WALK BIKE RUN WALK BIKE RUN

MATTAPOISETT

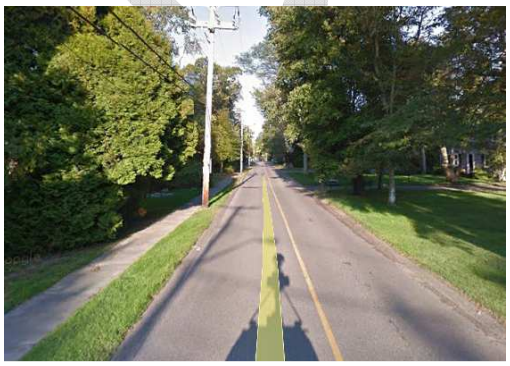
DRAFT

Municipal

Bicycle and Pedestrian Plan

"Collector" roads

Village Roads & Sidewalks **Roadside Paths** ROUTE 6 BIKEPATH



A Municipal Bicycle and Pedestrian Plan

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A Municipal Bicycle and Pedestrian Plan

INTRODUCTION

Purpose

In December 2014 the Mattapoisett Board of Selectmen asked the Mattapoisett Bike Path Committee to develop a municipal bicycle and pedestrian plan. The purpose of the plan is to identify and prioritize improvements to the biking and pedestrian experience, including available biking and walking networks, along public ways and off-road trails. The plan could be part of a certification process that could lead to eligibility for state Complete Streets funding.

Currently public roads, sidewalks and pathways serve residents for biking and walking. Appropriate uses as well as improvements must be addressed in the context of shared roads, environmental sustainability, and municipal budgets. Additionally, before setting out a program of change, we should be very clear about what we want to preserve, as well as what we want to change or improve. Our roads, pathways and the areas they access are an important aspect of our town's unique qualities.

Participants

All Mattapoisett residents and users of roads are invited to participate. Regarding the people who use roads and paths, the widest possible definition of users should be considered: For bikers and pedestrians, users are not just the hale and hearty recreational riders, joggers and walkers, but also commuters, children, families, as well as seniors, parents with infants in strollers, people with disabilities, with mobility impairments, in wheelchairs or with walkers. All should all be included. Not only users, but also abutting property owners and businesses, as well a vehicle drivers should be given opportunity to weigh in on the discussion.

Background

Road networks and public ways are central elements of any town. Since before the Mattapoisett's incorporation people have been walking on the town's scenic roads and wooded trails for work, pleasure and daily life activities. Some of our oldest roads started out as pathways travelled frequently by Native Americans. Once the original paths became roads between settlements and the local economy expanded beyond farming, fishing and boat building, roads were improved, the population grew and new roads were built to allow development of new residences and workplaces.

Today, many of our oldest roads have become our busiest roads, carrying thousands of "vehicular trips per day." Laid out and constructed at a time when few people travelled far or fast in private vehicles, these roads were intended to be shared by all people who have a right to use them. With only a few exceptions, sidewalks that separate users from vehicles exist only in the dense Village neighborhood or along State Highway Route 6.

The old roads and newer ones are our lifeline, connecting us to our neighbors, our work, our daily activities. These roads are familiar and help define the character of our town. Patterns of use though, have incrementally obliged many people to abandon walking or riding along some of them.

In the past, walking especially, was exercise everyone engaged in to visit neighbors, to get to the water or to their fields, to go to the store or church. When a regional train and then trolley service were established, people walked or rode bikes to the regular stops. Later, a great deal of walking and bicycling for the purposes of daily errands and visits stopped because cars became affordable and the trolley was dismantled. People began to work further from their homes which made "walk ability" a less important part of how they evaluated their neighborhood. "Active transportation" further declined as local groceries, pharmacies and hardware stores moved out of town. Single car families became two, three and four car families. Now, the speed, size and numbers of vehicles on the roads make many people feel too vulnerable to walk along some of our historically "narrow" ways.

Why a Bike Ped Plan?

For some time now, our state and national governments have been encouraging people to both get more exercise and to reduce their dependence on cars in order to stay healthier and reduce impacts of maintaining a car-centric transportation system. They are encouraging communities such as ours to look at our infrastructure and see what we can do to create the conditions that make walking and biking are easy to incorporate in a daily routine.

