



March 15, 2021

Stephanie Crampton
City of New Bedford
Department of Public Infrastructure
1105 Shawmut Avenue
New Bedford, MA 02746

Re: Response to Comments- Traffic Study Peer Review
Proposed Ascend Dispensary
115 Coggeshall Street
New Bedford, Massachusetts

Dear Ms. Crampton:

This letter will serve as a response to peer review comments received from the New Bedford Department of Public Infrastructure on March 8, 2021. The comments excerpted from the letter are reprinted in *italics* with our responses below.

Existing Conditions:

- 1. The project proponent should consult with the City of New Bedford Department of Public Infrastructure as to the existing conditions noted along the corridor, with specific attention to the timeframe and scope of the STIP reconstruction project, provision of bicycle detection at the intersections, non-actuated concurrent pedestrian phasing, and limits of bicycle shoulders.*

Our initial study notes the presence of on-street bicycle lanes on Coggeshall Street between North Front Street and Ashley Boulevard. Upon consultation with the New Bedford Department of Public Infrastructure, we amend our initial assessment to acknowledge the “sharrow” pavement markings at the intersection of Coggeshall Street and Belleville Avenue, as well as the bicycle detection provided on Coggeshall Street at its intersections with Belleville Avenue, Acushnet Avenue, and Ashley Boulevard. Furthermore, we understand the limits of the recent STIP project to be Mitchell Avenue and Purchase Street, and acknowledge that the intersection of Coggeshall Street and Veterans Memorial Way was not included in the roadway reconstruction.

At the intersection of Coggeshall Street and Acushnet Avenue, pedestrians may cross Route 18 on the south side of Coggeshall Street during a non-actuated concurrent pedestrian signal phase, while pedestrians crossing Acushnet Avenue on the north side of Coggeshall Street require an exclusive phase. Additionally, a non-actuated concurrent pedestrian phase is provided for pedestrians crossing Ashley Boulevard on the north side

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of Coggeshall Street, while pedestrians crossing the Route 18 ramp require an exclusive phase.

Study Area Intersections:

2. *The approaches of the following intersections should be reviewed to determine if volumes are increased by five percent or more due to the proposed site generated trips:*

- *Belleville Avenue at Sawyer Street*

Belleville Avenue at Sawyer Street likely captures local traffic approaching from the north.

Turning Movement Counts (TMCs) were performed at the intersection of Belleville Avenue and Sawyer Street between 4 p.m. and 6 p.m. on Thursday March 4, 2021, and between 11 a.m and 1 p.m. on Saturday March 6, 2021. TMCs were adjusted using the appropriate MassDOT seasonal adjustment factor for the month of March, and further increased to account for abnormally low volumes due to the ongoing COVID-19 pandemic. A summary of these volume calculations has been provided as an attachment.

The site generated traffic at this intersection is expected to be less than five percent of the total intersection volume. Nonetheless, we have included the intersection in our capacity analysis to determine the impact of local traffic accessing the site from the north.

3. *It is recommended that the Study document the proposed delivery vehicle size, turning maneuvers and delivery frequency to determine if use of this driveway will impede traffic flow along Coggeshall Street.*

The delivery vehicle will be a Sprinter Van, which vary in size slightly but are typically 20 to 25 feet in length. All deliveries must be scheduled in advance and coordinated with the dispensary staff at the time of the delivery, with two to three deliveries and cash pickups anticipated each week, typically scheduled during off-peak hours. Drivers will pull off of Coggeshall Street and directly into the secure loading area. Upon the completion of operations on site, the delivery vehicle will back into the turnaround area before proceeding to turn out onto Coggeshall Street. These drivers always work in a team of two, so that someone can always get out of the van to ensure no conflicts occur during backing maneuvers.

In order to ascertain the feasibility of this turning movement, AutoTurn diagrams were produced using a shuttle van, which is a close approximation to the Sprinter Van. That diagram has been included as an attachment to this letter.

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In order to better accommodate the turning movement, the face of the garage is proposed to be moved three feet further from Coggeshall Street than it currently exists, allowing for 20 feet of space between the garage and the sidewalk.

In addition, on Wednesday, March 10, 2021, an empty Sprinter Van between other deliveries was driven to the site in order for the drivers to assess the feasibility of the turnaround space. In the current configuration, the drivers were able to execute a five point turn in order to get back out onto Coggeshall Street, and stated that they felt comfortable with the existing configuration for deliveries. In the proposed condition, only a three point turn should be required.

Traffic Volume and Counts:

4. *The Attachments to the study do not include any documentation related to the seasonal growth rate calculations, the pandemic factor calculations, nor the future conditions background growth rate. As such, these calculations cannot be confirmed.*

Calculations for all volume adjustments have been included as an attachment to this letter.

5. *The northbound and southbound approaches to Coggeshall Street along Ashley Boulevard and Route 18 North are classified by MassDOT as 'Urban Principal Arterials' therefore, the seasonal adjustment factor for these approaches should be 1 instead of 1.04 during the month of December.*

Analysis volumes have been updated accordingly.

6. *The MassDOT TLA Guidelines Section 3, Part II I. state the following requirements for transit service frequency: "Transit routes, stops, passenger loads (when available), frequency of service, and service operating hours shall be documented." Some of this information has not been documented in the Study for the STRA Route 2 and Route 11 buses that travel this project area.*

Informational brochures from the SRTA website have been included as an attachment to this letter. Route 2 operates between the hours of 6:30 a.m. and 9:30 p.m. on weekdays with 20 minute headways between buses. On Saturdays, route 2 operates between 7:30 a.m. and 6:00 p.m., with 40 minute headways between buses. Route 11 operates between 7:00 a.m and 8:30 p.m. on weekdays, and between 8:30 a.m. and 5:00 p.m. on Saturdays, with 30 minute headways between buses on both weekdays and Saturdays.

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Future Conditions:

7. *According to the parking agreement provided, a total of 15 parking spaces are allocated for redevelopment use, and shared parking with other nearby businesses is allowed. The Study and site plan indicate 16 spaces will be designated; this discrepancy requires clarification.*

The site plan has been updated to reflect 15 parking spaces allocated for dispensary use.

8. *The study should identify any other background or planned projects in this project area, per MassDOT TLA Guidelines section II.J.*

An inquiry regarding background traffic generators was made to the New Bedford Department of Public Infrastructure and no such developments were identified.

Trip Distribution:

9. *It is unlikely that no new trips will use Ashley Boulevard or Belleville Avenue to Sanyer Street to access the northern driveway. Similarly, it is unlikely that a significant amount of traffic is accessing the site from Ashley Boulevard then turning left onto Coggeshall Street, as traffic traveling southbound on Ashley Boulevard are more likely to turn left onto Sanyer Street in advance of Coggeshall Street; this path is shorter and has fewer traffic signals. It is also unlikely that most of the site generated traffic traveling eastbound on Coggeshall Street would by-pass the unsignalized Coggeshall Street driveway to turn left at the signalized intersection and then left into the Veterans Memorial Way driveway.*

The trip distribution has been adjusted accordingly, and changes are reflected in the attached volume figures and the updated capacity analysis.

Trip Generation:

10. *Actual peak hour turning movement counts should be collected at similar sites within the State of Massachusetts to confirm that ITE LUC 882 accurately represents Recreational Marijuana Dispensary activity for the proposed site in New Bedford. Compare the ITE Trip Generation rate calculations with locally collected retail marijuana facility data and use the higher (more conservative) to determine redevelopment impacts.*

Vehicle trip counts were conducted on Wednesday, March 10 and Saturday, March 13 at Nature's Medicines Dispensary, located at 482 Globe Street in Fall River, Massachusetts. The dispensary occupies a 2,021 square foot building, and operates six points of sale.

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Previously, the dispensary sold cannabis for medical use only, however at the time of the study, recreational cannabis was for sale on site.

The number of trips to Nature's Medicines, compared to the number of trips predicted by ITE Trip Generation for a dispensary of the same size, are summarized in the following Table 1:

Table 1 – Nature's Medicine Trip Generation

Peak Hour	Entering	Exiting	Total	ITE Trip Generation
Weekday: 4:45-5:45 PM	17	19	36	44
Saturday 12:00-1:00 PM	18	16	34	73

Because the ITE Trip Generation appears to provide a more conservative estimate, ITE Trip Generation data was used to conduct capacity and queue analysis.

Intersection Capacity Analysis and Queue Analysis:

- 11. The latest HCM methodology, HCM6, should be used and summarized in the study.*

The capacity analysis has been completed using HCM 6 methodology for five of the six study intersections. HCM 6 does not support analysis of custom signal timing, and therefore was not used to analyze the intersection of Belleville Avenue and Sawyer Street. Consequently, HCM 2000 methodology was used for this intersection.

- 12. The capacity and queue analysis should be expanded as needed to include the intersections added to the study area and incorporate any changes to trip distribution as noted above.*

Capacity and queue analysis has been expanded to include the intersection of Belleville Avenue and Sawyer Street. Additionally, analysis has been updated to reflect a revised trip distribution.

- 13. The study should identify approaches that operate at LOS E or LOS F under both No Build and Build conditions.*

The attached capacity and queue analysis summary tables have been updated to indicate approaches that operate at a LOS E or worse.

- 14. The study should identify available queue storage capacity for each approach.*

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Available queue storage capacity has been added to the queue analysis summary table as appropriate.

15. *The proponent should develop timing adjustment plans to mitigate the impacts of the proposed redevelopment to the roadway network, pending the adjustments to growth rates, trip distribution, and trip generation as listed above. Timing adjustments should return the Build conditions to the same level of service and queuing as the No Build conditions.*

None of the intersections studied experienced a degradation in LOS as a result of the development traffic, and queues are demonstrated not to increase by more than one vehicle length on all but two movements (where it is limited to two vehicle lengths) and therefore revised timings have not been recommended. Timings will likely require adjustment as traffic volumes return from the reduction related to Covid-19, but will be essentially unrelated to the traffic generated by this development.

Crash Analysis

16. *It is recommended that more recent crash data be collected from the New Bedford Police Department. Crash rate work sheets should be provided as well as collision diagrams for locations where the calculated crash rates exceed district 5 averages.*

Crash data for the years of 2018-2020 has been collected via the MassDOT IMPACT portal, as well as from the City of New Bedford Police Department. Copies of the crash reports can be provided upon request.

Collision diagrams have been provided for the following intersections, where the calculated crash rate is higher than this district average:

- Coggeshall Street and Belleville Avenue
- Coggeshall Street and Acushnet Avenue
- Coggeshall Street and Ashley Boulevard
- Belleville Avenue and Sawyer Street

The intersection of Coggeshall Street and Ashley Boulevard experienced the most crashes during the three year study period, with 62 collisions. Of the 62 collisions, 36 took place in 2018, before the reconstruction of Coggeshall Street associated with the STIP project was complete. In 2019, the intersection experienced ten collisions, and in 2020, 16 collisions. Additionally, the intersection of Coggeshall Street and Acushnet Avenue saw a reduction in crashes after STIP reconstruction, which indicates the project has been successful in its intent to improve roadway safety.

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The intersection of Belleville Avenue and Sawyer Street experienced 34 collisions during the study period. Most notably, the intersection experienced four collisions with pedestrians. Of the four collisions, two of the police reports indicate darkness and poor visibility as contributing causes. Improved lighting, crosswalk pavement markings, or advisory signage may mitigate the likelihood of similar collisions in the future.

Ultimately, we do not believe the proposed development will exacerbate existing crash patterns or frequencies.

Parking Analysis:

- 17. The study should document parking space usage during the Saturday peak hour, identify how many of the inventories parking spaces are accessible, and provide an assessment similar to that of the traffic volume adjustments to reflect the pandemic impacts on parking space occupancy.*

Parking occupancy counts were conducted on Saturday, March 13, 2021 between 2 and 6 p.m. Peak occupancy occurred at 3:00 p.m, with the lot being approximately 24 percent occupied. At this time, 35 of the 146 available spaces were occupied, and 111 were vacant. Of the ten accessible spaces provided, at most one was occupied during any hour over the analysis period. Count data indicates that overall peak occupancy occurs on Friday at 1:00 p.m. At this time, the lot is approximately 44 percent occupied.

If the parking occupancy is adjusted similarly to the traffic volumes to account for abnormally low travel during the COVID-19 pandemic, the lot is at most 48 percent occupied during the Friday peak, and 28 percent occupied during the Saturday peak.

Attachments:

- 18. Include signal layout plans, transit service existing conditions data, ITE Trip Generation Land Use Code Sheets, calculations for alternative trip generation rates, and calculations for seasonal adjustment factors, growth rates, count station data used, and pandemic adjustments*

The above items have all been included as attachments, with the exception of alternative trip generation rates, as they were not required.



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We trust that this information is sufficient for you to complete your review. Should you have any questions or require additional information, please contact us.

Sincerely,

Katherine O'Shea, EIT
Transportation Engineer

Matthew W. Skelly, PE, PTOE
Project Manager

Attachments : Volume Adjustment Calculations
 Trip Generation Worksheets
 Updated Traffic Volume Figures
 Updated Capacity and Queue Analysis
 AutoTurn Analysis
 Collision Diagrams and Crash Rate worksheets
 Crash Data Summary Table
 Turning Movement Counts
 Dispensary Counts
 Parking Counts
 Transit Service Information
 Traffic Signal Plans

Katherine O'Shea

From: Matthew Skelly
Sent: Monday, March 15, 2021 5:25 PM
To: Katherine O'Shea
Subject: FW: [External] Re: Growth Rate
Attachments: Acushnet@Coggeshall Aug2016.pdf; Ashley@Coggeshall Aug2009.pdf

Matthew Skelly, PE, PTOE (he / him)

Project Manager

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From: Guoqiang Li [mailto:gli@srpedd.org]
Sent: Monday, December 7, 2020 2:09 PM
To: Matthew Skelly <MSkelly@fando.com>
Cc: Luis deOliveira <Ideoliveira@srpedd.org>; Lisa Estrela <lestrela@srpedd.org>; Paul Mission <pmission@srpedd.org>;
Jed Cornock <jcornock@srpedd.org>
Subject: [External] Re: Growth Rate

Matthew,

Thanks for contacting us. Hope this email finds you well.

Based on the SRPEDD travel demand model, it is estimated that Coggeshall St would experience annual background traffic growth of 0.32%, in both short-term and long-term scenarios which are consistent with general land use development trends in SRPEDD region. Thus, we suggest you use a conservative annual composite growth of 0.5% as the basis for the intersections analysis along Coggeshall St. SRPEDD Travel Demand Model does not provide site specific impact for the signal at the entrance of Riverside Landing (also Veterans Memorial Way at Coggeshall St). Typically, the new trips need to be distributed to the intersection generated from new built or proposed development. I am hoping include Memorial Way and Coggeshall intersection in next model update and calibrated with TMC counted after traffic resumes normal. Unfortunately, I do not have any further information beyond that.

I would not be able to advice on the adjustment factors under COVID 19 pandemics or speak for MassDOT or MEPA requirements for project filing, however, I felt you are on the right track.

Enclosed please find additional TMCs with pedestrian numbers at Acushnet Ave at Coggeshall and Ashley Blvd at Coggeshall conducted way back in 20016 and 2009.

If you have any further questions, please feel free to reach out to me/us again.

