Closing the Gap

Connecting the South Coast Bikeway from Fall River through Westport, Dartmouth, and New Bedford

scba
closing the gap

SRPEDD
Southeastern Regional Planning & Economic Development District

SOUTH COAST BIKEWAY

Phase 1 – Existing Conditions Draft Report
September 2020

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Chapter 1

Introduction

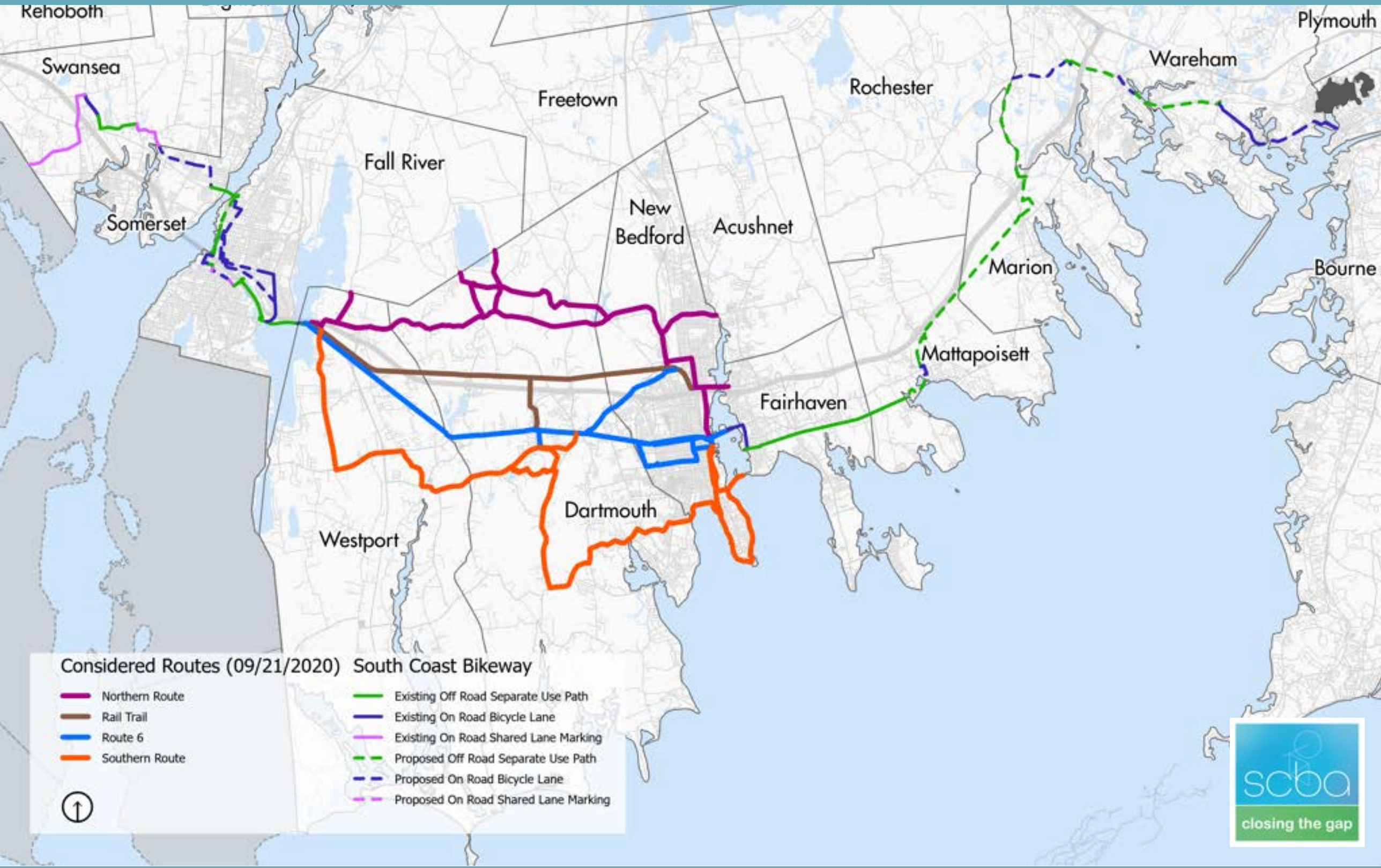
The South Coast Bikeway (SCB) is a planned network of bicycle facilities through the southeastern Massachusetts coastal communities of (listed in west-to-east order along the pathway) Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion, and Wareham. The SCB's routing west of Westport and east of New Bedford is well defined - partially because segments of the bikeway already exist in Swansea, Somerset, Fall River, New Bedford, Fairhaven, Mattapoisett, and Wareham. On the other hand, routing between Fall River and New Bedford, as shown in Figure 1, is not as clear. This section has long been considered a "gap" in the network by the South Coast Bikeway Alliance (SCBA, a non-profit advocacy organization made up of community representatives and groups that advocate for the SCB) as well as many public advocacy groups in the region, including Mass-in-Motion Fall River, Mass-in-Motion New Bedford, Voices for a Healthy Coast, and SRPEDD. Due to the number of options and variables associated with the project, the SCBA decided to seek a Feasibility Study to determine the best route for filling this critical gap.

In 2018, the SCBA received Community Preservation Act (CPA) funding from the communities of Westport, Dartmouth, and New Bedford towards funding a Feasibility Study. Combining this funding with resources that the SCBA obtained through fundraising efforts, enabled the SCBA and the aforementioned communities to work in partnership with SRPEDD to undertake Phase 1 of the study. In 2020, SRPEDD and the SCBA recieved a 2020 MassTrails Grant to fund Phase 2.

Phase I, contained in this report, examines existing conditions for all current routing options, right-of-way/land ownership, environmental concerns, land use, safety and equity. This document also considers access to and from trip generators, such as Environmental Justice communities, educational opportunities, employment centers, and transit.

Phase II, to be completed by the Spring of 2021, will include analysis of proposed routes, assessment of the costs and benefits of each, civic engagement and development of recommendations in order to move the project to the design/build phase.

Figure 1: South Coast Bikeway Plan Overview



Guiding Principles

The overall goal of the South Coast Bikeway Alliance is to develop an off-road bikeway network connecting the South Coast communities that would serve all ages, abilities, and economic/social backgrounds.

The network envisioned by the SCBA follows these guiding principles:

Safe trails and on road facilities that encourage people of all ages, abilities, and economic/ social backgrounds to use the pathway.

Improved bicycle and pedestrian access to and from an array of trip generators including open space, community centers, retail, services, employment opportunities, education, historical and cultural features, transit, and tourist attractions.

Accessible, connected facilities that provide a wide range of opportunities to a diverse and inclusive group of South Coast residents and visitors.

The goal of this study is to determine the feasibility of developing a network that meets these guiding principles while connecting Fall River and New Bedford through Westport and Dartmouth with onward links east to Cape Cod and west to Providence.

Chapter 2

Project Overview and Background

The South Coast Bikeway began as a vision to connect the Gateway Cities of New Bedford and Fall River by bicycle. Very rapidly, that vision expanded to connecting Providence to Provincetown.

At first, the plan was to build the pathway along rail corridors that ranged from abandoned to fully active. While a large portion of the overall bikeway plan directly involves rail corridors, due to complicated ownership, right-of-way, and other factors, the plan evolved to take advantage of existing facilities and other routing opportunities. This strategy worked out well for guiding routing in communities such as Swansea and Wareham, as shown in the full South Coast Bikeway map in Figure 1. On the other hand it led to several options being developed in the study area between Fall River and New Bedford. This study examines four of these main routing options – known as "Northern," "Rail," "Central," and "Southern" – and other alternatives associated with them.

