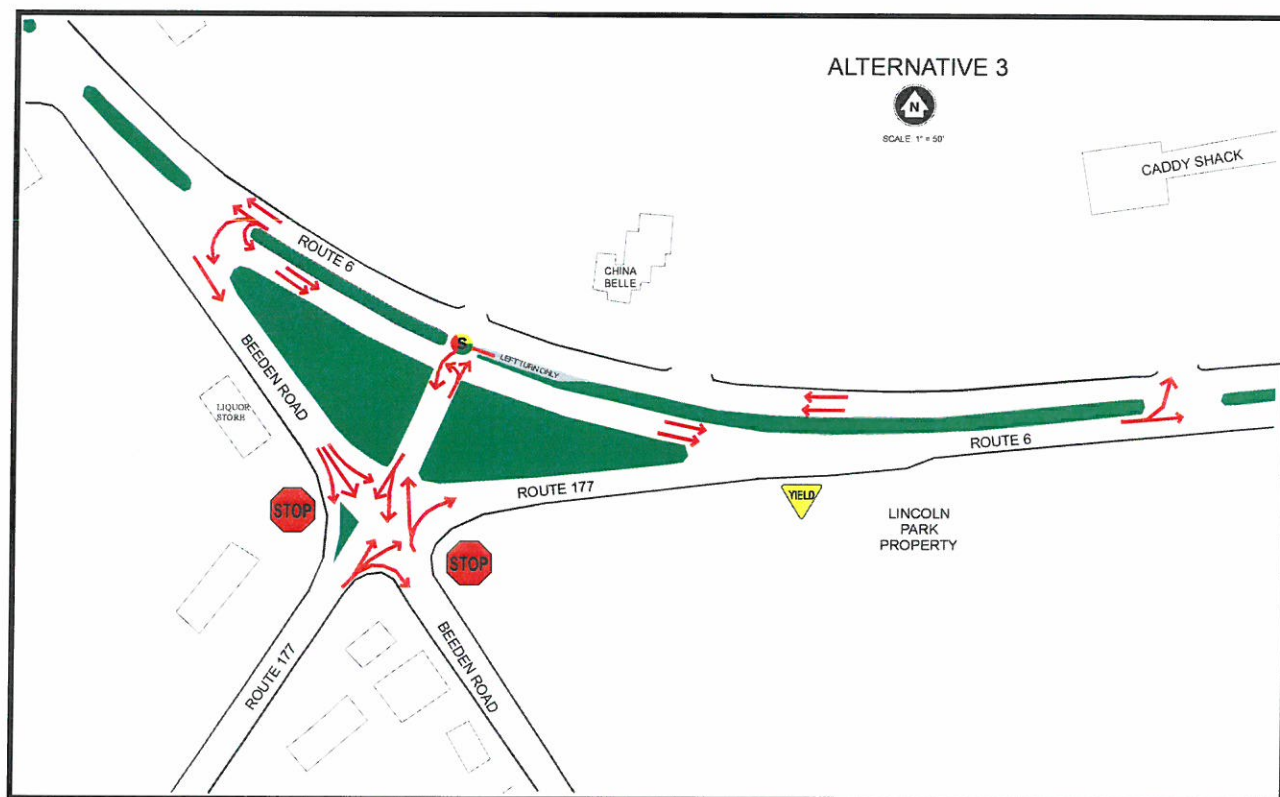
The second alternative would require private land takings and the cooperation of developers who have recently purchased the Lincoln Park property. This alternative would involve closing the median at the China Belle and constructing a jug-handle through the Lincoln Park property site. (See Figure 22, below.) A jug-handle is a turn-around that enables traffic to reverse direction safely. The jug-handle would form a four-approach signalized intersection with the existing Caddy Shack curb cut. The jug-handle could eventually become a “T” intersection within Lincoln Park when the property is developed.



**Figure 22**  
**Alternative 2 - Construction of a jug-handle through the Lincoln Park property site**



The third alternative would involve cutting into the median and the traffic island that serves as a divider between Route 6 eastbound and Beeden Road, and would possibly involve modifications to the China Belle curb cuts. (See Figure 23, below.) To scale drawings and the analysis can be found in Appendix E. This alternative brings Route 177 and Beeden Road directly to Route 6. The newly formed four-approach intersection would be controlled by a fully actuated (sensored) signal. This signal would operate at a very good LOS A and would provide gaps in traffic along Route 6. Stop signs on Beeden Road at both approaches to the newly modified intersection with Route 177 would be recommended.

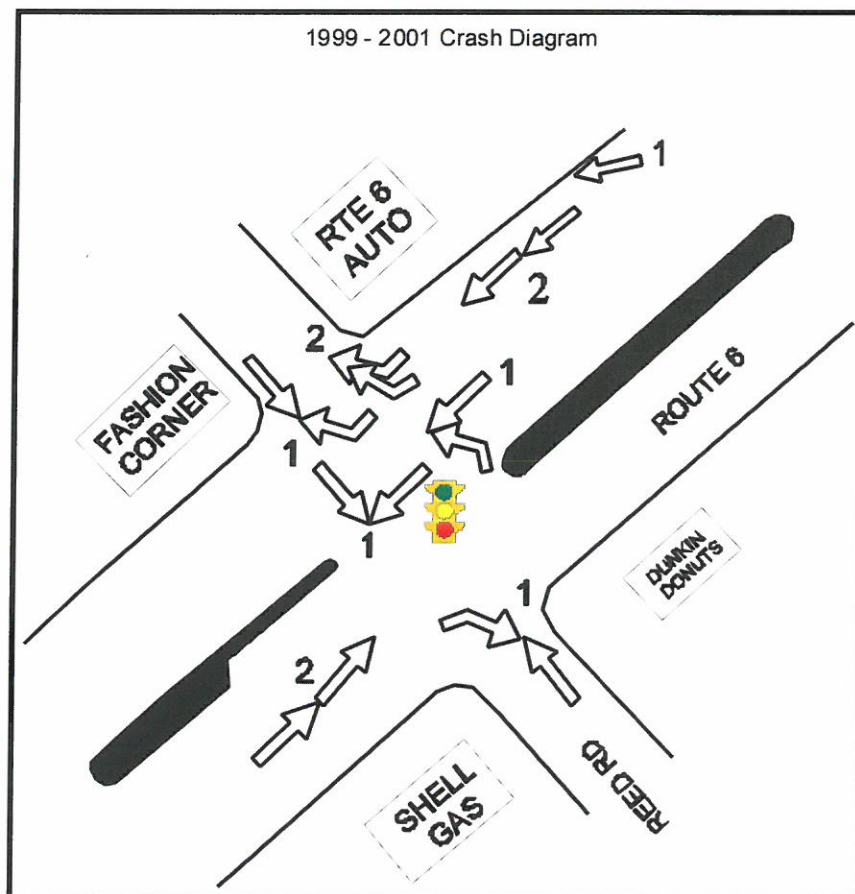


**Figure 23**  
**Alternative 3 - Four Approach Signalized Intersection connecting Route 177 & Beeden Road directly to Route 6**

It should also be noted that the development of the 41-acre parcel of the former Lincoln Park site will likely impact the volume of traffic on Route 6, especially in the immediate vicinity between Reed Road and Route 177, and could add to the already high number of driveways and access points along the corridor. It is recommended that the town of Dartmouth work with developers to insure the implementation of a safe and effective access management plan at the site.

### Section 8 – From Barbero's to Reed Road

This section includes the intersection of Route 6 and Reed Road in Dartmouth, which saw only 11 total crashes during the study period. (See Figure 24, below.) There do not appear to be any safety or design issues at this intersection or in this segment of the corridor.



**Figure 24**  
**Route 6 - Barbero's to Reed Road Crash Diagram**



## **PROBLEM IDENTIFICATION**

Below is a summary of the problems that have been identified as part of the study:

### **The Curve at White's**

- The sharp curve.
- Inadequate and ineffective signage.
- Poor sight distance at the Video Plaza driveways.
- Poor roadside definition along the White's property.

### **The Sanford Road Intersection**

- An outdated signal system.
- Unprotected left turns.
- Poor approach definition.

### **Wildlife**

- Crashes with, or caused by deer crossing the roadway

### **Pedestrian Crosswalks**

- A signalized crosswalk that goes unnoticed by most motorists.
- An unsignalized crosswalk that is a serious safety hazard.

### **The Route 6/Route 177/Beeden Road Intersection**

- Poor intersection design.
- Lack of traffic control.
- Severe crashes.

## **CONCLUSIONS & RECOMMENDATIONS**

The recommendations of SRPEDD for Route 6 in Westport are as follows:

### **Section 1 – White's Curve**

- Improve signage in the westbound approach to the curve to warn motorists, including chevrons, "Reduced Speed Ahead" and "Dangerous Curve" signs.

### **Section 2 – Sanford Road Intersection**

- Revise the signal system to allow separate left turns.
- Redesign the intersection by cutting into the median and adding separate left turn lanes.

The town of Westport should consult with the MassHighway District 5 office to consider the recommendations for a separate left turn phase along Route 6 and separate left turn lanes on Route 6 to be incorporated into the design of the intersection.

### **Sections 3 & 4 - #237 to #479 State Road**

- Add deer crossing signs to those areas where deer mishaps are more prevalent.

### **Section 5 – Westport Plaza Area**

- Add more visible signage preceding both crosswalks.
- Add beacons to existing signalized crosswalk.
- Install additional beacons at the unsignalized crosswalk that are synchronized to the existing signalized crosswalk.
- Extend the red crossing phase to assist elderly and physically challenged pedestrian crossings.
- Greater police enforcement.

The town of Westport should initiate discussion with MassHighway for the addition of a pedestrian actuated signal at the crosswalk leading to the Post Office that is synchronized with the existing pedestrian signal at Greenwood Terrace.

### **Section 6 – Maynard Street to Town Square Plaza**

Speed monitoring and a greater police presence.

### **Section 7 – Route 6/Route 177/Beeden Road**

Reconstruction of this intersection is necessary. Any of the three following alternatives could be considered:

#### **Alternative 1-**

- Closure of the existing China Belle median opening.
- A U-turn bulb at the Caddy Shack.
- Construct a left turn lane eastbound at the Caddy Shack.

#### **Alternative 2-**

- Closure of the existing China Belle median opening.
- Construction of a jug-handle through the Lincoln Park property site to form a Signalized intersection with the Caddy Shack driveway.

#### **Alternative 3 -**

- Construct a four approach signalized intersection, directly connecting Route 177 to Route 6.
- Modify the intersection of Beeden Road and Route 177, making it a four approach intersection.
- Place stop signs on the Beeden Road approaches of the newly modified intersection with Route 177.

The towns of Westport and Dartmouth should initiate discussions with MassHighway for consideration of the reconstruction of this intersection.

### **Section 8 – Barbero's to Reed Road**

There are no needed recommendations for this section of Route 6 at this time.

### **Crash Data**

Continued monitoring of crash data within the study area would be vital to gauge the results of any measures implemented. This would ensure that expected improvements are being realized. This effort could be accomplished by SRPEDD with the cooperation of the Westport Police Department.