Best,
Guoqiang,

Guoqiang Li, PTP (he/him)



COVID-19 Adjustment Factor

2019				2020				% Difference
Date	ADT	Seasonal Adj. Factor	Adj. ADT	Date	ADT	Seasonal Adj. Factor	Adj. ADT	
5/14	16,395	0.88	14,428	9/22	15,186	0.92	13,971	-3.27%
5/15	16,671	0.88	14,670	9/23	15,317	0.92	14,092	-4.11%
Information comes from MassDOT Permanent count station 'Howland Road at New Bedford (RPA 10-094-00016)'						Average		-3.69%
						Adjustment Factor		3.50%



Coggeshall and Veterans Memorial Way

	Veterans Memorial Way From North			Coggeshall St From East			Route 195 From South			Coggeshall St From West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Peak	142	158	54	267	204	116	178	164	41	91	396	203
Covid Adj.	147	164	56	276	211	120	184	170	42	94	410	210
Seasonal Adj.	153	170	58	287	220	125	192	177	44	98	426	219
	154	171	58	289	221	125	193	177	44	98	428	220
	154	172	59	290	222	126	194	178	45	99	431	221
Annual Growth	155	173	59	292	223	127	194	179	45	99	433	222
	156	173	59	293	224	127	195	180	45	100	435	223
	157	174	60	295	225	128	196	181	45	100	437	224
	157	175	60	296	226	129	197	182	45	101	439	225
2027 No-Build PM Peak	158	176	60	298	227	129	198	183	46	101	441	226
2020 Sat Peak	141	132	61	231	155	109	88	91	25	82	287	175
Covid Adj.	146	137	63	239	160	113	91	94	26	85	297	181
Seasonal Adj.	152	142	66	249	167	117	95	98	27	88	309	188
	153	143	66	250	168	118	95	98	27	89	310	189
	153	144	66	251	169	119	96	99	27	89	312	190
Annual Growth	154	144	67	252	169	119	96	99	27	90	314	191
	155	145	67	254	170	120	97	100	27	90	315	192
	156	146	67	255	171	120	97	100	28	90	317	193
	156	146	68	256	172	121	98	101	28	91	318	194
2027 No-Build Sat. Peak	157	147	68	257	173	121	98	101	28	91	320	195



Coggeshall and Site Driveway

	115 Coggeshall Street Driveway		Coggeshall St From East		Coggeshall St From West	
Start Time	Left	Right	Thru	Right	Left	Thru
2020 PM Peak	7	54	418	16	53	688
Covid Adj.	7	56	433	17	55	712
Seasonal Adj.	8	58	450	17	57	741
Annual Growth	8	58	452	17	57	744
	8	59	454	17	58	748
	8	59	457	17	58	752
	8	59	459	18	58	755
	8	60	461	18	58	759
	8	60	464	18	59	763
2027 No-Build PM Peak	8	60	466	18	59	767
2020 Sat Peak	16	47	297	14	62	500
Covid Adj.	17	49	307	14	64	518
Seasonal Adj.	17	51	320	15	67	538
Annual Growth	17	51	321	15	67	541
	17	51	323	15	67	544
	17	51	325	15	68	546
	18	52	326	15	68	549
	18	52	328	15	68	552
	18	52	329	16	69	555
2027 No-Build Sat. Peak	18	52	331	16	69	557



Coggeshall and Belleville

	Belleville Ave from North			Coggeshall St from East			Belleville Ave from South			Coggeshall St from West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Peak	143	127	132	131	340	92	47	188	419	85	336	41
Covid Adj.	148	131	137	136	352	95	49	195	434	88	348	42
Seasonal Adj.	154	137	142	141	366	99	51	202	451	91	362	44
Annual Growth	155	137	143	142	368	100	51	203	453	92	363	44
	155	138	144	142	370	100	51	204	456	92	365	45
	156	139	144	143	371	101	51	205	458	93	367	45
	157	139	145	144	373	101	52	206	460	93	369	45
	158	140	146	145	375	102	52	207	462	94	371	45
	159	141	146	145	377	102	52	209	465	94	373	45
2027 No-Build PM Peak	159	142	147	146	379	103	52	210	467	95	375	46
2020 Sat Peak	130	103	110	107	285	55	39	130	308	58	267	59
Covid Adj.	135	107	114	111	295	57	40	135	319	60	276	61
Seasonal Adj.	140	111	118	115	307	59	42	140	332	62	287	64
Annual Growth	141	111	119	116	308	59	42	141	333	63	289	64
	141	112	120	116	310	60	42	141	335	63	290	64
	142	113	120	117	311	60	43	142	337	63	292	64
	143	113	121	117	313	60	43	143	338	64	293	65
	143	114	121	118	315	61	43	143	340	64	295	65
	144	114	122	119	316	61	43	144	342	64	296	65
2027 No-Build Sat. Peak	145	115	123	119	318	61	43	145	343	65	298	66



Coggeshall and Acushnet

	Coggeshall St from East			Acushnet Ave from South			Coggeshall St from West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Peak	0	368	79	121	377	238	51	266	0
Covid Adj.	0	381	82	125	390	246	53	275	0
Seasonal Adj.	0	396	85	125	390	246	55	286	0
	0	398	85	126	392	248	55	288	0
	0	400	86	126	394	249	55	289	0
Annual Growth	0	402	86	127	396	250	56	291	0
	0	404	87	128	398	251	56	292	0
	0	406	87	128	400	253	56	294	0
	0	408	88	129	402	254	57	295	0
2027 No-Build PM Peak	0	410	88	130	404	255	57	296	0
2020 Sat Peak	0	317	67	96	276	166	64	222	0
Covid Adj.	0	328	69	99	286	172	66	230	0
Seasonal Adj.	0	341	72	99	286	172	69	239	0
	0	343	72	100	287	173	69	240	0
	0	345	73	100	289	174	70	241	0
Annual Growth	0	346	73	101	290	174	70	243	0
	0	348	74	101	291	175	70	244	0
	0	350	74	102	293	176	71	245	0
	0	352	74	102	294	177	71	246	0
2027 No-Build Sat. Peak	0	353	75	103	296	178	71	247	0



Coggeshall and Ashley

	Ashley Blvd from North			Coggeshall St from East			Coggeshall St from West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Peak	68	561	31	208	281	0	0	245	105
Covid Adj.	70	581	32	215	291	0	0	254	109
Seasonal Adj.	70	581	32	224	302	0	0	264	113
Annual Growth	71	584	32	225	304	0	0	265	114
	71	586	32	226	306	0	0	266	114
	71	589	33	227	307	0	0	268	115
	72	592	33	228	309	0	0	269	115
	72	595	33	230	310	0	0	270	116
	73	598	33	231	312	0	0	272	116
2027 No-Build PM Peak	73	601	33	232	313	0	0	273	117
2020 Sat Peak	86	450	29	188	204	0	0	191	61
Covid Adj.	89	466	30	195	211	0	0	198	63
Seasonal Adj.	89	466	30	202	220	0	0	206	66
Annual Growth	89	468	30	203	221	0	0	207	66
	90	470	30	204	222	0	0	208	66
	90	473	30	205	223	0	0	209	67
	91	475	31	206	224	0	0	210	67
	91	478	31	207	225	0	0	211	67
	92	480	31	209	226	0	0	212	68
2027 No-Build Sat. Peak	92	482	31	210	227	0	0	213	68



Belleville and Sawyer

	Belleville Ave from North			Sawyer St from East			Belleville Ave from South			Sawyer St from West		
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Peak	195	363	41	14	105	284	22	329	17	39	119	46
Covid Adj.	202	376	42	14	109	294	23	341	18	40	123	48
Seasonal Adj.	192	357	40	14	103	279	22	323	17	38	117	45
Annual Growth	193	359	41	14	104	281	22	325	17	39	118	45
	194	360	41	14	104	282	22	327	17	39	118	46
	195	362	41	14	105	283	22	328	17	39	119	46
	196	364	41	14	105	285	22	330	17	39	119	46
	197	366	41	14	106	286	22	332	17	39	120	46
	198	368	42	14	106	288	22	333	17	40	121	47
2027 No-Build PM Peak	199	370	42	14	107	289	22	335	17	40	121	47
2020 Sat Peak	238	325	71	9	98	234	18	267	15	21	112	50
Covid Adj.	246	336	73	9	101	242	19	276	16	22	116	52
Seasonal Adj.	234	320	70	9	96	230	18	263	15	21	110	49
Annual Growth	235	321	70	9	97	231	18	264	15	21	111	49
	236	323	71	9	97	232	18	265	15	21	111	50
	238	324	71	9	98	234	18	266	15	21	112	50
	239	326	71	9	98	235	18	268	15	21	112	50
	240	328	72	9	99	236	18	269	15	21	113	50
	241	329	72	9	99	237	18	271	15	21	113	51
2027 No-Build Sat. Peak	242	331	72	9	100	238	18	272	15	21	114	51

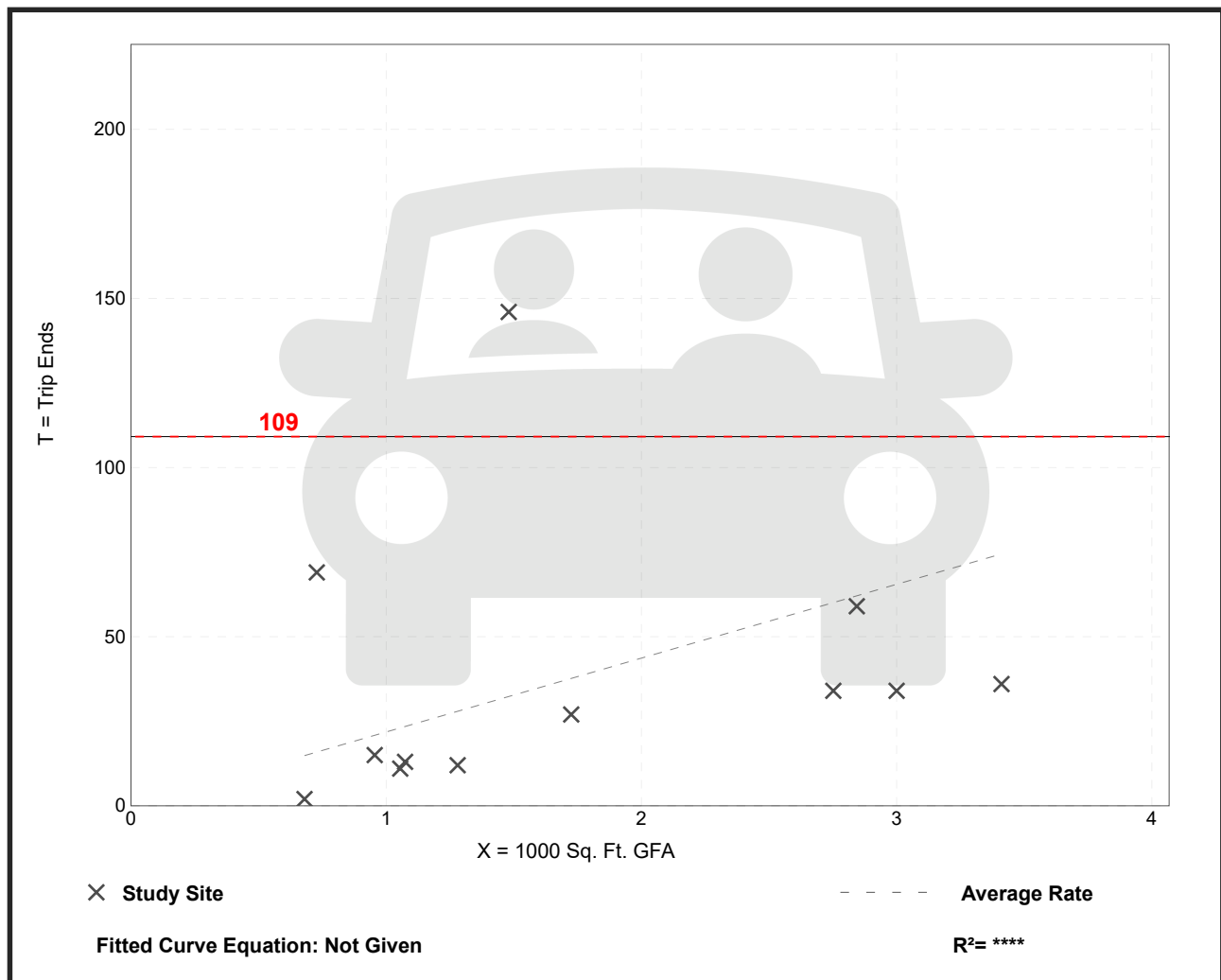
Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 12
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
21.83	2.94 - 98.65	27.36

Data Plot and Equation



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers

Marijuana Dispensary (882)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

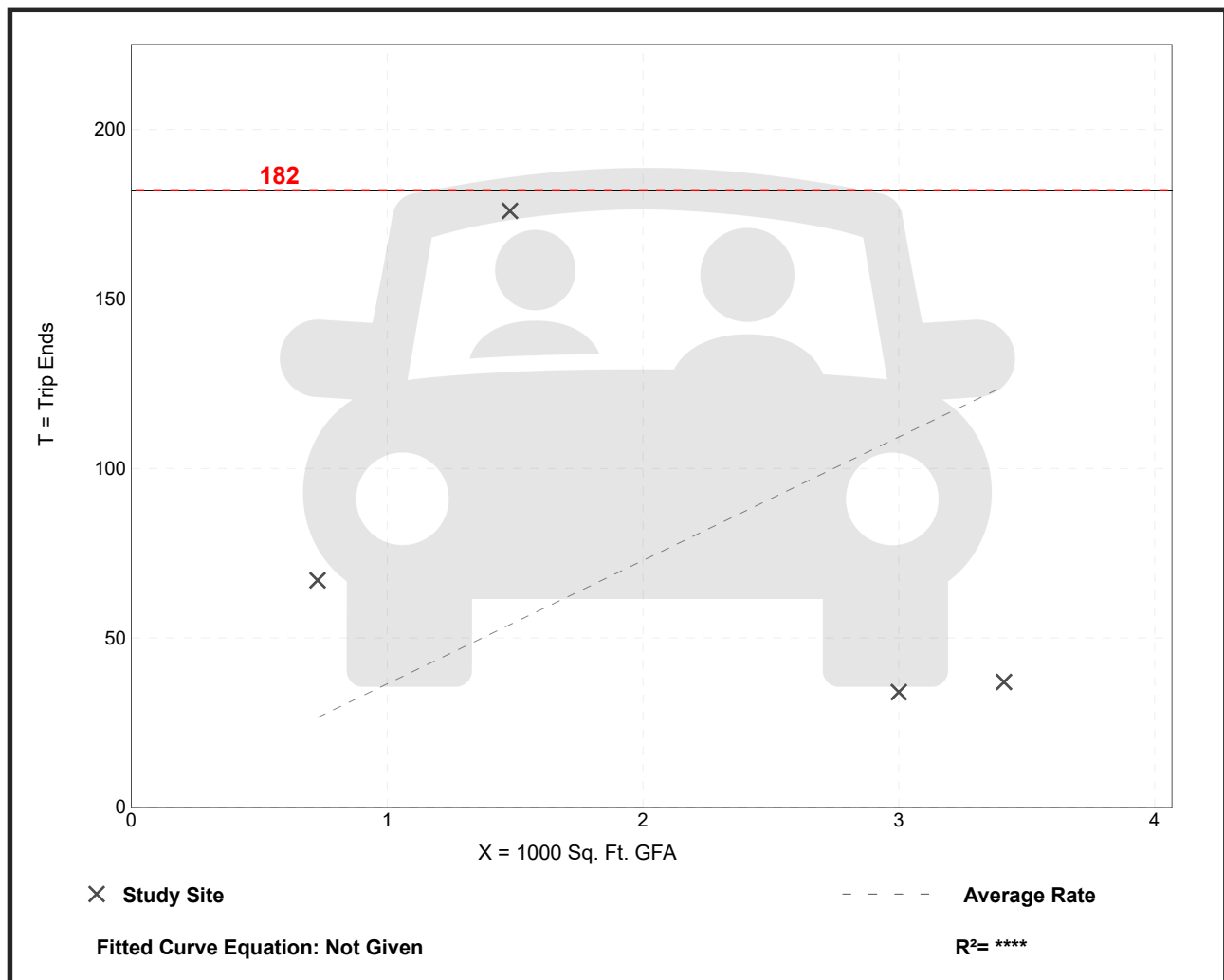
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