Cooperation and coordination between municipalities is critical for regional pathway development. Pathway projects typically seek funding through the Transportation Improvement Program (TIP). The TIP provides federal and state funding for projects; the federal share is generally 80 percent while the state matches the other 20 percent of construction costs. To use this funding, communities must apply through the Massachusetts Department of Transportation (MassDOT) process and meet federal and state requirements for design. Due to the nature of the application, most projects are applied for by individual communities. Communities are also required to fund the design and any right of way takings or easements necessary to complete the project in question. Other funding sources for projects, such as the newly developed MassTrails Program, exist but are generally lower funding amounts than TIP projects.

Early in the development of the pathway, the South Coast Bikeway Alliance was formed (with representation from various groups, including local bicycle committees, advocacy groups, volunteers, and municipal representation) to guide the development of routing. The Alliance has been very successful in their mission and has contributed to completed sections in Swansea, Fall River, New Bedford, Mattapoisett, and Wareham. Several sections are also under construction or slated for funding, including the Mattapoisett Phase 1B (under construction), Marion Phase 1 (under design - TIP funding for 2023) and the Wareham Minot/Narrows Path (under design – TIP funding for 2025). The Alliance is also a strong advocate for bicycle safety and for promoting bike culture in the region.

Chapter 3

Communities & Demographics

Westport, Dartmouth and New Bedford are coastal communities in Bristol County. They encompass a wide array of land uses, including rural farmland, residential neighborhoods, an active seaport, commercial corridors, and industrial uses. They contain many features attractive to residents and visitors alike. This section explores the three communities, the relationship between the communities and bicycle advocacy groups and facilities, and the demographics unique to each.

In the following section, community population and socioeconomic profiles come from the U.S. Census Bureau, land use data comes from each community via MassGIS, and roadway information comes from MassDOT. The final report will include detailed source information for all data.

Westport

The town of Westport covers approximately 64 square miles and has a population of 15,854 residents.

The town of Westport covers approximately 64 square miles and has a population of 15,854 residents. Land use in Westport is mixed between residential, farming, commercial and industrial uses. Westport has an impressive 61 miles of shoreline along Buzzards Bay and the Westport River. Route 88, a limited access highway, is the main north/south transportation corridor and Route 6 is the east/west main road and commercial corridor. Popular destinations in town include Central Village, Horseneck Beach and many open space properties that offer a variety of recreation and sightseeing opportunities. The Southeastern Regional Transit Authority (SRTA) provides transit access along Route 6.

Existing bicycle facilities in town include bicycle lanes along John Reed Road, on Drift Road from Hotel Hill Road to Route 88 and along Route 88 south of Drift Road to John Reed Road. These facilities provide access to the Horseneck Beach State Reservation and were constructed as part of a 2018 Transportation Improvement Program (TIP) project. Previously proposed plans for bicycle facilities involved the development of a rail corridor from the terminus of the Fall River Quequechan River Rail Trail (QRRT) to Old Bedford Road. Route 6, owned by MassDOT and identified as bicycle and pedestrian safety issue by the State and SRPEDD, is slated for a study by SRPEDD to examine a potential road diet in 2021.

Westport has an active Bike/Walking Path Committee that is dedicated to promoting safe and enjoyable places for people to walk, jog or ride a bike. As an official town committee, they advocate for creating networks for non-motorized transportation and the routing of the South Coast Bikeway through Westport. The town has an approved Complete Streets Policy through the Massachusetts Complete Streets Program.

Community Snapshot:

Population: 15,854
Area: 64 sq. miles
Median age: 48.7
Poverty Level: 5.4%
Avg. Household Size: 2.47
Median Household Income: $80,015
Housing Ownership Rate: 71.9%
Avg. Commute Time: 27.1 minutes
Miles of Sidewalk: 12.84
Top Three Industries:
Construction
Accommodations and Food Services
Retail Trade

Dartmouth

Dartmouth is the largest town in Bristol County based on both area and population.

Dartmouth is the largest town in Bristol County based on both area and population; it covers 97.5 square miles and has a population of 34,307 residents. Draws to the town include a robust shopping area, picturesque Padanaram Village, and several outdoor recreation opportunities including Demarest Lloyd State Park. Dartmouth is also home to the University of Massachusetts (UMass) Dartmouth and UMass Law School. Transit access is provided to the community through the Southeastern Regional Transit Authority (SRTA), with service centered around the Route 6 corridor and the Hawthorn Medical Center. Dartmouth is home to a group of Low-Income, Minority and Limited English Proficiency (LEP) households; this report makes efforts to actively consider the mobility needs of these historically underrepresented communities.

Bicycle facilities in town include bicycle lanes on Faunce Corner Road and Old Westport Road and sharrows on the Padanaram Bridge and Chase Road. The Tucker Road Relocation Project, currently slated for construction funding in 2024 proposes adding an 8-foot separate use path on the north side of Route 6 within the project limits.

The Dartmouth Pathways Committee has long advocated for general bicycle and pedestrian safety and for the South Coast Bikeway route through the town. The town of Dartmouth has also taken a forward-thinking approach to roadway construction in regards to bicycle safety, with an initiative to stripe narrower lanes and bicycle friendly shoulders whenever possible as well as ensuring installation of bicycle friendly storm grates. The town has an approved Complete Streets Policy and Prioritization Plan through the Massachusetts Complete Streets Program.

Community Snapshot:

Population: 34,307
Area: 97.5 sq. miles
Median age: 41.4
Poverty Level: 7.6%
Avg. Household Size: 2.54
Median Household Income: $81,641
Housing Ownership Rate: 71.5%
Avg. Commute Time: 26.3 minutes
Miles of Sidewalk: 30.3
Top Three Industries:
Health Care and Social Assistance
Retail Trade
Educational Services

New Bedford

New Bedford is a multi-ethnic and multi-cultural city with a diverse population.

New Bedford is a mid-size Gateway City in Bristol County; it has a population of 95,117 and covers 24 square miles. New Bedford is known as the "Whaling City" (due to its past status as the world's whaling capital) and is still home to an active working waterfront today. The Port of New Bedford is the number one commercial fishing port in the United States based on dollar value. Attractions include the Downtown Business District, the Seaport Cultural District, New Bedford Whaling National Historic Park, Fort Taber, Buttonwood Park, and the North End neighborhood. The City boasts a robust transit network through the Southeastern Regional Transit Authority (SRTA). Bus service to Boston is available through Peter Pan Bus Lines. Two MBTA Commuter Rail Stations are proposed for the city under the South Coast Rail project, one off of Church Street and one off of Acushnet Avenue near the waterfront.

New Bedford is a multi-ethnic and multi-cultural city with a diverse population. Like Dartmouth, numerous historically underrepresented communities call New Bedford home; this report makes efforts to actively consider the mobility needs of these low income, LEP, and minority groups.

Recognizing the benefits of multimodal transportation access, the City has been very active in pursuing bicycle and pedestrian related infrastructure, including the development of a city-wide bicycle master plan and the expansion of bicycle facilities throughout the city. The city has an active bicycle committee that advocates for improved facilities and safety, as well as Mass-in-Motion. The city has an approved Complete Streets Policy and Prioritization Plan though the Massachusetts Complete Streets Program.