Pedestrians and bicyclists are on the road not only for exercise and recreation. Many walk, use wheelchairs or ride bikes because they don't own, cannot use, or prefer not to use a car. In the future, with some targeted improvements, it's possible more people will choose to walk or ride and gain the benefits of "active transportation". As a Town, we owe everyone - whether they bike and walk for pleasure or necessity- the best experience possible, so they have a reasonable choice about how they go.

Among specific issues to address:

- Infrastructure improvements: Where people feel vulnerable riding and walking on roads due to vehicle speed, traffic volume, sightlines, What improvements we can make?
- Best practices for sharing the road: Are there things we can do to stimulate greater observance of best practices?
- Our natural resource areas: can there be improved access for walking and hiking
- Our business district: Can the pedestrian and biking experience be improved?

What's in the Bike Ped Plan

The Municipal Bicycle and Pedestrian plan incorporates the following elements

A. Review of the infrastructure in place,
B. Assessment of information gathered from the people through public forums and surveys.
C. Summary of widely recognized problems and goals
D. Descriptions of opportunities for improving the conditions
E. Priorities.

REVIEW OF INFRASTRUCTURE IN PLACE

Overview

The form of Mattapoisett's transportation network is derived from both water and land. Roads were originally laid out on highlands to the greatest extent possible. Typically roads and paths avoided wetlands and converged at bridges. Over the years as the town grew and new roads were desired but a continuous highland route did not exist, low areas were filled in. Sometimes culverts would be installed to minimize adverse impacts of disturbing water flow. Sometimes surface water flow was permanently altered by the road, changing the surrounding landscape.

Also over the years the character of roads changed. Steep sections and curves may have been modified to allow for a more a more consistent and safer road as traffic volume and/or vehicle speeds increased. They also changed to make these basic structures of daily life less susceptible to wash outs or other damage.

Because our landscape is characterized to a great extent by a "ragged" coastline and wetlands that surround "upland", our rural road system has a very limited "network." Rather our system looks more like a spine (Route 6) with spur roads heading off to the North to wrap around extensive wetlands or off to the South and East over "fingers" of uplands closer to the coast. At the ends of the southern "spurs" beach communities with a small network of lanes have been developed. North Street, one of our oldest roads, is also a "spine" with spurs of residential streets sprouting from it.

Roads

In the road classification system developed by state and federal highway administrators, roads are inventoried according to Type: Interstate, Artery, Major Collector, Minor Collector, Local. The classifications describe the destinations and connections for primarily vehicular traffic flow* . TABLE 1 lists roads in Mattapoisett according to the first four typologies. In many cases the roads are bounded by wetlands.

> *Interstate*: Controlled Access roads that facilitate traffic flow between states and regions of states
> *Arteries*: High traffic roads that facilitate traffic flow between towns and regions or districts
> *Major Collectors:* High traffic roads facilitate traffic flow to interstates and arteries
> *Minor Collectors:* moderate traffic roads that facilitate traffic flow from local roads to arteries
> *Local roads:* All other roads

* The recently developed "Complete Streets" program is a federal and State initiative aimed at increasing the attention given by transportation engineers to pedestrians and bicycles in this hierarchy of traffic flow.

TABLE 1

Artery	Route 6	
Major Collectors	North Street	
	"Old Route 6": Marion Road/Beacon Street/Water Street/Main Street	
Minor Collector	Brandt Island Road, Mattapoisett Neck road, River Road, Acushnet Road, Park Street, Prospect Street, Angelica Road, Aucoot Road, Hollywoods Road, Industrial Drive	
Local Roads	All other Public Ways: Local roads comprise the vast majority of roads in Town and vary in width, the density of abutting subdivision and development, and whether they are paved or gravel, public or private, or built to acceptable municipal standards. At various times in Mattapoisett's past, private roads that varied from published public way standards were accepted as public ways. Actual road widths within a documented road layout vary widely.	
	Private Roads	Not included in this study*
	Shared driveways	Not included in this study
	Paper streets	Historically documented streets which have not been developed and are not included in this study or are included in the section on walking paths.
** Bay Club Road is a private road that acts as a minor collector road for that development.*		

Off Road Multi-Use Path (Bike Path)
In 2009 the Town, with funding from State and federal resources, developed one mile of former railroad right of way into a paved multi-use path. Known as "Phase 1A " or the bike path, the trail starts at the Fairhaven town line and extends to Mattapoisett Neck Road, crossing Brandt Island Road. A future segment Phase 1B is planned to connect the existing segment to Mattapoisett Center. Subsequently it is hoped that Phase 2 will connect Mattapoisett Center to the Town of Marion. The vast majority of the facility will run on town-owned rail road right of way.

