

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

Legend	Color
Comment	White
Comment Thread	Gray

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
1	Safety, Multi-modal Accommodations, Roadway/Design	1/7/2021	Please consider how cyclists will be impacted by the roundabout.	Neutral	Y	Thank you for your response! The proposed roundabout is anticipated to include a shared-use path, where bicyclists will be safely separated from vehicles.
2	Safety, Traffic, Roadway/Design	1/8/2021	I think that turning that intersection into a roundabout is a great idea	Neutral	N	No response requested.
3	Safety, Traffic, Roadway/Design	1/8/2021	Very enthusiastically endorse the roundabout.	In Favor	N	No response requested.
4	Safety, Roadway/Design	1/11/2021	Hopefully this new roundabout and additional signage can be installed as soon as possible; I drive through this intersection several times a day. With the long downhill grade from the North and 45 mph, most cars seem to go faster than the speed limit. The crossing is very scary and I am always nervous about going through this intersection.	In Favor	N	No response requested.

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5		1/11/2021	One aspect of the recent changes to the intersections in this area (ie Taconic trail intersection at Rte. 7) is truck traffic has a very difficult time at these interchanges. trucks have to pull out into the opposite lane making it very dangerous for oncoming traffic. The proposed 5 corners interchange currently is extremely limiting for agricultural equipment navigating through this interchange. The islands at the exchange make it very challenging for wide ag equipment and trailer trucks. The rotary on Rte. 8 in Adams also is a very challenging interchange for trucks.	Less In Favor	N	No response requested.
6	Safety, Speeding , Roadway/Design	1/11/2021	A roundabout is long overdue for this intersection which has a long history of accidents. The signage is confusing for people who are not familiar with the intersection which is the main southern gateway to Williamstown.	In Favor	N	No response requested.
7	Roadway/Design	1/12/2021	An evergreen tree with power for lights would be nice for the inner circle.	Leaning In Favor	Y	Thank you for your comment!
8	Safety	1/12/2021	Very much in favor of a traffic circle.	Neutral	N	No response requested.
9	Multi-modal Accommodations, Traffic, Roadway/Design	1/12/2021	My primary mode of transportation in general is on foot but I experience this intersection mostly on bicycle and sometimes in car. Thank you for proposing to study this, which I encourage you to continue. Such a solution seems likely to prove much safer for all.	Leaning In Favor	N	No response requested.

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10	Safety, Speeding	1/12/2021	I am a Resident and I fully support the construction of a rotary at this intersection. I am always nervous driving through here and have had many close calls with other drivers pulling out of Rt 43 when I am driving on Rt 7. I have young kids who will be driving one day and I want them to have safer roads. Please build this!!!	In Favor	N	No response requested.
11		1/12/2021	This is a great idea! As a daily commuter, I've personally witnessed numerous close encounters and have had several friends involved in collisions at that intersection. I'm fully supportive of MassDOT's plan.	In Favor	N	No response requested.
12	Safety, Speeding , Roadway/Design	1/12/2021	Living in Williamstown for the past 15 years this is one of the BEST ideas I have heard for this intersection! Rotary's work, please do not be discouraged by people who are negative toward this idea. Williamstown is a community that is resistant to change regardless of whether it is beneficial for the community.	In Favor	N	No response requested.

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13	Safety, Speeding , Traffic	1/12/2021	As a frequent driver there, I know that the speed of traffic traveling south down the slope on 7 is often 55mph and over. As an interstate road travelled by countless tourists, many drivers will be unfamiliar with the concept of an approaching rotary. In slippery conditions, it will be difficult to navigate the rotary approaching from the north. Traffic travelling north from the rotary will do so from a virtual standstill which will also create issues in icy conditions. Trucks going up the hill from almost a stand still will be very slow and difficult causing backups and aggressive driving (passing) at the top of the hill toward the high school. A remedy proposed by someone was multiple sets of speed bumps on both sides of 43. That would force drivers to actually stop instead of rolling through intersection. I believe a roundabout would encourage drivers from 43 to actually not stop but rather merging through.	Less In Favor	N	No response requested.
14	Safety, Speeding	1/12/2021	I am highly in favor of this project. Now a resident of Williamstown, I have seen too many accidents occur at that intersection. I think it would be in the absolute best interest of the town as well as the small businesses in that area to slow traffic through a roundabout.	In Favor	N	No response requested.

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15	Safety, Speeding , Roadway/Design	1/12/2021	This is a great idea that is long overdue. I have almost been in an accident twice at this intersection because traffic on Rt. 43 either does not stop or pulls out after stopping because they are not aware of oncoming traffic on Route 7. I also avoid traveling west on Route 43 in order to avoid making a left turn to travel south on Route 7 because it is very difficult to see traffic on Route 7, and it is frequently a long wait for a break in traffic on Route 7. A roundabout would slow traffic in all directions and make it easier to turn onto Route 7 from Route 43. I sincerely hope you rush to complete this project.	In Favor	N	No response requested.
16	Safety, Speeding , Roadway/Design	1/12/2021	This looks like a great idea to improve safety. My one concern at this point: the steep decline coming from the north on Route 7 would seem to set this Rotary up for a somewhat greater risk of driving error coming from the north. I don't ever recall driving on a rotary with an entrance this steep. Large warning signage on this part of 7 will potentially be problematic because of the need to preserve the views.	Leaning In Favor	Y	Thank you for your comment! Advanced warning signs will likely be included in the next design phase. We will look to preserve the views as well.
17	Safety, Speeding , Traffic	1/12/2021	I am very much in favor of this idea. This intersection has been dangerous for years, and the proposed improvements are very much needed.	In Favor	N	No response requested.

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18	Safety, Speeding , Roadway/Design	1/12/2021	I drive as well as bicycle this intersection on a daily basis normally using Route 43. Crossing over Route 7, after checking traffic 3 times, is a heart throbbing experience---and a sigh of relief once you have made it safely through the intersection. The change to a ROUNDABOUT IS AN EXCELLENT SOLUTION. If speed on Route 7 southbound is still a problem please consider "sleeping policemen", speed bumps, as one descends the hill. The slip lanes should NOT be closed as they are excellent and necessary lanes to take away the majority of the traffic using more of the roundabout.	In Favor	Y	Thank you for your comment!
19	Safety, Traffic, Roadway/Design	1/12/2021	This has always been a somewhat difficult intersection to traverse, especially due to high speeds and limited sight lines. I think the traffic circle in Adams has been beneficial and would welcome a traffic circle at the five corners where there is plenty of space to incorporate a circle with traffic calming and speed reduction features. I still have a concern for the fifth road intersection as it enters route 43 and how it will be incorporated in the overall plan.	In Favor	Y	Thank you for your comment! The design details of how Sloan Road will connect with the roundabout have not yet been developed. A future design public hearing later in the design process will provide you with an opportunity to provide feedback on the design details pertaining to Sloan Road as well as the rest of the project in general.

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20		1/12/2021	I wholeheartedly support a roundabout as proposed. I also believe a roundabout would improve traffic conditions at the other end of Route 43 and Route 2. It would force a reduction in speed in that area in order to navigate the roundabout as well as improve traffic flow while improving safety. I am familiar with the roundabouts in Adams, MA and in Northampton/Leeds and all improved flow, visibility, safety, and reduced the risk of accidents.	In Favor	Y	Thank you for your comment! We appreciate your support. The intersection of Route 43 at Route 2 is beyond the scope of the current project.