# Appendix A

## 100 Most Dangerous Intersections in Southeastern Massachusetts

**Top 100 High Crash Intersections  
in Southeastern Massachusetts  
1999 - 2001**

99-01 Rank	City/Town	Signal (Y or N)	Intersection		1998-99 Total Crashes	1999-01 Total Crashes	99-01 EPDO	Status
1	Fall River	Y	Plymouth Ave.	Rodman St.	62	129	96.3	Improvements made but conditions are worsening
2	Fall River	Y	Eastern/Brayton Ave.	Martine/DeValle	17	77	65.7	Improvements made but conditions are worsening
3	Attleboro	Y	Washington St. (Rte 1)	May St.	99	72	64.3	Studied in 1996 - Improvements planned
4	Swansea	Y	GAR Highway (Rte 6)	Swansea Mall Dr. (Rte 118)	47	69	64.3	Reconstruction & interchange realignment recommended
5	New Bedford	Y	Ashley Blvd/JFK Hwy SB	Coggeshall St.	55	74	60.6	Studied in 1999 - No activity
6	Somerset	Y	GAR Highway (Rte 6)	Riverside (Rte 138)/Bridge	62	77	59.0	Studied in 1998 - Bridge relocation underway
7	N.Attleborough	Y	E.Washington St. (Rte 1)	Elm St.	35	61	55.3	Improvements planned
8	Raynham	Y	New State Hwy. (Rte 44)	Orchard St.	57	55	53.0	Corridor study underway (DEIR)
9	Swansea	Y	GAR Highway (Rte 6)	J.Reynolds/Market (Rte 136)	62	71	50.6	Study underway
10	Westport	Y	State Rd. (Rte 6)	Sanford Rd.	47	55	49.0	Study underway
11	Attleboro	Y	S. Main St. (Rte 152)	Maple/Olive Sts.	29	61	48.3	No activity
12	Attleboro	Y	Washington St. (Rte 1)	Highland Ave. (Rte 123)	75	64	48.0	Reconstructed in 1997 - Driveways remain a problem
13	New Bedford	Y	Kempton St./Route 6	Route 140/Brownell Ave.	83	62	47.3	Studied in 2002 - Recently improved
14	Taunton	Y	County St. (Rte 140)	Hart St.	64	79	45.0	Studied in 2001 - Improvements planned
15	Seekonk	N	Fall River Ave. (Rte 114A)	Arcade Ave./Mill(Grist Mill)	30	64	44.0	Studied in 1996 - Geometric improvements recommended
16	Somerset	Y	GAR Highway (Rte 6)	Brayton Point Rd.	40	47	43.6	Studied in 1998 - Signal modifications recommended
17	Seekonk	Y	Fall River Ave. (Rte 6)	Commerce Way/Seekonk Sq.	40	70	43.3	Improvements planned
18	Fall River	Y	Bedford St.	Troy/High St.	26	52	42.6	No activity
19	New Bedford	N	Ashley Blvd.	Wood St.	15	43	41.0	No activity
20	Fall River	Y	Pleasant St.	Quarry/County St.	30	53	40.3	No activity
21	N.Attleborough	Y	E.Washington St. (Rte 1)	Chestnut St.	41	43	39.6	No activity
22	Taunton	Y	Dean St. (Rte 44)	Longmeadow/G.Owen	67	82	39.3	Studied in 2001 - Signal/markings modifications recommended
23	Fall River	Y	President Ave. (Rte 6)	Elsbree St.	15	50	39.3	Study underway
24	Dartmouth	N	Route 6	Hathaway Rd.	26	41	39.0	Left turn lane added but signals also needed
25	Seekonk	Y	Highland Ave. (Rte 6)	Mink St. (Rte 114A)	57	64	38.7	Improvements recently completed
26	New Bedford	Y	JFK Hwy. (Rte 18)	Union St./MacArthur Dr.	35	44	38.7	Improvements planned
27	Taunton	Y	Broadway (Rte 138)	Washington St.	66	55	38.3	Studied in 2001 - Signal modifications recommended
28	N.Attleborough	N	S.Washington St (Rte 1)	Old Post Rd.	28	43	37.0	No activity
29	Seekonk	Y	Fall River Ave. (Rte 114A)	Taunton Ave. (Rte 44)	39	50	36.7	No activity
30	Seekonk	Y	Taunton Ave. (Rte 44)	Arcade Ave.	39	53	36.3	No activity
31	Wareham	Y	Cranberry Hwy. (Rte 6/28)	Jefferson Shores/Onset Ave.	32	37	35.0	Improvements planned
32	Fairhaven	Y	Huttleston Ave. (Rte 6)	Sciticut Neck/Rte 240	30	47	34.3	Additional development is increasing crash rate
33	Rehoboth	Y	Winthrop St. (Rte 44)	Anawan/Bay State (Rte 118)	44	38	34.0	No activity
34	New Bedford	N	Coggeshall St.	Purchase St.	19	29	33.7	No activity
35	Mansfield	Y	Chauncy St. (Rte 106)	Route 140	42	36	33.3	Studied in 2002 - Reconstruction recommended
36	New Bedford	Y	Ashley Blvd.	Tarklin Hill Rd.	24	35	33.0	No activity
37	Fall River	N	Highland Ave.	Prospect St.	30	42	32.7	Studied in 1999 - Improved sight distance recommended
38	N.Attleborough	Y	Washington St. (Rte 1/1A)	Hoppin Hill Rd. (Rte 120)	58	48	32.0	No activity
39	New Bedford	Y	Acushnet Ave.	Phillips Rd.	21	35	31.7	No activity
40	Somerset	Y	GAR Highway (Rte 6)	Lees River Ave.	33	31	31.7	Studied in 1998 - Signal modifications recommended
41	Taunton	N	School St.	Purchase/Arlington St.	21	34	31.3	No activity
42	Fall River	Y	Eastern Ave. (Rte 6)	Bedford St.	23	36	30.7	No activity
43	Attleboro	N	Newport Ave. (Rte 1A)	Collins St.	47	44	30.7	No activity
44	New Bedford	Y	Acushnet Av/JFK Hwy NB	Coggeshall St.	36	28	30.7	Studied in 1999 - No activity
45	Taunton	Y	Rte 140/Galleria Mall Dr.	County St. Interchange	13	47	30.3	No activity
46	Fairhaven	Y	Huttleston Ave. (Rte 6)	Main St.	57	55	30.3	Improvements planned
47	Middleborough	N	East Grove St. (Rte 28)	Wood St.	40	35	30.3	Studied in 1997 - Signals planned
48	Fall River	N	Broadway	Bradford Ave.	22	39	30.3	No activity
49	New Bedford	Y	Route 6/Kempton St.	Pleasant/Purchase/Sixth	25	31	30.3	No activity
50	Fall River	Y	Broadway (Rte 138)	S.Main/Globe St.	10	38	30.0	Studied in 2001 - Signal modifications recommended

**Top 100 High Crash Intersections  
in Southeastern Massachusetts  
1999 - 2001**

99-01 Rank	City/Town	Signal (Y or N)	Intersection		1998-99 Total Crashes	1999-01 Total Crashes	99-01 EPDO	Status
51	Taunton	N	Washington St.	Pleasant/N. Pleasant	34	38	30.0	No activity
52	Fall River	Y	S. Main St.	Middle St.	25	37	29.7	No activity
53	Middleborough	Y	East/West Grove (Rte 28)	South Main St. (Rte 105)	34	48	29.3	Studied in 1995 - Improvements planned
54	Mansfield	Y	Chauncy St. (Rte 106)	N. Main St.	38	48	29.3	Studied in 2002 - Reconstruction needed
55	Seekonk	Y	Fall River Ave. (Rte 114A)	County St.	52	67	29.0	No activity
56	Fairhaven	Y	Bridge St.	Alden Rd.	43	38	29.0	No activity
57	Fall River	N	Davol St.	Central St.	27	38	28.7	No activity
58	Plainville	Y	Washington St. (Rte 1)	Taunton St. (Rte 152)	79	66	28.7	Under construction
59	New Bedford	N	Pleasant St.	Elm St.	24	34	28.7	No activity
60	Fall River	N	Pleasant St.	Quequechan St.	23	46	28.7	No activity
61	N. Attleborough	N	Toner Blvd.	John Dietsch Blvd.	16	38	28.7	Improvements planned
62	Seekonk	Y	Highland Ave. (Rte 6)	Stop&Shop/Alpert's/Ann&Hope	24	44	28.0	Reconstruction underway
63	N. Attleborough	Y	S. Washington St. (Rte 1)	Draper Ave.	13	40	28.0	No activity
64	N. Attleborough	Y	S. Washington St. (Rte 1)	Cumberland Ave.	3	27	28.0	No activity
65	Taunton	Y	Taunton Green	Main/Weir	42	59	27.7	Studied in 2003 - Reorientation of traffic recommended
66	Fall River	Y	New Boston Rd.	Robeson St.	15	35	27.7	No activity
67	Taunton	Y	Weir St. (Rte 138)	High St.	39	46	27.3	Studied in 2001 - Signal modifications recommended
68	New Bedford	N	Church St.	Park Ave.	21	34	27.3	No activity
69	New Bedford	Y	JFK Highway	Elm St.	25	30	27.3	Improvements planned
70	Somerset	N	GAR Highway (Rte 6)	Somerset Plaza Entrance	10	30	27.3	No activity
71	Taunton	Y	Summer St. (Rte 140)	Spring/Church Green	42	41	27.0	Studied in 2001 - Signal modifications recommended
72	New Bedford	Y	County St.	Mill St.	37	32	26.7	Studied in 1995 - Signal modifications recommended
73	Fall River	N	President Ave. (Rte 6)	Highland Ave.	42	40	26.7	Studied in 1999 - Improved sight distance recommended
74	New Bedford	N	Kempton St. (Rte 6)	Oesting St.	22	36	26.7	Recently improved
75	Dartmouth	Y	Route 6	Cross Rd.	16	31	26.3	No activity
76	Fall River	Y	President Ave. (Rte 6)	N. Main St.	22	38	26.0	No activity
77	Fall River	Y	Broadway	Middle St.	18	33	26.0	No activity
78	Attleboro	Y	Newport Ave. (Rte 1A)	Careton/Pitas	15	30	26.0	No activity
79	Fall River	N	Robeson St.	Pine St.	18	37	25.7	No activity
80	Attleboro	N	County St. (Rte 123)	Tiffany St.	29	24	25.7	Improvements planned
81	New Bedford	N	Cove Rd.	Burger King (#1383)	16	29	25.7	No activity
82	Dartmouth	N	Route 6	Shaw's (#15)	30	37	25.7	Study underway
83	New Bedford	Y	Acushnet Ave.	Sawyer St.	21	28	25.3	No activity
84	Fall River	Y	Brayton Ave.	Jefferson St.	24	32	25.3	No activity
85	Fall River	N	Broadway	William St.	26	32	25.3	No activity
86	Fall River	Y	R.I. Ave./Mariano Bishop	Tucker St.	21	28	25.3	Studied in 1999 - Signal/driveway modifications recommended
87	Fall River	Y	S. Main St.	Rodman/Columbia St.	14	28	25.3	No activity
88	Mansfield	Y	Chauncy St. (Rte 106)	Forbes Blvd.	18	31	25.0	No activity
89	Fall River	Y	Broadway	Columbia St.	42	35	25.0	No activity
90	Fall River	Y	Plymouth Ave.	Pleasant/Thirteenth St.	30	39	25.0	No activity
91	New Bedford	Y	Cove Rd.	Crapo St.	17	26	24.7	No activity
92	Mansfield	Y	Chauncy St. (Rte 106)	Copeland Dr.	50	30	24.7	Studied in 2003 - Reconstruction recommended
93	Fall River	Y	Plymouth Ave.	Globe St.	34	33	24.3	No activity
94	Taunton	Y	Broadway (Rte 138)	E. Britannia St.	34	37	24.3	Studied in 2001 - Signal modifications recommended
95	Fall River	Y	Plymouth Ave.	Peckham St.	12	33	24.3	No activity
96	Mansfield	Y	Route 140	School St.	29	33	24.3	No activity
97	Taunton	N	Washington St.	E. Britannia St.	68	32	24.0	Improvements in 2001 resulted in a 47% reduction in crashes
98	N. Attleborough	N	Elm St.	Chestnut/Oak St.	22	32	24.0	No activity
99	Fall River	N	Robeson St.	Prospect St.	11	32	24.0	No activity
100	New Bedford	Y	Rockdale Ave.	Dartmouth St.	25	28	24.0	No activity

# Appendix B

## 50 Most Dangerous Road Segments in Southeastern Massachusetts



# Road Segment Accident Listing 1996 - 2001

Ranked by 1999-2001 Total Accidents

Rank	City/Town	Road	1996	1997	1998	1999	2000	2001	1996-1998 Total	1999-2001 Total	Length	1999-2001 ACC/MVM
1	Seekonk	Fall River Ave. (Rte 6/114A)	281	316	325	283	375	348	922	1006	4.96	7.59
2	Wareham	Cranberry Hwy. (Rte 6&28)	283	49	241	278	295	337	573	910	7.93	4.76
3	Raynham	New State Hwy. (Rte 44)	239	170	192	243	235	239	601	717	3.65	8.71
4	New Bedford	Acushnet Ave.	262	211	224	224	221	253	697	698	8.89	4.10
5	Swansea	GAR Highway (Rte 6)	202	223	219	203	230	203	644	636	5.52	5.60
6	N.Attleborough	S.Washington St. (Rte 1&1A)	155	185	235	170	162	230	575	562	3.73	4.23
7	Fall River	South Main St.	143	162	145	179	141	192	450	512	2.63	14.34
8	Fall River	Plymouth Ave.	127	147	185	169	137	199	459	505	1.45	9.94
9	Fairhaven	Huttleston Ave. (Rte 6)	119	103	107	152	162	177	329	491	1.26	20.22
10	Fall River	North Main St.	140	171	148	132	188	165	459	485	5.26	8.10
11	Fall River	Pleasant St.	121	118	130	125	123	236	369	484	2.05	15.97
12	Dartmouth	State Rd. (Rte 6)	155	160	186	160	148	158	501	466	4.65	3.81
13	Taunton	Winthrop St. (Rte 44)	125	62	122	152	169	135	309	456	4.53	5.28
14	New Bedford	Ashley Blvd.	123	130	124	158	151	134	377	443	3.03	8.78
15	Taunton	Broadway (Rte 138)	121	121	127	143	147	149	369	439	2.05	9.31
16	Fall River	President Ave. (Rte 6)	110	111	122	132	148	145	343	425	1.71	10.51
17	New Bedford	County St.	151	150	136	146	135	116	437	397	3.17	12.71
18	New Bedford	Rockdale Ave.	117	120	107	107	124	123	344	354	3.51	4.39
19	Fall River	Bedford St.	79	94	96	109	99	141	269	349	1.8	9.68
20	Somerset	GAR Highway (Rte 6)	132	107	99	120	106	122	338	348	1.93	10.29
21	Taunton	Washington St.	75	24	132	130	111	98	231	339	2.13	7.27
22	N.Attleborough	E.Washington St. (Rte 1)	89	131	129	115	118	103	349	336	2.64	5.81
23	Taunton	County St. (Rte 140)	91	80	116	108	112	114	287	334	2.82	4.85
24	Raynham	Broadway (Rte 138)	135	108	114	118	112	96	357	326	4.25	3.83
25	Fall River	Rodman St.	62	63	100	94	87	137	225	318	2.04	13.18
26	Attleboro	Newport Ave. (Rte 1A)	99	59	79	96	110	106	237	312	3.29	2.97
27	Somerset	County St. (Rte 138)	113	62	93	89	108	102	268	299	4.13	7.03
28	New Bedford	Purchase St.	84	85	78	74	106	105	247	285	2.68	8.91
29	Fall River	Robeson St.	64	57	79	101	75	101	200	277	2.16	9.01
30	Taunton	Bay St.	97	82	86	91	85	99	265	275	4.52	4.92
31	Westport	State Rd. (Rte 6)	55	89	85	92	95	82	229	269	4.76	4.10
32	New Bedford	Kempton St. (Rte 6)	80	79	78	82	105	75	237	262	1.7	5.82
33	Fall River	Broadway (Rte 138)	73	76	75	92	75	87	224	254	0.89	12.78
34	Seekonk	Taunton Ave. (Rte 44)	108	44	36	68	92	93	188	253	2.79	5.96
35	Taunton	Dean St. (Rte 44)	53	62	92	87	82	80	207	249	1.14	8.42
36	Wareham	Main St.	72	71	58	82	88	75	201	245	5.31	4.58
37	Attleboro	Washington St. (Rte 1)	147	95	47	63	98	77	289	238	2.71	2.17
38	Plainville	Washington St. (Rte 1)	106	43	62	77	76	82	211	235	3.14	4.71
39	Middleborough	West Grove St. (Rte 28)	92	58	80	78	84	71	230	233	2.43	5.58
40	Fall River	Davol St.	62	54	61	58	65	99	177	222	2.77	2.73
41	Taunton	Tremont St. (Rte 140)	90	53	69	74	81	63	212	218	5.47	2.55
42	Fairhaven	Main St.	68	51	53	71	81	64	172	216	2.2	8.15
43	Fall River	Eastern Ave. (Rte 6)	122	74	49	73	54	88	245	215	2.11	5.26
44	Middleborough	East Grove St.	65	55	47	69	79	65	167	213	2.67	5.88
45	Seekonk	Highland Ave. (Rte 6)	94	73	58	66	85	60	225	211	0.84	11.47
46	New Bedford	JFK Hwy.	66	69	68	53	74	81	203	208	3.21	1.47
47	New Bedford	Belleville Ave.	57	58	69	66	80	49	184	195	2.37	5.96
48	Middleborough	Route 44	61	69	74	65	67	60	204	192	7.26	1.75
49	Attleboro	County St. Rte 123)	90	40	83	66	59	66	213	191	4.77	6.20
50	Fairhaven	Alden Rd.	46	77	68	52	69	70	191	191	2.32	5.65

