

Appendix A
Advisory Task Force and Comments

1: Advisory Task Force

2: Review Comments

Part 1: Advisory Task Force

Route 37 Priority Corridor Study

Advisory Committee Members

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Part 2: Review Comments

MassDOT Highway District 6 Comments

1. Pedestrian safety improvements at the approach of Chickatawbut Road are the responsibilities of the Department of Conservation and Recreation.
2. Specify the locations to install crosswalks where sidewalks end and continue on the other side of the roadway.
3. What are the issues for installing “Do NOT Block Intersection” pavement markings proposal at the intersection of Washington Street and Pond Street? Is wide intersection, or queuing issues? There aren’t many crashes which leads me to believe that people sitting in the intersection is the issue.
4. Table 8, change Park Street to Park Avenue
5. A speed study would have to be conducted in order to set target speed regulations consistent with the corridor context and land use.
6. MassDOT Complete Streets require a crosswalk on all approaches to signalized intersections. If that is not possible then a Design Justification Workbook is necessary.

Re: Route 37 Priority Study Corridor Study Report

1 message

Snyder, Patrick L. (DOT) <Patrick.L.Snyder@dot.state.ma.us>

Mon, Jun 24, 2024 at
11:11 AM

To: Seth Asante <sasante@ctps.org>

Hi Seth,

One thing I noticed - I was wondering if it makes sense to include suggested bike lanes on the Granite Street Segment and Hancock Street at Washington and Plain Streets. At a high level it looks like it might be possible (with curb space, and traffic volumes that might be able to tolerate a road sure), but perhaps your team evaluated this and it's not feasible at this time (although perhaps long term?).

Thanks for the reminder. Nothing further.

Kind regards,

Patrick

Patrick L. Snyder (he/him)

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