First proposed on 1995, the Mattapoisett Rail Trail is part of the regional South Coast Bikeway. It is, as the old railway was once, a supplemental "spine" of alternative transportation connecting towns that grew up along Buzzards Bay. Having this supplemental car-free resource is important to the town because, as described above, we do not have a good **network** of low traffic roads. Having a continuous multi-use trail has been and continues to be an important part of the Town's plan for encouraging active transportation and allowing for low cost recreation.

Some portions of the undeveloped right of way are currently useable, some segments are now discontinuous and rarely used so that trees have grown up or wetlands formed making them unusable. Maintenance of the right of way will make future development easier. Also, practical routes to restore continuity need to be identified in order for a future of a car-free biking, walking and running between neighborhoods, business districts and towns to be feasible.

Currently parking adjacent to the bike path is limited. Due to the numbers of people who enjoy walking on the paved section, and due to the numbers of people who transport their bikes to the bike path, additional parking near a "trail head" is desired. Parked cars on cross roads directly adjacent to the path block sight lines between cars and crossing bicycles and are considered a safety hazard

Sidewalks

Village Sidewalks

According to a 1903 highway plan Mattapoisett began a program of sidewalk installation in the Village area after 1903. Through the century new sidewalks were added. Many of the sidewalks have been unimproved since their installation. Some have been resurfaced. Others have been rebuilt to modern standards as part of a ongoing road reconstruction plan. In several areas sidewalks are uneven due to the growth of tree routes , "heaving" caused by freeze thaw cycles, and poor repairs after construction projects. In some unreconstructed areas the curbs are low, inclined, or non-existent, with roads "bleeding" into the pedestrian zone. In some of these areas parked cars frequently occupy sidewalk space, especially (North Street, Water Street, Main Street)

Route 6 Sidewalks

Until reconstruction of Route 6 sidewalks existed mainly in the main business district. When Route 6 was rebuilt in the late 1970's a concrete sidewalk was installed along the Northern side of the less densely developed sections. Installation of sidewalks planned for on the South Side was left to the town to complete on its own schedule. A beaten path on the south side of Route 6 indicate residents walk and ride in the Road layout despite there being no formal sidewalk. Residences, residential developments and businesses have grown up on both sides of Route 6 since reconstruction giving those people who live on the side with the sidewalk a distinct advantage to those on the other side - at least with regard to the safest separation from traffic, which travels at speeds of 45 and 50 miles and hour or faster. The sidewalk has street signs, telephone poles and mailboxes embedded in it. A major concern for bicyclists is the high granite curb minimal shoulder. with its numerous obstacles and curb-cuts it is a poor facility for people in wheelchairs or motorized accessibility devices.

In the central business district on Route 6 (North Street to Railroad Avenue) there are sidewalks on both north and south sides. In general, the Business District can be characterized as "unfriendly " to pedestrians and bicyclists. Route 6 in the Central Business District is three lanes wide with a central turning lane available to both east and

west bound traffic. Curb cuts dominate the street edge, and parking lots seem to bleed into the pedestrian zone, which is frequently occupied by a variety of traffic signs and utility poles. Presumably the arrangement reflects the parking and building configurations extant at the time, of construction as well as negotiations between the State and abutters that determined the final road width and property boundaries. The lack of clarity persists between pedestrian and vehicular zones, and bicycles are an enormous complication in this mix. The intersection of Barstow Street is especially problematic, but also Upland Way.

Sidewalks Outside the Village

In the past sidewalks were installed in areas east and north of the village: specifically on the South side of Beacon Street, north west side of Old Marion Road. These were built before Route 6 was re routed along the section also called County Road. Those sidewalks have enjoyed various levels of maintenance and are now discontinuous. Beacon Street is a narrow street with poor sightlines. In one area of Beacon Street the sidewalk is indistinguishable from the Road. Other sidewalks outside of the village occur along North Street, Main Street and Acushnet Road North of Route 6. Main Street and Acushnet Road sidewalks are in various states of maintenance. North Street sidewalk was recently upgraded.

Shared use Roads

The vast majority of Mattapoisett's local and collector roads lack sidewalks, making them by default "shared use roads".