# Appendix C

## Route 6 @ White's of Westport Curve

- Existing Conditions layout
- Realignment of Curve layout (Alternative 1)
- Median Extension in westbound direction & Plaza entrance relocation layout (Alternative 2)

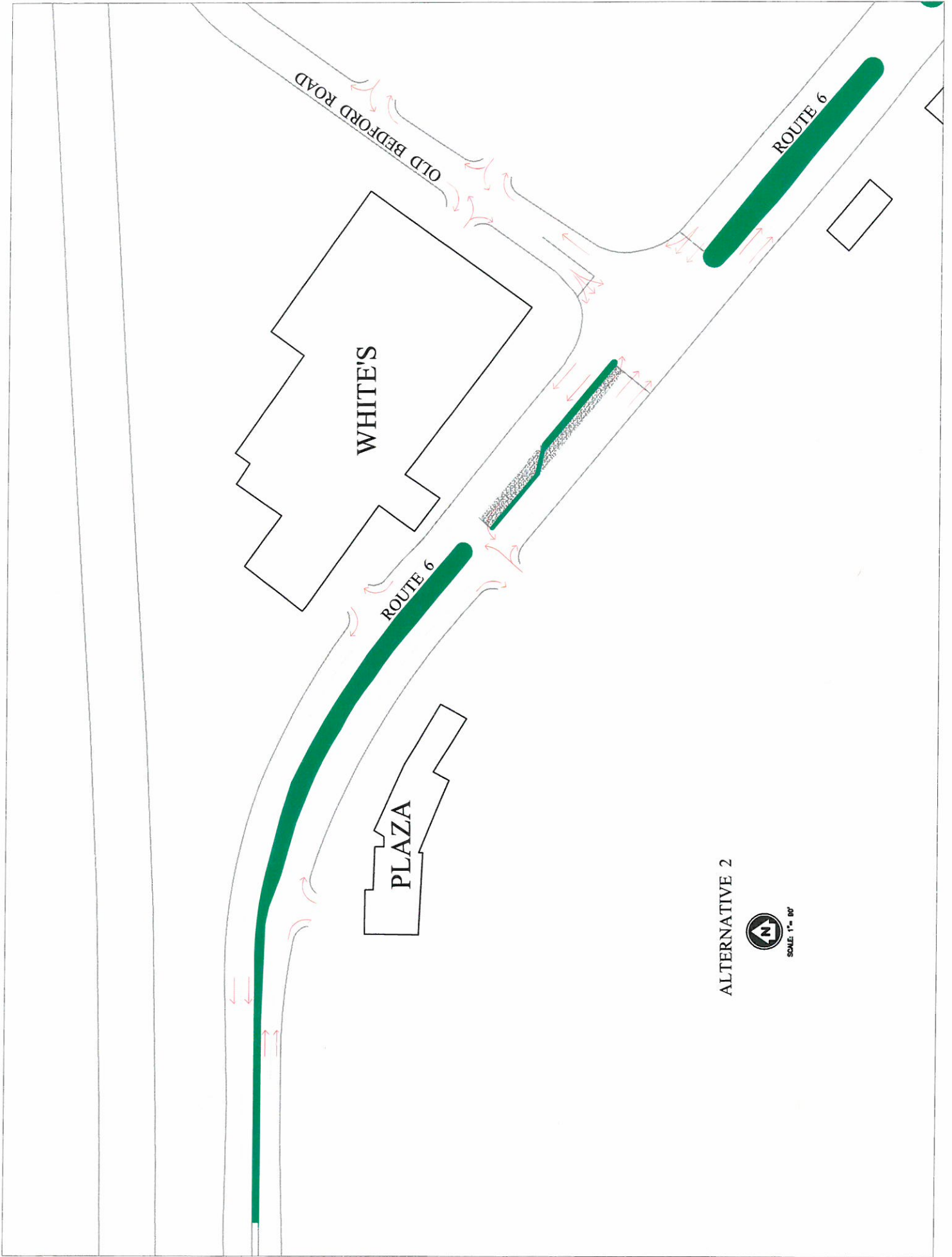




ALTERNATIVE 1







ALTERNATIVE 2



SCALE 1" = 80'

# Appendix D

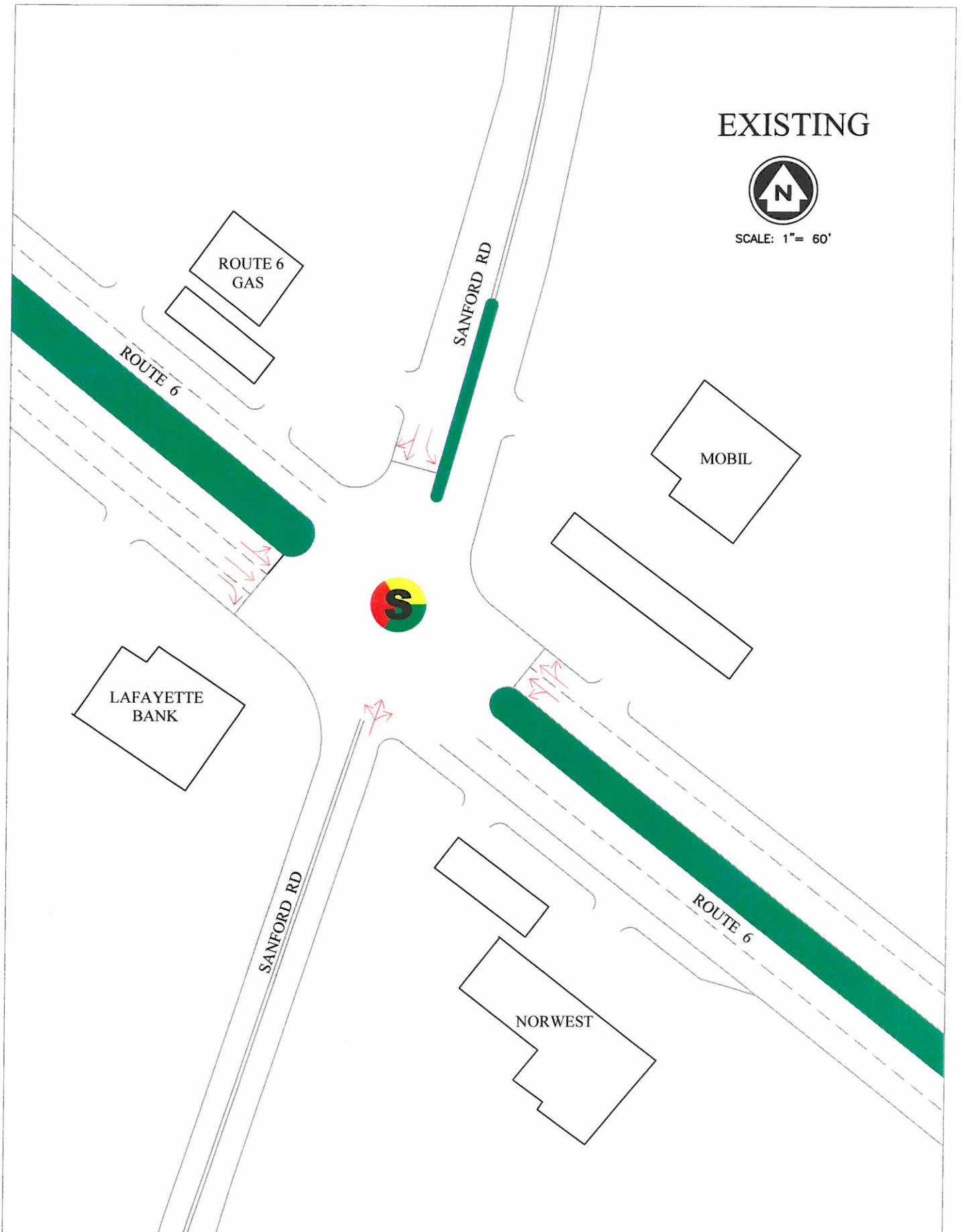
## Route 6 @ Sanford Road

- Existing Conditions layout
- Existing Conditions Capacity Analysis
- Alternative - Add separate left turn lanes on Route 6
- Alternative Capacity Analysis

EXISTING



SCALE: 1"= 60'



Route 6 @ Sanford Rd

### 2003 Existing PM Peak - Existing Lane Layout

[illegible]



Route 6 @ Sanford Rd  
2003 Existing PM Peak - Existing Lane Layout

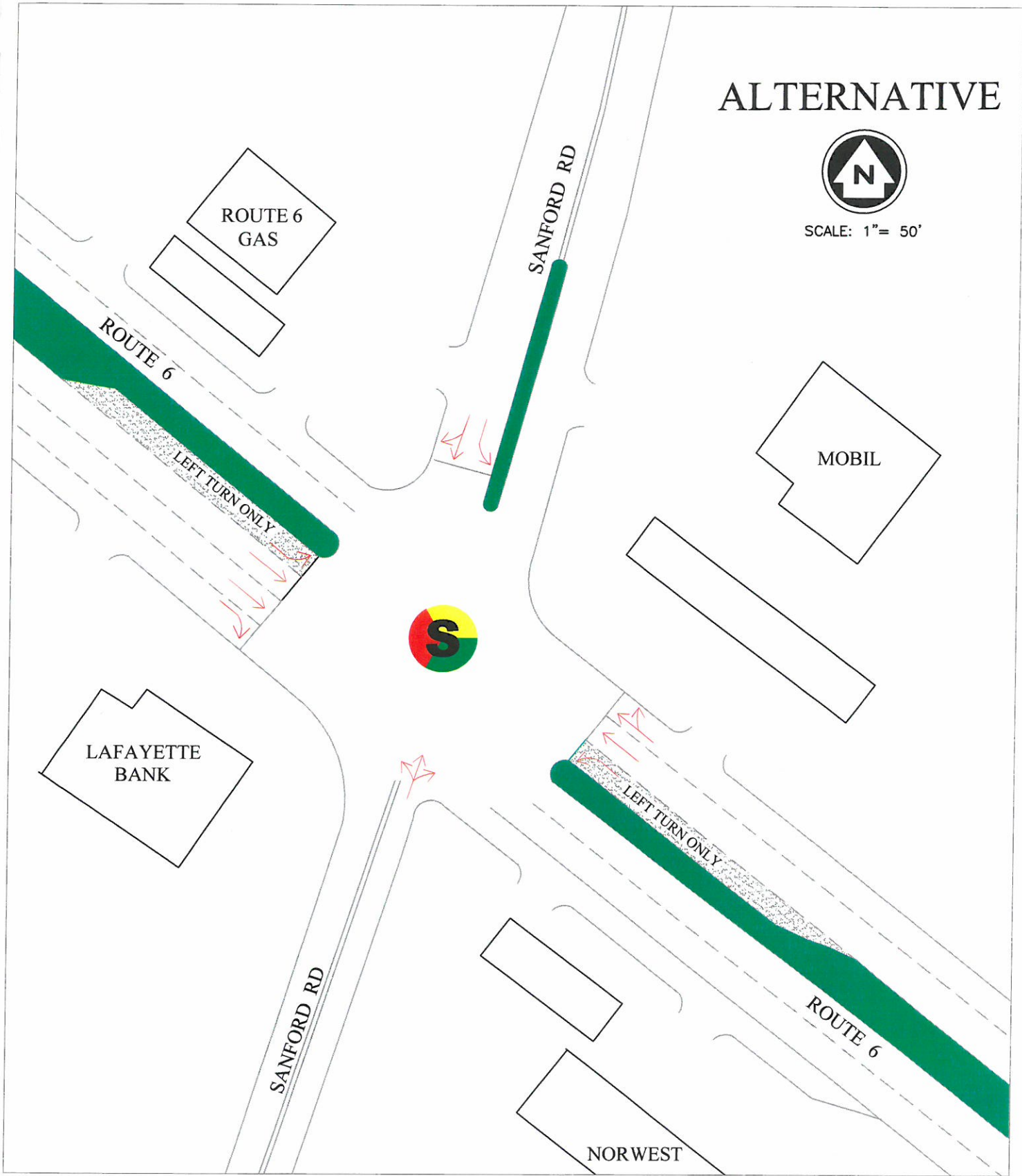


Movement	SBT	SBR
Lane Configurations	1	
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	1.00	
Frt	0.96	
Flt Protected	1.00	
Satd. Flow (prot)	1797	
Flt Permitted	1.00	
Satd. Flow (perm)	1797	
Volume (vph)	225	69
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	245	75
Lane Group Flow (vph)	320	0
Turn Type		
Protected Phases	6	
Permitted Phases		
Actuated Green, G (s)	13.9	
Effective Green, g (s)	15.9	
Actuated g/C Ratio	0.43	
Clearance Time (s)	6.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	764	
v/s Ratio Prot	0.18	
v/s Ratio Perm		
v/c Ratio	0.42	
Uniform Delay, d1	7.5	
Progression Factor	1.00	
Incremental Delay, d2	0.4	
Delay (s)	7.9	
Level of Service	A	
Approach Delay (s)	8.3	
Approach LOS	A	
Intersection Summary		




















# ALTERNATIVE



SCALE: 1" = 50'