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21		1/12/2021	<p>This problem could be solved better and with less environmental impact and less money: change to a stoplight. Perhaps adjust some of the alignments. There is no need to solve this problem with a roundabout; as we have seen before at this intersection, it will get driven over and it won't work. A stoplight is the best solution for drivers and for pedestrians and cyclists also. It is v hard to negotiate roundabouts in anything other than a vehicle. Why does DOT prefer expensive capital construction projects over simple solutions that work?</p>	Neutral	Y	<p>Thank you for your comment. MassDOT is required to adhere to the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD outlines warrants which must be met before a signalized intersection can be considered for installation. The traffic volumes at the project location do not meet the minimum warrants. Traffic signals at unwarranted locations have been shown to increase rear-end crashes and be detrimental to the intersection operation. As referenced on the project webpage, through deflections in horizontal alignment of the roadway and the use of splitter islands, roundabouts force drivers to reduce their speeds as they approach. The total number of vehicular conflict points is only 8 at a roundabout as compared to 32 at a conventional intersection. The splitter islands afford pedestrians and bicyclists safe refuge such that they only must seek gaps in one traffic stream at a time. Based on nationwide</p>
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						<p>data collected at various intersections converted to roundabouts, the sideswipe collisions that may still occur between entering and circulating vehicles will occur at lower speeds and crashes resulting in severe injuries or fatalities are much more unlikely to occur post-conversion. All environmental impacts will be properly mitigated in compliance with applicable policies and guidelines. There is no widening anticipated.</p>
			<p>There is great opposition to this proposal in town; everyone has seen the massive swaths of pavement that DOT calls roundabouts. The intersection can be improved and reconfigured without a roundabout using traffic calming and light. We need to see the area staked out; and we need to see alternative plans. We all know there are other ways to increase safety at an intersection other than laying down more pavement. Thank you.</p>		Y	<p>We are taking into account all comments made regarding this project, both for and against. The current concept fits entirely within the existing footprint of the intersection, with potential to add back greenspace in the center island, as well as the northern and southern corners of the intersection.</p>

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22	Safety, Speeding , Traffic	1/12/2021	As a regular user of both Route 43 and Route 7, I can see the value of this road change. As was mentioned in the report, the speed of vehicles coming into the intersection is a problem. I find myself on hyper alert to traffic as I approach this intersection in question from any direction. An change to slow traffic can only be seen as an improvement in safety. Route 43 and Route 7 are roads used by tourists to Northern Berkshire, and this intersection can only catch them off guard while driving main roads. In my opinion, a round about can only contribute to the welfare of all who use these roads. I urge this project to be completed quickly once construction begins since a lengthy construction period would negatively impact tourism and the local community. All traffic from the south and west traveling to Williamstown and North Adams must pass through this intersection. Any interruptions in traffic through this intersection will impact businesses and cultural venues in Williamstown, Hancock, and North Adams	In Favor	N	No response requested.

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23	Safety, Roadway/Design	1/12/2021	<p>I personally think a roundabout in this location would cause more accidents than it would avert because you don't typically install roundabouts at the bottom of steep hills where big trucks can lose their brakes from slowing down over the distance just to make a roundabout safely. Plus in the winter time when there is a storm, the roundabout can easily be taken out by trucks or other vehicles sliding down the hill because they are unable to slow down enough to avoid plowing directly through the middle of the roundabout. There is a very simple solution to this if you are really concerned with traffic safety in this location. Just install an overpass at the base of the hill along route 7 with route 43 passing directly beneath the overpass. Then on both sides of the overpass you could have both on and off ramps so people could get where they need to go. This way the problem is solved and you don't have to worry about any more accidents from anyone cutting anyone else off or from people being unable to slow down due to the weather. Come on, Engineers are supposed to be smart. If you're going to spend taxpayer money, do things the right way, not the wrong way. The location looks good, but once you get on site, you can see for yourself that this is an extremely stupid and dangerous idea what with installing</p>	Not In Favor	N	No response requested.
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			<p>a round a bout at the bottom of a steep hill. I have a friend who is a trucker and he would not be too happy with this either. If you really want to get serious, then start cracking down on all the people who deliberately flaunt the driving laws Right turn on Red - Just flying through the red light Stop Signs - Failure to stop Stop Signs - One goes, everyone goes Talking and texting in plain sight while driving (illegal) Failure to pull over and stop for emergency vehicles that have flashing lights on, even going as far racing them sometime Failure to stop for pedestrians in cross walks Failure to stop at intersection when the light has been yellow for a while as they approach, knowing the light will be red when they enter. Or just flat out running a red light Or left turn on Red (seen a school bus do this) As for Pedestrians - thinking they can just walk out in front of an on coming car Pedestrians - crossing against the green light Seriously, the problem isn't so much the roads or other structures, it's the people and their attitudes these days. Everyone feels the rules or laws are for everyone else but themselves. You say something to someone, they're liable to give you the finger and tell you off. You literally can't do anything these days without worrying what someone else is going to say or do.</p>			
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24	Safety	1/12/2021	Yes, I support the DOT proposal of a roundabout at the Five Corners intersection in Williamstown, MA. 01267. When I approach that intersection from Rte 43 I am either blinded by the sun and/or intimidated by the speed of the cars traveling on Rte 7.	In Favor	N	No response requested.
25	Multi-modal Accommodations, Traffic, Roadway/Design	1/12/2021	I am in favor of a roundabout at this location, allow the inconvenience during construction is significant.	In Favor	N	No response requested.
26	Safety, Speeding , Traffic	1/12/2021	I have driven this section of road for 24 years. Rt 7 is a long downhill stretch that levels at 5 Corners. I honestly do not believe altering the geometry of the route at that point is sufficient to slow cars to the proper speed for entry, passage through and exit of the rotary. I believe the hill works against that. Other than that, it is a good, fair idea and it is good to see DOT is looking at how to make this juncture safer.	Leaning In Favor	Y	Thank you for your comment! We will work to include additional advanced warning signs into the next submission.

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27	Safety	1/12/2021	This is a very dangerous intersection. Years ago, before the current concrete curbs and double stop signs were installed on Route 43, I experienced a harrowing near miss here. I was driving south on Route 7 and had the right-of-way through the intersection. With no warning an east-bound car on Route 43 drove straight through the intersection without slowing down and stopping, passing inches behind my car. Just a fraction of a second saved us from a possibly fatal collision. To this day I am thankful that this near miss did not become a tragic accident. Generally I am not a fan of traffic circles, but I think one would make this intersection much safer.	In Favor	Y	Thank you for your comment! We are glad that you were able to avoid a collision and we anticipate that the proposed project will ensure that such a near-miss does not happen again.
28	Safety, Roadway/Design	1/12/2021	I approve and support the Intersection Improvements at Route 7 and Route 43 Project because a roundabout will improve safety and reduce intersection conflict points.	In Favor	Y	Thank you for your comment!

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29	Traffic, Roadway/Design	1/12/2021	Booo! This proposal would drastically reduce the flow of traffic at a intersection that doesn't have a traffic issue. I use this intersection 2 times (minimum) a day. Commercial vehicles already have a climbing issues going north on RT 7. A rotary would impact traffic negatively now from each direction as Semi's and other large commercial vehicles navigate it. Road conditions and breaking to a rotary going South on Rte. 7 would also cause an issue given the grade. Public funds to fix a non-existing problem is the very definition of government waste. Fix broken infrastructure.	Not In Favor	N	No response requested.
30	Safety, Speeding , Roadway/Design	1/12/2021	The real problem is that Route 7 southbound is a steep downhill road and the other three roads are level approaching the intersection. None of the examples of a roundabout have a similar geometry. I think a roundabout only works when all four roads utilizing it are at the same level. A majority of the accidents occur at the foot of southbound Rte 7 where it is too late for southbound traffic to break.	Less In Favor	N	No response requested.