- **Local roads**

  People walk and ride bicycles in the road on low-speed local roads, frequently timing their use of the road to avoid higher traffic volumes, but not always. In some of the more popular scenic roads like Ned's Point Road large numbers of walkers, bicyclists and vehicles share the road without incident. Ned's Point Road, like the vast majority of local roads, is less than 20 feet wide is not marked for lanes or shoulders and has a speed limit of 25 miles per hour .

  Pedestrian complaints are associated with the minority of vehicles who do not adjust speed to the presence of pedestrians or bicycles.

  Driver complaints are for pedestrians who don't walk facing the traffic and walk two, three and more abreast. Also, bicyclists riding against the traffic and bicyclists two or more abreast are cause of motorist complaints.

- **Minor Collectors: *Brandt Island, Mattapoisett Neck, River Road, Acushnet Road, Park Street, Prospect Street, Angelica Road, Aucoot Road, Hollywoods Road, Industrial Drive***

  All Minor Collector Roads lack sidewalks. These roads have mail service and mailboxes are aligned with the road edge. Pedestrian and bicycle traffic is usually less dense or

voluminous than, for example Ned's Point, but these roads are wider, have striped lanes and higher vehicular speeds of 35 mph and 40 mph are common.

These are the roads where bicyclists and pedestrians feel vulnerable. Complaints of the "vulnerable road users" include the road narrowness, lack of shoulder, uneven shoulder and poor sightlines combined with vehicles going "too fast". Many people would like to see 1) slower speed limits or 2) greater enforcement or 3)some "traffic calming infrastructure"

Complaints of the Vehicle drivers include 1) pedestrians who don't walk against on-coming traffic, 2) pedestrian groups who walk two, three or more abroad with no accommodation to vehicles (or apparent awareness that the vehicles have limited sightlines around corners), and 3)bicyclists who ride against traffic , don't stop at intersections, and generally don't use the rules of the road.

- **Major Collectors: *North Street and "Old Route 6"-*** *(Main Street-Water Street- Beacon Street-Old Marion Corridor)*

  On North Street north of interstate 195 there are no sidewalks. Lanes are approximately 12 feet wide and shoulders vary from 6" - 0." South of 195 sidewalks exist on one side of the road. The entire length of North Street from Route 6 to the Rochester town line is a busy thoroughfare at any time of day, but especially during the morning and evening commute. The road has double yellow centerlines and fog lines. It is typically very straight, has which means good sightlines, but also higher typical vehicle speeds. As the route to the highway from Rochester and Route 6, it supports high traffic volumes especially during commuting hours. Mail boxes and Utility poles line the road edge.

  Bicyclists and pedestrians feel very vulnerable along this road and seek alternate routes from areas south of Route 6 to areas north of Route 195. For residents living on North Street north of Route 195, no alternatives to riding or walking on North Street exist for substantial distance riding or walking. Only short walks on local residential "spurs" or neighborhood lanes are possible without driving to an alternate start point.

  South of Route 6 There are two streets that are incorporated in the "village" but which that have significantly more traffic than any other village street. These are North street and "Old Route 6" (the continuum roads that historically connected the harbor to all surrounding communities: Main Street-Water Street- Beacon Street-Old Marion Road. Posted speeds are low due to the density of housing, but the flow of traffic is high due to the location of popular municipal destinations: Town Hall, Center School, three churches, municipal wharf and state boat ramp, Town Beach, Veterans Park & Ned's Point Light House, and several popular businesses.

- **Route 6**

  Bicycling occurs on Route 6, though most residents say that this road is too dangerous for bicyclists. There are three lanes in the business district and four lanes with a high granite curb and very narrow shoulder along the rest of this high volume artery. Posted speeds vary from 35 to 50 miles per hour. There are numerous curb cuts. Only the most experienced and confident riders will typically ride in the right hand lane of Route 6. All others tend to use the sidewalk or ride on the dirt track on the south side to avoid crossing what is perceived as a very dangerous road for pedestrians and bicyclists. People are frequently seen riding on the sidewalk or on the dirt track on the South Side The many obstructions in the sidewalk increase the chance of bicyclists running into the obstructions and or riding off the curb into the traffic lane. The poor conditions for biking and walking on Route six are the fundamental reason so many people in Town support the Bike Path project.