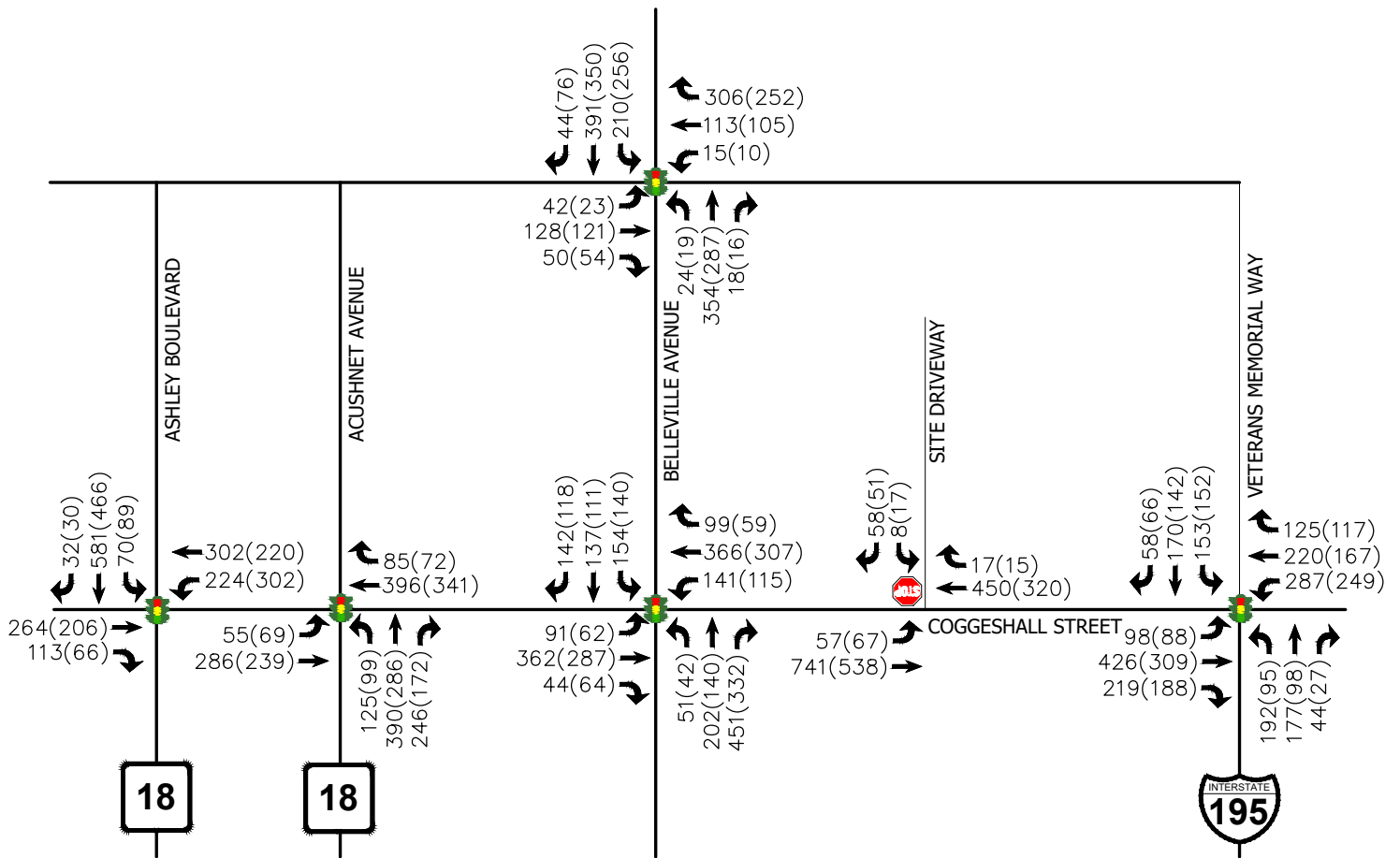
Average Rate	Range of Rates	Standard Deviation
36.43	10.85 - 118.92	50.44

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Edition • Institute of Transportation Engineers



xxx(xxx) = WEEKDAY PM PEAK (SATURDAY MIDDAY PEAK)



FUSS & O'NEILL

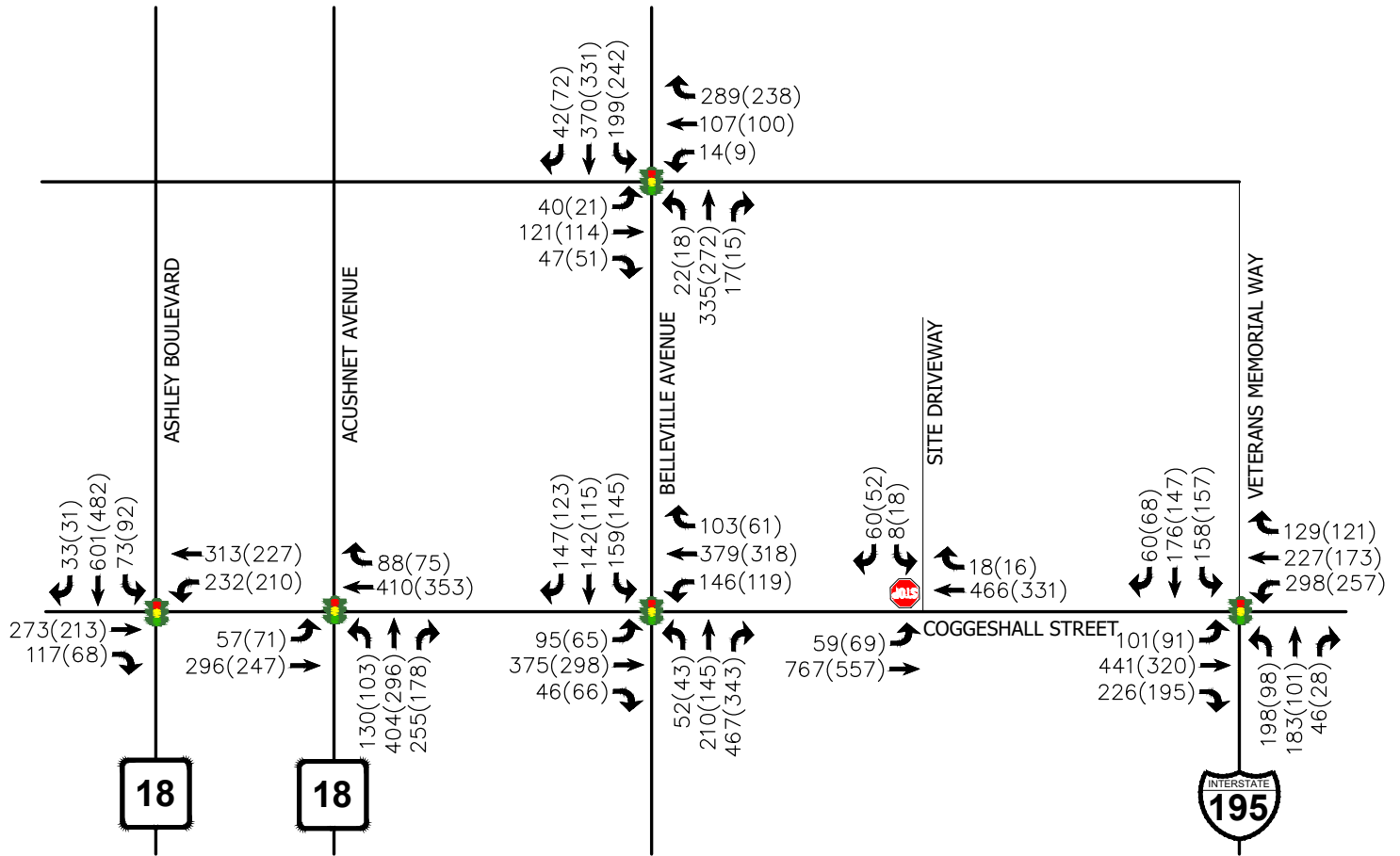
108 MYRTLE STREET, SUITE 502
QUINCY, MA 02171
617.282.4675
www.fando.com

FIGURE 1 - 2020 EXISTING TRAFFIC VOLUMES

PROJ. NO: 20191061.T10

ASCEND MASS, LLC

MARCH 2021



xxx(xxx) = WEEKDAY PM PEAK (SATURDAY MIDDAY PEAK)



FUSS & O'NEILL

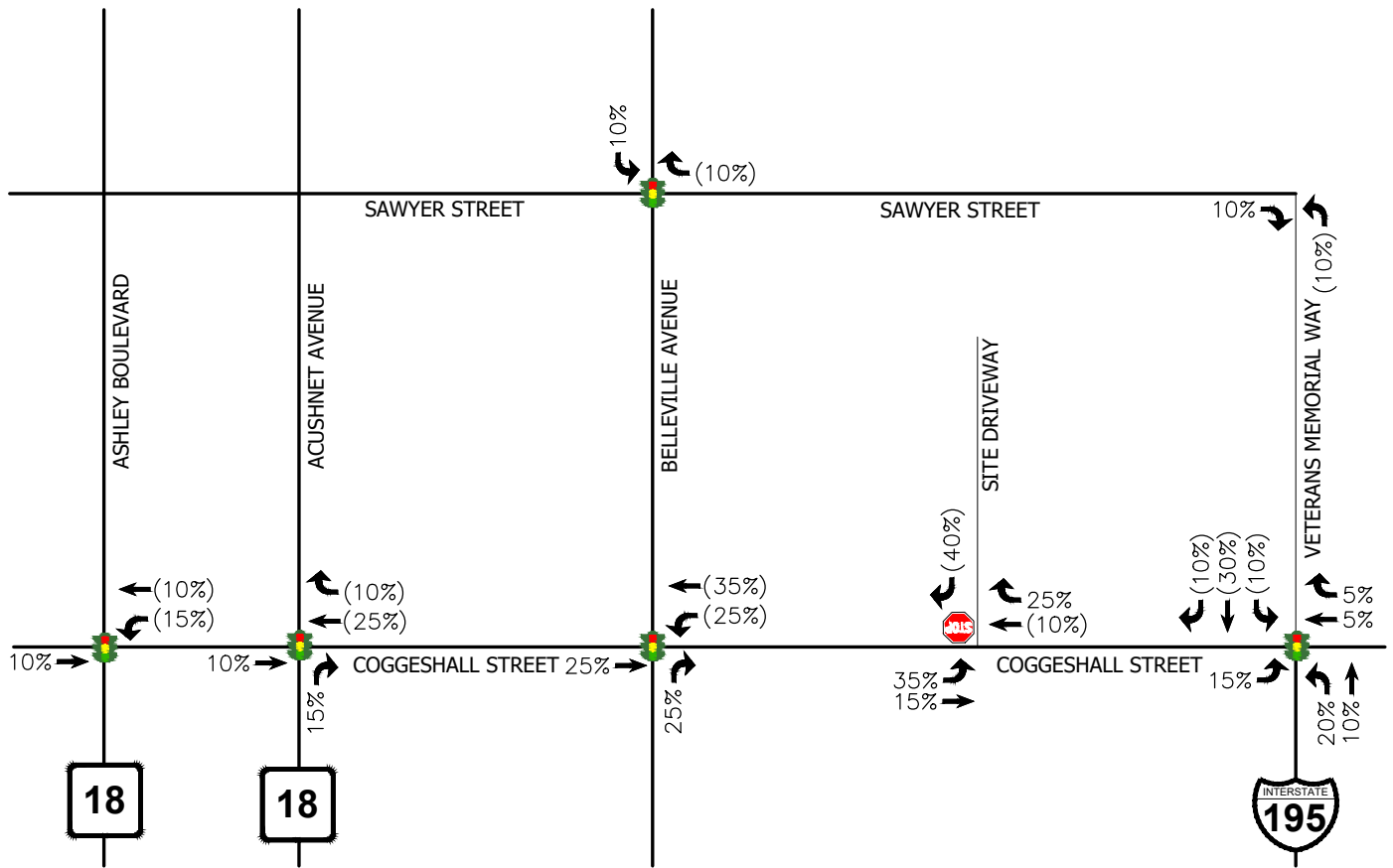
108 MYRTLE STREET, SUITE 502
QUINCY, MA 02171
617.282.4675
www.fando.com

FIGURE 2 - 2027 NO-BUILD CONDITION

PROJ. NO: 20191061.T10

ASCEND MASS, LLC

MARCH 2021



xxx(yyy) = ENTERING TRAFFIC (EXITING TRAFFIC)



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FIGURE 3 - TRIP DISTRIBUTION

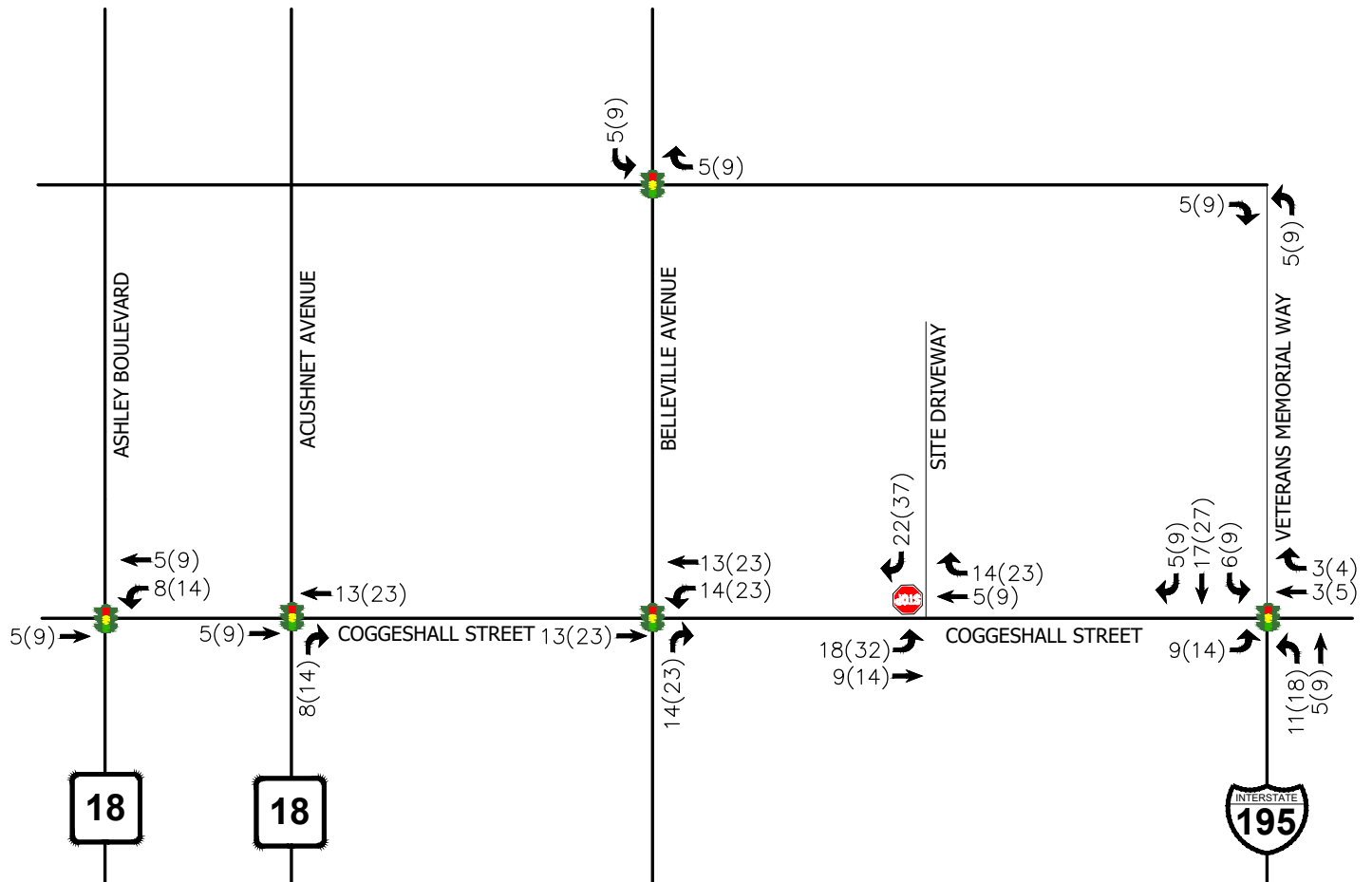
PROJ. NO: 20191061.T10

ASCEND MASS, LLC

MARCH 2021

SITE GENERATED TRAFFIC VOLUMES

	ENTER	EXIT	TOTAL
AFTERNOON	54	55	109
SATURDAY	91	91	182



xxx(xxx) = WEEKDAY PM PEAK (SATURDAY MIDDAY PEAK)