Bicycle lanes currently exist on Mill Street, MacArthur Drive, Hawthorn Street, and sections of Acushnet Avenue and County Street. Multi-use paths include the Buttonwood Path, the Saulnier Path, the Harbor and Cove Walks. Plans are currently underway for the Blue Lane (a north-south connector along the working waterfront) and the Acushnet River Trail.

Community Snapshot:

Population: 95,117
Area: 24 sq. miles
Median age: 37.4
Poverty Level: 21.1%
Avg. Household Size: 2.37
Median Household Income: $43,989
Housing Ownership Rate: 36.8%
Avg. Commute Time: 25.3 minutes
Miles of Sidewalk: 365.3
Top Three Industries:
Health Care and Social Assistance
Manufacturing
Retail Trade

Chapter 4

Routing Options

There are four main routing options for closing the gap in the South Coast Bikewy: the Northern Route, the Rail Route, the Central/Route 6 Route and the Southern Route (Figure 2). This Chapter looks at each route option, alternative, and their pros and cons.

There are many factors that go into selecting a route. These factors include land availability, rights-of-way, safety, presence of wetlands or other natural resources, accessibility, and nearness to destinations and residential neighborhoods. The following sections will discuss these factors as well as different characteristics of each route. This will range from sidewalk condition, road classification (an important factor when considering funding), road layout, jurisdiction, and surrounding land use.

Points of interest and potential destinations are shown on the map in Figure 3, and will also be shown in greater detail in the routing breakdowns. The SCBA, as well as the three towns, have established the following as important destinations: UMass Dartmouth, UMass Law School, access to SRTA and SCR transit services, and tourism areas. Access to these priority generators will be discussed for all alternatives.

The city of Fall River's SCB Route, shown on the right, is well defined. The majority of Fall River's routing features completed off road pathway, with some notable gaps. The SCB route through Fall River ends approximately 500 feet short of the Westport line. The City plans to extend the bikeway to the town/city line when funding is available. For simplicity, we will consider the end of the SCB route in Fall River at the Westport line to be the connection to SCB routing in Fall River.