Pedestrian Road Crossings -

Route 6 Crossings

Pedestrian activated signalized traffic crossings are 1/2 mile apart at North Street and Main Street, as part of the traffic signal system.

Additionally there are a four marked pedestrian crossings along the length of Route 6 in Mattapoisett. Markings consist of painted crosswalk and simple sign. No signs are pedestrian activated. The four marked crosswalks are

Business District: 2 crosswalks. Many pedestrians report that the signs are ineffective in getting vehicles to consistently cede the right of way.

Junior Senior High School. 1 crosswalk. Blinking lights warn motorists of the entrance to the junior-senior high school.

Shaw Street: 1 crosswalk: Without signalization or a sidewalk on the South side of Route 6 this crosswalk is rarely used, even though it could be used by people going to and from Mattapoisett Neck and Brandt island neighborhoods.

Assessment

More crosswalks and traffic calming should be installed on route 6. Development on the South Side (the side without sidewalks) has occurred since road reconstruction in the 1970's. There are more houses accessed by collector roads of Brandt island road, Prospect Street, Aucoot Road. Small clusters of businesses are growing up near these intersections. There is more bicycle traffic at the intersections of Mattapoisett Neck Road due to the bike path. Popular eating destinations have expanded along the Route 6 corridor, especially near Prospect Street.

Other Pedestrian Crossings

Populated areas

Pedestrians crossings have been painted on local roads and collector roads near popular pedestrian destinations where there are sidewalks. (Town hall, Schools, Churches, Town Beach, Town Wharf and Shipyard Park). On Angelica Road, as it passes through the Crescent Beach neighborhood, several pedestrian crossings have been painted and signed at intersections that lead people to the beach.

Bike Path Crossings

On Brand Island Road and Mattapoisett Neck Road, pedestrian crossings are painted and signed at the intersection with the Multi-Use Path.

The utility and effectiveness of the current crossings has been called into question by many drivers, walkers, and bicyclists, with calls by motorists for more effective methods to calm traffic.

Unpaved Hiking and Biking Trails

In Mattapoisett there are several formal and informal pedestrian and biking trails used for exercise, recreation as well as study and enjoyment of nature. The Town, The Commonwealth of Massachusetts, The Mattapoisett Land Trust, The Coalition for Buzzards Bay are the largest owners of land with publically available walking trails. The most widely known trails are listed below in Table 2 with pertinent description of parking availability, access restrictions and approximate trail length.

Town: Mattapoisett Multi-Use Path Phase 1a. Former Rail Road Right of way Tinkham Forest Angelica Point	State: Nasketucket State Reservation; Haskell Swamp Wildlife Management Area
Mattapoisett Land Trust: Walega Conservation Area, Blueberry Patch, Munroe Park	Buzzards Bay Coalition: The Bogs, Tinkham Pond Nasketucket Preserve

These and additional public conservation areas are shown on the following maps. With the exception of the multi-use trail, creation and maintenance of these trails is largely a volunteer activity.

Trails that create interconnecting loops are widely valued by walkers and bikers because they can select walks and rides of various lengths.

TABLE 2 Hiking and walking on publically accessible land tracts

	Parking?	Marked trails	Connecting loops	Dogs Allowed?	Restroom facilities	Bikes	Future development recommendations?
Mattapoisett Aquifer	N	N	???????		N	???	
Tinkham Forest	Y	Y	N		N	N	
Haskell Swamp	N Matt. Y Roch.	N	??????		N	MB__	
Nasketucket State Reservation	Y	Y	Brandt road		N	MB__	
Nasketucket preserve	N	Y	Phase 1A and Nasketucket		N	MB__	
Blue Berry Patch	Y*	Y	Angelica & Aucoot Route 6		N	MB__	
Walega	Y	Y	???????		N	MB__	
Munroe Park	Y	NA/ lawn	NA		Y	N	
The Bogs	Y	Y	Acushnet Road		N	MB__	
Tinkham Pond	Y	Y	Acushnet Road		N	????	
Angelica Point	N	NA/ Shoreline	Point Connet		N	????	
Phase 1B	Y/N**		Y		Y	Y/N	
Phase 2A	Y**		Y		N	N	
Phase 2B	Y**		Y		N	MB	

Y= Yes
N= No
???= Not Sure
MB= Mountain Bike or not a Road-Only Bike

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Overview of **Mattapoisett Conservation Lands** (Hiking Locations)
and roads: **Arteries** ; **Major Collectors,** **Minor Collectors,** **Bike Path**

Planning for well maintained walking and biking facilities

As with any infrastructure project undertaken by the Town, whether it is buildings, schools, playgrounds, or heating systems, there are costs involved in expanding, upgrading and maintaining roads and paths. The Highway Department is responsible for allocating available funding for the manpower, materials, equipment and contracts to get the work done.