Route 6 @ Sanford  
2003 Existing PM Peak - EB & WB Added Capacity

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEU	SEL	SET	SER	NWU	NWL
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0			4.0	4.0	4.0		4.0
Lane Util. Factor		1.00		1.00	1.00			1.00	0.95	1.00		1.00
Frt		0.96		1.00	0.96			1.00	1.00	0.85		1.00
Flt Protected		0.97		0.95	1.00			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1740		1770	1797			1770	3539	1583		1770
Flt Permitted		0.61		0.66	1.00			0.95	1.00	1.00		0.95
Satd. Flow (perm)		1085		1228	1797			1770	3539	1583		1770
Volume (vph)	122	28	60	253	225	69	23	49	379	171	21	51
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	30	65	275	245	75	25	53	412	186	23	55
Lane Group Flow (vph)	0	228	0	275	320	0	0	78	412	186	0	78
Turn Type	Perm			Perm			Prot	Prot		Perm	Prot	Prot
Protected Phases		2			6		7	7	4		3	3
Permitted Phases	2			6						4		
Actuated Green, G (s)		13.8		13.8	13.8			2.4	11.1	11.1		2.4
Effective Green, g (s)		15.8		15.8	15.8			2.4	12.1	12.1		2.4
Actuated g/C Ratio		0.37		0.37	0.37			0.06	0.29	0.29		0.06
Clearance Time (s)		6.0		6.0	6.0			4.0	5.0	5.0		4.0
Vehicle Extension (s)		3.0		3.0	3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		405		459	671			100	1012	453		100
v/s Ratio Prot					0.18			0.04	0.12			c0.04
v/s Ratio Perm		0.21		c0.22						0.12		
v/c Ratio		0.56		0.60	0.48			0.78	0.41	0.41		0.78
Uniform Delay, d1		10.5		10.7	10.1			19.7	12.2	12.2		19.7
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		1.8		2.1	0.5			31.6	0.3	0.6		31.6
Delay (s)		12.3		12.8	10.6			51.2	12.5	12.8		51.2
Level of Service		B		B	B			D	B	B		D
Approach Delay (s)		12.3			11.6				17.0			
Approach LOS		B			B				B			
<b>Intersection Summary</b>												
HCM Average Control Delay		15.3				HCM Level of Service			B			
HCM Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		42.3				Sum of lost time (s)			12.0			
Intersection Capacity Utilization		61.0%				ICU Level of Service			B			
c Critical Lane Group												

Route 6 @ Sanford  
 2003 Existing PM Peak - EB & WB Added Capacity

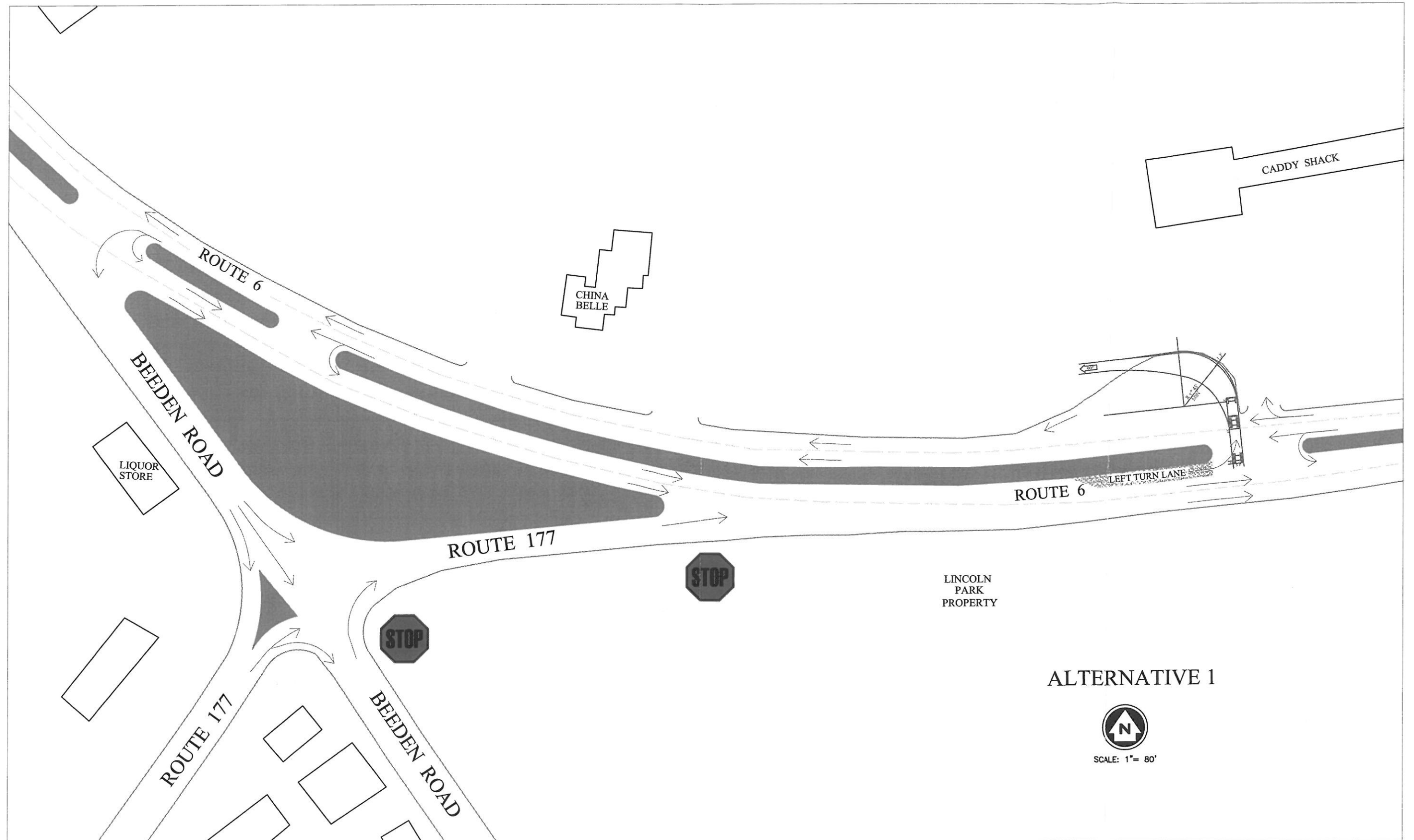
Movement	NWT	NWR
Lane Configurations	↑↑	↑
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	4.0	
Lane Util. Factor	0.95	
Frt	0.99	
Flt Protected	1.00	
Satd. Flow (prot)	3511	
Flt Permitted	1.00	
Satd. Flow (perm)	3511	
Volume (vph)	405	23
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	440	25
Lane Group Flow (vph)	465	0
Turn Type		
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	11.1	
Effective Green, g (s)	12.1	
Actuated g/C Ratio	0.29	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	1004	
v/s Ratio Prot	c0.13	
v/s Ratio Perm		
v/c Ratio	0.46	
Uniform Delay, d1	12.4	
Progression Factor	1.00	
Incremental Delay, d2	0.3	
Delay (s)	12.8	
Level of Service	B	
Approach Delay (s)	18.3	
Approach LOS	B	
Intersection Summary		



# Appendix E

## Route 6 @ Route 177 & Beeden Road

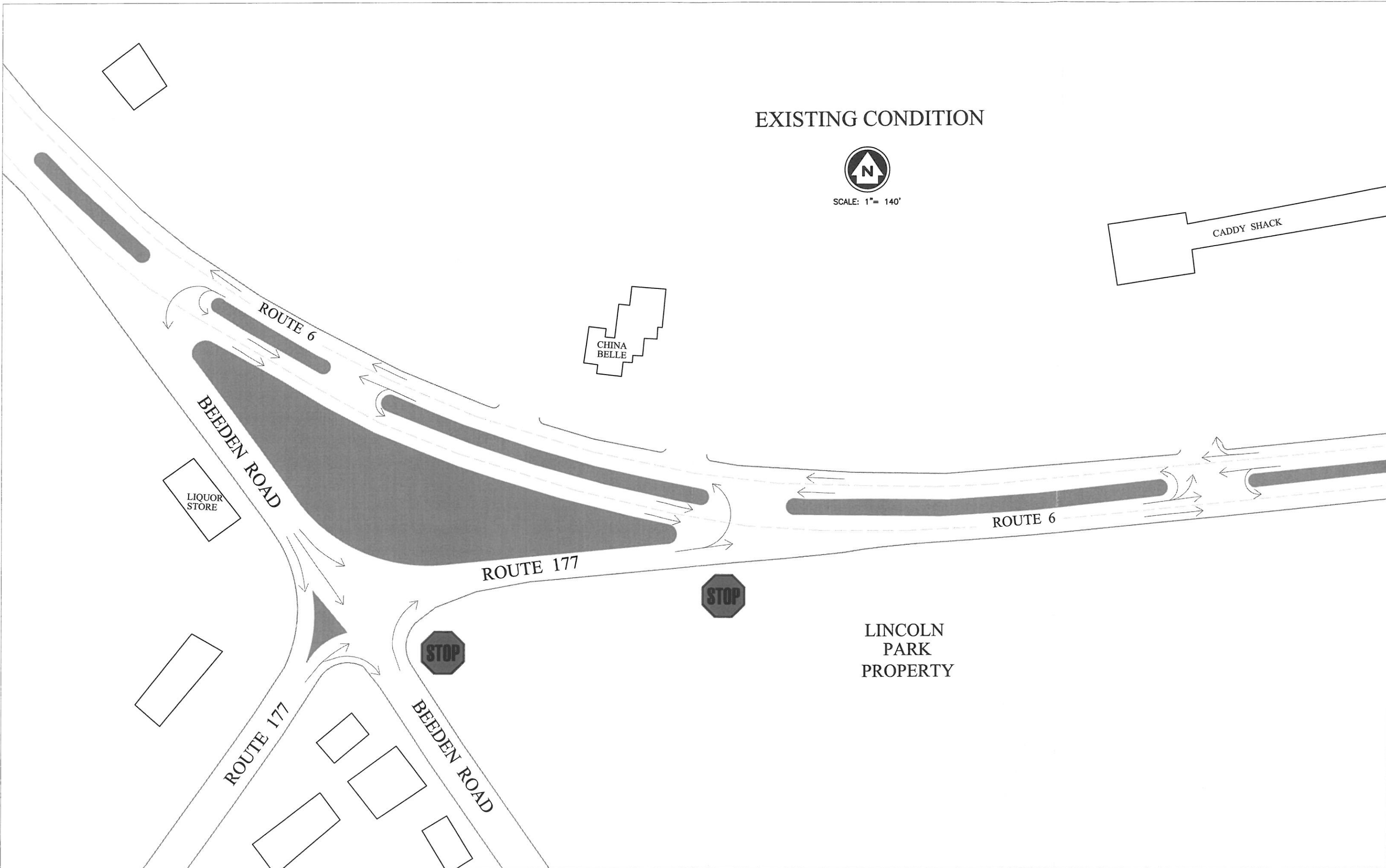
- Existing Conditions
- Alternative 1 - U-turn Bulb at Caddy Shack
- Alternative 1 - U-turn Bulb Turn Radii Detail
- Alternative 2 - Jug-handle through Lincoln Park
- Alternative 2 Capacity Analysis
- Alternative 3 - Route 6 / Route 177 Signalized Intersection
- Alternative 3 Capacity Analysis



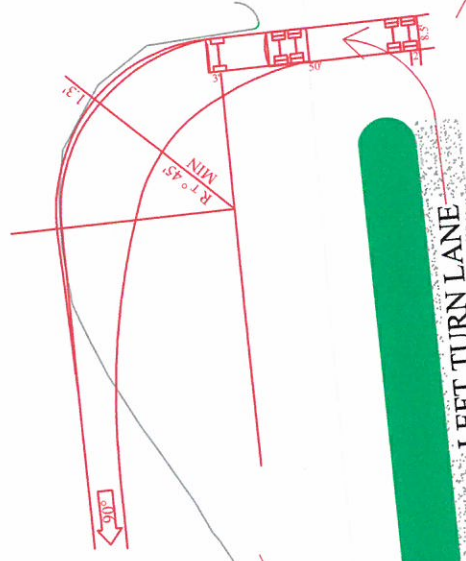
EXISTING CONDITION



SCALE: 1"= 140'