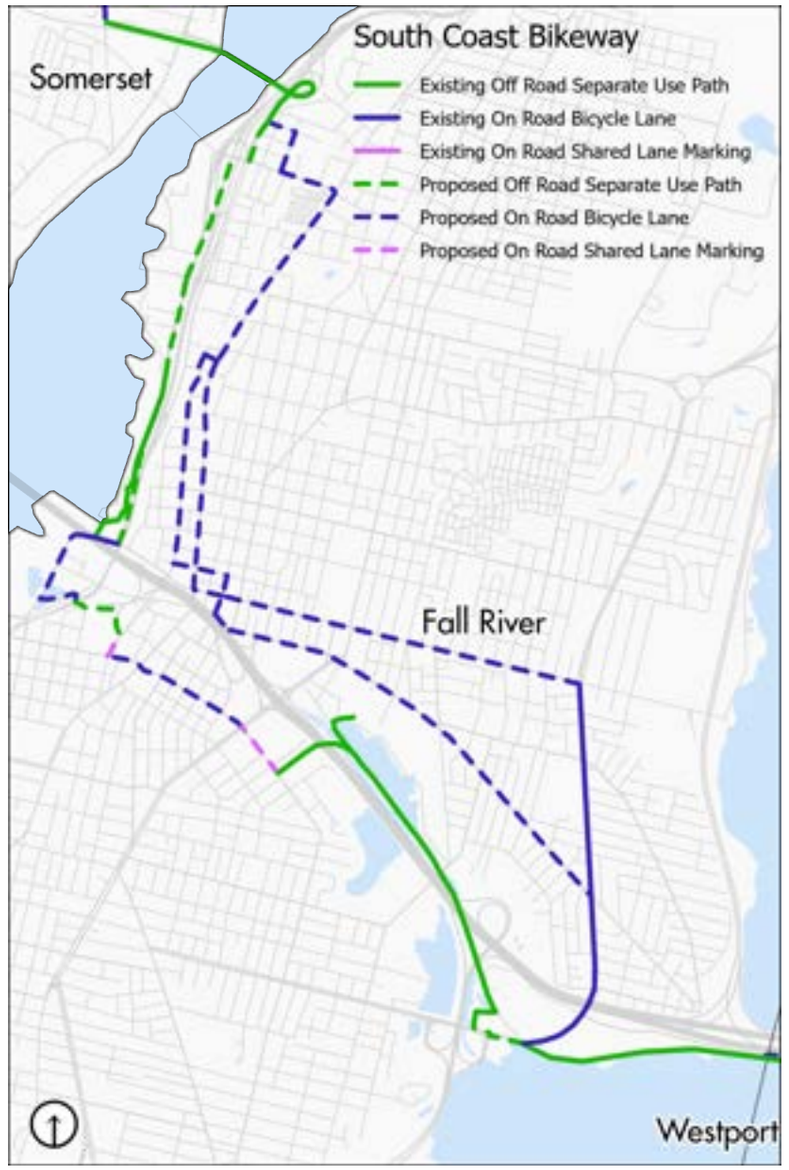


Figure 2: South Coast Bikeway Routing Options

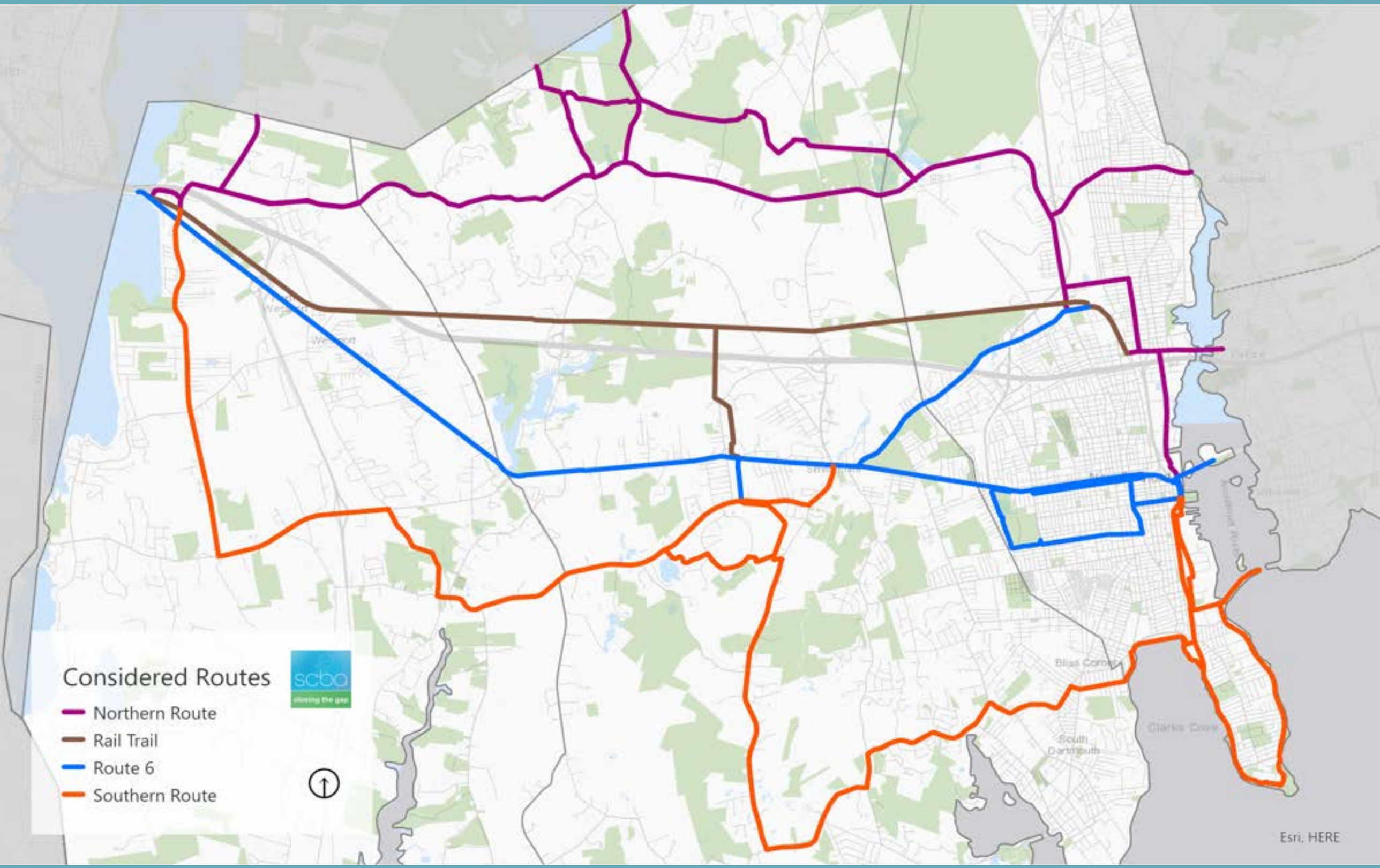
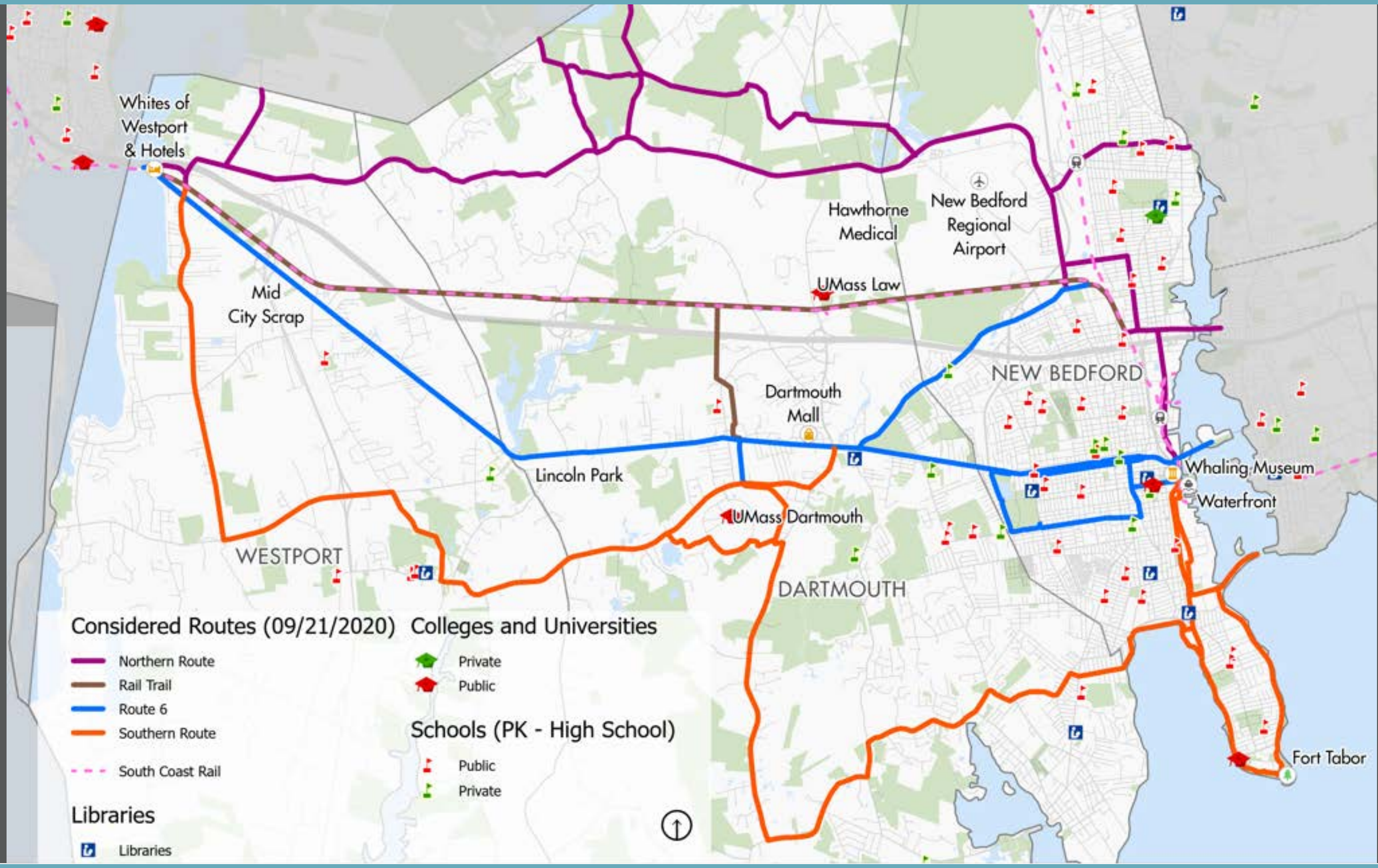


Figure 3: Trip Generators/Destinations



The Northern Route

Description:

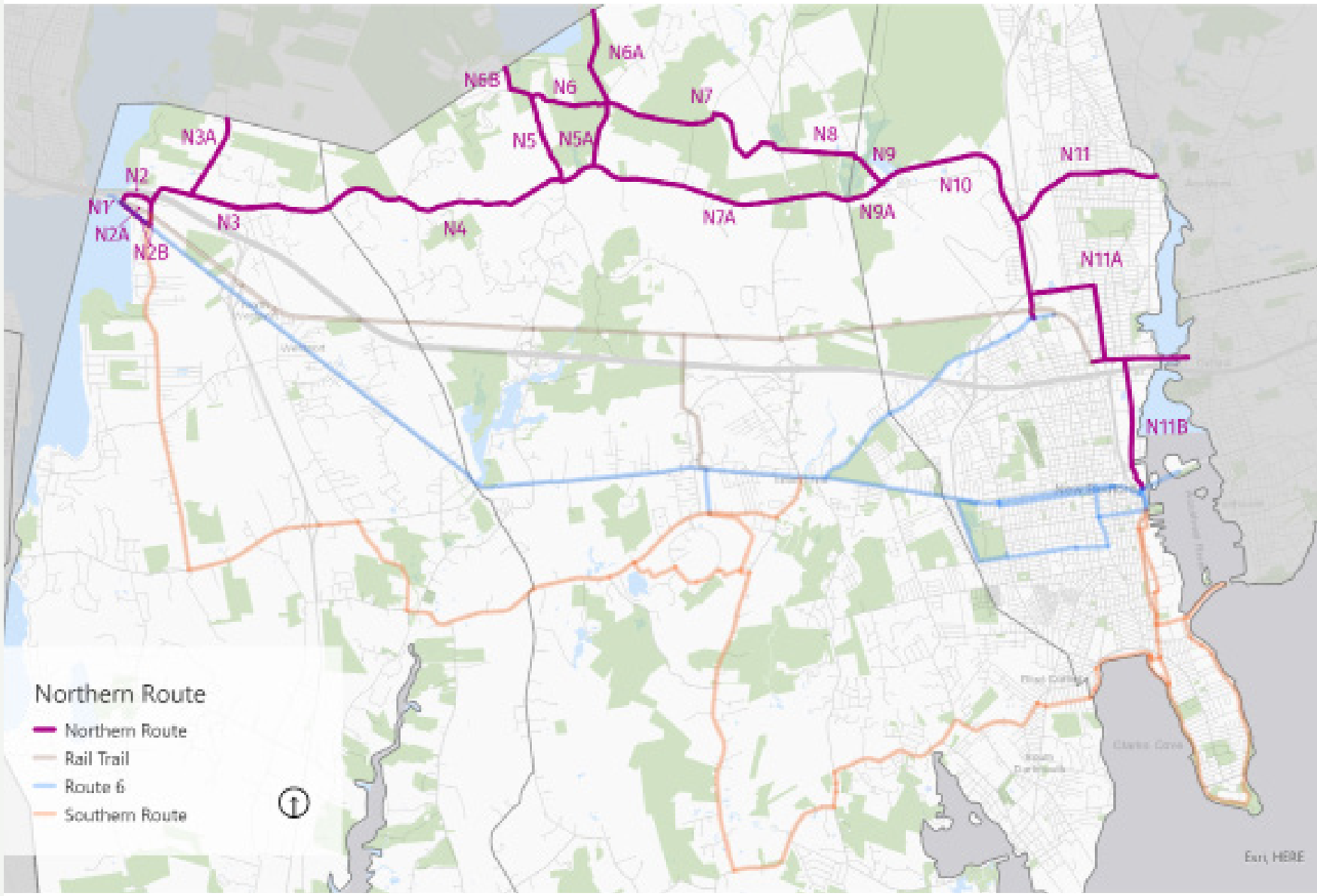
The Northern Route, sometimes referred to as the Northern Scenic Route, takes advantage of an abundance of town owned property in North Dartmouth. The route also provides opportunities to connect with several features in the North End of New Bedford, including the Acushnet Cedar Swamp, the New Bedford Airport, the proposed South Coast Rail Station on Church Street, Lund's Corner and the northern tip of the proposed Acushnet River Trail.

Trip Generators/Destinations:

White's of Westport, hotel, open space/ receation/ conservation areas, Dartmouth Natural Resource Trust properties, scenic countryside, working farms, the Acushnet Cedar Swamp, the New Bedford Regional Airport, the proposed Church Street SCR station, the North End, King's Highway Commerical area, and Lund's Corner.

Ownership/Jurisdiction:

Town owned roadway and a mix of conservation, open space and municipal property.



The Northern Route

Town Breakdowns

The following is a breakdown of routing by town and section. The individual sections and properties are discussed in order from West to East.

Westport

Routing for this option through Westport would consist of a section of off road path from the terminus of the Fall River Quequechan River Rail Trail (QRRT) to Sanford Road (N1), and on road or separated facilities along Old Bedford Road (S2). Alternate routing for this section would be a section of Old Bedford Road from Route 6 and Routing along Blossom Road. Routing Option N1 is the same as Southern Route Option S1.

N1

Segment Description:

Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road.

Characteristics and Existing Conditions:

The status of this section of rail corridor is listed as “out of service” on the Statewide Rail Inventory database available through MassGIS. Rail is intact for the section between the town line and Route 6 but is not visible for the section between Route 6 and Sanford Road. The majority of the corridor is overgrown with thick vegetation, with the exception of a small section near the Fall River/Westport Hampton Inn for which the Lafrance Hospitality Group maintains through an agreement with MassDOT.

The rail line and Route 6 meet at an acute angle at a horizontal curve on Route 6. The pathway would need to continue alongside Route 6 to provide for a crossing at a safer location and to meet back up with the rail line near Old Bedford Road. At the proposed crossing location, Route is classified as an urban minor arterial with an estimated average annual daily traffic of 16,000 vehicles per day (vpd). With a cross-section of two 11-foot travel lanes in each direction, a grass-covered median of varying widths, and a minimal shoulder, crossing conditions are difficult. There are no existing sidewalks or bicycle facilities. There is also very little area available along Route 6 for facilities outside of the cross-section due to the close proximity of the South Watuppa Pond, buildings, and parking. The Southeastern Regional Transit Authority provides transit service along Route 6 via the New Bedford Fall River Intercity Route, a bus stop is located at the northwest corner of the Route 6 intersection with Old Bedford Road. Length:

At the request of the town of Westport, multimodal and safety conditions along Route 6 in Westport will be examined by SRPEDD in 2021.

Land Use:

Land use along the corridor varies. Near Route 6, the corridor would provide access to commercial businesses. The section from the Fall River city line to Route 6 is bordered by the South Watuppa pond and a strip of vegetation between Route 6 and the rail corridor. From Route 6 to Sanford Road the corridor is bordered by the Fall River/Westport Hampton Inn and residential properties.


Watuppa Branch Rail Corridor


Route 6 near Whites of Westport


Rail Corridor at Route 6

The Northern Route

N1A

Segment Description:

Alternate Routing on Old Bedford Road from Route 6 to Old Bedford Road.

Characteristics and Existing Conditions:

This routing is an alternate routing to using the rail corridor from Route 6 to Old Bedford Road. Old Bedford Road from Route 6 to Sanford Road is 28 feet wide, is classified as a local road, and has a layout consisting of one lane in each direction divided by a double yellow centerline. There is a 3 to 5 foot sidewalk on the east side of the road. The sidewalk near Route 6 has been recently reconstructed as part of the Fall River/Westport Hampton Inn construction project and is in excellent condition. The section past the hotel is narrow and in poor condition. The estimated AADT is 1,100 vpd.

Land Use:

Land use along this section of Old Bedford Road is a mix of residential and commercial businesses. The White's of Westport Event Center and the Fall River/Westport Hampton Inn are both located on the road.


Old Bedford Street near Route 6


Old Bedford Street near Sanford Road

N2

Segment Description:

Routing on Sanford Road and Old Bedford Road to the Dartmouth Town Line.

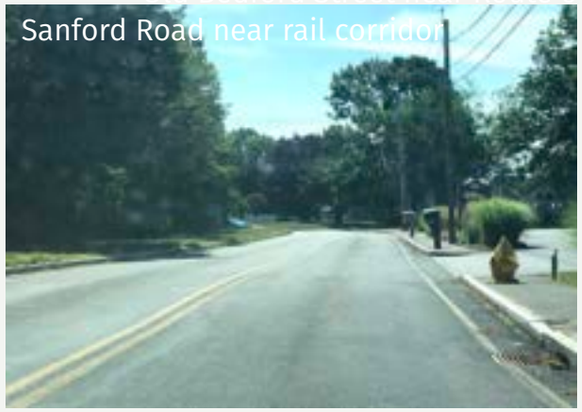
Characteristics and Existing Conditions:

Sanford Road from the terminus of the rail to Old Bedford Road is classified as an urban collector and has a pavement width of 40 feet, one travel lane in each direction, striped shoulders, and a sidewalk on the west side. The sidewalk is narrow and has obstruction such as utility poles, fire hydrants and mailboxes. There are no bicycle facilities present.

Old Bedford Road from Sanford Road to the Dartmouth Town Line is classified as an urban collector. The width narrows from 40 feet near Sanford Road to 24 feet near Frontage Street and remains 24 feet to the town line. The layout consists of one lane in each direction and a 1 to 2 foot shoulder for the majority of the corridor. There is a small section of narrow sidewalk in poor condition from Old Bedford Road to Blossom Street.