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31	Safety, Speeding , Roadway/Design	1/12/2021	I regularly experience the visibility challenges when turning southbound from 43 onto Route 7. I am very much in favor of a roundabout being installed. I really like how the roundabout functions on Rt. 8 in Adams.	In Favor	N	No response requested.
32	Safety, Speeding , Roadway/Design	1/12/2021	I am a professional driver (CDL_A/hazmat/tanker). I drive through the 7/43 intersection on a regular basis in the course of a year. I have been driving through the intersection for over almost 40 years. Putting in a rotary at this intersection is a sound/scientific/common sense solution to making the intersection safer for everybody. I think it should happen as soon as possible, before anymore innocent people are injured or killed by the poor design that exists there now. ROUNDABOUTSSAVE LIVES/ they force poor drivers to slow down, and heighten all drivers awareness of potential dangers as they transit the roundabout.	In Favor	Y	Thank you for your comment!
33	Safety, Speeding , Roadway/Design	1/13/2021	This is an excellent idea and plan, thank you so so much!!!	In Favor	N	No response requested.

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34	Safety, Speeding , Roadway/Design	1/13/2021	I have lived within one mile of this intersection for nearly 60 years and I wholeheartedly support the installation of a traffic rotary for the reasons that have been identified. The average speed of vehicles approaching the intersection from Rte 7 northbound and southbound is dangerously high . A rotary would force approaching drivers to slow down and enhance safety for all - motorists, bicyclists, and pedestrians. I also appreciate that the proposed design would allow the trailer wheels to ride up on the center island to facilitate the maneuverability of 18 wheelers and farm equipment, etc - vehicles that now struggle to navigate through. As you know, the stop signs are routinely broken off by trailers. I would also encourage you to design a pedestrian walkway to enable people to cross from one side of Rte 7 to the other.	In Favor	Y	Thank you for your comment. We will be looking to incorporate walking facilities in the next design phase.

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35	Safety, Speeding , Roadway/Design	1/13/2021	This is an excellent study of the safety concerns related to the Route 7/43 intersection. We have lived in south Williamstown for over 20 years and have witnessed several serious accidents and many near collisions. In addition to the provided analysis I would add that the existing intersection configuration creates an optical illusion such that drivers crossing the intersection often misjudge the speed of vehicles traveling south on Route 7. This leads to numerous close calls. Also, in anticipation of traveling north on Route 7 and climbing the hill, trucks typically accelerate their speed and race through the intersection to help climb the hill. This consistent pattern exacerbates the danger to vehicles seeking to enter Route 7 from Route 43 or to vehicles attempting to cross Route 7. We strongly endorse the proposal to pursue a study to reconfigure this dangerous intersection.	In Favor	Y	Thank you for your comment!
36	Roadway/Design	1/13/2021	I drive these roads often. It is know to be a dangerous area but I feel the proposed plan is impractical and would only make matters worse. Especially considering the amount of large trucks and school buses that take that route daily. Absolutely a "no" vote for me.	Not In Favor	N	No response requested.

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37	Safety	1/13/2021	I think it would be a wonderful improvement in the safety of the intersection. I both drive and bike in this area and have experienced close calls. I also live abutting Rt. 7 less than a mile away, and I know the traffic tends to go much too fast along that road. Perhaps the roundabout well help in that regard as well.	In Favor	N	No response requested.
38	Safety, Speeding , Traffic	1/13/2021	Local business is being developed just a short distance south of this intersection. A roundabout would substantially increase safety for all concerned. We see no downside to this proposed roundabout, closing slip lanes or additional signage.	In Favor	Y	Thank you for your comment!
39	Roadway/Design	1/13/2021	I would like to see the proposed project marked out on the site... with roadway, turning pavement, and vegetation zones indicated. Bloedel Park (SW corner) is land under the jurisdiction of the Williamstown Conservation Commission and the Williamstown Rural Lands Foundation has conserved property at the northeast point of land abutting the Green River Farm.	Neutral	Y	Thank you for your comment! We do not anticipate an increase in the footprint of the intersection at this time.

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40	Safety, Traffic, Roadway/Design	1/13/2021	While I generally like roundabouts, I have concerns about one being placed in an historic district. I'm particularly worried about a roundabout's impact on The Store at Five Corners. That is, what impact would the construction of one have on the Store? How close would it be to the building? And how would its construction change the feeling of this important area, at least to So. Williamstown residents? I think closing slip lanes would be a better choice.	Neutral	Y	Thank you for your comment! While the impact of construction to the Store at Five Corners has not yet been determined, we will work closely with store owners to minimize them. Additionally, we will also work with the historic commission to ensure any materials used match the historic nature of this district.
41		1/13/2021	Fantastic idea! I hope you proceed and build the roundabout	Neutral	N	No response requested.
42	Safety, Speeding , Roadway/Design	1/13/2021	We are Williamstown Residents and we support this project.	In Favor	N	No response requested.

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43	Safety	1/13/2021	1) What were the safety improvements after you modified the junction a few years ago? Have there been fewer accidents since then? Did you compare recent with older data? 2) How many tractor trailers actually make a left hand turn from Rte. 7 southbound onto Rt. 43 north? I believe most large trucks going to Williamstown on 43 just cross that intersection.	Not In Favor	Y	Safety has improved since the intersection was upgraded in 2014 immediately following a fatal crash. However, there are still four incidences of angle crashes over the most recent three years (2018-2020). A roundabout would prevent such crashes. Therefore, we believe that the project would still be beneficial to traffic safety. As a transportation agency promoting mobility, in the absence of signed restrictions, MassDOT is required to accommodate the design vehicle (largest vehicle reasonably expected to use the facility) making all turning movements. This is regardless of the demand for those turning movements.

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			What are the details of the 2014 fatal crash? Newspaper articles or DOT's review.		Y	<p>Below is a quote from an article, as well as the link to that article.</p> <p>"On Aug. 20, a N.Y. man was killed when his late-model Mazda was hit broadside by a Peter Pan bus. Patrick Harrigan, 57, was traveling north on Route 43 when he failed to stop at a flashing red light at the intersection with Route 7 and was struck by the southbound bus, according to police reports. The accident remains under investigation."</p> <p>https://www.berkshireeagle.com/news/local/officials-weigh-solutions-for-dangerous-williamstown-intersection/article_f8863d99-88c8-5d9a-aabf-c066126fdf29.html</p>
44	Traffic	1/13/2021	What about a simple traffic light stopping traffic instead of the blinking one? I'd to learn more about the intersection use by time of day and traffic volume on each route.	Not In Favor	N	No response requested.

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45	Roadway/Design	1/13/2021	Generally, I like rotaries to eliminate traffic lights. This roundabout looks dangerous because of the Rte. 7 hill. I will admit that the visibility on both sides of Rte. 43 are bad, but a roundabout is not right at this location.	Less In Favor	N	No response requested.
46	Safety, Speeding	1/14/2021	I'm very interested in a rotary. I hear beeping from near-accidents and crunching metal way too frequently. Eager to make safety improvements as its clearly a dangerous spot and has been for too long. Thanks for looking into this.	In Favor	N	No response requested.
47	Safety, Roadway/Design	1/14/2021	This project is unnecessary given recent safety visibility road improvements. Route 7 is the major traffic artery and should not be impeded by a rotary particularly for trucks trying to make it up a long steep hill. It is very doubtful that many south bound trucks would turn east on 43 rather than use other routes. Traffic is relatively light and unlikely to increase greatly over time.	Not In Favor	N	No response requested.