FUSS & O'NEILL

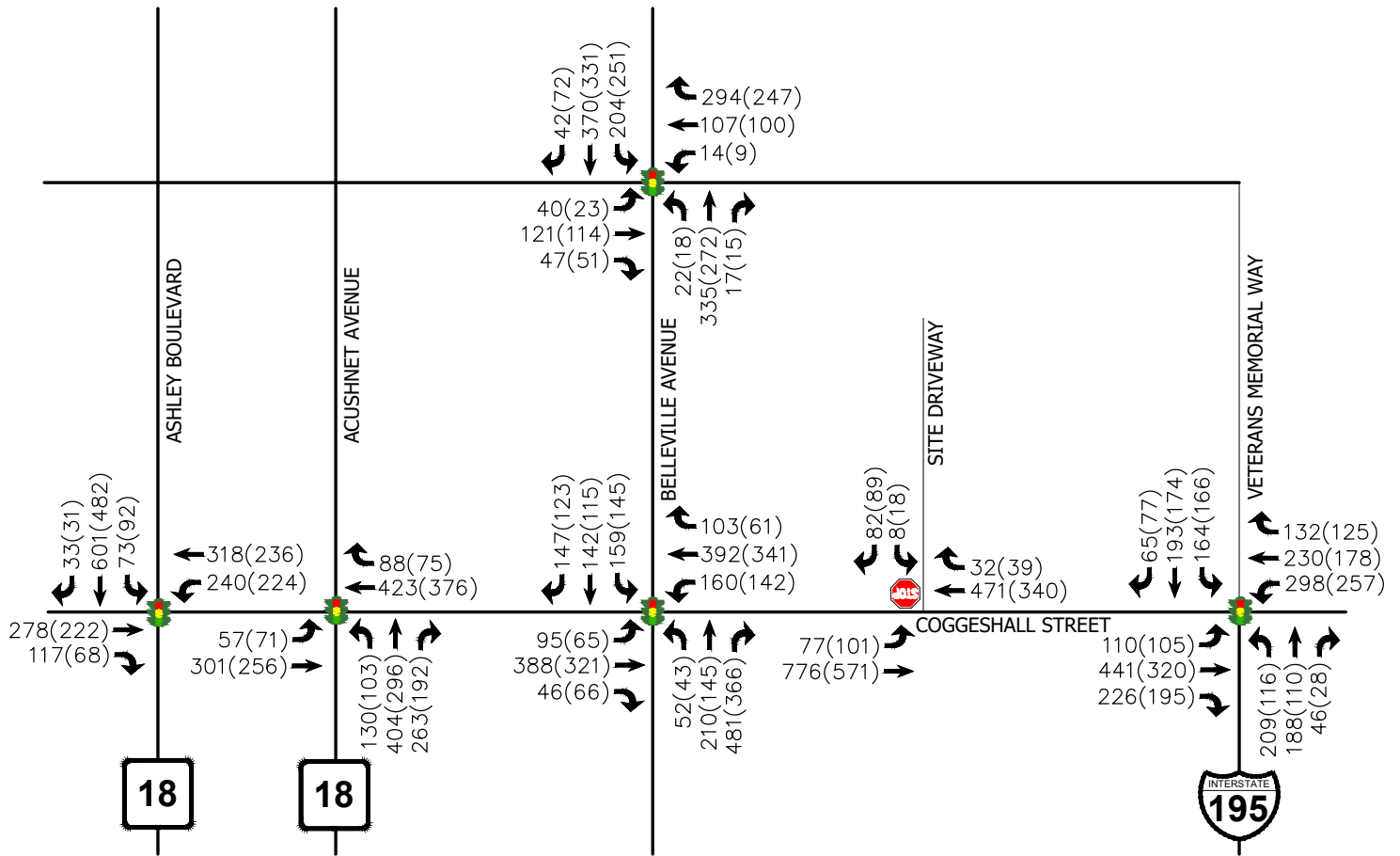
108 MYRTLE STREET, SUITE 502
QUINCY, MA 02171
617.282.4675
www.fando.com

FIGURE 4 - TRIP GENERATION

PROJ. NO: 20191061.T10

ASCEND MASS, LLC

MARCH 2021



xxx(xxx) = WEEKDAY PM PEAK (SATURDAY MIDDAY PEAK)



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FIGURE 5 - 2027 BUILD CONDITION

PROJ. NO: 20191061.T10

ASCEND MASS, LLC

MARCH 2021

Table 2—Unsignalized Intersection Critical Movement Delay per Vehicle

Critical Movement	Afternoon Peak Hour		Saturday Peak Hour	
	No-Build	Build	No-Build	Build
Coggeshall St. at Site Driveway				
Eastbound Left Turn	8.7 sec	8.8 sec	8.3 sec	8.5 sec
Southbound Approach	12.3 sec	16.4 sec	10.8 sec	11.4 sec

Table 3—Signalized Intersection LOS/Average Delay per Vehicle

Intersection/Approach	Afternoon Peak Hour		Saturday Peak Hour	
	No-Build	Build	No-Build	Build
Coggeshall St. at I-195 WB Exit 17 Ramps/Veterans Memorial Way	LOS C	LOS C	LOS C	LOS C
Eastbound Approach	20.0 sec	20.2 sec	15.4 sec	12.8 sec
Westbound Approach	14.9 sec	15.3 sec	12.4 sec	14.2 sec
Northbound Approach	34.1 sec	34.5 sec	31.1 sec	30.0 sec
Southbound Approach	51.9 sec	55.0 sec*	42.0 sec	37.4 sec
Coggeshall St. at Belleville Ave.	LOS D	LOS D	LOS C	LOS C
Eastbound Approach	54.8 sec	62.9 sec*	42.0 sec	51.5 sec
Westbound Approach	28.6 sec	28.8 sec	25.1 sec	25.9 sec
Northbound Approach	57.9 sec*	60.4 sec*	29.6 sec	31.9 sec
Southbound Approach	17.2 sec	17.6 sec	16.0 sec	16.4 sec
Coggeshall St. at Acushnet Ave.	LOS C	LOS C	LOS C	LOS C
Eastbound Approach	20.5 sec	20.7 sec	19.3 sec	19.6 sec
Westbound Approach	19.8 sec	20.0 sec	19.7 sec	20.1 sec
Northbound Approach	27.9 sec	28.0 sec	25.0 sec	25.2 sec
Coggeshall St. at Ashley Blvd.	LOS B	LOS B	LOS B	LOS B
Eastbound Approach	11.6 sec	11.8 sec	9.6 sec	9.9 sec
Westbound Approach	3.1 sec	3.1 sec	2.8 sec	2.9 sec
Southbound Approach	36.0 sec	36.0 sec	37.0 sec	37.0 sec
Belleville Avenue at Sawyer Street	LOS C	LOS C	LOS C	LOS C
Eastbound Approach	33.4 sec	33.4 sec	28.7 sec	29.2 sec
Westbound Approach	33.5 sec	34.1 sec	32.1 sec	33.3 sec
Northbound Approach	21.7 sec	21.8 sec	19.5 sec	19.5 sec
Southbound Approach	21.8 sec	25.8 sec	14.5 sec	15.3 sec

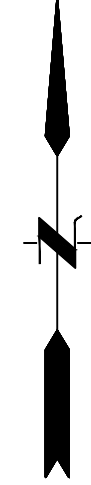
*indicates approach operates at LOS E or worse

Table 4—Peak Hour Queue Length Summary*

Critical Movements	Afternoon Peak Hour		Saturday Peak Hour		Available Storage
	No-Build	Build	No-Build	Build	
Coggeshall St. at I-195 WB Exit 17 Ramps/ Veterans Memorial Way					
Eastbound Left Turn	40 ft	45 ft	40 ft	45 ft	150 ft
Eastbound Through	310 ft	305 ft	230 ft	230 ft	1,000 ft
Eastbound Right Turn	0 ft	0 ft	0 ft	0 ft	150 ft
Westbound Left Turn	115 ft	115 ft	105 ft	105 ft	375 ft
Westbound Through/Right Turn	195 ft	200 ft	165 ft	170 ft	-
Northbound Left Turn	180 ft	175 ft	80 ft	95 ft	350 ft
Northbound Through/Right Turn	100 ft	100 ft	55 ft	60 ft	350 ft
Southbound Left Turn	200 ft	205 ft	195 ft	205 ft	250 ft
Southbound Through	220 ft	240 ft	170 ft	210 ft	475
Southbound Right Turn	25 ft	30 ft	30 ft	30 ft	175 ft
Coggeshall St. at Site Driveway					
Eastbound Left Turn	5 ft	5 ft	5 ft	5 ft	150 ft
Southbound Right Turn	10 ft	20 ft	5 ft	10 ft	50 ft
Coggeshall St. at Belleville Ave.					
Eastbound Left Turn	50 ft	50 ft	35 ft	35 ft	80 ft
Eastbound Through/Right Turn	380 ft	390 ft	325 ft	355 ft	400 ft
Westbound Left Turn	70 ft	75 ft	60 ft	70 ft	75 ft
Westbound Through	315 ft	330 ft	250 ft	275 ft	950 ft
Westbound Right Turn	15 ft	15 ft	0 ft	0 ft	225 ft
Northbound Left Turn/Through	250 ft	250 ft	170 ft	170 ft	-
Northbound Right Turn	190 ft	205 ft	90 ft	115 ft	100 ft
Southbound Left Turn	90 ft	95 ft	90 ft	90 ft	150 ft
Southbound Through/Right Turn	135 ft	135 ft	110 ft	110 ft	660 ft
Coggeshall St. at Acushnet Ave.					
Eastbound Left Turn	25 ft	25 ft	50 ft	50 ft	125 ft
Eastbound Through	190 ft	190 ft	140 ft	150 ft	375 ft
Westbound Through/Right Turn	340 ft	350 ft	305 ft	325 ft	450 ft
Northbound Left Turn	100 ft	100 ft	85 ft	85 ft	150 ft
Northbound Through	300 ft	300 ft	225 ft	225 ft	-
Northbound Right Turn	50 ft	50 ft	45 ft	45 ft	150 ft

Coggeshall St. at Ashley Blvd.					Available Storage
Eastbound Through	190 ft	195 ft	145 ft	150 ft	625 ft
Eastbound Right Turn	35 ft	35 ft	25 ft	25 ft	75 ft
Westbound Left Turn	145 ft	150 ft	130 ft	135 ft	150 ft
Westbound Through	205 ft	210 ft	140 ft	140 ft	400 ft
Southbound Left Turn	60 ft	60 ft	85 ft	85 ft	115 ft
Southbound Through/Right Turn	215 ft	215 ft	190 ft	190 ft	450 ft
Belleville Avenue at Sawyer Street					
Eastbound Approach	165 ft	165 ft	135 ft	140 ft	415 ft
Westbound Approach	235 ft	240 ft	195 ft	200 ft	-
Northbound Approach	225 ft	225 ft	155 ft	155 ft	650 ft
Southbound Approach	380 ft	395 ft	260 ft	275 ft	-

* Queue lengths reported have been rounded to the nearest five feet



Coggeshall Street and Acushnet Avenue

Crash ID	Crash Date	Crash Severity	Light Conditions	Manner of Collision
1	01/12/2018	Non-fatal injury	Daylight	Rear-end
2	01/26/2018	Property damage only	Dark - lighted roadway	Rear-end
3	03/11/2018	Property damage only	Dark - lighted roadway	Sideswipe, same direction
4	03/28/2018	Property damage only	Daylight	Angle
5	04/08/2018	Property damage only	Daylight	Rear-end
6	02/03/2018	Fatal injury	Dark - lighted roadway	Single vehicle crash
7	06/17/2018	Non-fatal injury	Daylight	Rear-end
8	06/29/2018	Property damage only	Daylight	Angle
9	09/12/2018	Property damage only	Daylight	Angle
10	09/24/2018	Non-fatal injury	Dark - lighted roadway	Angle
11	11/29/2018	Property damage only	Dark - lighted roadway	Angle
12	07/02/2019	Unknown	Daylight	Rear-end
13	07/07/2019	Property damage only	Daylight	Rear-end
14	08/03/2019	Non-fatal injury	Daylight	Rear-end
15	08/26/2019	Non-fatal injury	Daylight	Rear-end
16	12/03/2019	Property damage only	Daylight	Head-on
17	12/01/2019	Non-fatal injury	Daylight	Single vehicle crash
18	01/06/2020	Property damage only	Dark - lighted roadway	Front to Rear
19	01/24/2020	Non-fatal injury	Daylight	Rear-end
20	02/01/2020	Property damage only	Dark - lighted roadway	Rear-end
21	02/18/2020	Non-fatal injury	Dark - lighted roadway	Rear-end
22	04/01/2020	Property damage only	Daylight	Sideswipe, same direction
23	06/25/2020	Property damage only	Daylight	Rear-end
24	08/05/2020	Non-fatal injury	Dark - lighted roadway	Rear-end
25	08/19/2020	Property damage only	Dusk	Rear-end
26	09/09/2020	Non-fatal injury	Dark - lighted roadway	Angle
27	12/17/2020	Property damage only	Dark - lighted roadway	Rear-end