Land Use:

Land use along this section is a mix of residential and farming. There are some local businesses present.


Sanford Road near rail corridor


Old Bedford Road

The Northern Route

N2A

Segment Description:

Alternate Routing on Blossom Road from Old Bedford Road to the Fall River City Line.

Characteristics and Existing Conditions:

This routing is an alternate routing provide access to the Fall River Bioreserve/Freetown State Forest. Blossom Road is classified as an urban collector with a pavement width of 24 feet. It is a two lane road, one travel lane in each direction divided by a double yellow centerline. There are no bicycle facilities or sidewalk present.

Land Use:

Land use along Blossom road is a mix of residential and farming.


Blossom Road

Dartmouth

The Northern Route through Dartmouth is mainly comprised of off road pathway through several town owned parcels (N5 & N6) and an easement owned by the New Bedford Water Department (N7) and on road facilities along Old Fall River Road (N3) and North Hixville Road (N4). Possible alternatives include a Collins Corner Road routing (N4A), continuing on Old Fall River Road to New Bedford (N6A) and two opportunities to connect to the Fall River Bioreserve (N5A & N5B).

N3

Segment Description:

Routing on Old Fall River Road from the Westport Town Line to either North Hixville Road or Collins Corner Road.

Characteristics and Existing Conditions:

Old Fall River Road is classified as an urban collector and ranges in width from 26 to 30 feet. The cross-section consists of one travel lane in each direction. There are no bicycle facilities, sidewalks or striped shoulders. This section of Old Fall River Road has an AADT of 1,800 vpd. The intersection of Old Fall River Road is an offset configuration, if the section continues to Collins Corner Road, users will have to travel for a short segment of North Hixville Road to continue on Old Fall River. There are sidewalks and crosswalks in the vicinity of the intersection but they do not extend on either roadway.

Land Use:

Land use along this section is a mix of residential, farming, and protected open space. There are some local businesses present.


Old Fall River Road

The Northern Route

N4

Segment Description:

North Hixville Road from Old Fall River Road to Collins Lane.

Characteristics and Existing Conditions:

North Hixville Road from Old Fall River Road to Collins Lane is a local road that is 18 feet wide. The cross-section consists of one travel lane in each direction. There are no bicycle facilities, sidewalks or striped shoulders with the exception of a small segment of sidewalk at Old Fall River Road. North Hixville Road has an AADT of 2,600 vpd. There are sections of wetlands in close proximity to the road.

Land Use:

Land use along this North Hixville Road is a mix of residential and protected open space.

North Hixville Road

N4A

Segment Description:

Routing on Collins Corner Road from Old Fall River Road to the Northern Scenic Pathway.

Characteristics and Existing Conditions:

This section of Collins Corner Road could be utilized an alternative route to access the Northern Scenic Pathway. Collins Corner Road is a locally classified road with a pavement width of 19-feet. The cross-section consists of one travel lane in each direction. There are no bicycle facilities, sidewalks or striped shoulders

Land Use:

Land use on Collins Corner Road is a mix of residential and protected open space.

Collins Corner Road

The Northern Route

N5

Segment Description:

Collins Lane from North Hixville Road to Collins Corner Road/Ridge Hill Reserve.

Characteristics and Existing Conditions:

Collins Lane is part access road part paper street. While approximately 0.3 miles of the road are paved, the width is very narrow (15 feet or so) and it is not an accepted town street. It is the access road for the New Bedford Rod and Gun Club (shooting range) as well at least three residences. After the Rod and Gun Club, the street becomes a paper street. A paper street is a street that was laid out on paper but was never constructed. On paper Collins Lane connects to Collins Corner Road. It also abuts the southern edge of Ridge Hill Reserve, a property owned by Dartmouth Natural Resource Trust. According to the MassDEP Wetlands GIS database there are no wetlands in the proximity of the paper section of the street.


North Hixville Road

Land Use:

Land use along North Hixville Road is a mix of residential and protected open space.

N5A

Segment Description:

Routing through Ridge Hill Reserve from the Northern Scenic Pathway (at Collins Road) to the Fall River City Line.

Characteristics and Existing Conditions:

Ridge Hill Reserve is owned and maintained by Dartmouth Natural Resource Trust (DNRT), a non-profit, accredited land trust. The pathway would use a combination of existing and new trails from the entrance of the property to the Fall River City Line. The pathway would then need to travel through the Fall River Bioreserve.

Ridge Hill Reserve

Land Use:

The pathway would travel through protected open space property.

The Northern Route

N6

Segment Description:

This section of the Northern Scenic Pathway would travel from Collins Corner Road to Faunce Corner Road through land owned by the Town of Dartmouth and the Dartmouth Natural Resource Trust.

Characteristics and Existing Conditions:

This section would involve routing through 3 sections - the Barzabiel Washburn Reserve, Dartmouth Regional Parks and Trails, and conservation land surrounding The Enclave at the Reservoir residential development.

The Barzabiel Washburn Reserve is an undeveloped 38.3 acre parcel owned and managed by DNRT. The parcel touches Collins Corner Road two times, one directly across from Ridge Hill Reserve. While the majority of the parcel appears to be dry, the eastern side of the parcel abuts the Shingle Island river and extensive wetlands.

The next property the pathway would travel through is Dartmouth Regional Parks and Trails. It abuts the Barzabiel Washburn Reserve and the Shingle Island River. The property is owned and maintained by the T0wn of Dartmouth and features trails, a playground, a dog park and sports fields. The lot encompasses 298 acres, of which a significant portion is covered by wetlands.

The path would then wind through conservation property associated with a residential development, The Enclave at the Reservoir. The property has a stream that would likely need to be crossed and wetlands. This routing would end at Faunce Corner Road.

Land Use:

Land use along this section is mainly protected open space, with some bordering residential properties.

View of Barzabiel - Washburn Reserve

Dartmouth Parks and Trails

N6A

Segment Description:

Routing on Old Fall River Road from Collins Corner Road to the New Bedford City Line.

Characteristics and Existing Conditions:

This section of Old Fall River Road is similar to Section N3 - it is classified as an urban collector and has a pavement width of 30 feet. The cross-section consists of one travel lane in each direction and a 1 to 2 foot striped shoulder on both sides. There are no bicycle facilities or sidewalks present. This section of Old Fall River Road has an AADT of 2,600 vpd east of Faunce Corner Road and 6,000 to the east. The section from Faunce Corner Road to the New Bedford City Line is classified as an urban minor arterial.

Land Use:

Land use along this section is a mix of residential, farming, industrial, and protected open space.

Old Fall River Road

The Northern Route

N7

Segment Description:

Routing along a New Bedford Water Department access road from Faunce Corner Road to High Hill Road.

Characteristics and Existing Conditions:

New Bedford owns a parcel of land in Dartmouth surrounding High Hill Reservoir, with an unpaved access road from High Hill Road. The pathway would travel on the unpaved access road, which is approximately 15-feet wide and currently gated at High Hill Road. Vegetation along the access road is well maintained. The access road partially abuts the Acushnet Cedar Swamp State Reservation owned by the Department of Conservation and Recreation (DCR).

Land Use:

Land use along the access road is municipal and residential.