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48	Safety, Traffic, Roadway/Design	1/14/2021	As a resident of South Williamstown, I have already witnessed traffic approaching Route 7 from Route 43 that inches into the intersection because of reduced visibility. The few times I was traveling on Route 7 (both northbound and southbound) and slowed down to near the 40 mph reduced speed limit at the intersection, I was almost rear-ended by traffic behind me that had no intention of slowing down. I have also lived in an area where a long-time rotary continues to moderate traffic well (in Hingham, MA) and despite people complaining that the rotary is a nuisance, most people agree that it does provide increased safety as long as motorists adhere to the rules governing rotary traffic. That said, I would guess that 35% of the people approaching that rotary try to speed up to get into the rotary lanes rather than yield to traffic already in the rotary. If a rotary were to be installed at 7/43, I would recommend that enforcing the rules of rotaries at least for the first few months would be essential. I am in favor of exploring the rotary as a solution to increased safety at the intersection.	Leaning In Favor	N	No response requested.
49	Safety	1/14/2021	Please make a roundabout. It would be most appreciated.	In Favor	N	No response requested.

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50	Safety, Speeding	1/14/2021	Why can't you install a four-way flashing RED lights and see if that makes a difference. Downhill traffic on Rt. 2 should be warned to slow down at intersection and then stop.	Neutral	N	No response requested.
51	Safety, Speeding , Roadway/Design	1/14/2021	I am strongly in favor of the roundabout. Most days, I drive through this intersection at least twice. A roundabout would be a great improvement. Question: In the concept sketch, what is a "mountable truck lane"?	In Favor	N	No response requested.
52	Roadway/Design	1/14/2021	Existing Route 43 west is the real problem. The topography to the north of the intersection along with the speed of the vehicles traveling south present the problem. I realize that the bridge abutment south of the intersection is a problem as well. I believe that the rotary with slow traffic and result in a safer intersection which has seen its share of crashes. One should also consider the High school north with buses and a lot on inexperienced drivers using the road.	Leaning In Favor	N	No response requested.
53	Roadway/Design	1/14/2021	As residents, we believe a roundabout is not needed and not wanted.	Not In Favor	N	No response requested.
54	Roadway/Design	1/14/2021	As residents, we believe a roundabout is not needed and not wanted.	Not In Favor	N	No response requested.

