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March 17, 2021

Mr. Jamie Ponte  
Commissioner  
Department of Public Infrastructure  
1105 Shawmut Avenue  
New Bedford, Massachusetts 02746

Subject: Draft Supplemental Peer Review of Traffic Analysis  
Southcoast Apothecary – New Bedford, Massachusetts

Dear Mr. Ponte:

CDM Smith is in receipt of responses provided by the project proponent (Responses to Comments – Traffic Study Peer Review dated March 15, 2021) in response to our initial peer review letter dated February 24, 2021. In accordance with your request, we have undertaken review of the responses and supplemental materials and offer the following supplemental comments.

### **Existing Conditions**

No exception is taken with this section. The proponent has updated the descriptions of the existing conditions accordingly.

### **Study Area Intersections**

The proponent has evaluated the trip generation/trip distribution calculations and determined that the increase in traffic associated with the development is expected to be less than 5% of the anticipated no-build traffic volumes at the intersection of Belleville Avenue at Sawyer Street. We have reviewed the calculations prepared and concur with this assessment.

The proponent has identified that the planned delivery vehicle will be what is called a sprinter van, measuring 20-25 feet in length, and has recommended that the existing garage access be reconfigured such that the opening is pushed further back into the site. The proponent indicates that all deliveries are to be scheduled in advance, coordinated with dispensary staff, and will occur between two and three times per week at the immediate site driveway. In addition, the proponent has included a narrative and accompanying AutoTURN® diagrams to illustrate the anticipated navigation of the delivery vehicle via Coggeshall Street. It is recommended that the following conditions be required of the proponent and included in the permit:

- Deliveries will only occur during off-peak hours.



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- Delivery vehicles will not be allowed to back out into Coggeshall Street at any time.
- Delivery vehicles will be limited to 20' in length; alternatively, the proponent should provide a revised AutoTURN figure illustrating the turning movement of a 25' long vehicle
- A portion of the paved area in front of the site building should be maintained for use in delivery vehicle maneuvers to ensure that these vehicles will not back out into Coggeshall Street.
- The driveway apron should be enlarged to accommodate the delivery vehicle maneuvers as illustrated on the AutoTURN diagrams.

### **Traffic Volume and Counts**

The project proponent has included information as requested regarding the local transit service available. Although not specifically identified in our previous review comment letter, the proponent should also identify the actual locations of the SRTA Route 2 and Route 11 bus stops nearest to the development and identify if existing access to the facility from those bus stops is currently accessible.

The intersection of Belleville at Sawyer was counted on 3/4/2021 and 3/6/2021, but it appears that the volumes were treated as 2020 volumes in the volume calculation sheet. Please provide weekday seasonal and axle correction factors used.

### **Future Conditions**

As per the previous document, the City of New Bedford requires 25 parking spaces, however per the revised plans submitted as part of the response to comments, there will be 15 spaces provided available per the agreement and 9 proposed new spaces, totaling 24 spaces. This discrepancy needs to be resolved.

### **Trip Distribution**

The project proponent has redistributed the trip distribution associated with the development as requested. However, on 'Figure 3 – Trip Distribution' (Page 21 of the Response to Comments), between the intersections of Belleville Avenue at Coggeshall Street and Site Driveway at Coggeshall Street, the percentage of exiting volume changes from 50% to 60%. This discrepancy needs to be resolved to confirm the traffic entering the intersection of Belleville Avenue at Coggeshall Street.

In addition to this correction, consider including the intersection of Veterans Memorial Way at Site Driveway on 'Figure 3 – Trip Distribution' to improve clarity on where the vehicles are exiting and entering from.

Sawyer Street needs to be labeled on Figures 1, 2, 4, and 5.

### **Trip Generation**

The project proponent collected trip generation data at an existing recreational dispensary in southern Massachusetts (the “Nature’s Medicine” dispensary located in Fall River) as requested. It is our understanding that this dispensary began selling to recreational clients on February 16, 2021. Based on the data collected and as illustrated in the response to comments, the trip generation calculations prepared using the Trip Generation Manual are higher than those collected. Given the current traffic conditions that exist due to the pandemic, it is suggested that the project proponent be required to prepare a traffic monitoring <sup>report</sup> to document site traffic when conditions return to normal (anticipated to be fall 2021). In the event that trip generation rates far exceed those predicted, mitigation measures may be required.

### **Intersection Capacity Analysis and Queue Analysis**

It is recommended that the project proponent be responsible for providing police officers to control traffic as needed during the opening of this new facility, and subsequently as required by the Department of Public Infrastructure (DPI).

It is recommended that the peak hour factor (PHF) be revised to 0.92 for future year traffic volumes in an urban environment in accordance with standard practice. It is also recommended that Table 3, Coggeshall Street at I-95 WB Exit 17 for the Saturday Peak Hour be revised accordingly - the results included in the Table do not match the Synchro Reports.

### **Crash Analysis**

The proponent should confirm that when pulling crash data, the intersection limits extend to capture the back of the queue length. For example, the westbound intersection limits for the Acushnet Avenue at Coggeshall Street intersection should be approximately 355 feet.

It is recommended that ‘Figure 1: Collision Diagram’ (Page 30 of the Response to Comments) be reviewed/edited to ensure that all crashes are shown.

In the Crash Summary Table under “Type” there is a category for pedestrian/bicycle crashes which indicate that none occurred. The narrative indicates that four crashes involve a pedestrian. The Crash Summary Table should include a ‘vulnerable users’ section.

### **Parking Analysis**

The project proponent performed supplemental parking count data during a Saturday as requested and provided an estimate of the parking occupancy that might occur during non-pandemic conditions. While it appears that there will be sufficient surplus parking within the plaza available for patrons, if patrons attempt to park on-street in front of the building along Coggeshall Street, the proponent may be required to install “No Parking” signs to curtail this activity.



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### **Attachments**

Please label the tables on Page 51 and 52 (Dispensary Counts).

Please provide 2019 MassDOT weekday seasonal and axle correction factors backup.

### **Summary**

Based on our review of the Response to Comments as provided by the proponent, we find that the study has incorporated changes in general accordance with accepted industry standards and procedures, and in accordance with the previous comments.

We appreciate the opportunity to provide the City of New Bedford with these supplemental peer review services. Please do not hesitate to call if you have any questions relative to our review of the traffic-related issues associated with the proposed development.

Sincerely,

A handwritten signature in blue ink that reads "Lisa Sherman".

Lisa Sherman, PE, PTOE  
Project Manager IV  
CDM Smith Inc.

