

Kenneth Blanchard

From: Lawrence Worden
Sent: Thursday, August 21, 2008 4:06 PM
To: Kenneth Blanchard
Subject: FW: Brownell Ave expansion

-----Original Message-----

From: Roland Hebert [mailto:rhebert@srpedd.org]
Sent: Thursday, August 21, 2008 11:41 AM
To: 'Richard Leary'; Buttonwood@googlegroups.com; 'John Bullard'; brocha@whalingmuseum.org; jmarshall@seeal.org; laurielorant@earthlink.net; dvanlaarhoven@marioninstitute.org; carol@carol-steinfeld.com; f_gellman@yahoo.com; 'gig lang'; rach70@comcast.net; Ronald Labelle; David A. Kennedy; Lawrence Worden; 'Ken Hartnett'
Subject: RE: Brownell Ave expansion

Hello all,

The Southeastern Regional Planning and Economic Development District is fully in favor of improvements to the Brownell Avenue approach to the Route 6/140 intersection. Below is from the 2007 Regional Transportation Plan. This is a transportation planning recommendation, the engineers may be proposing something a little different.

Please come to the meeting to hear about the City's desire to improve traffic safety and reduce congestion.

Roland J. Hebert
Transportation Planning Manager
SRPEDD
City resident and former member of the Buttonwood Park Improvement Committee

! **Kempton Street (Route 6) / Route 140 / Brownell Avenue, New Bedford** - Several studies of the Route 6 corridor in New Bedford and Dartmouth have focused on congestion and safety issues. Recent improvements have been made by area developers based on those studies. A Walgreens Pharmacy made geometric improvements to the Route 6 westbound approach to Route 140 to improve capacity at the intersection. A Shaws Supermarket made improvements to the eastbound approach to lengthen the left turn storage lane, and installed center median and traffic signals adjacent to their property.

The developers' modifications have helped, but additional improvements are needed to address the extreme congestion that occurs daily. Long queues in excess of 1000 feet, regularly occur on both the Route 140 (southbound) and Brownell Avenue (northbound) approaches due to the need for protected signal phases. The added signal timing requires motorists to sit through several cycles before finally reaching the intersection. Further improvement involves widening of the Brownell Avenue approach. The added capacity would shorten the queues to 200 feet and improve the overall operation of the intersection.

Safety problems are partially due to driver impatience from long waits for the next green light. Additional capacity is needed to make the intersection operate more efficiently and reduce the long queues that must wait through two or more signal cycles. A minor widening of Brownell Avenue would provide that added capacity. Residents of Brownell Avenue have expressed their desire to prohibit