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55	Safety, Traffic, Roadway/Design	1/14/2021	I think either an additional stop sign or a stop light will be sufficient to prevent further accidents. It seems like over kill and actually more dangerous to install a round-a-bout in this rural area.	Not In Favor	Y	Thank you for your comment. MassDOT is required to adhere to the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD outlines warrants which must be met before a signalized intersection can be considered for installation. The traffic volumes at the project location do not meet the minimum warrants. Traffic signals at unwarranted locations have been shown to increase rear-end crashes and be detrimental to the intersection operation. The intersection was already upgraded with additional signage in 2014 following a fatal crash, but angle crashes still persist. There have been four angle crashes reported during the most recent three years (2018-2020). MassDOT is responsible for addressing the recurring safety risk.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
			That makes sense, but why not just an additional stop sign? A round-a-bout in a rural area like that could be quite dangerous (like the one's installed in other rural areas that have created accidents!) and confusing for all.		Y	The MUTCD also has guidelines for installing 4-way stop-controlled intersections, which this intersection does not meet. Additional advanced warning signs will be incorporated to further enhance the safety of this intersection.
56	Traffic, Roadway/Design	1/16/2021	As a Williamstown resident and driver, I strongly support a proposed roundabout for safety and traffic flow management. The current intersection is dangerous (e.g. speeding and low visibility on southbound 7) and frustrating to navigate (e.g. going directly ~east or ~west on 43, through the heavier, faster traffic on 7). Unfamiliar drivers may also be confused by the traffic flow, which contributes to danger. A roundabout could address these factors while reducing the eyesore signs and overhead lights / signs.	In Favor	N	No response requested.
57	Speeding , Traffic, Roadway/Design	1/16/2021	I prefer speed bumps. And signage.	Less In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
58	Safety, Multi-modal Accommodations, Roadway/Design	1/17/2021	I am concerned about increased noise for the few houses within earshot of that intersection, especially on the northward hill of Rte 7 where trucks will have to struggle from a very low speed to crest the hill. HOWEVER, I have friends who have been in accidents at that intersection and I approach it with great caution, knowing the danger. A roundabout would be much more effective than the current mess of signs, strange curves and concrete blocks. My only suggestion would be to make sure it is big enough for all vehicles to navigate safely.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
59	Safety, Speeding , Roadway/Design	1/18/2021	A roundabout at rte7 and rte 43 is a bad idea. It is not heavily traveled enough and the high speed of cars traveling north on 7 would be better served by lowering the approaching speed limit to under 35mph. Traffic heading south, a steep downhill approach often causes cars to cross the double lines through the intersection. At that point the speed limit should be lowered at the top of the hill near the high school to 35mph because going down at 40 or 45 cars not braking often hit 55 to 60mph into the intersection. Use of directional exiting 43 east or west are seldom used. To make it safer a regular traffic light would be a much better option to elevate many of the above problems. Roundabouts, in my experience, are approached at much higher speeds. The area needs to be patrolled.	Not In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
60	Safety, Speeding , Roadway/Design	1/18/2021	A roundabout at rte7 and rte 43 is a bad idea. It is not heavily traveled enough and the high speed of cars traveling north on 7 would be better served by lowering the approaching speed limit to under 35mph. Traffic heading south, a steep downhill approach often causes cars to cross the double lines through the intersection. At that point the speed limit should be lowered at the top of the hill near the high school to 35mph because going down at 40 or 45 cars not braking often hit 55 to 60mph into the intersection. Use of directional exiting 43 east or west are seldom used. To make it safer a regular traffic light would be a much better option to elevate many of the above problems. Roundabouts, in my experience, are approached at much higher speeds. The area needs to be patrolled.	Not In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
61	Safety, Traffic, Roadway/Design	1/20/2021	I fully appreciate the conversation to discuss options for increased safety by suggesting a rotary/roundabout for this intersection. However, I wonder how trucks and larger recreation vehicles will be able to navigate the rotary/roundabout given the elevation of the road heading North and its decent heading South on 7? I would like to suggest instead that MassDot consider remodeling the intersection so that it looks like a typical four way intersection with turn lanes, but without a traffic light. Stop signs and Rural Intersection Conflict Warning Signs (like they have in Minnesota) could be installed on the East and West sides of 43. This way traffic can flow up and down 7, there is better visibility and warning on 43 about oncoming traffic on 7, there are clearer left hand turn paths for those on 43 and 7, and there is less confusion (especially in the evening and at night) about oncoming traffic on 7 if a driver is waiting on 43.	Less In Favor	Y	Thank you for your comment! The current concept allows for trucks and large vehicles to make all turning movements from all four approaches. While adding turn lanes to the intersection would allow traffic to continue to flow on Route 7, it wouldn't necessarily make this intersection safer or allow for trucks to navigate it more easily. The project team is looking to incorporate advanced warning signs and additional traffic calming features as part of the next design submission.
62	Safety, Speeding , Traffic	1/21/2021	I believe that oncoming traffic on US Route 7, heading both north or south, would be traveling too fast to come into a roundabout safely. A roundabout here could cause more problems than it would solve.	Not In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
63	Safety, Traffic, Roadway/Design	1/21/2021	As a nonprofit director who sends volunteers to pick up donations at local farms, I'm often sending people through this intersection. It is dangerous and I support anything that will increase the safety for those driving through.	Leaning In Favor	N	No response requested.
64	Safety, Traffic, Roadway/Design	1/21/2021	I have concerns with this being a major north-south route and not like a city street or the front of Walmart in Bennington. This is a major truck route both ways. In addition to Route 7, I live on 43 and it is a major truck route out of New York plus those big double dump trucks are hauling through here all of the time. It seem like a roundabout in the space that is there is only going to create more problems than it solves.	Not In Favor	N	No response requested.
65	Safety, Speeding , Roadway/Design	1/21/2021	This is an excellent and long overdue proposal to redesign a deadly intersection. Any delay of this project will only result in more close calls, more accidents and more tragedies. Members of the South Williamstown Community Association DO NOT represent the interests of other South Williamstown residents, such as me, when they criticize the esthetics of a renovation of this intersection and ignore the dangers of the present configuration. This is a timely and urgently needed study and I strongly encourage you to pursue the stated proposal.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
66	Safety, Traffic, Roadway/Design	1/21/2021	As a local resident I have found this intersection to be awkward due to excess speed of Route 7 vehicles, and the sight lines for Route 43 vehicles. Also, the proximity of the high school suggests some drivers are less experienced. I fully support modifications at the intersection, and believe that a roundabout is the safest solution.	In Favor	N	No response requested.
67	Safety, Traffic, Roadway/Design	1/21/2021	My experience with roundabouts in MA and FL is that they are generally used to solve a problem that could be otherwise solved with a traffic light. There is a blinking/caution light there already so a real stoplight would not make a substantial difference visually but would certainly make a difference in safety. And, I don't know whose idea it was to put in the concrete curbs, ostensibly to guide traffic, but they have served to make the intersection that much more confusing, not to mention harder to plow. Just put in a light and get rid of the curbs and you'll have safety! I'm alarmed by the implication that this will go forward to a design phase when there are numerous and substantial objections.	Not In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
68	Safety, Multi-modal Accommodations, Roadway/Design	1/22/2021	I want to express my support for the proposed roundabout. It sounds like a great way to increase the safety & smoothness of the traffic through the intersection for all road users, as well as making the intersection more attractive. I hope it gets built!	In Favor	N	No response requested.
69	Safety, Roadway/Design	1/22/2021	I am very much in favor of the proposed rotary at Five Corners. I have lived on Green River Road for over 30 years and have seen too many accidents and near misses. What you have proposed does not seriously impact the appearance or attractiveness of the area, nor does it appear to impact the Store At Five Corners. I hope this project will move forward.	In Favor	N	No response requested.
70	Safety, Roadway/Design	1/22/2021	I am writing in support of a roundabout at the Five Corners intersection. A roundabout is a low tech solution that slows traffic, but keeps vehicles moving and avoids installation of traffic signals. If landscaping is added it can be an attractive gateway to our town. Roundabouts & rotaries are used effectively and attractively all over Europe. This has been a dangerous intersection for years, and I fully support the proposed improvements.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
71	Safety, Traffic, Roadway/Design	1/22/2021	A roundabout is a GREAT idea! The current intersection is so dangerous. No one ever knows who has the right of way on 43. It is quite busy especially with the high school up the hill and people dropping kids off in the morning. I used to take a different way to work to avoid it because it is so dangerous. A roundabout would look better and get rid of all that excess signage. People will be against it, but it needs to be done.	In Favor	N	No response requested.
72	Safety, Roadway/Design	1/22/2021	I'm a resident nearby who must negotiate this dangerous intersection several times a week. Despite my best efforts, I've had several close calls over the years, usually for my not seeing a vehicle or underestimating its speed. A rotary is a wonderful solution to the problems there. My wife and I fully support it.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
73	Safety, Traffic, Roadway/Design	1/22/2021	As a resident of South Williamstown, and parent of teenage drivers, I am in strong favor of a roundabout at this intersection. As an experienced driver, I personally have experienced too many near misses and fear for the safety of all given the speed, the line of site, etc. For through-travelers this intersection is particularly dangerous as they do not anticipate the dangers inherent and often mistakenly pull out, slow down, or stop in the middle of the intersection. Please take action on this.	In Favor	N	No response requested.
74	Safety, Traffic	1/22/2021	I enthusiastically endorse a roundabout at the intersection of routes 7 and 43. I have lived in Williamstown for 33 years, and I have always felt scared by the flow of traffic at that corner. I appreciate the safety that roundabouts provide, and I feel this is a perfect location for one. I have been dismayed to read the concern of some that roundabouts are not visually appealing. I totally disagree. I also would suggest that safety should be the primary concern.	In Favor	N	No response requested.
75	Safety	1/22/2021	Definitely should be done.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
76	Safety, Roadway/Design	1/22/2021	I am all in favor of the improvements being proposed. Pre-pandemic I drove through that intersection 10 times/week as part of my daily commute from Lenox to Williamstown and back. The blinking lights installed after the fatal accident have not resulted in significantly safer driving conditions, in my experience. The existing rotary at the intersection of Route 7 and 2 at the entrance to Williams College works very well, as does the smaller, more recent one on Route 8 in Adams. In addition to their improved safety, rotaries are a distinctly New England road feature and this proposed design would be a charming enhancement to Five Corners.	Less In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
77	Safety, Roadway/Design	1/23/2021	I am concerned about the intersection; however, I am also concerned about the proposed roundabout. How big will it have to be to accommodate large trucks? Are there simpler ways to alleviate the problems? I would very much like to see the dimensions of the proposed roundabout. Have these been published? If someone could share them or post them, I'd appreciate it.	Not In Favor	Y	Thank you for your comment. The current concept features truck aprons, which allow for large vehicles to make all turns at the intersection from all approaches, including movements trucks cannot make under the existing layout. In the current concept, the proposed mountable center island is 50 feet in diameter. Measures to address the number of crashes at this intersection were implemented in 2014 following a fatal crash. While the number of crashes have decreased, the intersection changes did not address truck turning movements or speed-related issues.
78	Roadway/Design	1/23/2021	I think a rotary would disrupt the view of a beautiful entrance to Williamstown going north on Route 7. I would prefer a stop light with road sensor to allow for the heavier traffic on Route 7.	Neutral	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

79	Safety, Traffic, Roadway/Design	1/24/2021	<p>Here my concerns with having a roundabout at the 5 corners in South Williamstown: I think that having the southern entrance to the roundabout being a steep hill would make it very dangerous especially in the winter on snowy and icy roads. Potentially vehicles, especially 18 wheelers, could be bearing down, even out of control, into cars in the roundabout. Some of those cars would have no escape from a crash because there might be cars in front or behind them in the roundabout. Also, every vehicle coming out of the roundabout would be starting up that hill from a stop or at a very slow speed. With slippery conditions, many cars could have a problem all at once trying to get up that steep hill making for a deadly traffic jam/accident. As it is now, at least for the northern bound cars have enough speed to make it up the hill without incident. It makes much more sense to install a stoplight at that intersection with a motion sensor for cars coming into the intersection from east and west on route 43. This is a rural town intersection that doesn't have the traffic flow to warrant a roundabout like other areas might. As far as the ambiance, though it is far less of a concern, a roundabout would drastically reduce the beauty of this area of town.</p>	In Favor	N	No response requested.
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
80	Safety, Traffic, Roadway/Design	1/25/2021	I am in support of the roundabout installation at the intersection of Rt 7 and 43. This is a dangerous intersection and roundabouts are a brilliant way to pattern traffic.	In Favor	N	No response requested.
81	Safety, Speeding , Traffic	1/26/2021	We moved to our house in 1969 when it was a quiet Country road. Over the years the volume of traffic has gradually increased particularly heavy commercial trucks. As the road was improved so has the traffic speeded up. We are now in our 80's and find the intersection at the 5 Corners increasingly dangerous and frightening. We have long believed that a round-a-bout would be the ideal solution! It certainly is C more attractive than a lot of poles, Siena and flashing lights. The gateway to Williamstown would be enhanced by a roundabout!!	Neutral	Y	Thank you for your comment!