In general, a balanced maintenance budget is directly related to

- The number of miles of roads and sidewalks to be maintained,
- The level of maintenance anticipated
- The condition of the facility

If the town wants to expand or improve its network, there will be additional costs to maintain the new facilities in the future or the system as a whole will suffer. A balanced maintenance budget is important to reduce deterioration that can create hazards or additional repair and replacement costs.

Water in all its forms - rain, snow, ice, flooding, and leaks - is a primary factor in road and sidewalk management. Water plays a role in shoulder and road edge erosion, sand accumulation, road surface de-lamination and cracking, heaving, sinkholes and pot holes. Addressing problems early can reduce the amount of repair needed. Citizens - and especially bicyclists who cover a lot of territory and pay attention to these things- can play an important part in maintenance by reporting conditions that are a concern. But knowing about a problem and having resources to address them are different things.

Funding for maintenance typically comes from tax dollars in the form of the town's annual budget or the state's Chapter 90 funding. Some work when undertaken together with other infrastructure improvements like sewer and water service, can get done with help from those project budgets. New work, if not paid for by the Town through a bond or appropriation is usually paid for with grants from state and federal transportation funds.

Unpaved roads and trails also come with maintenance costs. Currently there is no budget in the town for maintaining unpaved trails and local organizations like the Mattapoisett Land Trust typically rely on volunteer resources to accomplish trail creation and maintenance.

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OTHER INFORMATION

Biking and walking: Impacts on health

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Safety and Enforcement

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Bike/Ped-Accidents

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Seasonal Considerations

Winter: Ice and Snow removal

Bike Path: In 2010 Town Selectmen authorized snow plowing of the bike path after several residents in the Mattapoisett Neck and Brandt Island road neighborhoods raised the issue that winter snow greatly reduced the safety of walking on either of those roads, and that the bike path was the best alternative for exercise and dog walking. The Highway Department plows the bike path as a convenience after all other plowing has taken place.

Sidewalks: The Town has no formal policy regarding clearing sidewalks at this time. In general people rely on the convention (which is often a bylaw in other municipalities) that property owners are obligated to clear sidewalks that their property fronts on. Unfortunately not all property owners take on this responsibility - indeed many property owners are not in residence and do not see or experience the inconvenience and safety hazards created by discontinuous sidewalk clearing. Essentially walkers who would otherwise be safely out of traffic are forced into snowy and icy streets. Compounding conditions is that sometimes the road plows plow huge piles of snow onto areas where sidewalks are located.

Spring: Sand removal, repair of winter ravaged streets

Roads: After a winter of ice and snow it is not unusual for pot holes and cracks to appear on local roads, especially in areas where water accumulates and the roads are subject to debilitating freeze-thaw cycles. Also sand accumulates along the side of roads. The sand poses a slipping hazard for both bicyclists and pedestrian. Wide cracks and potholes can cause riders to lose control of their bicycles. The

uneven surfaces are tripping hazards to pedestrians who must walk in the streets if no sidewalks are available. Storm drains are an area where there can often be settling. as storm drains are typically located at road edges, these can create hazardous conditions especially for bicyclists.

Summer

A high percentage of Mattapoisett residences are second homes owned by non residents. As summer approaches more and more people return to our town for seasonal residency and there is substantially increased traffic flow, especially on our major and minor collector roads. many of the summer residents are guests of homeowners who are not familiar with our roads.

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DOCUMENTING RECOGNIZED PROBLEMS AND GOALS: PROCESS

Initial, Pre-Public Hearing Assessments

Survey

A survey has been made available for public input from June, 2014 through September, 2014. It is available on line at the Town's website and in print versions at the Library, Town Hall, Council on Aging, as well as other locations. The general public, including year round and summer residents, shorter term visitors, as well as people who work in Mattapoisett, are welcome to participate.