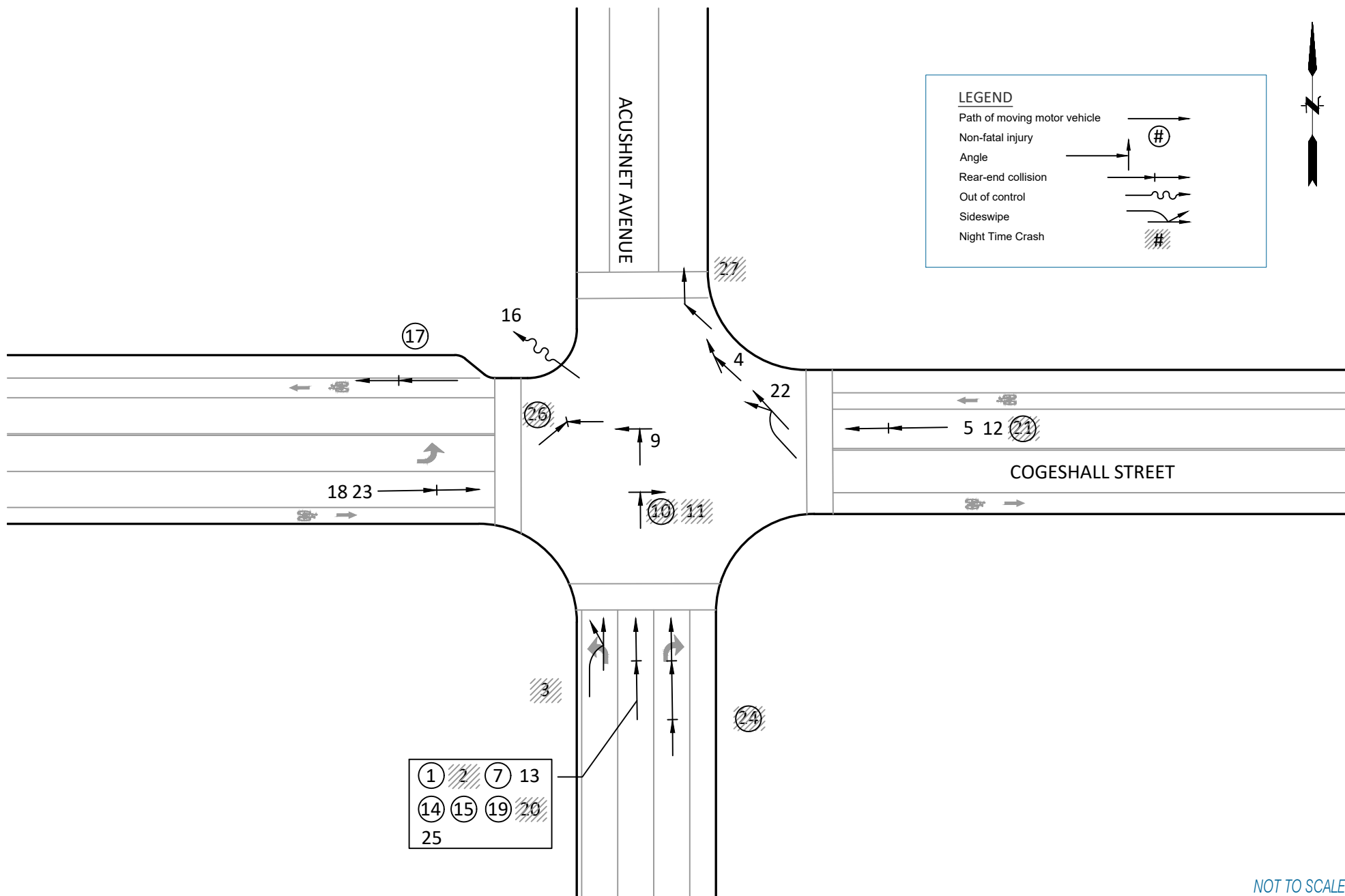


FIGURE 1: COLLISION DIAGRAM

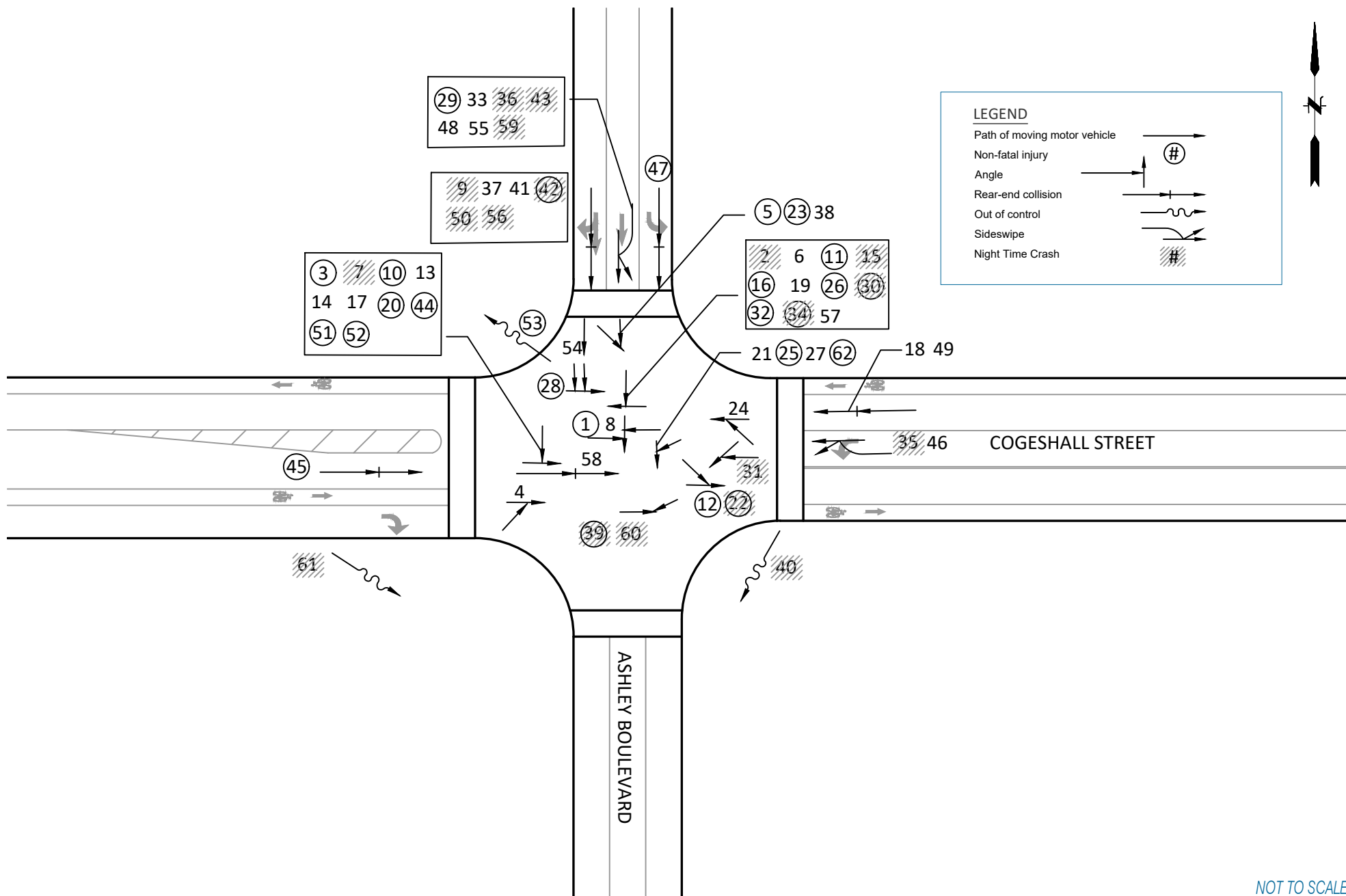
INTERSECTION OF COGESHAL STREET AND ACUSHNET AVENUE
TIME PERIOD ANALYZED: JANUARY 01, 2018 - DECEMBER 31, 2020

Location: NEW BEDFORD, MA
Source: Police Crash Reports
Date Prepared: MARCH 2021
Prepared By: RNL

Coggeshall Street and Ashley Boulevard

Crash ID	Crash Date	Crash Severity	Light Conditions	Manner of Collision
1	01/06/2018	Non-fatal injury	Daylight	Angle
2	01/18/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
3	01/19/2018	Non-fatal injury	Daylight	Angle
4	01/23/2018	Property damage only (none injured)	Daylight	Angle
5	02/13/2018	Non-fatal injury	Dusk	Angle
6	02/28/2018	Property damage only (none injured)	Daylight	Angle
7	04/18/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
8	04/21/2018	Property damage only (none injured)	Daylight	Angle
9	04/22/2018	Property damage only (none injured)	Dark - lighted roadway	Rear-end
10	05/02/2018	Non-fatal injury	Daylight	Angle
11	05/10/2018	Non-fatal injury	Daylight	Sideswipe, opposite direction
12	05/26/2018	Non-fatal injury	Daylight	Angle
13	06/01/2018	Property damage only (none injured)	Daylight	Angle
14	06/03/2018	Property damage only (none injured)	Daylight	Angle
15	06/13/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
16	06/14/2018	Non-fatal injury	Daylight	Angle
17	06/25/2018	Property damage only (none injured)	Daylight	Angle
18	07/06/2018	Property damage only (none injured)	Daylight	Rear-end
19	07/09/2018	Property damage only (none injured)	Daylight	Angle
20	07/12/2018	Non-fatal injury	Daylight	Angle
21	07/15/2018	Property damage only (none injured)	Daylight	Angle
22	07/22/2018	Non-fatal injury	Dark - lighted roadway	Angle
23	07/31/2018	Non-fatal injury	Daylight	Unknown
24	08/13/2018	Property damage only (none injured)	Daylight	Angle
25	08/25/2018	Non-fatal injury	Daylight	Angle
26	08/27/2018	Non-fatal injury	Daylight	Angle
27	09/04/2018	Property damage only (none injured)	Daylight	Angle
28	09/05/2018	Non-fatal injury	Daylight	Angle
29	09/17/2018	Non-fatal injury	Daylight	Sideswipe, same direction
30	09/18/2018	Non-fatal injury	Dark - lighted roadway	Angle

Crash ID	Crash Date	Crash Severity	Light Conditions	Manner of Collision
31	10/01/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
32	10/16/2018	Non-fatal injury	Daylight	Angle
33	10/22/2018	Property damage only (none injured)	Daylight	Sideswipe, same direction
34	11/04/2018	Non-fatal injury	Dark - lighted roadway	Angle
35	11/20/2018	Property damage only (none injured)	Dark - lighted roadway	Sideswipe, same direction
36	11/24/2018	Property damage only (none injured)	Dark - lighted roadway	Sideswipe, same direction
37	02/21/2019	Property damage only (none injured)	Daylight	Rear-end
38	03/24/2019	Property damage only (none injured)	Daylight	Single vehicle crash
39	04/01/2019	Non-fatal injury	Dark - lighted roadway	Angle
40	06/26/2019	Property damage only (none injured)	Dark - lighted roadway	Single vehicle crash
41	10/09/2019	Property damage only (none injured)	Daylight	Rear-end
42	11/08/2019	Non-fatal injury	Dark - lighted roadway	Rear-end
43	12/20/2019	Property damage only (none injured)	Dark - lighted roadway	Sideswipe, same direction
44	12/21/2019	Non-fatal injury	Daylight	Rear-end
45	12/30/2019	Non-fatal injury	Daylight	Single vehicle crash
46	02/27/2019	Property damage only (none injured)	Daylight	Sideswipe, same direction
47	02/18/2020	Non-fatal injury	Daylight	Rear-end
48	02/28/2020	Property damage only (none injured)	Daylight	Sideswipe, same direction
49	05/12/2020	Unknown	Daylight	Single vehicle crash
50	06/20/2020	Property damage only (none injured)	Dark - lighted roadway	Rear-end
51	07/06/2020	Non-fatal injury	Daylight	Angle
52	07/14/2020	Non-fatal injury	Daylight	Angle
53	07/15/2020	Non-fatal injury	Daylight	Single vehicle crash
54	07/25/2020	Property damage only (none injured)	Dark - lighted roadway	Angle
55	09/01/2020	Property damage only (none injured)	Daylight	Sideswipe, same direction
56	10/04/2020	Property damage only (none injured)	Dark - lighted roadway	Rear-end
57	10/13/2020	Property damage only (none injured)	Daylight	Angle
58	10/15/2020	Property damage only (none injured)	Daylight	Rear-end
59	11/10/2020	Property damage only (none injured)	Dark - lighted roadway	Sideswipe, same direction
60	12/01/2020	Property damage only (none injured)	Dark - lighted roadway	Angle
61	12/08/2020	Property damage only (none injured)	Dark - lighted roadway	Single vehicle crash
62	12/22/2020	Non-fatal injury	Daylight	Front to Rear



NOT TO SCALE

FIGURE 2: COLLISION DIAGRAM

INTERSECTION OF COGESHAL STREET AND ASHLEY BOULEVARD
TIME PERIOD ANALYZED: JANUARY 01, 2018 - DECEMBER 31, 2020

Location: NEW BEDFORD, MA
Source: Police Crash Reports
Date Prepared: MARCH 2021
Prepared By: RNL

Coggeshall Street at Belleville Avenue

Crash ID	Crash Date	Crash Severity	Light Conditions	Manner of Collision
1	01/08/2018	Property damage only (none injured)	Daylight	Angle
2	03/27/2018	Property damage only (none injured)	Dark - lighted roadway	Rear-end
3	07/02/2018	Property damage only (none injured)	Daylight	Rear-end
4	07/06/2018	Property damage only (none injured)	Daylight	Angle
5	07/31/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
6	08/24/2018	Non-fatal injury	Daylight	Angle
7	09/09/2018	Property damage only (none injured)	Dark - lighted roadway	Rear-end
8	09/29/2018	Property damage only (none injured)	Daylight	Sideswipe, same direction
9	11/07/2018	Property damage only (none injured)	Daylight	Single vehicle crash
10	12/15/2018	Property damage only (none injured)	Dark - lighted roadway	Rear-end
11	03/03/2019	Non-fatal injury	Dark - lighted roadway	Single vehicle crash
12	08/23/2019	Property damage only (none injured)	Dark - lighted roadway	Angle
13	09/07/2019	Property damage only (none injured)	Dark - lighted roadway	Angle
14	09/27/2019	Non-fatal injury	Dark - lighted roadway	Rear-end
15	11/19/2019	Non-fatal injury	Dawn	Front to Front
16	01/06/2020	Property damage only (none injured)	Dark - lighted roadway	Angle
17	01/10/2020	Property damage only (none injured)	Dark - lighted roadway	Rear-end
18	03/04/2020	Property damage only (none injured)	Daylight	Angle
19	03/24/2020	Property damage only (none injured)	Dark - lighted roadway	Single vehicle crash
20	03/31/2020	Property damage only (none injured)	Daylight	Angle
21	06/02/2020	Property damage only (none injured)	Daylight	Single vehicle crash
22	07/25/2020	Non-fatal injury	Daylight	Front to Rear
23	08/17/2020	Property damage only (none injured)	Daylight	Angle
24	08/23/2020	Non-fatal injury	Dark - lighted roadway	Front to Rear
25	10/18/2020	Property damage only (none injured)	Dark - lighted roadway	Front to Rear
26	10/17/2020	Non-fatal injury	Dark - lighted roadway	Rear-end

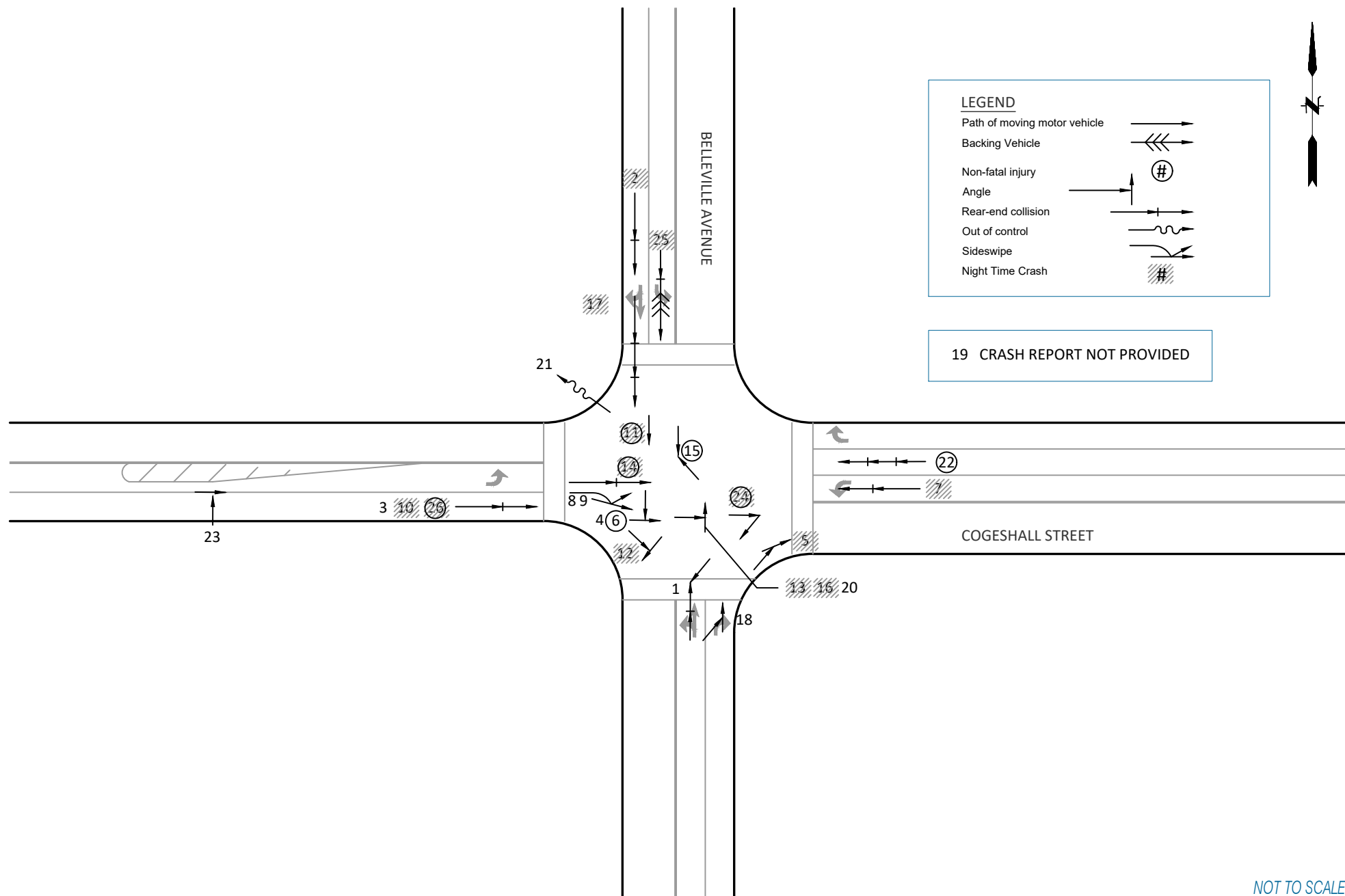


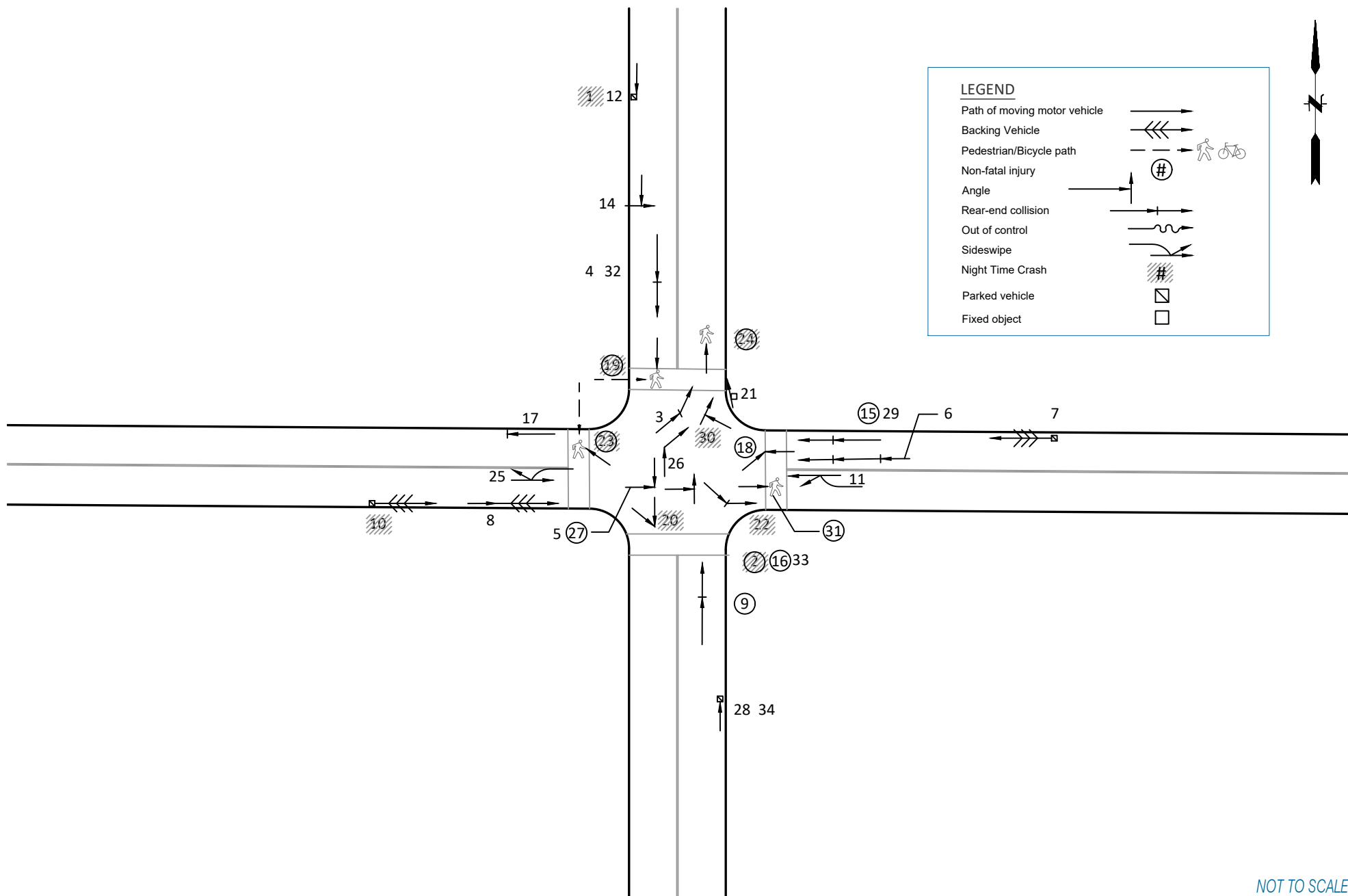
FIGURE 3: COLLISION DIAGRAM

INTERSECTION OF COGESHAL STREET AND BELLEVILLE AVENUE
TIME PERIOD ANALYZED: JANUARY 01, 2018 - DECEMBER 31, 2020

Location: NEW BEDFORD, MA
Source: Police Crash Reports
Date Prepared: MARCH 2021
Prepared By: RNL