CADDY SHACK



LEFT TURN LANE

ROUTE 6

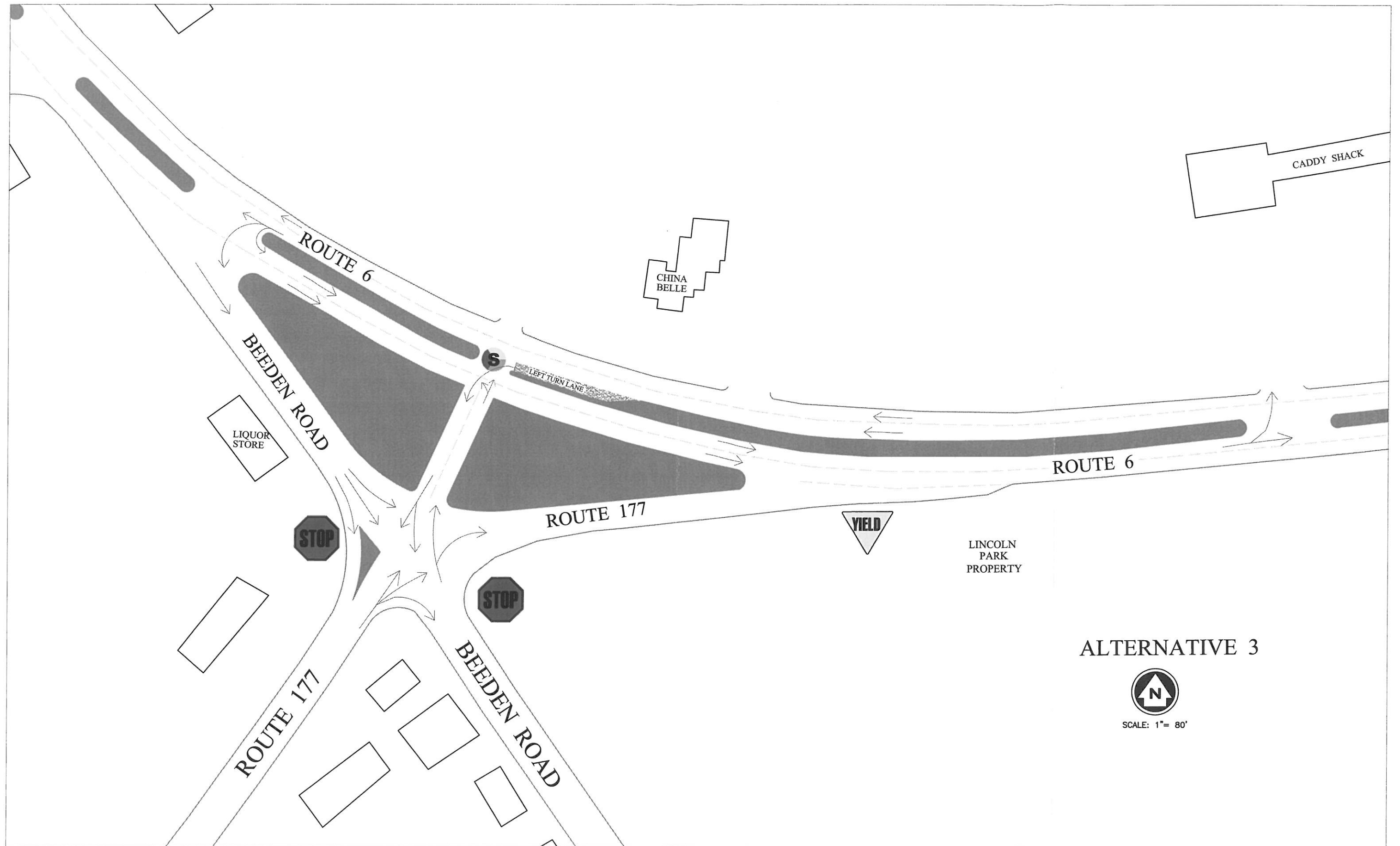
LINCOLN  
PARK  
PROPERTY

# ALTERNATIVE 1

U-TURN BULB TURNING RADIUS DETAIL




































ALTERNATIVE 3



SCALE: 1" = 80'

											
Movement	NBL2	NBL	NBR	SEL	SER	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations							 			 	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0				4.0			4.0	
Lane Util. Factor		1.00	1.00				0.95			0.95	
Frt		1.00	0.85				1.00			1.00	
Flt Protected		0.95	1.00				1.00			1.00	
Satd. Flow (prot)		1770	1583				3539			3539	
Flt Permitted		0.95	1.00				1.00			1.00	
Satd. Flow (perm)		1770	1583				3539			3539	
Volume (vph)	44	0	185	0	0	0	968	0	0	779	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	0	201	0	0	0	1052	0	0	847	0
Lane Group Flow (vph)	0	48	201	0	0	0	1052	0	0	847	0
Turn Type	Perm		Perm			Perm					
Protected Phases		2					4			8	
Permitted Phases	2		2			4					
Actuated Green, G (s)		8.7	8.7				14.3			14.3	
Effective Green, g (s)		8.7	8.7				14.3			14.3	
Actuated g/C Ratio		0.28	0.28				0.46			0.46	
Clearance Time (s)		4.0	4.0				4.0			4.0	
Vehicle Extension (s)		3.0	3.0				3.0			3.0	
Lane Grp Cap (vph)		497	444				1633			1633	
v/s Ratio Prot							c0.30			0.24	
v/s Ratio Perm		0.03	c0.13								
v/c Ratio		0.10	0.45				0.64			0.52	
Uniform Delay, d1		8.2	9.2				6.4			5.9	
Progression Factor		1.00	1.00				1.00			1.00	
Incremental Delay, d2		0.1	0.7				0.9			0.3	
Delay (s)		8.3	9.9				7.3			6.2	
Level of Service		A	A				A			A	
Approach Delay (s)		9.6		0.0			7.3			6.2	
Approach LOS		A		A			A			A	
<b>Intersection Summary</b>											
HCM Average Control Delay		7.1					HCM Level of Service		A		
HCM Volume to Capacity ratio		0.57									
Actuated Cycle Length (s)		31.0					Sum of lost time (s)		8.0		
Intersection Capacity Utilization		48.2%					ICU Level of Service		A		
c Critical Lane Group											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↵	↑↑		↵			↵		↵
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0		4.0					
Lane Util. Factor		0.95		1.00	0.95		1.00					
Frt		1.00		1.00	1.00		1.00					
Flt Protected		1.00		0.95	1.00		0.95					
Satd. Flow (prot)		3539		1770	3539		1770					
Flt Permitted		1.00		0.95	1.00		0.95					
Satd. Flow (perm)		3539		1770	3539		1770					
Volume (vph)	0	547	0	176	648	0	44	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	595	0	191	704	0	48	0	0	0	0	0
Lane Group Flow (vph)	0	595	0	191	704	0	48	0	0	0	0	0
Turn Type				Prot		custom				custom		custom
Protected Phases		2		1	2							
Permitted Phases							8			8		1
Actuated Green, G (s)		24.8		8.2	24.8		3.1					
Effective Green, g (s)		24.8		8.2	24.8		3.1					
Actuated g/C Ratio		0.52		0.17	0.52		0.06					
Clearance Time (s)		4.0		4.0	4.0		4.0					
Vehicle Extension (s)		3.0		3.0	3.0		3.0					
Lane Grp Cap (vph)		1825		302	1825		114					
v/s Ratio Prot		0.17		c0.11	c0.20							
v/s Ratio Perm							c0.03					
v/c Ratio		0.33		0.63	0.39		0.42					
Uniform Delay, d1		6.8		18.5	7.0		21.6					
Progression Factor		1.00		1.00	1.00		1.00					
Incremental Delay, d2		0.1		4.3	0.1		2.5					
Delay (s)		6.9		22.8	7.2		24.1					
Level of Service		A		C	A		C					
Approach Delay (s)		6.9			10.5			24.1			0.0	
Approach LOS		A			B			C			A	
<b>Intersection Summary</b>												
HCM Average Control Delay		9.5				HCM Level of Service		A				
HCM Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		48.1				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		40.4%				ICU Level of Service		A				
c Critical Lane Group												

# Appendix F

Miscellaneous



# Board to address Route 6 hazards

By JACK STEWARDSON

Standard-Times Staff writer

The selectmen plan to move ahead to establish a task force/advisory committee to look into traffic safety problems along Route 6.

The board last night adopted a suggestion by Selectman Steven J. Ouellette to set up a group of volunteers to research and advise the board on safety issues along the state highway, make suggestions to resolve any problems, project future impacts and seek grants to help address issues.

Mr. Ouellette suggested that the task force would be similar to one formed several years ago to look into problems along Route 88 after several traffic fatalities. It resulted in the state improving Route 88.

Mr. Ouellette suggested that representatives be appointed from the selectmen, Highway Department, Police Department and Fire Department, along with state Rep. Michael J. Rodrigues, D-Westport, and four at-large members who preferably have some experience in engineering or government research and communications. Those who are interested should notify the selectmen within the next two weeks.

Mr. Ouellette said that earlier this year, a traffic fatality occurred on Route 6 near the Fall River line when a car went out of control at a curve near White's Restaurant. Route 6 and Sanford Road, about a half mile from the recent fatality, has also habitually been the town's most dangerous intersection.

He said several side streets entering Route 6 from Davis Road to Forge Road also create a hazard.

He has been struck twice while driving along that section.

The board also decided to reactivate an ad hoc committee looking into police radio communication problems after meeting with John Gifford, the Police Department's executive officer. The committee was originally formed to suggest solutions to problems that have caused signal interference and dead spots in radio transmissions.

Mr. Gifford said one of the solutions the committee proposed, obtaining a new VHF frequency, is not possible at this time, and that the narrowing of VHF frequencies, which is planned by 2006, would alone require the department to replace most of its portable and mobile radio systems, at a cost of about \$25,000.

He suggested it might be wiser as a long-term solution for the town to look into switching to a UHF system, and the selectmen want a committee to look into its cost and advantages.

Members of the ad hoc committee included Mr. Gifford; acting Lt. Paul Holden; Jeffrey Majewski, the head of the police union; former Selectman James J. Long; and John Duncan Albert, a cable communications coordinator.

The board voted to ask Police Chief Michael R. Healy to give an update on an internal police investigation involving the arrest of Virginia Cabral, a 74-year-old grandmother who was arrested April 20 on a series of charges, including assault and battery on a police officer, when the police responded to a tenant complaint at a house owned by her grandson.

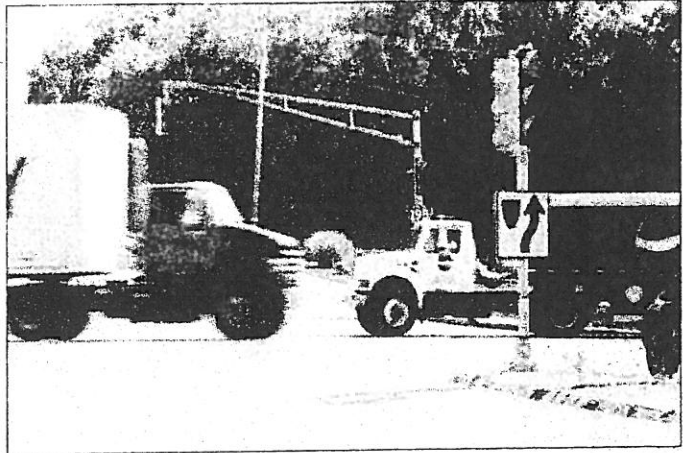


Photo by COLIN FURZE

At the intersection of Route 6 and Sanford Road in Westport Wednesday, two trucks seem dangerously close to each other. The recently appointed Route 6 Task Force is trying to make the road safer for motorists and pedestrians.

# Task Force puts itself in driver's seat

By DEBORAH ALLARD-  
BERNARDI  
Herald News Staff Reporter

WESTPORT — The recently appointed Route 6 Task Force Committee has already started work on making Route 6 safer for

control of his car and hit a vehicle coming in the opposite direction head-on.

"There have been 95 accidents from Jan. 1, 2000 until now," Ouellette said. He noted there are probably more, but the committee doesn't yet have police reports for

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*'When you hit Westport, there are two  
lanes and you just go.'*

— Steven Ouellette,  
task force chairman

---

**'When you hit Westport, there are two lanes and you just go.'**

— Steven Ouellette,  
task force chairman

drivers and pedestrians.

The committee — chaired by Steven Ouellette, a selectman and reserve police officer — held its first meeting Thursday at the Route 6 Police Sub-Station.

The committee is concerned about the number of accidents and fatalities that have occurred on Route 6, as well as the lack of sidewalks, speeding, faulty markings and crosswalks, faded signs, defective streetlights, congestion in certain areas and a host of other problems.

Ouellette, who lives off Route 6, is only too aware of the problems that impede safe driving there.

"We've had a lot of complaints," Ouellette said.

Just last week, the second fatality of the year occurred on Route 6.

On July 14, a 38-year-old man driving a motorcycle was killed in the area of the Route 6 and Elmwood Avenue intersection, after a drunk driver failed to yield.

An earlier fatality this year took place on a curve near White's of Westport. A driver heading toward Fall River lost

the past couple of months.

For Ouellette, making the busy Route 6 corridor safer has been a long-time goal. When running for selectman, Ouellette used the problems of Route 6 as part of his platform, telling residents he would work on several factors if elected.

"It was a concern all along," said Ouellette. "There are a lot of problems. It's getting a little crazy."

Ouellette said Fall River and Dartmouth have both addressed the problems of State Road on their sides, but Westport hasn't done a thing.

He said that coming from Fall River, there is only one lane and the speed limit is 25-mph, but that quickly changes.

"When you hit Westport, there are two lanes and you just go," Ouellette said.

State Rep. Michael Rodrigues, D-Westport, a member of the Task Force, will be communicating with highway officials expressing Westport's needs to address safety concerns, and will provide a status report on work in progress.

The Task Force is also seeking

► Turn to ROAD, Page A6

**From Page A1**

assistance from state officials and engineers to address speed limit concerns and to provide precautionary signs denoting pedestrian and bus stop hazards to motorists traveling the Route 6 corridor.

At Thursday's meeting, Norman Ouellette (not related to Ouellette) was elected vice chairman, and Westport Police Sgt. Keith Pelletier, was elected as clerk.

Others on the nine-member committee include: Brian Souza of the Fire Department, Shawn Pariseau of the Highway Department, and members at large, Kevin Rioux, James Coyne and Gerald Coutinho.

A date has not yet been set for the next meeting of the Route 6 Task Force Committee.

\*\*\*

*The Westport Route 6 Task Force Committee is planning to*

*address the following concerns, according to Chairman Steven Ouellette:*

Curve by White's Restaurant — Dangerous and lacks flashing light that was previously there. The sidewalk ends after the video store building. No walkway at all across from Old Bedford Road.

Intersection of Route 6 and Sanford Road — Very dangerous. Needs dedicated turn lanes. Route 6 crests at the intersection. Water leakage freezing on hill in the winter (across from Lafayette Bank entrance/exit on Sanford Road).

Intersection of Routes 6 and 177 — Needs sign and/or flashing light to avoid collisions.

Intersection of Route 6 and Davis Road — Cumberland Farms backs up onto Davis Road and/or Route 6. Dangerous/illegal U-turns occur at Route 6 and Davis Road when heading east.

Other concerns — Road

stretch should be designated "high density, pedestrian and bus stop area."

Bus stops in disrepair and lack bus information.

Add state law "stop for pedestrian" signs.

Lack of sidewalks.

Reduce speed limits, particularly between Davis Road and Center Street.

Need better markings and crosswalks at Post Office, State Road Package Store.

Entrance to Old Bedford Road (White's pedestrian crossing).

Zulmira Drive by Post Office congested. Cars go up Route 6 the wrong way to access 6 west by Rock Street.