Interactive maps

Electronic(PDF format) and large scale print maps are available for people to make specific commentary about road and sidewalks at precise locations. Areas of specific concern, such as blind corners, for example, or the need for road crossing that can actually stop traffic, or observed poor shoulder conditions can be noted. Also participants can point out popular walking areas or destinations, as well as known trails not shown on the maps or the need for traffic calming or crosswalks.
The following pages contain maps of 4 "quadrants of Mattapoisett and a larger scale plan of the Village Area and Business District

1) NORTH QUADRANT: North of Interstate 195
2) SOUTHWEST QUADRANT: South of Interstate 195 and west the Mattapoisett River
3) CENTER QUADRANT: South of Interstate 195 between the Mattapoisett River and Ned's Point Road
4) EAST QUADRANT: South of Interstate 195 and East of Ned's Point Road, including Prospect Street

These maps are provided in large format at the Library and in a separate document available for down load. People anre encouraged to use the comment feature in Adobe Acrobat to pinpoint precise locations they are familiar with and ask questions or make comments and email the documents to bikepedsurvey@gmail.com.

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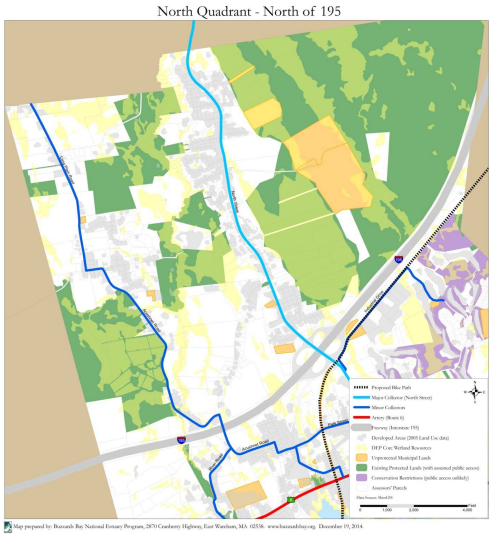
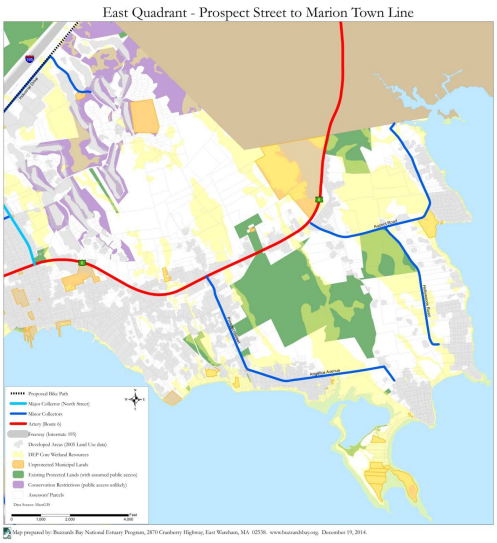
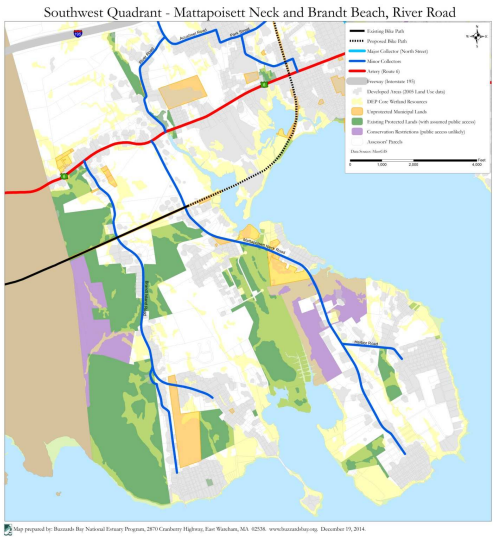
Overview of interactive maps