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
82	Safety, Roadway/Design	1/27/2021	1) Will an eminent domain taking be required to accommodate the proposed rotary? If so, which parcels would be affected? 2) Green River Road (Route 43 east of Five Corners) is narrow and twisting. It is ill-suited for large semi-trucks. Route 7 is wider and straighter providing a better route for commercial traffic. Has consideration been given to excluding semi-trucks from Green River Road? If large trucks were prohibited from GRR, an emergency preparedness plan could focus solely on Route 7 in the case of a hazardous cargo spill (tanker trucks regularly speed down GRR).	Neutral	Y	Thank you for your comment. As of now, the roundabout fits entirely within the State DOT right of way. We do not anticipate any takings. MassDOT policy does not currently allow state-numbered routes to be eligible for truck exclusions as they are considered essential for mobility of all vehicles. However, we will coordinate with the Town to consider including clear guide signs directing traffic to use Route 7 north to access the Town Center.

MassDOT Intersection Improvements at Route 7 and Route 43
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83	Safety, Traffic, Roadway/Design	1/30/2021	<p>Thank you for giving us this opportunity to provide input regarding your proposal. We've lived at the NW corner of the 5 Corners intersection for the past 27 years, so we are very familiar with it. We appreciate the improvements DOT has made, and your interest in considering additional ones. Please do not read these comments as either opposed to or in favor of a traffic circle, but rather as a request to have a fuller discussion of what are the best approaches to further reduce safety risks. We urge you to continue studying traffic and safety issues here, and to analyze all possible options for improvement. We intend to support whichever option best reduces the likelihood of accidents. Data questions. It would be helpful to have more data on the following questions: 1. In what month/year were the most recent realignments at the intersection completed? Knowing this information might help to assess their effectiveness in accident prevention, even if only partial. 2. What is the accident data subsequent to December 2017, the last date shown in the chart on your presentation? We understand the last improvements were made sometime in 2014, and the rate of accidents decreased after 2014 to 2-3 per year for the next three years. How does the recent rate of accidents (2014-present)</p>	Not In Favor	Y	<p>Thank you for your comments. The last improvements to the Route 7 at Route 43 intersection were completed in the Fall of 2014 in response to a fatal crash earlier that year. From crash records we were able to obtain, this intersection saw 7 reported crashes between 2018-2020, averaging 2-3 per year. While the state has not designated this location as a high crash location, the crashes that do occur tend to be injury crashes. Unfortunately, we are only able to obtain crash information via police report. If an incident was not reported to the police, such as a near-miss or more minor incident, it is very difficult to track.</p> <p>We are in the process of collecting more recent traffic volume data. The latest information we have shows approximately 4,500 vehicles per day traveling on Route 7 and 2,500 vehicles per day traveling on Route 43.</p> <p>While the Route 7 southbound approach is at a steeper grade</p>
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

			<p>compare to performance standards for traffic safety? 3. If your data doesn't include incidents (potentially unreported to police) where vehicles traveling southbound on Rt. 7, turning right on Rt. 43, clip the stop sign on the island, how many of these incidents have occurred? For example, are there repair records showing damage even if there is no corresponding police report? Relevant data might also include other damage at this intersection, not just to this particular stop sign. 4. What are the average speeds traveled by vehicles approaching the intersection from all directions? 5. How many vehicles travel each way - hourly, daily or weekly? 6. The examples of rotaries you provided, and all the ones we can think of, are in a relatively flat setting. What, if any, data exists regarding safety and operation of a rotary at the bottom of a hill? Especially with regard to trucks, do they have trouble weaving into and out of the circle after coming down the hill, or starting to climb uphill after going around the rotary? How can this data be translated to the conditions here? Improvement measures questions: As for the proposed rotary, we're concerned with a few aspects - trucks, especially southbound on Rt. 7 not able to negotiate the rotary, traffic on Rt. 43 not stopping and perhaps drifting into</p>			<p>relative to the intersection, it is still within the national guidelines for roundabouts. We will work on identifying examples with similar grade challenges. Additional traffic calming measures for this approach will be included in the next submission. These measures may include transverse rumble strips, additional/better signage, and pavement markings.</p> <p>Traffic signals require meeting specific signal warrants, typically based on vehicle volumes, as dictated by the Federal Highway Administration's Manual on Uniform Traffic Control Devices. Currently, this intersection does not meet the warrants, but we will reassess with any new traffic data we gather. Traffic signals that are not warranted have been shown to increase crashes, as you noted.</p> <p>A roundabout will help with sightline issues, particularly for drivers traveling westbound on Route 43, as they will only need</p>
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

			<p>the intersection and colliding with Rt. 7 traffic, etc. It would be helpful to the decision-making process to include public discussion of additional approaches either with or without a traffic circle. 1. Stopping on Route 43? Rt. 43 is less traveled and slower than Rt. 7. Could a traffic circle approach include keeping the requirement that all Rt. 43 traffic must come to a complete STOP? This, coupled with having westbound traffic entering the circle with a better view of southbound traffic, might be more protective than just having vehicles from 43 enter the circle without stopping. Either with or without a traffic circle, are there additional warning indicators, road surface changes, sight line improvements, etc. to improve compliance with the STOP requirement for Rt. 43? 2. Slowing Route 7 traffic? For Rt. 7 travelers, perhaps emphasize speed reduction. What are the options for additional warning lights, signs or road surface changes? Again, these should be reviewed either with or without a traffic circle. One option to consider as a potential alternative to a rotary is taking steps - considering the possible use of all available measures in your repertoire - to greatly enhance compliance with current rules for all traffic on Rt. 43 to STOP and all traffic on Rt. 7 to slow down considerably when</p>			<p>to yield to vehicles traveling northbound.</p> <p>Accommodations for people walking and biking through this intersection will be implemented for the next submission.</p> <p>Finally, sign clutter will definitely be taken into account to not only focus on the most important signs for safety, but maintain the rural and historic character of the area.</p>
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

			<p>approaching/entering the intersection, whether proceeding straight or making a turn. 3. Full traffic signal? We've seen suggestions for this to become a full-signalized intersection with all traffic governed by a green/yellow/red light. Perhaps with a motion detection device when a vehicle approaches from Rt. 43, otherwise default green for 7 and red for 43 until motion is detected on 43. We suggest this option be studied, however it might not be the ideal solution, recognizing that requiring all traffic on 7 to stop, and allowing some traffic on 43 to avoid stopping, might create new problems. 4. Better sightlines looking north? Looking at the accident data in your presentation, most accidents involve vehicles southbound on 7 and westbound on 43. This is not surprising because when traveling westbound on 43, the sight lines up the hill to see southbound traffic are faulty. This has improved with the changes a few years ago, but looking up the hill can be tricky because southbound vehicles can be blocked by the passenger's head, headrest or doorpost of your own car. This has happened to one of us, with a near miss when not seeing a southbound vehicle until almost too late. We have learned to avoid this danger by remaining at a stop for several seconds to fully assess a clear roadway on Rt. 7.</p>			
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