Fix defective street lights.

Add street light at East Briggs Road and Route 6.

*Deborah Allard Bernardi may be reached at dbernardi@herald-news.com.*

**SOUTHCOAST TODAY**

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**Route 6 group seeks state input**By JACK STEWARDSON, *Standard-Times staff writer*

The town's newly formed Route 6 advisory task force is looking to get a state highway official to come to Westport soon to discuss issues and concerns involving safety along the busy traffic corridor.

"We'll be going over the deficiencies," said Selectman Steven J. Ouellette, chairman of the task force, which has invited state district highway supervisor Skip McCourt to come from Taunton to survey the corridor.

"We'll be looking to do an on-site with him," he said.

The committee, formed recently to address pedestrian and traffic safety issues, has already pinpointed a number of areas it hopes to address in the future.

Among them are the dangerous curve near White's of Westport, the scene of a traffic fatality earlier this year; the intersection of Route 6 and Sanford Road, which habitually has been the town's most accident-prone intersection; Routes 6 and 177 near the Dartmouth town line; and the intersection of Route 6 and Davis Road.

There are also a number of general concerns the committee believes should be addressed, including better signs, a lack of sidewalks, better crosswalk markings, new bus stop signs and more information on bus service.

Rep. Michael J. Rodrigues, D-Westport, who also serves on the committee, has already been in contact with state highway officials to express Westport's needs.

Mr. Ouellette noted that at one time a flashing yellow light warned motorists of the bad curve near White's and would like to see it put in service again. He also said a lane divider coming out of Fall River would reduce the traffic hazard.

According to the committee, the Sanford Road intersection would benefit from dedicated turning lanes. Route 6 also crests at the intersection of Sanford Road, and water often freezes on the hill in winter across from the Lafayette Bank entrance.

And Routes 6 and 177 would benefit from signs or flashing lights to avoid collisions, and something needs to be done to ensure that motorists wanting to head east do not make illegal U-turns at Route 6 and Davis Road.

Mr. Ouellette said he has contacted the town of Dartmouth's public safety office to see if a collaborative effort can be made to address common problems along their borders.

He also said there already has been some progress made addressing bus service concerns with Southeast Regional Transit Authority general manager Louis Pettine.

Mr. Ouellette said the transit authority is in the process of putting in new bus signs along Route 6 and will also have bus service schedules available at the Route 6 police substation.

He said SRTA has promised to put in a shelter when one becomes available to protect east-bound bus patrons at the Westport Plaza across from Greenwood Terrace. There is a shelter for Fall River-bound passengers but not for those heading to New Bedford.

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The committee held its initial meeting on July 11 and elected Mr. Ouellette as its chairman. Normand Ouellette, no relation, was elected vice chairman, and Sgt. Keith Pelletier was named clerk of the committee.

Anyone wishing to make suggestions may do so in writing to the Route 6 Task Force-Selectmen's office, 816 Main Road, Westport, MA, 02790.

## Daily Headlines

The Standard Times

This story appeared on Page A10 of The Standard-Times on July 31, 2002.



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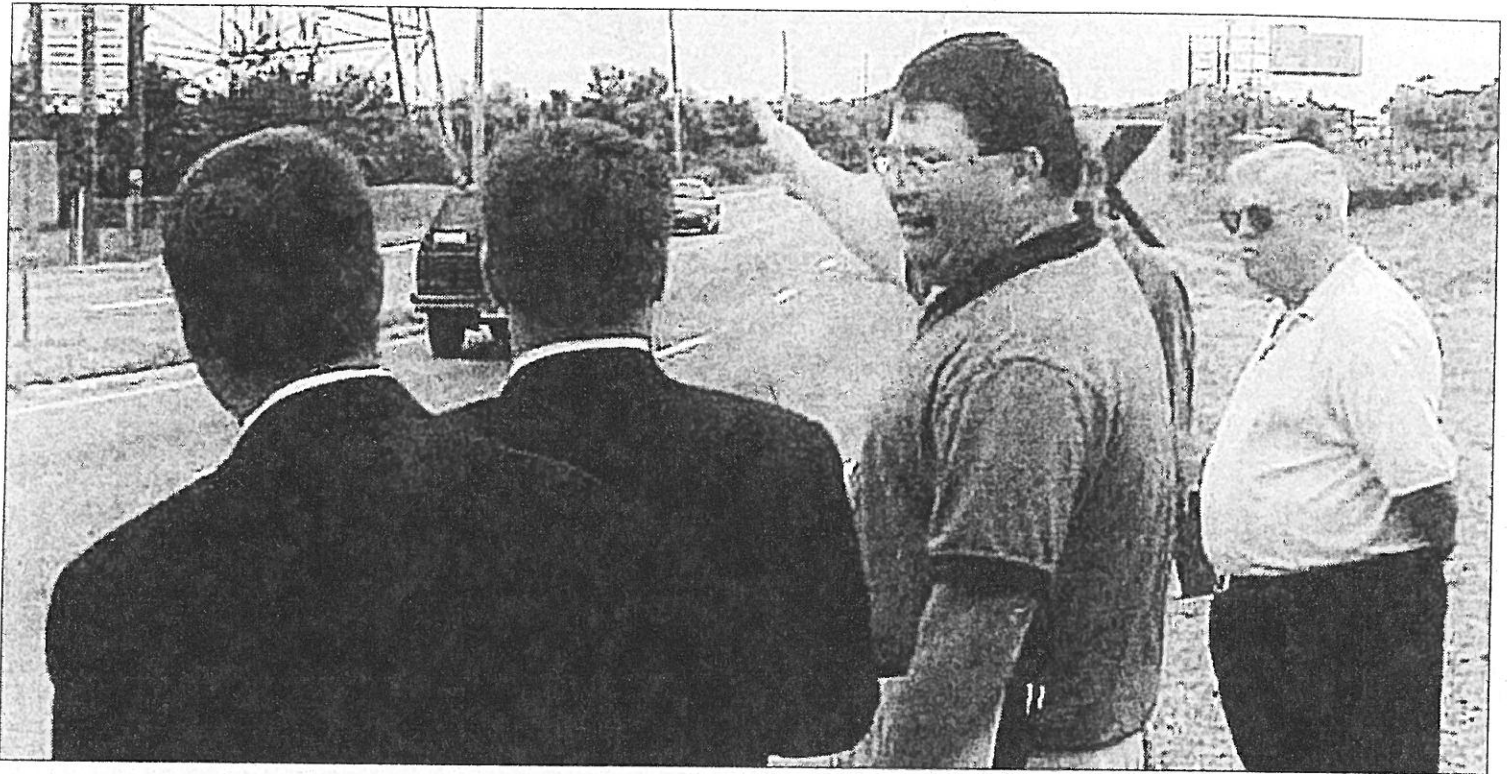
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Route 6 Advisory Task Force chairman Steven J. Ouellette and members of his committee brief state highway officials of some of the safety problems near a sharp curve in the state highway near White's of Westport.

# Officials tour Route 6 trouble spots

By JACK STEWARDSON

Standard-Times staff writer

Members of a committee looking into traffic safety problems along Route 6 in Westport gave state highway officials a tour last Friday of several locations along the busy state highway.

"We want to show them some of the problems," said Selectman Steven J. Ouellette, chairman of the Route 6 Advisory Task Force, which was created to look into ways to address safety concerns and other issues relating to the state highway.

The tour, which included Michael Carmichael, a design engineer with the state Highway Department, and Edward Feeney, from the department's traffic engineering office, made stops at White's of Westport, Sanford Road, Westport Plaza, and the Route 177-Beeden Road intersection with Route 6 near the Dartmouth town line.

The task force has already pinpointed a number of issues it feels need to be addressed by the town and state.

State Rep. Michael Rodrigues,

## WESTPORT

D-Westport, brought some good news when he said he was able to put \$250,000 into the state's transportation bond authorization that will provide funds necessary to redesign and reconstruct the Route 6-Sanford Road intersection.

The intersection has long been the most accident-prone in town and one of the worst in South-eastern Massachusetts, yet because of incomplete state data had not made the list of the 1,000 worst intersections.

James Hadfield, a highway planner from the Southeastern Regional Planning and Economic Development District, said figures show the intersection was the fourth worst in the region when it came to accidents, and said it is compounded because some 50 percent of those accidents result in injuries.

The committee has raised concerns for a need for dedicated turning lanes and a reduction in the Route 6 crest leading up to the intersection. There is also a

grade and drainage problem on the slope of Sanford Road that makes it ice over in winter.

Mr. Carmichael said local concerns would be addressed during the design phase of the project.

The committee members also posed several concerns about a sharp curve in the road as Route 6 passes White's of Westport, the scene of a traffic fatality earlier this year.

Mr. Ouellette on Friday noted recent traffic marks where one car went up on the end of a traffic island, and another spot where a vehicle a few weeks before had spun out of control and taken out a section of fence.

At one time there was a flashing light at the curve but it is no longer there. The divided highway ends at the Fall River line, where traffic abruptly drops from four lanes to two. There is also no

sidewalk on a section of the road.

The tour also stopped at Westport Plaza to address a need to reduce traffic speeds in the congested area and at the Route 177-Beeden Road intersection with Route 6 to discuss the need for flashing lights or other intersectional signals.

The committee also has apprised state officials of the concerns of Highland Avenue residents over the railroad bridge on their road, which neighbors say has contributed to three fatal accidents since 1981, including the death of a 17-year-old Dartmouth youth a few weeks ago.

The task force includes Mr. Ouellette, Normand Ouellette, the vice chairman, Rep. Rodrigues, Gerald Coutinho, Shawn Pariseau, James Coyne, Kevin Rioux, Brian Souza and Keith Pelletier.



THE RT. 6 Task Force Committee met with state officials to tour the roadway in Westport this past Friday. Shown here are some of those involved, from left Highway Department General

Foreman Shawn Pariseau, Edward Feeney and Mark Carmichael of MassHighway, Kevin Rioux, Norm Ouellette behind Gerald Coutinho at right. (Chronicle Photo by Bill Hall)

## State, local officials tour Rt. 6

### Cite safety issues

By BILL HALL

Editor

WESTPORT - The Rt. 6 Task Force Committee and representatives from the state toured the length of the roadway looking into safety issues.

The Rt. 6 Task Force Committee was appointed to look at the issues and seek solutions to the safety problems on the road. On Friday, five members met with three state officials.

Mark Carmichael, Project Design Engineer and Edward Feeney, Traffic Engineer of MassHighway and James Hadfield of the Southeast Regional Planning Economic Develop-

ment District (SRPEDD) went the length of Rt. 6 with the committee, led by Selectman Steven Ouellette.

Other committee members on hand included State Representative Michael Rodrigues, who organized the meeting, acting Police Chief John Gifford, filling in for Sgt. Keith Pelletier, General Foreman of the Highway Department Shawn Pariseau, Norman Ouellette, James Coyne, Gerald Coutinho, and Kevin Rioux.

The group started at White's Restaurant and proceeded to Sanford Road, onto Zulmiro Plaza, finishing up the Rt. 6 tour

at American Legion Highway. They then went to the Highland Avenue Bridge.

There were a number of suggestions at each of the sites, but no promises given.

At the area around White's, some of the suggestions were to lower speed limits at the curve, resurfacing that area, taking a look at the median island there and possibly bringing the curve in line so it is not so pronounced.

At Rt. 6 and Sanford Road, the number one location for accidents in town and number four in the region, Rep. Rodrigues noted that the Transportation Bond Bill included \$250,000 for work at

that spot.

Issues discussed included having dedicated turn lanes and curtailing the water running down the road creating ice problems in the winter.

The next stop was Zulmiro Plaza where Rt. 6 has another long straightaway which encourages some to speed, even though there are businesses and side street along the way.

As the group was meeting in front of the Plaza, a motorcyclist came by at an excessive rate of speed as did several motorists. The motorcyclist apparently lived in the area and Chief Gifford took leave from the group and paid the motorcyclist a visit.

"I told him that we had state officials, a state representative, a selectman all looking at safety and here you come down the road like that," said chief Gifford. "I told him that he was in his neighborhood acting like that."

Issues discussed included lowering speed limits.

At Rt. 6 and American Legion Highway, the group was met by Dartmouth Police Safety Officer Joseph Vieira.

The intersection at that location was in need of another Stop sign and it was suggested that an island could be placed in the in-

(Continued from page 1)

### Rt. 6 . . .

tersection with a sign.

Officer Vieira also pointed to another problem closer to the former entrance of Lincoln Park where drivers take a left across the median near China Belle, despite having difficult sight lines.

The group then went on the Highland Avenue bridge which was not an original stop, however, Selectman Ouellette asked if the state people would take a look at it.

Last Monday, residents of the area came before the Selectmen requesting something be done about the bridge, which has been used as a ramp by some motorists with disastrous results.

Mr. Carmichael noted that while the bridge was "structurally sound" it was "functionally obsolete" and said that they are in the process of looking at the bridge.

He pointed out that it might be possible to lower it and reduce the ramp-like affect of the road leading towards the bridge.

He added that it could take a year or two before actual work were to begin.

Mr. Carmichael was planning to take the information gathered and schedule a viewing at the various sites by other engineers.

(Please continue on page 8)



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**Officials tour Route 6 trouble spots**

By JACK STEWARDSON, Standard-Times staff writer

Members of a committee looking into traffic safety problems along Route 6 in Westport gave state highway officials a tour last Friday of several locations along the busy state highway.

"We want to show them some of the problems," said Selectman Steven J. Ouellette, chairman of the Route 6 Advisory Task Force, which was created to look into ways to address safety concerns and other issues relating to the state highway.

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Mr. Carmichael said local concerns would be addressed during the design phase of the project.

The committee members also posed several concerns about a sharp curve in the road as Route 6 passes White's of Westport, the scene of a traffic fatality earlier this year.

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The task force includes Mr. Ouellette, Normand Ouellette, the vice chairman, Rep. Rodrigues, Gerald Coutinho, Shawn Pariseau, James Coyne, Kevin Rioux, Brian Souza and Keith Pelletier.

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This story appeared on Page A5 of The Standard-Times on August 26, 2002.