Belleville Avenue and Sawyer Street

Crash ID	Crash Date	Crash Severity	Light Conditions	Manner of Collision
1	01/24/2018	Property damage only (none injured)	Dark - lighted roadway	Sideswipe, same direction
2	02/23/2018	Non-fatal injury	Dark - lighted roadway	Angle
3	03/29/2018	Property damage only (none injured)	Daylight	Rear-end
4	04/15/2018	Property damage only (none injured)	Daylight	Rear-end
5	04/16/2018	Property damage only (none injured)	Daylight	Angle
6	07/05/2018	Property damage only (none injured)	Daylight	Rear-end
7	07/11/2018	Property damage only (none injured)	Daylight	Angle
8	07/18/2018	Property damage only (none injured)	Daylight	Angle
9	11/15/2018	Non-fatal injury	Daylight	Rear-end
10	12/08/2018	Property damage only (none injured)	Dark - lighted roadway	Angle
11	12/18/2018	Unknown	Daylight	Sideswipe, same direction
12	04/14/2019	Property damage only (none injured)	Daylight	Sideswipe, same direction
13	04/16/2019	Property damage only (none injured)	Daylight	Angle
14	06/16/2019	Property damage only (none injured)	Daylight	Angle
15	07/14/2019	Non-fatal injury	Daylight	Rear-end
16	07/31/2019	Non-fatal injury	Daylight	Angle
17	08/24/2019	Property damage only (none injured)	Daylight	Rear-end
18	10/21/2019	Non-fatal injury	Daylight	Single vehicle crash
19	11/02/2019	Non-fatal injury	Dark - lighted roadway	Single vehicle crash
20	11/15/2019	Property damage only (none injured)	Dark - lighted roadway	Front to Front
21	11/18/2019	Property damage only (none injured)	Daylight	Unknown
22	12/02/2019	Property damage only (none injured)	Dark - lighted roadway	Rear-end
23	12/13/2019	Non-fatal injury	Dark - lighted roadway	Unknown
24	01/25/2020	Non-fatal injury	Dark - lighted roadway	Single vehicle crash
25	03/09/2020	Property damage only (none injured)	Daylight	Sideswipe, opposite direction
26	04/07/2020	Property damage only (none injured)	Daylight	Front to Rear
27	05/30/2020	Non-fatal injury	Daylight	Head-on
28	06/14/2020	Property damage only (none injured)	Daylight	Rear-end
29	08/28/2020	Property damage only (none injured)	Daylight	Single vehicle crash
30	10/07/2020	Property damage only (none injured)	Dark - lighted roadway	Angle
31	10/31/2020	Non-fatal injury	Daylight	Single vehicle crash
32	11/12/2020	Property damage only (none injured)	Daylight	Single vehicle crash
33	12/18/2020	Property damage only (none injured)	Daylight	Angle
34	12/24/2020	Not Reported	Other	Front to Rear



NOT TO SCALE

FIGURE 4: COLLISION DIAGRAM
 INTERSECTION OF BELLEVILLE AVENUE AND SAWYER STREET
 TIME PERIOD ANALYZED: JANUARY 01, 2018 - DECEMBER 31, 2020

Location: NEW BEDFORD, MA
 Source: Police Crash Reports
 Date Prepared: MARCH 2021
 Prepared By: RNL

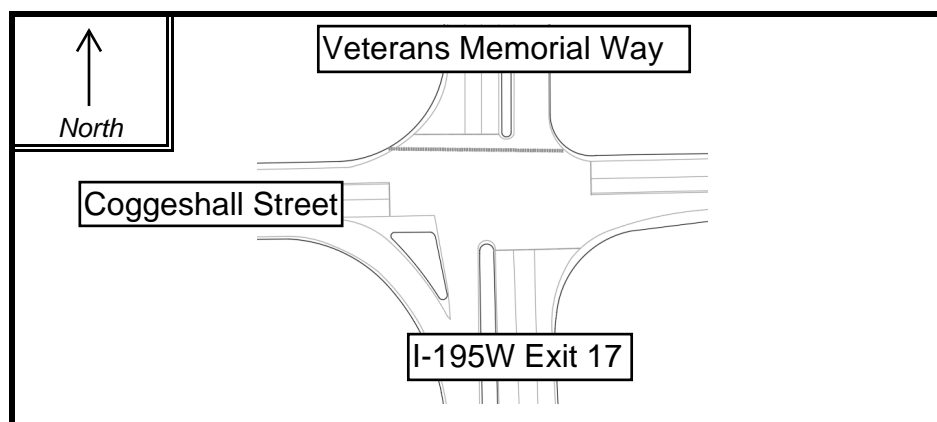
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : _____
 DISTRICT : 5 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Coggeshall Street
 MINOR STREET(S) : Veterans Memorial Way

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	412	743	381	632		2168

" K " FACTOR : 0.09 INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : 24089

TOTAL # OF CRASHES : 19 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (A) : 6.33

CRASH RATE CALCULATION :

0.72

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : _____

Project Title & Date: _____

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : _____

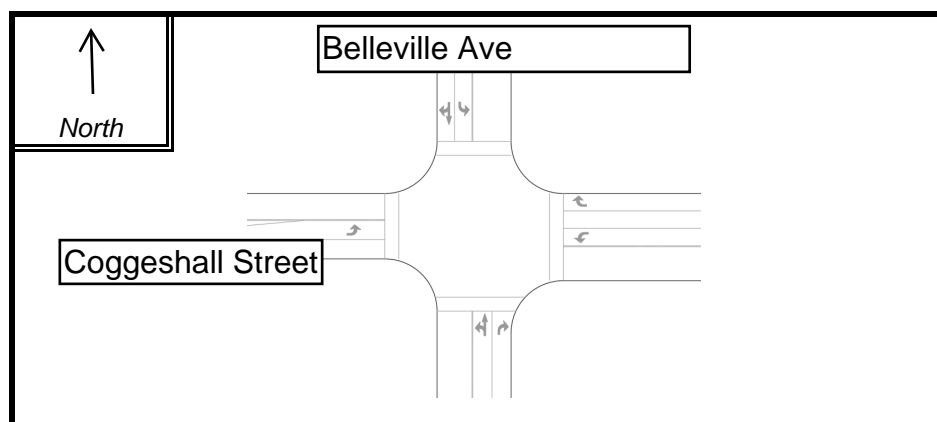
DISTRICT : 5 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Coggeshall Street

MINOR STREET(S) : Belleville Avenue

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	704	497	433	606		2240

" K " FACTOR : 0.09 INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : 24889

TOTAL # OF CRASHES : 26 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (A) : 8.70

CRASH RATE CALCULATION :

0.95

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : _____

Project Title & Date: _____

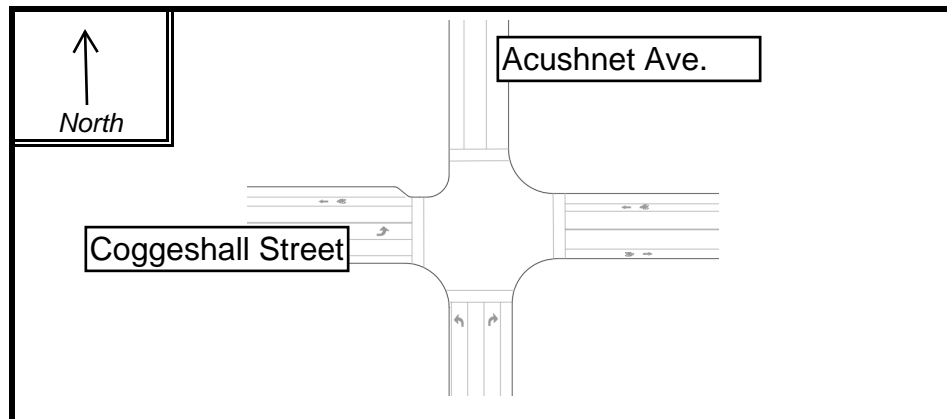
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : _____
 DISTRICT : 5 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Coggeshall Street
 MINOR STREET(S) : Acushnet Avenue

**INTERSECTION
 DIAGRAM
 (Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	762	341	481			1584

" K " FACTOR :

0.09

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

17600

TOTAL # OF CRASHES :

27

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

9.00

CRASH RATE CALCULATION :

1.40

RATE = $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : _____

Project Title & Date: _____

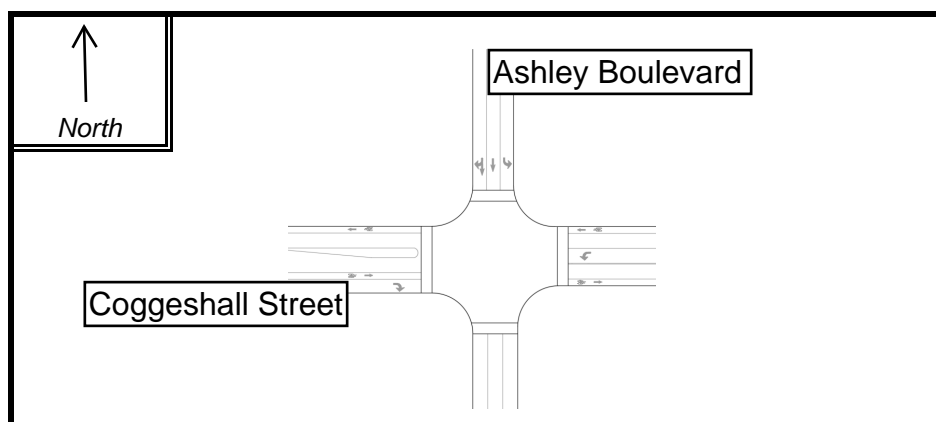
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : _____
 DISTRICT : 5 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Coggeshall Street
 MINOR STREET(S) : Ashley Boulevard

**INTERSECTION
 DIAGRAM
 (Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	EB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	683	377	526			2290

" K " FACTOR : 0.09 INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME : 25444

TOTAL # OF CRASHES : 62 # OF YEARS : 3 AVERAGE # OF CRASHES PER YEAR (A) : 20.67

CRASH RATE CALCULATION :

2.23

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : _____

Project Title & Date: _____

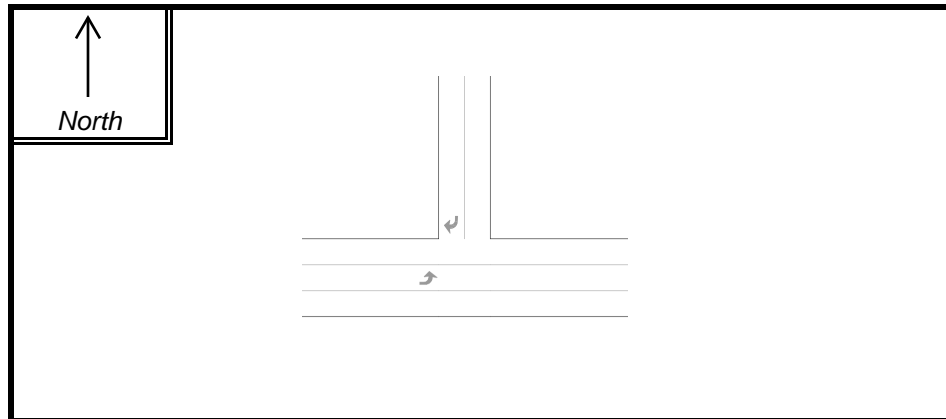
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : _____
 DISTRICT : 5 UNSIGNALIZED : ☒ X SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Coggeshall Street
 MINOR STREET(S) : Site Driveway

**INTERSECTION
 DIAGRAM**
 (Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	SB	EB	WB			
PEAK HOURLY VOLUMES (AM/PM) :	66	798	467			1618

" K " FACTOR :

0.09

INTERSECTION ADT (V) = TOTAL DAILY
 APPROACH VOLUME :

17978

TOTAL # OF CRASHES :

11

OF
 YEARS :

3

AVERAGE # OF
 CRASHES PER YEAR (A) :

3.67

CRASH RATE CALCULATION :

0.56

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : _____

Project Title & Date: _____

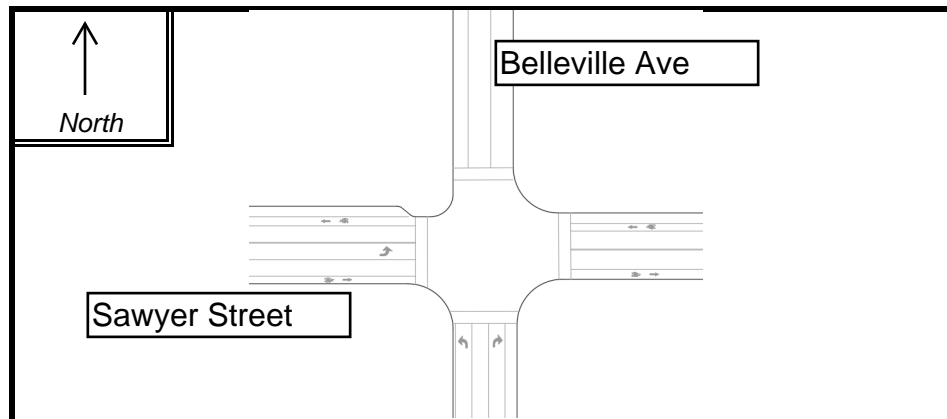
INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : New Bedford COUNT DATE : 3/4/2021
 DISTRICT : 5 UNSIGNALIZED : ☐ SIGNALIZED : ☒

~ INTERSECTION DATA ~

MAJOR STREET : Belleville Avenue
 MINOR STREET(S) : Sawyer Street

**INTERSECTION
 DIAGRAM
 (Label Approaches)**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	NB	EB	SB	WB		
PEAK HOURLY VOLUMES (AM/PM) :	362	201	589	396		1548

" K " FACTOR :

0.09

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

17200

TOTAL # OF CRASHES :

34

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

11.33

CRASH RATE CALCULATION :

1.81

RATE = $\frac{(A * 1,000,000)}{(V * 365)}$

Comments : _____

Project Title & Date: _____

CRASH DATA SUMMARY - 2018 to 2020
STUDY AREA INTERSECTIONS

Criteria	Coggeshall Street at Veterans Memorial Way	Coggeshall Street at Belleville Avenue	Coggeshall Street at Acushnet Avenue	Coggeshall Street at Ashley Boulevard	Site Driveway	Belleville Avenue at Sawyer Street
YEAR						
2018	3	10	11	36	4	11
2019	8	5	6	10	3	12
2020	8	11	10	16	4	11
Total	19	26	27	62	11	34
Average No. of Crashes	6.33	8.67	9.00	20.67	3.67	11.33
Crash Rate	0.72	0.95	1.40	2.23	0.56	1.81
TYPE						
Angle	6	10	6	33	8	10
Rear-End	6	10	16	10	2	10
Head-On	1	1	1	0	1	2
Sideswipe	0	1	2	12	0	4
Pedestrian/Bicycle	0	0	0	0	0	0
Collision w/ Fixed Object	5	4	2	6	0	6
Unknown/Other	1	0	0	1	0	2
Total	19	26	27	62	11	34
SEVERITY						
Property Damage Only	11	19	15	35	9	22
Non-fatal Injury	8	7	10	26	2	10
Fatality	0	0	1	0	0	0
Unknown/Other	0	0	1	1	0	2
Total	19	26	27	62	11	34
WEATHER						
Clear	16	24	19	50	9	24
Wet	2	2	3	6	1	8
Snow/Ice	0	0	3	2	0	0
Clouds	1	0	2	4	1	2
Fog	0	0	0	0	0	0
Unknown/Other	0	0	0	0	0	0
Total	19	26	27	62	11	34
TIME						
Weekday 7:30 AM - 9:30 AM	2	2	2	4	0	0
Weekday 3:30 PM - 5:30 PM	2	4	4	10	2	7
Other	15	20	21	48	9	27
Total	19	26	27	62	11	34