			<p>Can a longer stop time for Rt 43 traffic be created and enforced? This would help mitigate the dangers from a dangerous blind spot created by one's own vehicle. Your data also shows that all but one of the accidents occurred during daylight hours - suggesting that the visibility of headlights might be a factor that reduces accident frequency at night. This adds evidence to the key issue of sight lines - especially westbound traffic on Rt 43 looking north uphill on Rt. 7. 5.</p> <p>Pedestrian crossings? We've seen you've done a calculation about reducing pedestrian contact points which we think needs to be applied differently given the actual circumstances of this intersection. Textbook numbers probably don't apply well here since pedestrians cross at two places: they cross Rt. 43 well west of the intersection, where Sloan Rd meets 43, and they cross Rt. 7 south of the intersection - by the southern entrance to the Store at Five Corners. Do the particular circumstances of this intersection merit designation of these two places as legal crosswalks? There are no pedestrian destinations on the NW or NE corners of the intersection, so virtually no crossings occur east and north of the intersection. There are very few pedestrians altogether. While pedestrian safety is, of course, important, the most important goal is</p>			
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
			accident avoidance for motor vehicles - including when pedestrians might be in the vicinity. 6. Avoiding sign clutter? Whatever approach you decide upon, please keep in mind the need to avoid, on a continuing basis, the cluttering of signs near the intersection that could distract drivers from focusing on the most important signage. While some signs have been removed, please focus on keeping signage clearly focused on essential safety-related messaging. If you would like to speak with us regarding our questions or observations, we would be very willing to do so. The main priority should be safety! If with all data in hand about the specifics of this intersection - topography, sight lines, traffic, etc. = you determine that the safest solution is a well-warned, well-indicated, and well-designed rotary, we would support this approach. Thanks again for this important work you're doing in the effort to enhance everyone's safety!			
84	Safety, Roadway/Design	2/1/2021	I don't think this would be a good intersection to insert a roundabout. I think there will still be visibility problems, and I think it's likely that driver's will be confused about right of way given the history of a two-way stop here.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
85	Safety, Roadway/Design	2/1/2021	Overall, my husband and I support this project and think it would be an improvement. A few questions: 1) have you considered that traffic heading south on rt 7 coming down the steep hill into the traffic circle could have challenges slowing down and entering the circle in winter / inclement weather? 2) how would construction be managed for those of us that cross the intersection daily? 3) how long is the construction expected to take?	In Favor	Y	Thank you for your comment. To mitigate potential high speeds on Route 7 southbound, additional traffic calming measures will be proposed for the next submission. Construction schedule/length and traffic mitigation during construction have not yet been decided, but we will provide updates when possible.
86	Safety, Speeding , Traffic	2/1/2021	I strongly favor the construction of a roundabout at this location. I have had a near miss recently.. as I was traveling south on rte 7, a pickup truck that was stopped at the end of Green River Road, rte 43, about to cross rte 7 to continue traveling west on rte 43, suddenly pulled out to cross the intersection in front of me. Only a quick turn I made onto 43 to avoid a crash and luck saved us from colliding. I have read a few comments about the possibility of a traffic light at this intersection, but I don't feel that will solve the problem, as there is an ever present danger of folks running red lights.	Neutral	N	No response requested.
87		2/1/2021	I oppose roundabout plan for 5 corners williamstown	Less In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
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#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
88	Safety, Roadway/Design	2/1/2021	<p>The idea of a roundabout at this site, through which I and members of my family drive 5-20 times per week, is frankly terrifying. When a truck is descending the Hill on Cold Spring Road, no one would want to be spending time in a roundabout, however briefly. Can you tell me if a 4-way stop been explored? Improved signage will be most welcome and it seems as if elimination of the slip lanes will improves safety as well. Furthermore, a roundabout will alter the rural character of 5 Corners and not for the better, but safety of course, is paramount.</p>	Not In Favor	Y	<p>Thank you for your comment. A four-way stop was investigated, but the traffic volume entering the intersection does not meet the guidelines recommended to implement a four-way stop. Additional traffic calming measures will be proposed during the next submission to mitigate potential high speeds on Route 7 southbound. While the grade on this approach may be seen as steep, it is within the national guidelines for roundabouts. Additionally, we will work with the historic commission to ensure all materials and plantings used match the historic nature of the area while also providing a safer intersection.</p>

MassDOT Intersection Improvements at Route 7 and Route 43
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#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
89	Roadway/Design	2/1/2021	<p>Hello, as a resident of South Williamstown, I'm writing to discourage the consideration of a roundabout for the intersection at 5 Corners. There are numerous options that could increase safety at this intersection, without the disruption (both temporary and permanent) that a roundabout would create. One area of concern is the increased speed on southbound 7 -- adding a roundabout could make matters worse for vehicles that do not slow down adequately. I think that additional signage, both in terms of right of way at the intersection (eg. stop signs with lights around the edges on 43) and for speed limits approaching the intersection, as well as lane-wide rumble strips on all lanes approaching the intersection, would help to reduce the speed of drivers and clarify right of way. Please do not jump to this large-scale project that will have a permanent impact on this historic area of town; there are other options that we should try first that will be less disruptive to town and drivers and will be less expensive.</p>	Less In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
90	Safety, Traffic, Roadway/Design	2/1/2021	I am dubious about the safety and efficacy of a roundabout at the bottom of such a steep hill. Seems quite dangerous at night, in the dark. On a separate note, I urge MassDot to direct all trucks from this point to continue to Williamstown via Route 7 rather than Route 43. Route 7 is designed for heavy vehicles and faster speeds, while Route 43 is a winding country road with soft shoulders. Furthermore, there are many cyclists and joggers along this road and reducing truck traffic would be much safer. The distance to Williamstown center from 5 corners is the same along either road - let's direct traffic in a smarter way!	In Favor	Y	Thank you for your comment. In regards to the steep grade of Route 7, we will be implementing additional traffic calming measures on the approach to mitigate speeding issues. While the grade may seem unusual for roundabouts, it is within the national guidelines. MassDOT policy does not currently allow state-numbered routes to be eligible for truck exclusions as they are considered essential for mobility of all vehicles. However, we will coordinate with the Town to consider including clear guide signs directing traffic to use Route 7 north to access the Town Center.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
91	Safety, Traffic, Roadway/Design	2/2/2021	<p>This is a fabulous idea, and I am wholeheartedly in favor of this improvement at this intersection. As residents of South Williamstown, we drive through this intersection at least twice daily. It is a terrifying spot, and even on a good day it is very difficult to navigate. When tourists come through, they often stop at the wrong times or do not understand how to proceed. This improvement would slow drivers down and save lives. Period. Also, we are avid cyclists. This intersection is simply terrifying to pass through on a bicycle. The rotary would allow for cyclists on 43 to pass through the intersection onto Water Street much more safely. What's more, the rotary/roundabout idea would not only improve the safety of this spot, it would also provide a lovely space in which to welcome people to Williamstown, with seasonal plantings and signage. I see this as a win/win.</p>	Less In Favor	Y	Thank you for your comment!