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## Task force tackles Route 6

GREGORY BAPTISTA Special to the Herald News

January 05, 2003

**WESTPORT - The Route 6 Advisory Task Force met Friday to address some of the safety issues that plague motorists and pedestrians along Westport's stretch of the state highway. Certain key areas, such as the intersection of Route 6 and Route 177 and the crosswalk near the Westport Plaza, continue to see high accident rates.**

The problems along Route 6 were particularly apparent last month. "We've had some nasty accidents throughout December," said Brian Souza, a motorcycle officer and emergency medical technician. He noted recent rollovers and a fatality near the old Lincoln Park.

The task force reviewed and discussed a report from the Massachusetts Highway Department that was a follow-up to an on-site meeting conducted Aug. 23. On the issue of the Route 6/Route 177 intersection, the report stated that the Highway Department would "investigate improvements," possibly to happen in the next two to four years, and that "the whole intersection area should be studied and median closures should be considered."

Members of the task force, however, expressed more urgency. "My response will be that it is still a concern," said Steven J. Ouellette, a selectman and chairman of the task force. He noted that his letter to the Highway Department will stress the need for more immediate action.

Souza said the problem with the intersection comes primarily from the lack of a stop sign, which causes confusion for motorists unfamiliar with the area.

State Rep. Michael J. Rodrigues, D-Westport, suggested that Jersey barriers might be put in, and many task force members voiced agreement. He noted that more extensive changes cannot be made until the owners of the former Lincoln Park property decide how they will develop that land, but the barriers would be a suitable temporary measure.

The Highway Department's report called for "active speed enforcement" as a short-term remedy to problems surrounding Westport Plaza. One issue in this area is the pedestrian crosswalk, which uses a button-activated traffic signal. Police Sgt. Jeff Majewski noted that town motorists often fail to notice the light, even when red, because they are so accustomed to a steady green signal. Souza said that, consequently, pedestrians sometimes don't bother activating the signal because they know it may be ignored.

Task force members discussed installing raised rumble strips in the road or a separate traffic signal before the crosswalk light as possible ways to encourage motorists to slow down and be aware of pedestrians. Police Chief Keith Pelletier pointed out that any attempt at more active speed enforcement in the area would have to combine education in the town with consistent heightened enforcement, so townspeople would be well aware of speed regulations and of the consequences for violating them.

Another issue surrounding Westport Plaza involves access to the plaza's lot and the Post Office. The right-turn of Zulmiro Drive followed in quick succession by the Post Office lot entrance and two entrances for the plaza can cause confusion for motorists and can lead to accidents, according to task force member Kevin Rioux, who proposed a plan to rearrange the driveways. Rioux suggested eliminating direct access to the Post Office

from Route 6, having drivers instead access parking from Zulmiro Drive. That street would become an enforced no-parking zone. Rioux also suggested a drive-through area for motorists to drop mail in boxes without having to park.

Some task force members raised potential objections to the still-preliminary plan, but Rodriques said that while the particulars would have to be worked out over time, "the idea is good. I think we're on the right track." He suggested that the task force arrange a meeting with the postmaster to get his input. Rioux said he had contacted the postmaster and that he is open to discussion on the matter. Rodriques suggested that the Post Office should be asked to pay for whatever renovations are decided on.

The Highway Department's report encouraged the Town of Westport to work with Fall River to extend the city's bike path, currently under development near the Watuppa Ponds, through to White's restaurant in Westport. The task force will advise the selectmen to support such an extension.

Ouellete supported the bike path, but stated that he is concerned about safety for bikers and pedestrians along the curve near White's. He suggested that the task force urge the selectmen to re-install the yellow blinking light, which once stood in that area, along with signs warning motorists, if the bike path is extended.

Despite statewide budget cuts, the Highway Department is continuing with a project to redesign the intersection of Route 6 and Sanford Road. In the process, they plan to address groundwater problems on the south leg of the road.

The task force also briefly discussed obstructions, such as parked vehicles and signs and flags for businesses, which block the views of motorists and pedestrians coming onto Route 6 from side streets. Ouellette said he would ultimately like to see a six-foot unobstructed view at each side street, but the task force made no motions on the issue.

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**State has numerous road improvements under discussion**By JACK STEWARDSON, *Standard-Times staff writer*

WESTPORT -- The Massachusetts Highway Department will be focusing on traffic improvements at the dangerous Sanford Road-Route 6 intersection.

The state has informed the town's Route 6 Advisory Task Force it is awaiting the completion of a survey and basic plans for intersection changes and will then decide whether to choose a design consultant or design the project in house. No timetable has been set.

The state also plans to consider ways of addressing groundwater problems on the southern intersection of Sanford Road, which ices up in winter because of poor drainage.

Members of the advisory task force on Friday discussed an update sent from MassHighway's District 5 headquarters as a follow-up to an on-site inspection in August of several traffic areas along Route 6.

State Rep. Michael Rodrigues, D-Westport, last year was able to put \$250,000 in the state transportation bond bill for the redesign and reconstruction of the intersection, which has long been the most accident-prone in town and one of the worst in Southeastern Massachusetts.

The state has also indicated it may be able to incorporate improvements in the Route 6- Route 177 area near Lincoln Park in the Sanford Road project or as part of a future Route 6 resurfacing contract in another two to four years. MassHighway will consider putting in an island at the intersection of Beeden Road and Route 177 to channel traffic and reduce the open and confusing expanse of pavement.

Selectmen Steven J. Ouellette says that in the task force's next meeting they hope to sit down with Dartmouth officials to discuss needs there.

MassHighway is also strongly encouraging the town to work with the city of Fall River to extend a bike path terminus along Route 6 near White's. The state also plans to further investigate problems posed by a curve on Route 6 near White's that has been the scene of several serious accidents and suggested they may be addressed in the road resurfacing project in two to four years.

MassHighway said it has placed the Highland Avenue railroad bridge on its design list, but due to a low priority, the agency has suggested the town submit a request including issues of safety and accident history. The grade of the approach to the state-owned bridge has been the cause of several accidents, including a fatality last year. MassHighway said the town might also consider using Chapter 90 funds to improve the grade there.

It also suggested traffic problems at the Westport Plaza might be best addressed in the short term by active speed enforcement, but MassHighway will also look to implement improvements in conjunction with the Route 6 resurfacing project.

This story appeared on Page A11 of The Standard-Times on January 8, 2003.

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**OFFICIALS** are looking into the possibility of closing off this left hand turn on Rt. 6 at Lincoln Park, the site of several accidents including a recent fatality. (Chronicle Photo by Bill Hall)

## Rt. 6 advisory task force discusses safety options

By **BILL HALL**  
Editor

**WESTPORT** - The Rt. 6 Advisory Task Force held their second meeting at the police substation to discuss various options involving safety issues on State Road.

Chairman Steven Guellette and his committee were formed to look into the safety issues and advise the town and state officials regarding the locations which have had the most frequent problems.

The Task Force met with state highway officials in August and looked over the locations which have been the most trouble including the bend in the road at Whites Restaurant, the intersection of Sanford Road, Zulmiro Plaza and post office area and Rt. 6 and Rt. 177 going into Dartmouth. The group also went to the Highland Avenue railroad bridge which had been the site of a fatal accident.

Another spot which was discussed during the onsite tour in August, was the left hand turn at the stop sign at the former Lin-

coln Park. There was a fatal accident there three weeks ago. It was noted that State Rep. Michael Rodrigues and Dartmouth State Rep. John Quinn are looking into possibly closing off the island opening which allows the left hand turns there.

MassHighway is in the process of completing a survey regarding the intersection of Rt. 6 and Sanford Road which has been the leading spot for traffic accidents in Westport. Once the survey is complete a designer will be brought in.

Meanwhile, the water problems at the location are also being looked into. Highway Department general foreman Shawn Pariseau noted that the hill on Sanford Road has already been treated several times during the current winter. The steep grade of the road compounds the problem of water runoff since vehicles have difficulty on the combination of ice and hill.

The Highland Avenue bridge is on the list of those needing a new design. It was noted that it usually takes up to two years before

construction begins. An alternative could be to use Chapter 90 funds and have the town do the work on the approaches.

The curve at White's Restaurant is an issue that the officials felt was mostly speed related, but that reworking some of the road could improve the situation. That work is expected in the next two to four years.

The Westport Plaza area, including the post office was also on the agenda. It was noted that with Zulmiro Drive, the Post Office and two entrance-exits from the Plaza, there are four locations for possible accidents within several hundred feet.

Committee members Norm Guellette and Kevin Rioux presented a plan which they hope would alleviate some of the traffic safety problems. Mr. Rioux showed photos he had taken of vehicles parked on either side of Zulmiro Drive and using the Post office.

The plan he showed would increase the parking area around the post office and not allow

(Please continue on page 2)



**THE RT 6 ADVISORY Task Force met this past week at the police substation in Westport. Among those shown here at left is Gerald Coutinho, Chairman Steven Ouellette, Chief of Police Keith Pelletier, State Representative**

**Michael Rodrigues, and Highway Department General Foreman Shawn Pariseau. At the right in front is Norman Ouellette. Others present included Kevin Rioux and Sgt. Jeffrey Majewski. (Chronicle Photo by Bill Hall)**

## Rt. 6 task force discusses . . .

parking on Zulmiro Drive. Instead the area on the side of the post office could be used for mailboxes so motorists would not have to park when dropping off mail.

The committee would like to discuss the issue further with the postmaster.

Also discussed was the extension of the bike path. Fall River is currently looking at creating a path on the rail lines from

Plymouth Avenue to Rt. 6 near Whites. It was noted that the plans end there because there are currently no safeguards once bike riders get to that location.

Rep. Rodrigues noted that as it looks now the path would only be about a mile and would probably be used more by people on foot or fishing.

The group will also be involving Dartmouth in the discussion since some of the issues involve

both towns.

Committee members present last Friday included chairman Ouellette with Rep. Rodrigues, Mr. Pariseau, Norm Ouellette, Mr. Rioux, Gerald Coutinho, Police Chief Keith Pelletier, and officer Brian Souza. Added to the committee was Sgt. Jeffrey Majewski who has been involved in the traffic safety issues in town.

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Executive Administrator  
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March 27, 2003

MassHighway  
District 5 Office  
1000 County Street  
Taunton, MA 02780

Attention: Bernard J. McCourt

Dear Mr. McCourt:

As you know, over the recent years, there have been many minor, and several serious, crashes, including in December of 2002, a fatality, at the Route 6 (State Road) and Route 177 off ramp intersection. Traffic on Route 6 between Westport and New Bedford has risen substantially over the last decade with little or no redesign or improvements made to the road layout. With several median cuts located in close proximity to this area, both in Dartmouth and in Westport, the median cut in this area of Route 6 is unnecessary and is only an invitation for another potentially serious accident to happen.

The Dartmouth Select Board respectfully requests that the median cut-out in the location of Route 6 and the Route 177 off ramp (the former Lincoln Park area cut-out) be closed as soon as possible for the safety of motorists traveling in this area. We also request that the off-ramp to Route 177 be re-designed and narrowed to allow only one vehicle in the lane, and not two.

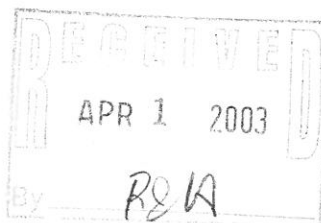
If you have any questions, please call my office.

Respectfully,

Michael J. Gagné  
Executive Administrator

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cc: Rep. John F. Quinn  
Sen. Mark Montigny  
Westport Board of Selectmen  
✓ SRPEDD





# Changes considered for Route 6

By CURT BROWN

Standard-Times staff writer

Town officials know parts of Route 6 are a hazard and are taking the initiative to make the road safer.

They are considering closing a median cut-out near the old Lincoln Park property — the scene of a fatal crash last year — to making sweeping design changes.

Those ideas sit well with Susan Fineberg, whose father, Floyd Fineberg, was killed Dec. 11 trying to cross Route 6 at the intersection of Route 177. The 59-year-old man's car was broadsided by a pickup truck traveling east on Route 6.

Ms. Fineberg, who wants the cut-out closed, said recently she is encouraged state and local officials are doing something.

"Even though it is too late for my father to benefit from a safer roadway, other people can make it to and from where they need to go much safer," she said in a letter to The Standard-Times.

"And as I said before, if that could happen then my father didn't just die in vain. He made something positive happen from something so awful."

Michael J. Gagne, executive administrator, said the town wants the cut-out closed as soon as possible. He doesn't want to wait for it to be done as part of the anticipated development of the Lincoln Park property.

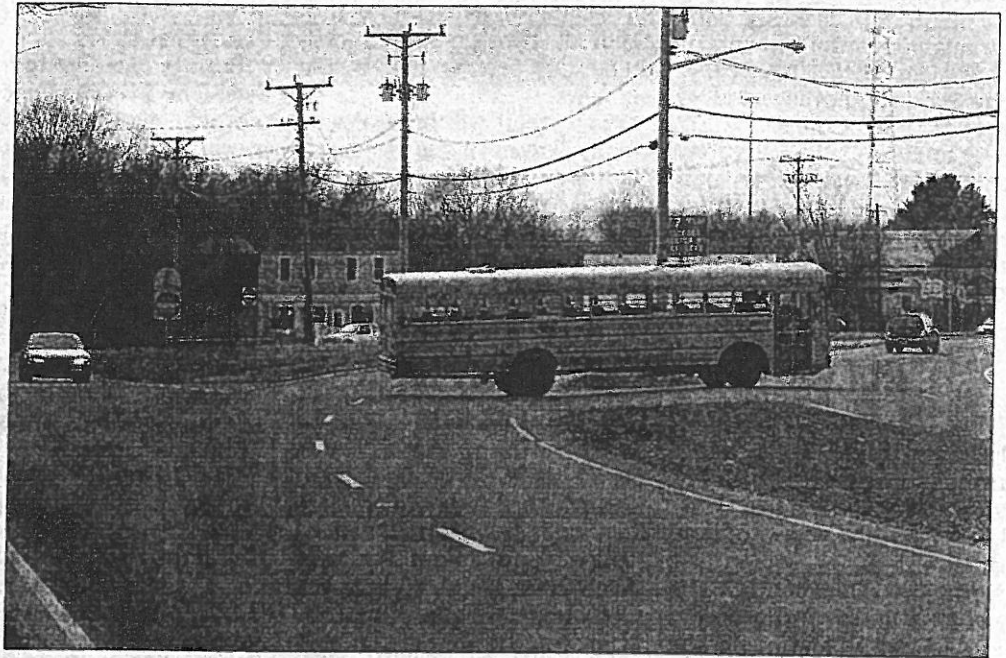
Developers purchased the former amusement park last year, but are yet to announce their plans.