District #5 Average Crash Rates: 0.75 Signalized Intersections
0.57 Unsignalized Intersections

Client: Katherine Patch
 Project #: 662_005_FO
 BTM #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/4/2021
 Day of Week: Thursday
 Weather: Sunny, 35°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

Belleville Avenue Northbound					Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	6	78	1	0	43	94	11	0	13	31	14	0	2	20	64
4:15 PM	0	5	73	6	0	52	99	9	0	8	29	14	0	6	28	79
4:30 PM	0	4	81	1	0	45	92	12	0	4	28	10	0	1	34	70
4:45 PM	0	7	97	9	0	55	78	9	0	14	31	8	0	5	23	71
5:00 PM	0	14	78	5	0	53	91	12	0	5	22	12	0	1	32	49
5:15 PM	0	2	82	2	0	59	68	13	0	5	32	12	0	2	29	61
5:30 PM	0	11	68	2	0	57	78	7	0	4	26	9	0	3	33	57
5:45 PM	0	1	77	6	0	42	77	10	0	2	20	8	0	1	28	53

PM PEAK HOUR 4:00 PM to 5:00 PM	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	22	329	17	0	195	363	41	0	39	119	46	0	14	105	284
PHF	0.81				0.94				0.88				0.89			
HV %	0.0%	0.0%	0.6%	0.0%	0.0%	1.5%	1.9%	2.4%	0.0%	0.0%	7.6%	0.0%	0.0%	0.0%	2.9%	1.4%

Client: Katherine Patch
 Project #: 662_005_FO
 BTM #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/4/2021
 Day of Week: Thursday
 Weather: Sunny, 35°F

BOSTON

TRAFFIC DATA

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HEAVY VEHICLES

Belleville Avenue Northbound					Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
4:00 PM	0	0	0	0	0	1	1	0	0	0	4	0	0	0	1	2
4:15 PM	0	0	0	0	0	2	3	1	0	0	1	0	0	0	1	1
4:30 PM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0
4:45 PM	0	0	2	0	0	0	1	0	0	0	2	0	0	0	0	1
5:00 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	4	0	0	0	2	0	0	0	2	0	0	0	1	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1

PM PEAK HOUR 4:00 PM to 5:00 PM <i>PHF</i>	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	2	0	0	3	7	1	0	0	9	0	0	0	3	4
	0.25				0.46				0.56				0.58			

Client: Katherine Patch
 Project #: 662_005_FO
 BTM #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/4/2021
 Day of Week: Thursday
 Weather: Sunny, 35°F

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PEDESTRIANS & BICYCLES

Belleville Avenue Northbound					Belleville Avenue Southbound					Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	
4:15 PM	0	0	0	2	0	0	0	0	1	0	0	8	0	0	0	0	
4:30 PM	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	
4:45 PM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	0	
5:15 PM	0	0	0	1	1	0	0	1	0	0	0	3	0	1	0	0	
5:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	

PM PEAK HOUR ¹ 4:00 PM to 5:00 PM	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	7	0	0	0	5	1	0	0	13	0	0	0	0

¹ NOTE: Peak hour summaries here correspond to peak hours identified for passenger cars and heavy vehicles combined.

Client: Katherine Patch
 Project #: 662_005_FO
 BTM #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/6/2021
 Day of Week: Saturday
 Weather: Sunny, 30°F

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PASSENGER CARS & HEAVY VEHICLES COMBINED

Belleville Avenue Northbound					Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	4	58	1	0	57	76	13	0	8	35	7	0	4	23	44
11:15 AM	0	3	73	4	0	59	74	21	0	6	29	12	0	4	25	52
11:30 AM	0	5	63	4	0	70	76	12	0	3	31	17	0	1	24	58
11:45 AM	0	4	61	3	0	62	80	18	0	4	25	15	0	3	23	64
12:00 PM	0	6	70	4	0	47	95	20	0	8	27	6	0	1	26	60
12:15 PM	0	8	61	4	0	53	88	14	0	7	26	13	0	3	26	56
12:30 PM	0	6	77	2	0	55	87	8	0	7	26	10	0	3	27	47
12:45 PM	0	5	74	4	0	61	81	8	0	10	31	14	0	1	24	43

MID PEAK HOUR 11:15 AM to 12:15 PM	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	18	267	15	0	238	325	71	0	21	112	50	0	9	98	234
PHF	0.94				0.98				0.90				0.95			
HV %	0.0%	0.0%	1.1%	0.0%	0.0%	1.3%	2.2%	2.8%	0.0%	9.5%	2.7%	0.0%	0.0%	0.0%	1.0%	0.4%

Client: Katherine Patch
 Project #: 662_005_FO
 BTD #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/6/2021
 Day of Week: Saturday
 Weather: Sunny, 30°F

BOSTON

TRAFFIC DATA

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HEAVY VEHICLES

Belleville Avenue Northbound					Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
11:00 AM	0	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0
11:15 AM	0	0	1	0	0	0	1	1	0	1	0	0	0	0	0	0
11:30 AM	0	0	1	0	0	1	3	1	0	1	1	0	0	0	0	1
11:45 AM	0	0	1	0	0	1	1	0	0	0	1	0	0	0	1	0
12:00 PM	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	1	1
12:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1

MID PEAK HOUR 11:00 AM to 12:00 PM	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right
	0	0	5	0	0	2	6	2	0	2	3	0	0	0	2	1
PHF	0.63				0.50				0.63				0.75			

Client: Katherine Patch
 Project #: 662_005_FO
 BTD #: Location 1
 Location: New Bedford, MA
 Street 1: Belleville Avenue
 Street 2: Sawyer Street
 Count Date: 3/6/2021
 Day of Week: Saturday
 Weather: Sunny, 30°F

BOSTON

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 Office: 978-746-1259
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PEDESTRIANS & BICYCLES

Belleville Avenue Northbound					Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
Start Time	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0
11:30 AM	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0
12:00 PM	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	5	0	0	0	3	0	0	0	3	0	0	0	0
12:30 PM	0	0	0	1	1	0	0	0	0	0	0	3	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0

MID PEAK HOUR 11:15 AM to 12:15 PM	Belleville Avenue Northbound				Belleville Avenue Southbound				Sawyer Street Eastbound				Sawyer Street Westbound			
	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED	Left	Thru	Right	PED
	0	0	0	15	0	0	0	4	0	0	0	4	0	0	0	0

NOTE: Peak hour summaries here correspond to peak hours identified for passenger car and heavy vehicles combined.

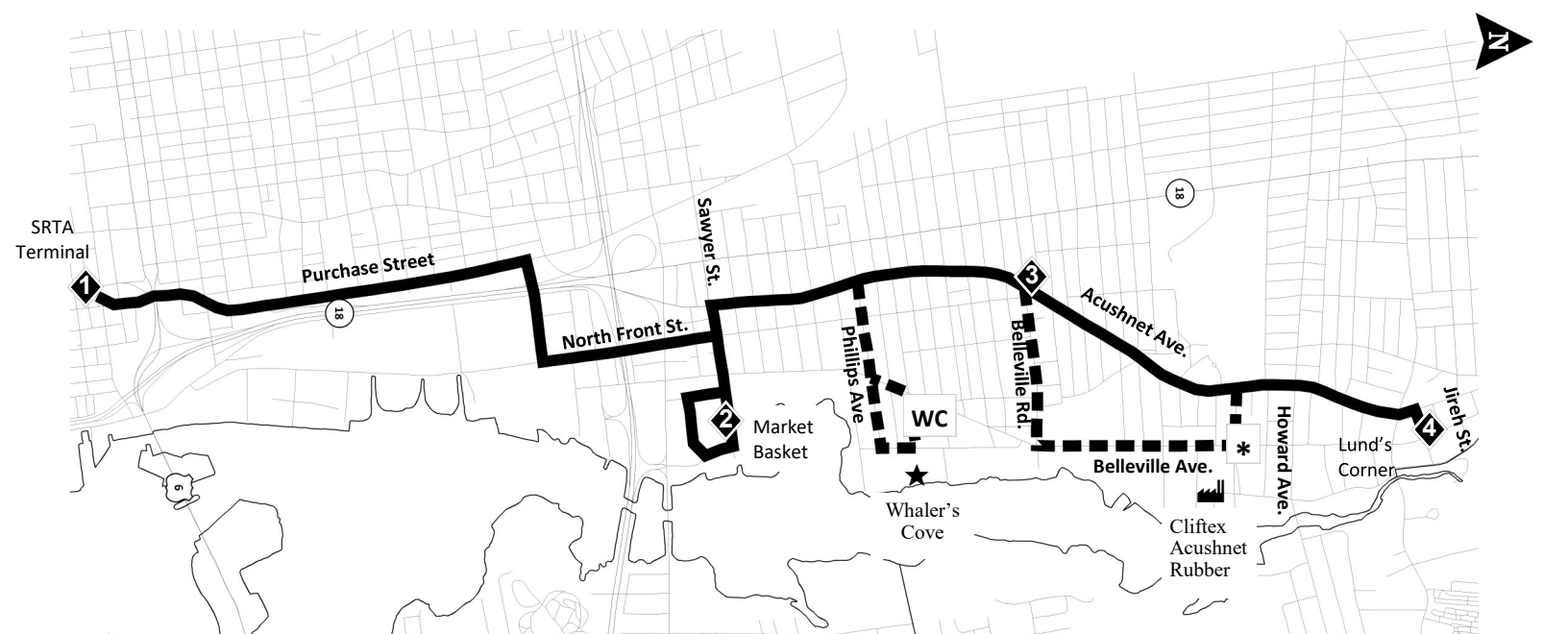
Wednesday 3/10

	Entering		Exiting	
	Vehicles	Bikes/Peds	Vehicles	Bikes/Peds
4-4:15	1	2	1	
4:15-4:30	6	1	3	2
4:30-4:45	3		3	1
4:45-5:00	4		5	
5:00-5:15	3	1	3	
5:15-5:30	6	1	4	
5:30-5:45	2		6	1
5:45-6:00	3		3	1

Saturday 3/13

	Entering		Exiting	
	Vehicles	Bikes/Peds	Vehicles	Bikes/Peds
11-11:15	2	1	4	1
11:15-11:30	1	0	1	0
11:30-11:45	4	1	5	0
11:45-12:00	3	0	2	0
12:00-12:15	3	1	3	1
12:15-12:30	1	2	3	1
12:30-12:45	2	2	0	3
12:45-1:00	3	4	2	3

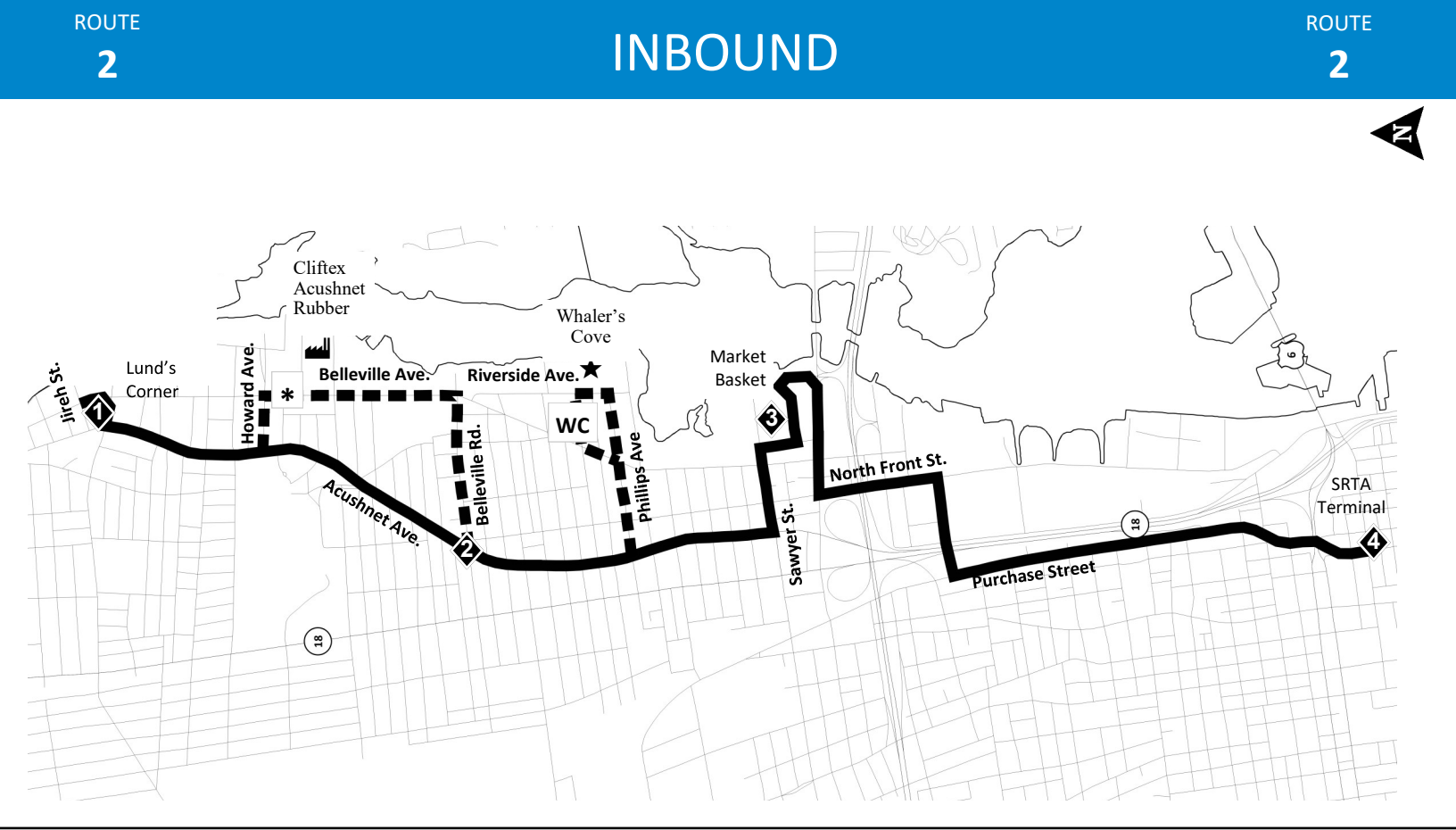
Time of Day	Total Number of Spaces	Occupied Parking Spaces	Un-occupied Parking Spaces	Notes
2pm	146	34	112	
3pm		35	111	1 accessible space occupied
4pm		34	112	
5pm		31	115	
6pm		20	126	1 accessible space occupied



	1 SRTA Terminal	2 Market Basket	3 Acushnet Ave. at Bellville Rd.	4 Lund's Corner
WEEKDAYS				
AM		5:20		5:40
		5:50	5:34	5:40
* *		5:58	6:04	6:10
		6:10	6:24	6:30
		6:30	6:44	6:50
		6:50	7:04	7:10
		7:10	7:24	7:30
		7:30	7:44	7:50
		7:50	8:04	8:10
		8:10	8:24	8:30
		8:30	8:44	8:50
		8:50	9:04	9:10
		9:10	9:29	9:36
		9:30	9:49	9:56
		9:50	10:09	10:16
		10:10	10:29	10:36
		10:30	10:49	10:56
		10:50	11:09	11:16
		11:10	11:29	11:36
		11:30	11:49	11:56
		11:50	12:09	12:16
		12:10	12:29	12:36
		12:30	12:49	12:56
PM		12:50	1:09	1:16
		1:10	1:29	1:36
		1:30	1:49	1:58
WC		1:50	2:09	2:16
		2:10	2:30	2:36
		2:30	2:49	2:56
		2:50	3:09	3:16
		3:10	3:29	3:36
		3:30	3:49	3:58
WC		3:50	4:09	4:16
		4:10	4:29	4:36
		4:30	4:49	4:56
		4:50	5:09	5:16
		5:10	5:29	5:36
		5:30	5:49	5:56
		5:50	6:09	6:16
		6:15	6:33	6:40
		6:45	7:03	7:10
		7:15	7:33	7:40
		7:45	8:03	8:10
		8:15	8:33	8:40
		8:45	9:03	9:10
		9:15	9:33	9:40
SATURDAY				
AM		7:00	7:16	7:20
		7:40	7:56	8:00
		8:20	8:36	8:40
		9:00	9:16	9:20
		9:40	9:56	10:00
		10:20	10:36	10:40
		11:00	11:15	11:20
		11:40	11:56	12:00
PM		12:20	12:36	12:40
		1:00	1:16	1:20
		1:40	1:56	2:00
		2:20	2:36	2:40
		3:00	3:16	3:20
		3:40	3:56	4:00
		4:20	4:36	4:40
		5:00	5:16	5:20
		5:40	5:56	6:00

WC: Whaler’s Cove
*: Acushnet Ave., Bellville Rd., Bellville Ave., Howard Ave. to regular outbound route.