New Bedford

The Northern Route in New Bedford would be comprised of mainly on road or separated facilities along High Hill Road, New Plainville Road, Mount Pleasant Street, King's Highway and Tarklin Hill Road (N9, N10, N11) with some potential for shared use infrastructure along roadways. Alternative Routing includes New Plainville Road (N9A), via Mount Pleasant, Nash Road, Ashley Blvd, and Coggeshall Street (N11A) and utlitizing the Blue Lane (N11B).

N8

Segment Description:

Shawmut Avenue from the terminus of the New Bedford Water Property Access Road to New Plainville Road.

Characteristics and Existing Conditions:

Shawmut Avenue is a low-volume, relatively low speed road. It has a narrow cross-section and no shoulder. Pavement is in poor condition. Shawmut Avenue changes to High Hill Road in Dartmouth.

Land Use:

Land use along the access road includes residential and the Acushnet Cedar Swamp DCR property.

The Northern Route

N8A

Segment Description:

Routing on Old Plainville Road and New Plainville Road from the Dartmouth Town Line to Shawmut Avenue.


New Plainville Road

Characteristics and Existing Conditions:

Old Plainville Road from the Dartmouth Town Line to New Plainville Road is classified as an urban minor arterial and has a pavement width of 24 feet. The cross-section is comprised of one travel lane in each direction and a minimal striped shoulder. It crosses the Paskemansett River near the Dartmouth Town Line and there are wetlands in the vicinity.

This section of New Plainville Road from Old Plainville Road has the same classification and layout as Old Plainville Road.

Land Use:

This section is mainly residential and also borders the Acushnet Cedar Swamp State Reservation on the north side of the road..

N9

Segment Description:

New Plainville Road and Mount Pleasant Street from Shawmut Avenue to either Kings Highway or Nash Road.

Characteristics and Existing Conditions:

New Plainville Road from Shawmut Avenue to Mount Pleasant Street is classified as an urban minor arterial and has a pavement width of 24 feet. The cross-section is comprised of one travel lane in each direction divided by a double yellow centerline and a minimal striped shoulder. There are no bicycle facilities. The road is bordered by large sections of wetlands on both sides.


Mount Pleasant Street

Mount Pleasant Street from New Plainville Road to Nash Road is classified as an urban minor arterial. It has a wide open cross-section with a pavement width of 42 to 44 feet, with one travel lane in each direction separated by a double yellow centerline. There are no bicycle lanes or striped shoulders. There are two disconnected sections of sidewalk along Mount Pleasant Street, one on the east side of the road from the MassDOT Park and Ride lot just north of the Route 140 ramps to just south of the King's Highway intersection and one and both sides of the road from 600 Mount Pleasant Street to Nash Road. The first section of sidewalk is on the east side of the road and has an asphalt surface 4 to 5 feet wide in fair condition. The second section of sidewalk has a mix of asphalt and concrete surfaces in mostly fair condition with varying widths from 4 to 8 feet. There is a small (approximately 10-foot) gap in the sidewalk from 558 Mount Pleasant Street to the sidewalk on the Route 140 overpass. A beaten path between the two sections as well as the gap in the second sidewalk is evidence of demand for a connected network.

Land Use:

Land use along New Plainville Road includes residential, airport, and the Acushnet Cedar Swamp State Reservation property. Land Use on Mount Pleasant Street encompasses a wide range of uses, including residential, industrial, commercial, cemetery, and the park and ride lot.

The Northern Route

N10

Segment Description:

Routing on King's Highway and Tarkiln Hill Road to the Acushnet Town Line.

Characteristics and Existing Conditions:

King's Highway and a section of Tarkiln Hill Road (King's Highway to Prescott Street) are currently under construction as part of TIP project. The plan includes 5 foot striped bicycle lanes from the intersection with Field Stone Marketplace to the end of the project limits and new sidewalks. The project does not include the section of King's Highway between Mount Pleasant and Fieldstone Marketplace and pre-dates MassDOT's Healthy Transportation Policy Directive. King's Highway and Tarkiln Hill Road are both classified as minor urban arterials.

Tarkiln Hill from Prescott Street to the Acushnet town line ranges from 38 to 42 feet wide and is in generally one lane in each direction divided by a double yellow centerline but it is wider in places to accommodate turning lanes. There are 5-6 foot wide concrete sidewalks in fair-good condition for the entire section. From Prescott Street to Plympton Street the sidewalk is buffered from traffic by a grass buffer with trees. Parking is allowed from (roughly) Somerset Street to the town line. There are no bicycle facilities present.

There are three MassDOT HSIP (2015-2017) Crash Clusters on this section; Tarklin Road at Church Street, Tarkiln Hill Road at Ashley Blvd and Tarkiln Hill Road at Acushnet Avenue.

Land Use:

Land use along King's Highway is mainly commercial and transitions to a mix of residential and commercial on Tarkiln Hill Road. Both roads will be main access roads for the proposed South Coast Rail Station on Church Street. The Normandin Middle School is located along the corridor. Where Tarkiln Hill Road meets the Acushnet Town Line is the Head of the Acushnet River Historic District and potential access to the Acushnet River Trail.

Tarkiln Hill Road

Tarkiln Hill Road

The Northern Route

N10A

Segment Description:

Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, and Coggeshall Street.


New Bedford Water access Road

Characteristics and Existing Conditions:

Nash Road from Mount Pleasant Street to Ashley Blvd is classified ans an urban minor arterial and has a pavement width of 40 feet. It has one travel lane in each direction and sidewalks on both sides. The sidewalks have a mix of concrete and asphalt sections and are 5 to 6 feet wide. They are in fair to good condition. From Mount Pleasant Street to Stanley Street the sidewalks are buffered from traffic by a grass buffer with street trees. There are no striped shoulders or bicycle lanes present.

Ashley Blvd (Route 18) from Nash Road to Coggeshall Street is classified as an urban principal arterial and is 22 feet wide. The cross-section is comprised of on travel lane in each direction. There are several sections where the travel lanes are not delineated. Parking is allowed on the west side of the road. There are concrete sidewalks on both sides of the road in fair to poor condition. There are no striped shoulders or bicycle facilities.

Coggeshall Street is classified as an urban minor arterial from Ashley Blvd to the town line. Coggeshall Street from Purchase Street to Mitchell Avenue was reconstructed in 2017 through a TIP project. The project included new sidewalks, bicycle lanes for most of the corridor, street trees, ornamental lighting and a decorative paver treatment at Acushnet Avenue. The project also addressed a MassDOT HSIP (2008-2017) Pedestrian Crash Cluster and three intersections identified as MassDOT HSIP (2015-2017) crash clusters - the intersections of Coggeshall Street at Route 18, Acushnet Avenue, and Belleville Avenue. The intersection of Coggeshall Street at the Riverside Landing and I-195 ramps was also identified but not included in the project. There is a MassDOT HSIP Bicycle Crash Cluster from west of the Riverside Landing/I-195 crash corridor to the Fairhaven town line. The Coggeshall Bridge has one lane of travel in each direction and a turning lane near the I-195 ramps. There are striped shoulders on both sides that vary in width from 4 to 6 feet. On the New Bedford side of the bridge there are sidewalks on the north side only; however, there is a beaten path on the south side that shows regular usage. The Fairhaven side has sidewalks on both sides.

Land Use:

Mixed between residential and commercial.

The Northern Route

N10B

Segment Description:

Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, Coggeshall Street, North Front Street, Herman Melville Boulevard, MacArthur Blvd and the New Bedford Fairhaven Bridge.