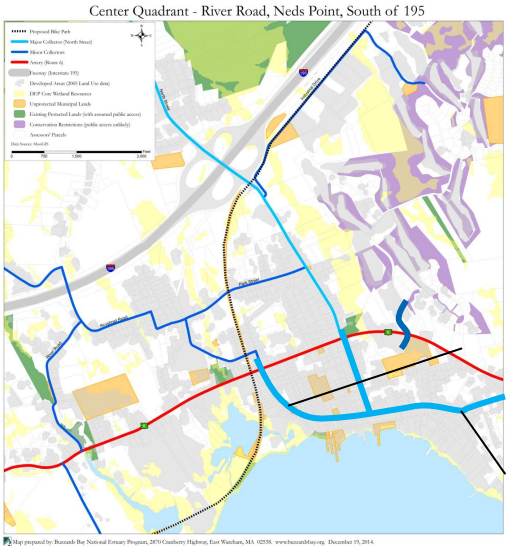
NORTH QUADRANT



EAST QUADRANT



SOUTHWEST QUADRANT



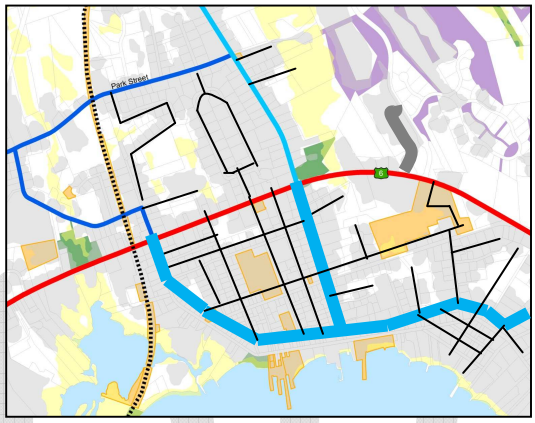
CENTER QUADRANT

Interested participants are invited to locate and comment on topics related to

- Hazardous walking conditions
- Hazardous biking conditions
- Hazardous sidewalk conditions
- Specific Improvements needed
- Opportunity for better connection between destinations
- Opportunity for woodland trail walking loops
- Trail access and trail marking adequacy
- Bilnd corners/poor sightlines
- Potential locations for "roadside paths"
- Potential for traffic calming
    - lane narrowing
    - speed bumps
    - new designated pedestrian crossing
    - radar activated speed sensing signage

Route 6 Business District Assessment

A special assessment for Mattapoisett business interests to discuss their issues is anticipated before finalization of this report.



VILLAGE AND CENTRAL BUSINESS DISTRICT

Public Information Session

The information gained from the survey and from the interactive mapping process described above will be presented at a public hearing to be scheduled in the Fall of 2014.

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CONCLUSIONS

Conclusions will be determined after the surveys and public information session are complete.

Survey Results

To be compiled in September 2014 and presented at the public information session

Prioritization

Public Input, feasibility and probable costs are components in a process of determining priority for improvements, if indeed any improvements are to be made.

While conditions for walking in the Village are a concern, traffic speeds are low and the existing sidewalks are part of the Highway Department's public way inventory and maintenance plan.

A less defined issue, but important to residents of outlying neighborhoods is how to improve conditions along our collector roads and Route 6 intersections. On collector roads the Town and or individual neighborhoods can discuss better enforcement, traffic calming, narrower lanes and widened shoulders to create a better buffer for walkers and bikers, or even "roadside paths" that don't result in cutting down trees. It is important to note that many of these collector roads are flanked wetlands which makes development of any "roadside path" a potential challenge.

With regard to Route 6, the Town's concerns for better crossing conditions will impact businesses whose concerns should be included in the assessment.

While all public ways are good for recreation, hiking trails are paths dedicated to recreation and appreciation of our natural resources. To the extent that bridges and pavement can be avoided, they are among the least costly improvements that the town can effect.

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Descriptions of Hazards

Infrastructure based:

Wide cracks, pot holes, sink holes, large accumulations of sand, uneven precipitous or crumbling shoulders Narrow roads with poor sightlines

Behavior based

Distracted drivers
High vehicle speeds
Passing bicyclists too close

Riding and Walking on the wrong side of the road
Not signaling intentions
Poorly visible
No audible warnings
Riding too fast on a pedestrian way
Riding on crowded sidewalks
Weaving between parked cars and/or traffic

2) Descriptions of opportunities for improving the conditions

Engineering:

Separated vehicle and pedestrian/bike lanes
Wide shoulders/Narrow lanes
Signage
Pedestrian activated crosswalks

Enforcement:

Police Department publicizing "Share the Road" regulations and issuing warnings, tickets for infractions.

Education:

Riding/walking driving according to the rules of the road
Driving below the limit : Voluntary "Twenty is Plenty" campaign on collector roads
Speed kills: at 40 vs. 20 you'll save less than a minute and increase chances of serious injury 3 times.
Traffic garden

Encouragement:

Town-sponsored bike riding group; Safe Routes to School

Evaluation and Planning

Bike and pedestrian counts

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