State Reps. John F. Quinn, D-New Bedford, and Michael J. Rodrigues, D-Westport, wrote MassHighway in January, requesting a Jersey barrier be put in place there to close it temporarily until other solutions could be examined.

Closing the cut-out is typical of the many safety improvements state and local officials are suggesting for Route 6.

Mr. Gagne said Dartmouth and Westport considered combining their state road aid to fund design improvements for Route 6, but realized that wasn't enough.

That gave rise to the decision last week by Dartmouth selectmen to appeal directly to



MIKE VALERI/The Standard-Times

Looking west on Route 6 near the Lincoln Park property, the cut-out where this bus is turning was the site of the accident that killed Floyd Fineberg in December. Town officials in both Dartmouth and Westport, looking to increase safety on the road, are looking to make design changes to the road.

the federal government for help.

New Bedford and Westport are supporting the effort as well, according to Mr. Gagne.

Westport Selectman Steven Ouellette said his town's top concern is the intersection of Sanford Road and Route 6, recently ranked as the ninth-most dangerous in the area by the regional planning agency.

Southeastern Regional Planning and Economic Development District is working with Dartmouth and Westport on an accident study of Route 6.

Mr. Ouellette, who is chairman of the Westport Selectmen, said they want to reduce the number of cut-outs on Route 6, improve the visibility and review the speed limit. In some residential areas, the speed limit is 55 mph, he said.

He is also supportive of appealing to the federal government, especially in light of the

state's fiscal problems.

"Anyway we can get it (funding), to get the job done," he said. "At least we're not sitting back on our hands."

Mr. Gagne said Dartmouth has received federal funds in the past for repairs to the Padanaram and Little River bridges, and he feels a regional approach might just be what it takes to win federal approval.

He said an analysis of Route 6, which would include the cost, the nature and prioritizing of the improvements, needs to be done.

The section of Route 6 under review is from the Fall River line to Fairhaven, but Mr. Gagne said this could easily "mushroom" to include many other towns on the Route 6 corridor.

"I don't know a community that is happy with safety issues relating to Route 6," he said.





AN ILLUSTRATION of one of the alternatives to the traffic issue at Rt. 177 and Rt. 6 is shown here. It shows a plan for an intersection with traffic lights at what is now a merge. (Chronicle Photo by Bill Hall)

## Committee likes SRPEDD Rt. 6 plan

By BILL HALL  
Editor

WESTPORT - The Rt. 6 Task force Committee heard from a representative of the Southeastern Regional Planning and Economic Development District regarding possible alternatives for Rt. 6 hot spots.

James Hadfield presented the plans during a regular meeting of the committee held last Thursday at White's.

The committee, chaired by Westport Selectman Steven Ouellette, was put together last year to look into the major trouble spots along Rt. 6 in Westport.

One of those hot spots, Rt. 6

and Sanford Road, is undergoing a study.

Another dangerous area where Rt. 177 meets Rt. 6 at the former Lincoln Park, received some special attention at last Thursday's meeting. Dartmouth officials are also interested in that area and Executive Administrator Michael Gagne along with Police Captain Thomas Soares, were present to represent the town.

Mr. Hadfield showed three alternatives for the Rt. 177-Rt. 6 merge which has been the scene of a number of accidents, including a fatality this past year.

The problem has been the

STOP sign at the former entrance to Lincoln Park and the break in the Rt. 6 island allowing drivers to take a left hand turn there.

Drivers can misjudge the speed of the traffic coming either east (towards Dartmouth) or west bound. The merge there becomes difficult.

Mr. Hadfield showed the committee three plans. One would close off the island to a left hand turn and would allow the left further east where the driver could go in a designated lane to make the left hand turn and instead of making a U-turn, a jug handle setup would be on the other side allowing the driver to merge with the traffic.

A second alternative would take some of the Lincoln Park property, which may end up being housing, and create an intersection further east with traffic lights.

The third plan, which the committee liked the most, would create an intersection near the current merge. Instead of running parallel with the traffic, the intersection would go straight on an at-grade traffic lights and dedicated turn lanes.

It was noted that these plans are on paper and would have to be reviewed by MassHighway and would be subject to funding. Mr. Gagne pointed out that there may be money around on the state or federal level where the Town of Dartmouth has been successful in getting funding for bridge and road work.

Since the effort would be emphasizing safety, the funding might be found.

The committee will make an effort to arrive at an estimated cost.

## State has numerous road improvements under discussion

By JACK STEWARDSON, *Standard-Times* staff writer

WESTPORT -- The Massachusetts Highway Department will be focusing on traffic improvements at the dangerous Sanford Road-Route 6 intersection.

The state has informed the town's Route 6 Advisory Task Force it is awaiting the completion of a survey and basic plans for intersection changes and will then decide whether to choose a design consultant or design the project in house. No timetable has been set.

The state also plans to consider ways of addressing groundwater problems on the southern intersection of Sanford Road, which ices up in winter because of poor drainage.

Members of the advisory task force on Friday discussed an update sent from MassHighway's District 5 headquarters as a follow-up to an on-site inspection in August of several traffic areas along Route 6.

State Rep. Michael Rodrigues, D-Westport, last year was able to put \$250,000 in the state transportation bond bill for the redesign and reconstruction of the intersection, which has long been the most accident-prone in town and one of the worst in Southeastern Massachusetts.

The state has also indicated it may be able to incorporate improvements in the Route 6- Route 177 area near Lincoln Park in the Sanford Road project or as part of a future Route 6 resurfacing contract in another two to four years. MassHighway will consider putting in an island at the intersection of Beeden Road and Route 177 to channel traffic and reduce the open and confusing expanse of pavement.

Selectmen Steven J. Ouellette says that in the task force's next meeting they hope to sit down with Dartmouth officials to discuss needs there.

MassHighway is also strongly encouraging the town to work with the city of Fall River to extend a bike path terminus along Route 6 near White's. The state also plans to further investigate problems posed by a curve on Route 6 near White's that has been the scene of several serious accidents and suggested they may be addressed in the road resurfacing project in two to four years.

MassHighway said it has placed the Highland Avenue railroad bridge on its design list, but due to a low priority, the agency has suggested the town submit a request including issues of safety and accident history. The grade of the approach to the state-owned bridge has been the cause of several accidents, including a fatality last year. MassHighway said the town might also consider using Chapter 90 funds to improve the grade there.

It also suggested traffic problems at the Westport Plaza might be best addressed in the short term by active speed enforcement, but MassHighway will also look to implement improvements in conjunction with the Route 6 resurfacing project.

This story appeared on Page A11 of The Standard-Times on January 8, 2003.



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## **Board aims to improve Route 6**

**Votes to seek federal funding, close Lincoln Park median cut**

*By CURT BROWN, Standard-Times staff writer*

DARTMOUTH -- Dartmouth officials passed several measures last night aimed at making Route 6 safer.

At the request of Michael J. Gagne, executive administrator, the Select Board decided to appeal directly to federal officials for funding to make much-needed design improvements to Route 6.

"Traffic is not getting any better on Route 6," he said, adding he will notify New Bedford and Westport officials of Dartmouth's action.

The Select Board approved sending letters to U.S. Sens. John F. Kerry and Edward M. Kennedy and U.S. Rep. Barney Frank, asking them to support its proposal.

The town also decided to write letters to MassHighway, the Southeastern Regional Planning and Economic Development District, state Sen. Mark C.W. Montigny and state Rep. John F. Quinn, expressing its support for closing a median cut on Route 6 near the former Lincoln Park.

The intersection of Routes 6 and 177, as it is called, was the site of a fatal accident late last year.

Floyd Fineberg, 59, was killed on Dec. 11 as he attempted to cross Route 6 to get to the westbound side of the highway. His car was struck broadside by a pickup truck traveling east on Route 6.

Dartmouth Officer Joseph Vieira recommended closing the median cut in a letter to the Select Board.

"The intersection of Route 177 and Route 6 was needed when Lincoln Park was in operation. It allowed a second exit onto Route 6 for vehicles and buses traveling west on Route 6 to Fall River," Officer Vieira wrote in his letter.

"Lincoln Park has been closed since 1987 and the need for this median cut out no longer exists. The median cut is located close to several other median cut outs in both Dartmouth and Westport," he wrote.

"I do not believe that closing this median would adversely affect any local business or motorists traveling on this stretch of Route 6," he wrote.

This story appeared on Page A9 of The Standard-Times on March 25, 2003.



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The Herald News, Monday, September 29, 2003

## **WESTPORT**

Wednesday: Zoning Board of Appeals,  
7 p.m., Town Hall; Cable Advisory  
Committee, 7 p.m., Town Hall Annex.

Thursday: Route 6 Advisory Task  
Force, 6:30 p.m., White's of Westport.



# Updates eyed for 3 intersections

## SRPEDD makes recommendations

By SARAH MARTINEAU  
Standard-Times staff writer

WESTPORT — A regional planning agency unveiled new traffic designs last week aimed at improving safety at three historically dangerous areas on Route 6.

The Southeastern Regional Planning and Economic Development District suggested extending medians, creating left-turn lanes and installing new traffic

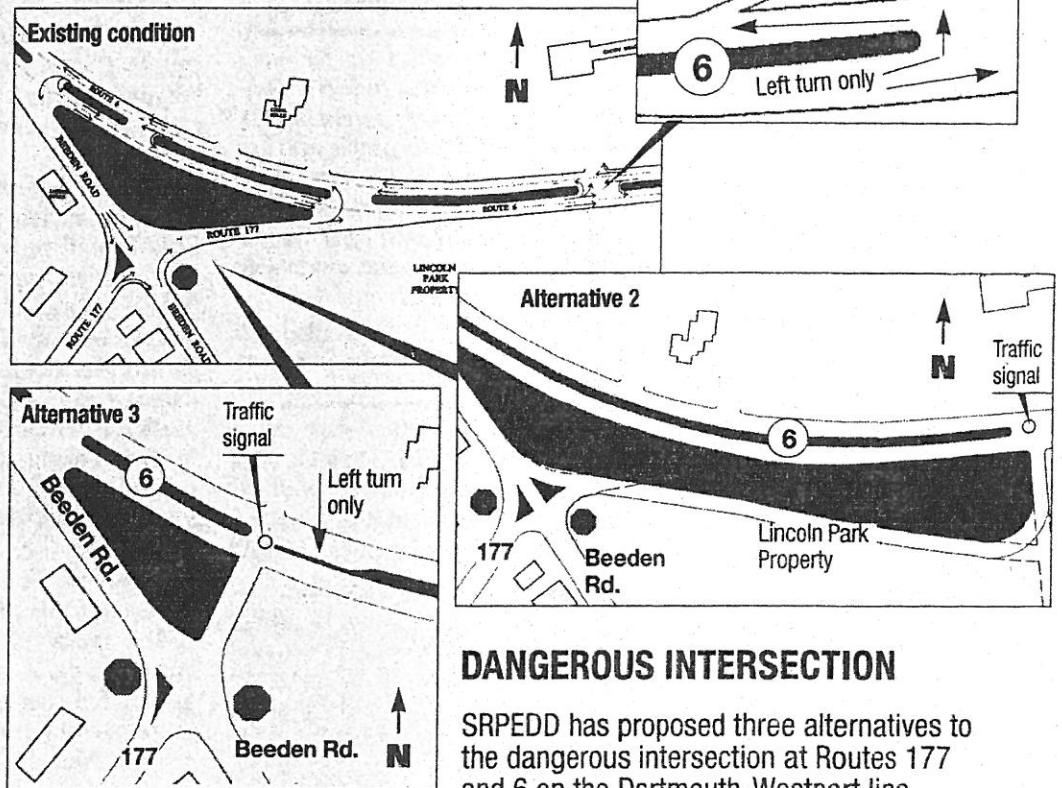
lights to improve safety for the areas, which have hosted a total of 130 accidents since 1999, according to SRPEDD data.

While public officials from both Dartmouth and Westport have responded well to intersection redesigns at Sanford Road and Route 6, Route 177 and Route 6, and the curve in front of White's Restaurant near the Westport-Fall River line, they are concerned about the lack of funding to take further action.

Only one of the intersections — Sanford Road and Route 6 — has existing funds for traffic improvement, with \$200,000-\$300,000 earmarked for a new traffic light system.

Currently, there is no left-turn arrow and no left-turn lane, two factors that have contributed to accidents at the intersection, said Jim Hadfield, SRPEDD's director

### ROUTE 177 AND ROUTE 6



### DANGEROUS INTERSECTION

SRPEDD has proposed three alternatives to the dangerous intersection at Routes 177 and 6 on the Dartmouth-Westport line.

SOURCE: Southeastern Regional Planning and Economic Development District

of highway planning.

Vehicles making left turns from Route 6 onto Sanford Road account for 23 of the area's 60 crashes over the past three years, according to SRPEDD data.

The agency studied not only the three focus intersections but the span of Route 6 from the Fall River-Westport line to Dartmouth's Reed

Road and made minor suggestions to improve traffic safety.

The agency will provide both Dartmouth and Westport with a full report of traffic analysis in the coming weeks, Westport selectmen Chairman Steven Ouellette said.

Implementing any safety measures on Route 6 will take selectmen approval and

money from the Massachusetts Highway Department, which maintains the road, Mr. Ouellette said.

Some of the improvements would cost little and improve safety greatly, like deer crossing and sharp curve signs, along with road markings on medians, he said.

"That's not a major expense," he said.