Please note that schedule times are approximate.



	1 Lund's Corner	2 Acushnet Ave. at Bellville Rd.	3 Market Basket	4 SRTA Terminal
WEEKDAYS				
AM	5:40	5:45		5:59
	6:10	6:15	6:21	6:30
	6:30	6:35	6:41	6:50
	6:50	6:55	7:01	7:10
	7:10	7:15	7:21	7:30
	7:30	7:35	7:41	7:50
	7:50	7:55	8:01	8:10
	8:10	8:15	8:21	8:30
	8:30	8:35	8:41	8:50
	8:50	8:55	9:01	9:10
	9:10	9:15	9:21	9:30
	9:40	9:45	9:53	10:03
WC	10:00	10:08	10:17	10:26
	10:20	10:28	10:37	10:46
	10:40	10:48	10:57	11:06
	11:00	11:08	11:17	11:26
	11:20	11:28	11:37	11:46
	11:40	11:45	11:53	12:02
PM	12:00	12:08	12:17	12:26
	12:20	12:28	12:37	12:46
	12:40	12:48	12:57	13:06
	1:00	1:08	1:17	1:26
	1:20	1:28	1:37	1:46
	1:40	1:48	1:57	2:06
	2:00	2:08	2:17	2:26
	2:20	2:28	2:37	2:46
	2:40	2:48	2:57	3:06
	3:00	3:08	3:17	3:26
	3:20	3:28	3:37	3:46
	3:40	3:46	3:52	4:01
*	4:00	4:08	4:17	4:26
	4:20	4:28	4:37	4:46
	4:40	4:48	4:57	5:06
	5:00	5:08	5:17	5:26
	5:20	5:28	5:37	5:46
	5:40	5:48	5:56	6:05
	6:00	6:08	6:16	6:25
	6:20	6:28	6:36	6:45
	6:40	6:48	6:56	7:05
	7:10	7:18	7:26	7:35
	7:40	7:48	7:56	8:05
	8:10	8:18	8:26	8:35
	8:40	8:48	8:56	9:05
	9:10	9:18	9:26	9:35
SATURDAY				
AM	7:20	7:25	7:31	7:40
	8:00	8:05	8:11	8:20
	8:40	8:45	8:51	9:00
	9:20	9:25	9:31	9:40
	10:00	10:05	10:11	10:20
	10:40	10:45	10:51	11:00
	11:20	11:25	11:31	11:40
	12:00	12:05	12:11	12:20
	12:40	12:45	12:51	1:00
PM	1:20	1:25	1:31	1:40
	2:00	2:05	2:11	2:20
	2:40	2:45	2:51	3:00
	3:20	3:25	3:31	3:40
	4:00	4:05	4:11	4:20
	4:40	4:45	4:51	5:00
	5:20	5:25	5:31	5:40
	6:00	6:05	6:11	6:20

WC: Whaler’s Cove

*****: Lund’s Corner, Jirah, Belleville Ave, Tarklin Hill Rd, Acushnet Ave, Howard Ave, Belleville Ave, Belleville Rd, Acushnet Ave. to regular inbound route.

Please note that schedule times are approximate.

FARES

- **Regular Fare**—\$1.50 per trip
- **Children under 6**—Free when accompanied by adult (Limit 2 children per adult)
- **6-11 Yrs. Old**—\$0.75 per trip
- **Senior Citizens**—\$0.75 per trip
- **Registered Disabled**—\$0.75 per trip
- **Medicare Recipients**—\$0.75 per trip

Charlie Card Fares

- **Regular Fare**—\$1.40 per trip
- **Reduced Fare**—\$0.70 per trip

All buses are wheelchair accessible.

NO SUNDAY SERVICE

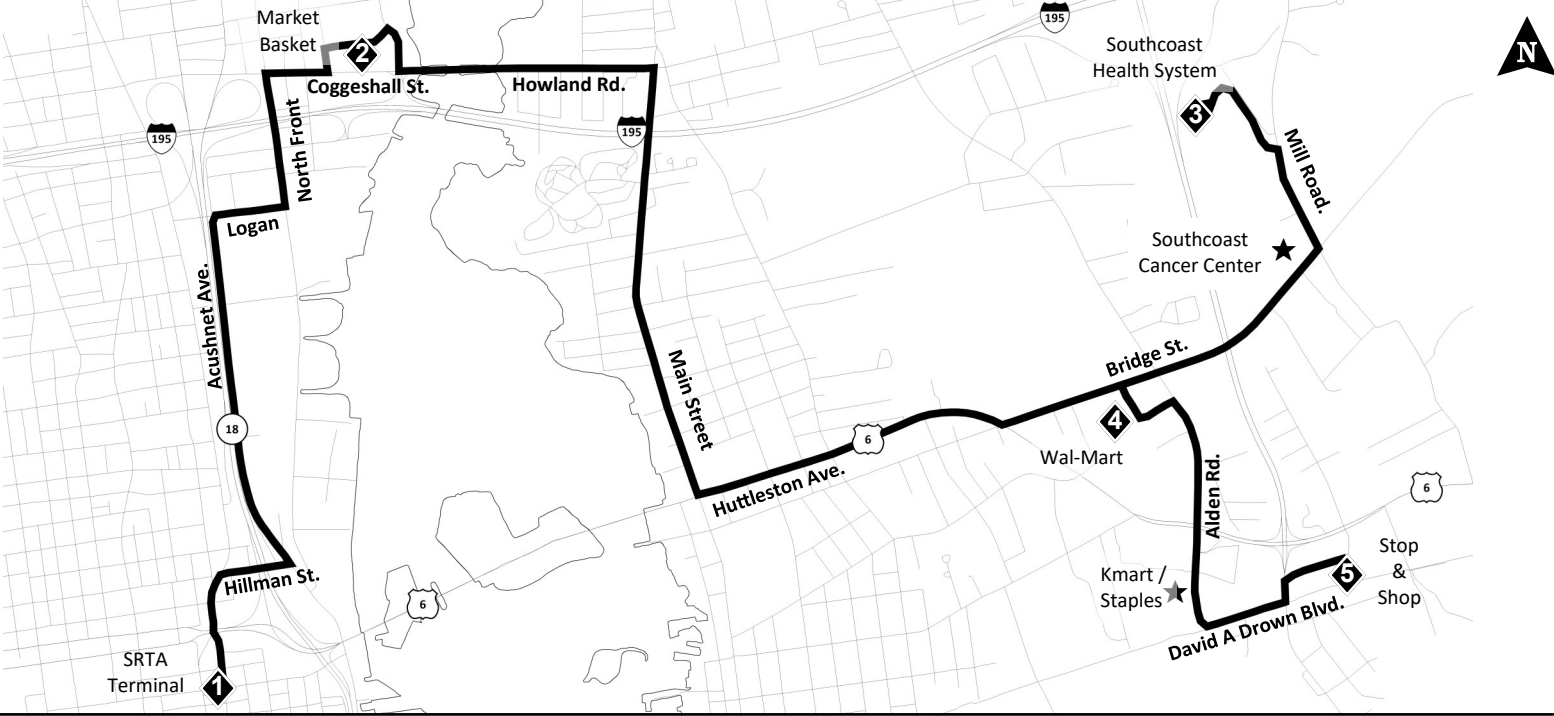
SMOKING: Smoking is prohibited on all buses.

FOOD AND BEVERAGES:

The consuming of food or beverage of any kind on the bus is prohibited. Serious injury may occur when trash is left aboard the vehicle.

OBJECTIONABLE PERSONS:

This Authority and its Operator reserve the right to refuse to transport a person under the influence of alcohol or drugs, or who is incapable of taking care of him or herself, or whose conduct is such or likely to be such as to make him or her objectionable to other passengers or prospective passengers.



	1 SRTA Terminal	2 Market Basket	3 Southcoast Health System	4 Wal-Mart	5 Stop & Shop
WEEKDAYS					
AM	6:35	6:45	7:00	7:05	7:10
	7:05	7:15	7:30	7:35	7:40
	7:35	7:45	8:00	8:05	8:10
	8:05	8:15	8:30	8:35	8:40
	8:35	8:45	9:00	9:05	9:10
	9:05	9:15	9:30	9:35	9:40
	9:35	9:45	10:00	10:05	10:10
	10:05	10:15	10:30	10:35	10:40
	10:35	10:45	11:00	11:05	11:10
	11:05	11:15	11:30	11:35	11:40
	11:35	11:45	12:00	12:05	12:10
PM	12:05	12:15	12:30	12:35	12:40
	12:35	12:45	1:00	1:05	1:10
	1:05	1:15	1:30	1:35	1:40
	1:35	1:45	2:00	2:05	2:10
	2:05	2:15	2:30	2:35	2:40
	2:35	2:45	3:00	3:05	3:10
	3:05	3:15	3:30	3:35	3:40
	3:35	3:45	4:00	4:05	4:10
	4:05	4:15	4:30	4:35	4:40
	4:35	4:45	5:00	5:05	5:10
	5:05	5:15	5:30	5:35	5:40
	5:35	5:45	6:00	6:05	6:10
	6:05	6:15	6:30	6:35	6:40
	6:35	18:45	7:00	7:05	7:10
	7:05	7:15	7:30	7:35	7:40
	7:35	7:45	8:00	8:05	8:10
	8:05	8:15	8:30	8:35	8:40
SATURDAY					
AM	7:55	8:05	8:20	8:25	8:30
	8:25	8:35	8:50	8:55	9:00
	8:55	9:05	9:20	9:25	9:30
	9:25	9:35	9:50	9:55	10:00
	9:55	10:05	10:20	10:25	10:30
	10:25	10:35	10:50	10:55	11:00
	10:55	11:05	11:20	11:25	11:30
	11:25	11:35	11:50	11:55	12:00
	11:55	12:05	12:20	12:25	12:30
PM	12:25	12:35	12:50	12:55	1:00
	12:55	1:05	1:20	1:25	1:30
	1:25	1:35	1:50	1:55	2:00
	1:55	2:05	2:20	2:25	2:30
	2:25	2:35	2:50	2:55	3:00
	2:55	3:05	3:20	3:25	3:30
	3:25	3:35	3:50	3:55	4:00
	3:55	4:05	4:20	4:25	4:30
	4:25	4:35	4:50	4:55	5:00

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- Registered Disabled—\$0.75 per trip
- Medicare Recipients—\$0.75 per trip

Charlie Card Fares

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- Reduced Fare—\$0.70 per trip

All buses are
wheelchair accessible.

NO SUNDAY SERVICE

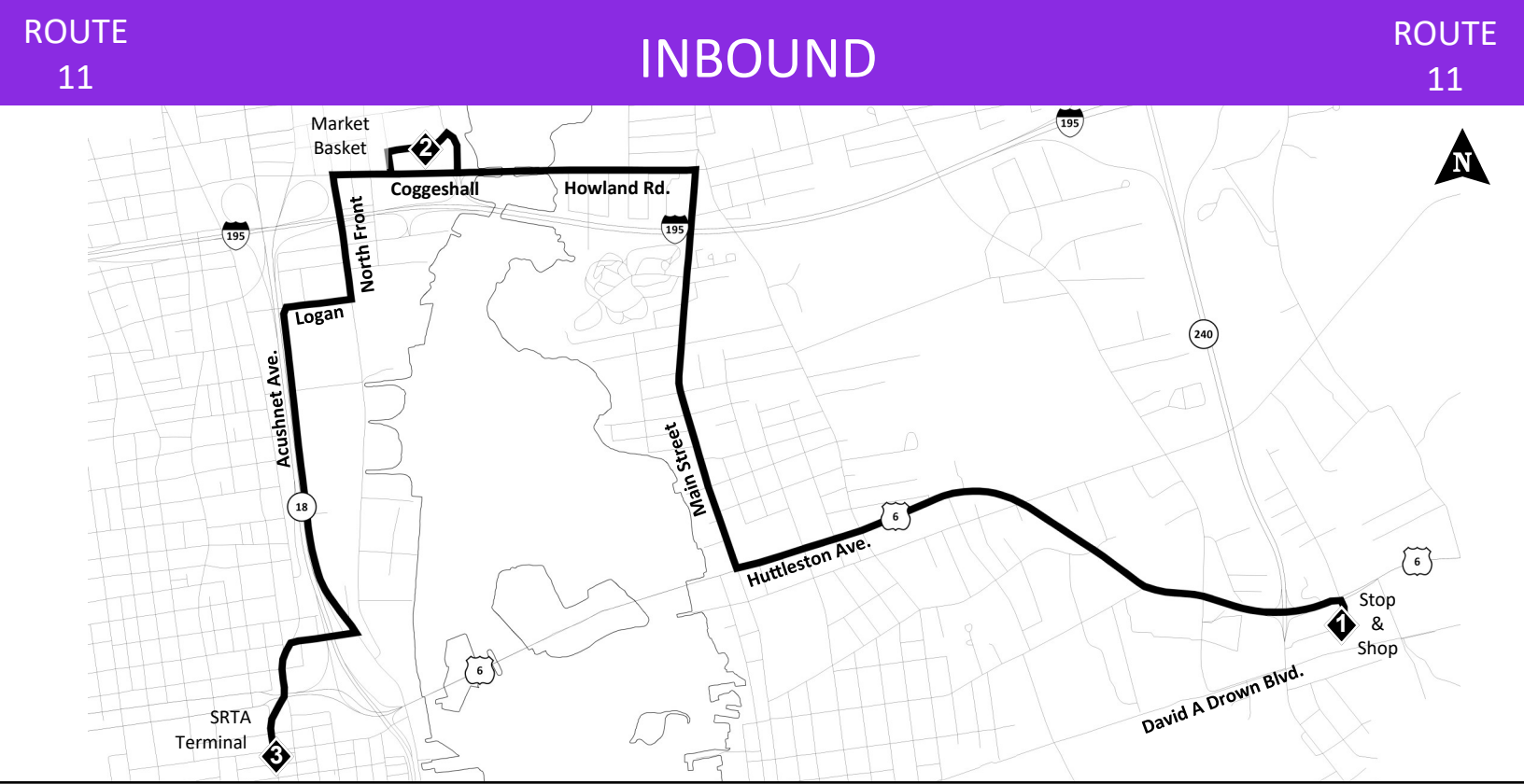
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influence of alcohol or drugs, or
who is incapable of taking care of
him or herself, or whose conduct is
such or likely to be such as to make
him or her objectionable to other
passengers or prospective
passengers.




	1 Stop & Shop	2 Market Basket	3 SRTA Terminal
WEEKDAYS			
AM	7:10	7:25	7:35
	7:40	7:55	8:05
	8:10	8:25	8:35
	8:40	8:55	9:05
	9:10	9:25	9:35
	9:40	9:55	10:05
	10:10	10:25	10:35
	10:40	10:55	11:05
	11:10	11:25	11:35
	11:40	11:55	12:05
	12:10	12:25	12:35
PM	12:40	12:55	1:05
	1:10	1:25	1:35
	1:40	1:55	2:05
	2:10	2:25	2:35
	2:40	2:55	3:05
	3:10	3:25	3:35
	3:40	3:55	4:05
	4:10	4:25	4:35
	4:40	4:55	17:05
	5:10	5:25	5:35
	5:40	5:55	6:05
	6:10	6:25	6:35
	6:40	6:55	19:05
	7:10	7:25	7:35
	7:40	7:55	8:05
	8:10	8:25	8:35
	8:40	8:55	9:05
SATURDAY			
AM	8:30	8:45	8:55
	9:00	9:15	9:25
	9:30	9:45	9:55
	10:00	10:15	10:25
	10:30	10:45	10:55
	11:00	11:15	11:25
	11:30	11:45	11:55
PM	12:00	12:15	12:25
	12:30	12:45	12:55
	1:00	1:15	1:25
	1:30	1:45	1:55
	2:00	2:15	2:25
	2:30	2:45	2:55
	3:00	3:15	3:25
	3:30	3:45	3:55
	4:00	4:15	4:25
	4:30	4:45	4:55
	5:00	5:15	5:25


Route 11

Fairhaven

Southeastern Regional
Transit Authority



August 24, 2020



134 Elm Street
New Bedford, MA 02740
508-999-5211
www.srtabus.com

Operated by SouthCoast
Transit Management, Inc.