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92	Safety, Traffic, Roadway/Design	2/2/2021	<p>From the stats, it is apparent that the majority of the accidents involve vehicles heading SOUTHBOUND on Rt 7, (flying) DOWN THE HILL, (at too high a speed? The mph signage ratchets things down, but in my 35yrs familiarity w/ this intersection, many drivers appear to ignore or not notice that signage...]</p> <p>colliding w/ vehicles heading WESTBOUND on Rt 43, who have either-</p> <p>a) NOT STOPPED at the small stop sign, or b) DID STOP, but did not SEE, to their right..., the vehicles flying down Rt 7 As regards a), how about some #1) serious rumble strips on Rt 43 to WAKE-UP(!!!) the westbound drivers, who might otherwise be aided by #2) a larger STOP sign in their face, #3) Painted white cross-hatching on the asphalt, #4) Signage- "Look Right & Left- Dangerous Intersection!" Rumble strips on the eastbound 43 not a bad idea also. As regards b), ok, it's a sightline issue. Many of them are not seeing the cars to the right barreling down Rt7, because their vehicle is made in America, rather than the UK; i.e., the driver needs to look past the passenger in their vehicle & up the hill. Not good. As it is, I'd also recommend removing the existing signage in Williamstown proper (where Rt 43 ends at Rt 2) which basically alerts travelers heading to Hancock, New Ashford, Pittsfield, etc, that Rt 43</p>	Less In Favor	Y	<p>Thank you for your comment. In regards to the speeding issues on the southbound approach, we are working with the District and will be looking to implement traffic calming measures on this approach to mitigate these issues. These may include transverse rumble strips, additional signage, and/or pavement markings. As for the sightline issues you mention, a roundabout is the best approach to mitigating these concerns as drivers coming from Route 43 westbound only need to yield to northbound vehicles. While you are correct in that that grade of Route 7 southbound is a bit unusual for roundabouts, it is still within the range for national guidelines on roundabouts. MassDOT policy does not currently allow state-numbered routes to be eligible for truck exclusions as they are considered essential for mobility of all vehicles. However, we will coordinate with the Town to consider including clear guide signs directing traffic to use Route 7</p>
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			<p>provides a convenient shortcut. It's not the case. It takes the same amount of time as heading round the 1753 House rotary & then south on Rt 7. They'd be a lot safer going that route, since they'd then be approaching 5 Corners heading southbound on 7 rather than westbound on 43. Less traffic westbound on 43 [locals allowed, texting rubes not] means fewer accidents at 5 Corners. Finally, I worry about the 4-5 existing examples of successful rotaries that you have provided. I am very familiar w/ Adams, Northampton, (& also Look Park- Rt 9 west of Florence...). All of these are absolutely on FLAT terrain; none of the very serious challenges associated with the steep hill of Rt7 north of the intersection. Your theoretical numbers (contact points aside...) can't possibly be taken at face value given this critical detail. The rotary might work for for the truckers, folks barreling down Rt 7 southbound, are not going to slow down all that much and, under not so uncommon bad winter weather conditions, may very likely spin out of control at high speed in the rotary, ending up in Bloedel Park, or worse- the Green River beyond....</p>			<p>north to access the Town Center.</p>

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

93	Speeding , Multi-modal Accommodations, Roadway/Design	2/4/2021	<p>#1 The view planes in this location are historically significant and are protected. I am extremely concerned about the execution of this proposed plan. Part of the beauty of this area has to do with its bucolic rural and picturesque nature. "Picturesque" is defined by something that might appear in a romantic landscape painting. The proposed roundabout and those depicted in the slideshow with there squeaky clean perfect circular centers and fake brick pavers would never be depicted in a picturesque bucolic painting. I would prefer a design that has a much less than perfectly symmetrical center. In all of the supporting images, Amherst, Adams and Greenfield, the center circle is a barren unnatural, uninhabitable and surreal statement and therefore by default, a monument to traffic engineering and to the automobile. The perimeter paving patterns in these images and in the proposed layout diagram for Williamstown are car/truck-centric and do not accommodate pedestrians, cyclists, wheel chair users or drivers or anyone who appreciate aesthetics. By contrast, the roundabout in the Williamstown old town square is an example of a much more picturesque solution to turning radii and safe vehicular navigation, while still allowing for the historic and scenic nature of the</p>	In Favor	N	No response requested.
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MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

			<p>old town center to thrive. This space is used year round for gatherings for walkers, joggers, strollers and cyclists. The Williamstown garden club is engaged with a planting program as well. There are beautiful plantings, gorgeous trees, antique fencing and other picturesque elements employed to great success in this space. The vehicular traffic in the old town square is incidental to this publicly accessible green space. Given that the rte 7/43 intersection is so close to the Williamstown historic society, a public park and the fact that this site is incredibly loaded with historic significance, there is a genuine opportunity to create an amenity for the town here. If the roundabout design is not able to include the deep visual/historic/cultural nature of the site as well as increased accessibility to the public in a more significant way, then I am not in favor of it. #2 the downhill approach to the intersection at 40 mph is quite simply too fast. I think it would be best to slow down the traffic in the approach area from ALL 4 approaches to 25mph. A blinking yellow light can be incorporated a mile or so in advance of each approach, perhaps with a different type of painted striping of the pavement in the intersection to graphically reinforce the 25mph zone. #3 the</p>			
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MassDOT Intersection Improvements at Route 7 and Route 43
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			parking lot approach to the historically significant corner store needs to be addressed/incorporated in the design. This approach, as well as an enhanced access/entrance to the nearby park and historic society property are potential design elements that can be utilized to influence this intersection and contribute to a more beautiful and picturesque design.			
94	Safety, Traffic, Roadway/Design	2/10/2021	Putting a traffic circle at the intersection on routes 7 and 43 sounds like a great idea, and I fully support it. The significantly improved safety outweighs any disadvantages	Neutral	N	No response requested.
95	Safety, Traffic, Roadway/Design	2/10/2021	Please do this. It is a nightmare to continue on route 43 and try to cross the high speed traffic	In Favor	N	No response requested.
96	Speeding	2/10/2021	Looks well thought out. I think it should happen. People do speed down that hill.	Neutral	N	No response requested.
97	Safety, Roadway/Design	2/10/2021	Dangerous intersection! People going north and south travel pretty fast and if you're pulling out from the east or west it can be pretty scary.	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
 Comment Summary

#	Comment Topic	Date	Stakeholder Comment	Project Favorability	Request a response?	Comment Response
98	Safety, Roadway/Design	2/10/2021	I have lived here 24 years and am always nervous coming into this intersection, no matter my entry point. I would say I come into this intersection 5-10 times a week. I am also nervous trying to cross the road there at any point, which makes it difficult to get to Sloan Road (a safe and lovely walk) as a pedestrian after parking in Bloedel Park or the Store at 5 Corners. My biggest safety concern is when coming down the hill in icy conditions, and crossing the blinking lights on Route 7 without seeing if other traffic from Route 43 is slowing down. I often will take Route 43 if the weather is problematic just to avoid having to trust others on Route 7. I love the idea of a central space which could welcome people from all directions to this historic intersection and to South Williamstown. Making the area safer and a culturally/visually interesting area would be incredibly welcome. I can see the Historical Museum, Gardening Club and the Chamber joining forces to make this area come to life.	In Favor	N	No response requested.
99	Safety	2/10/2021	Great idea !	In Favor	N	No response requested.

MassDOT Intersection Improvements at Route 7 and Route 43
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100	Safety, Speeding , Traffic	2/11/2021	<p>I support this proposed roundabout project. I have long had safety concerns at this intersection. In particular, I once inched into the intersection on Rte 43 westbound, having come to a stop and looked both directions and establishing (incorrectly) that no vehicles were approaching. Fortunately, my speed was slow enough that I was able to stop before getting any further into the intersection. To this day, I do not understand how I did not see that a vehicle was fast approaching down Rte 7 southbound, which would certainly have hit me. My behavior at this intersection is now triply cautious. I look multiple times before entering and still experience fear. Added to my concern is an anxiety that less experienced teenaged drivers or simply less cautious drivers "are being exposed to risks they might not even been prepared to anticipate at this intersection. Do they sense the danger presented by the intersection? I should add, my own child will likely become a driver in the next year. The proposed roundabout substantially decreases the risks and dangers of the intersection, without detracting from the overall aesthetic. I will also allow more fluid passage through the intersection for all directions, as traffic can occasionally</p>	In Favor	N	No response requested.
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MassDOT Intersection Improvements at Route 7 and Route 43
Comment Summary

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			back up a bit, especially for vehicles on Rte 43.			