Characteristics and Existing Conditions:

Routing and characteristics for Nash Road, Ashley Blvd and Coggeshall Street are the same from the previous section with the exception of use of the Coggeshall Street Bridge. This option would follow the Blue Lane along North Front Street, Herman Melville Blvd and MacArthur Drive from Coggeshall Street. The New Bedford Blue Lane is a plan by the city to create a connected Waterfront Path from the CoveWalk and HarborWalk along the South End peninsula to the planned RiverWalk on the banks of the Acushnet River in the North End. While still in development, this section of the Blue lane is proposed along North Front Street, Herman Melville Blvd, and MacArthur. The project proposes bicycle infrastructure and improved pedestrian facilities and is currently in the feasibility phase.

North Front Street from Coggeshall Street to Wamsutta Street is currently 24 feet wide with sidewalks on both sides. The sidewalks are in generally poor condition and lack definition in some places. Herman Melville Blvd from Wamsutta Street to MacArthur Drive is 30 feet wide and has good condition 4-foot wide sidewalks along the north side. There is chain link fence bordering the sidewalk to prevent access to the adjacent rail line. There are a few obstructions in the sidewalk including fire hydrants. Herman Melville Blvd makes a sharp turn and crosses rail road tracks proposed for use with SCR before intersecting with MacArthur Drive. MacArthur Drive is 36 feet wide and has sidewalks on both sides from Herman Melville Blvd to Elm Street and sidewalks on the east side only from Elm Street to Union Street. The sidewalks in the first section are mainly concrete and in the second section they transition from concrete to brick.

Access to the New Bedford/Fairhaven Bridge is provided via a bicycle and pedestrian ramp located at the intersection of MacArthur Drive, Union Street, and JFK Highway (Route 18). The ramp was constructed in 2014 and is in excellent condition. The ramp provides access to a sidewalk that crosses the bridge on the south side of the road. The sidewalk is about 6 feet wide and bicycle use is allowed. The bridge opens at regular intervals to allow boats to enter the harbor.

Land Use:

The Blue Lane travels along New Bedford's Working Waterfront and also borders proposed South Coast Rail routing, with access to the Whale's Tooth Station. It also provides access to Ferry Service at the State Pier, and Downtown New Bedford and Pier 3 via the intersection with Union Street.

N Front Street at Coggeshall Street

MacArthur Drive/Working Waterfront

New Bedford/Fairhaven Bridge

The Rail Route

Description:

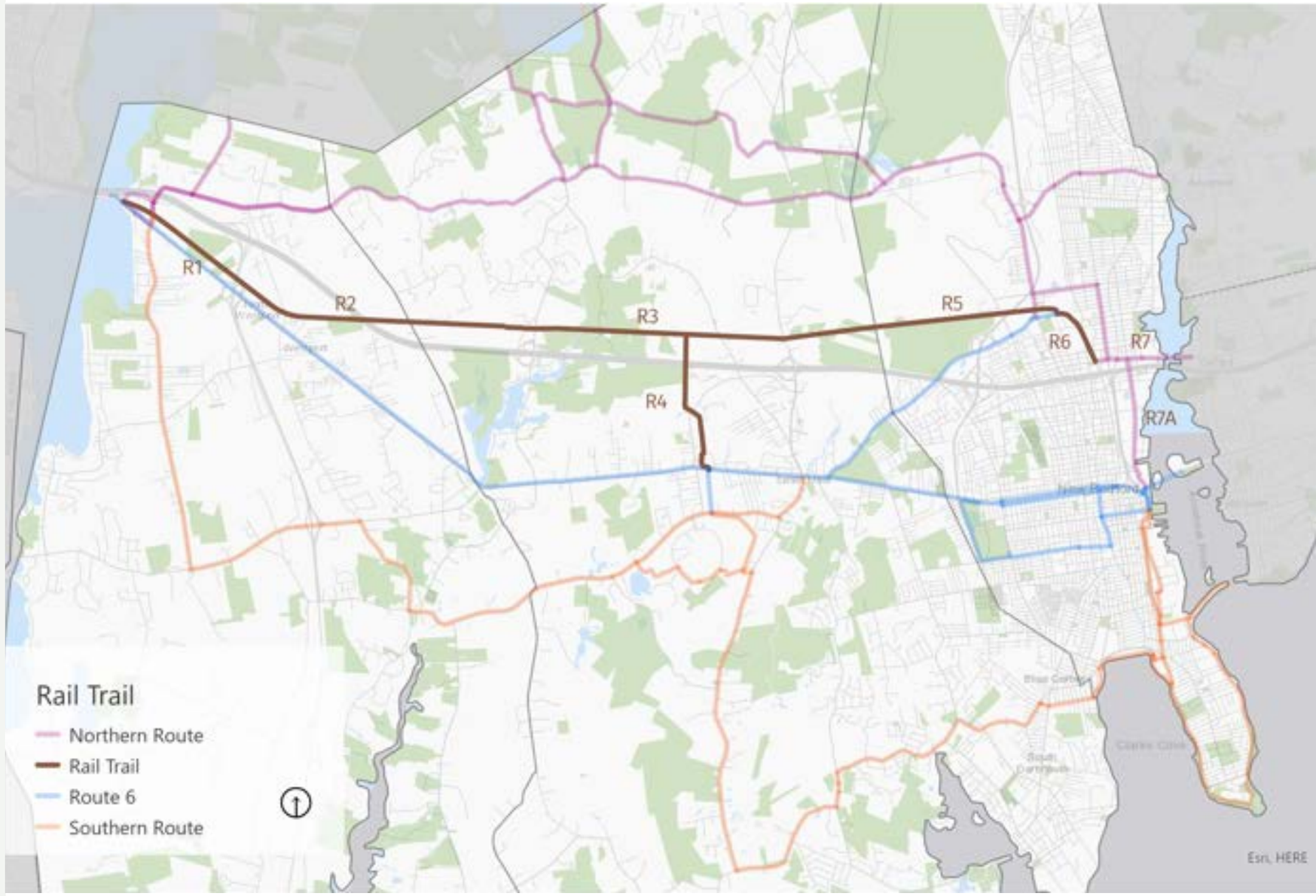
Routing for the rail option would follow an existing rail bed from the Fall River Town Line through Dartmouth and into New Bedford. At the end of the line in New Bedford the pathway would continue on road via Coggeshall Street to the Fairhaven Line either on the Coggeshall Street Bridge or via the Blue Lane to the New Bedford/Fairhaven Bridge.

Trip Generators/Destinations:

White's of Westport & hotels, open space/recreation/ conservation land, UMass Dartmouth and UMass Law School (via R5 Spur), North End of New Bedford, Acushnet River Rail Trail (future) SCR Whale's Tooth Station (future) and Downtown New Bedford (via R8A).

Ownership/Jurisdiction:

The Rail Corridor right-of-way (ROW) is known as the Watuppa Secondary and has two owners. Currently, MassDOT owns a section from Fall River to Dartmouth, and the remainder is owned Bay Colony Railroad (BCLR). MassCoastal Railroad has operating rights for the entire line. There is a spur from the main rail (R5) on a utility easement owned by NSTAR. Coggeshall Street (R8) and the Blue Lane (R8A) are under the jurisdiction of the City of New Bedford.



The Rail Route

Town Breakdowns

The following is a breakdown of routing by town and section. The individual sections and properties are discussed in order from West to East.

Westport

Routing for this option through Westport would consist of a section of off road path from the end of the Fall River Quequechan River Rail Trail (QRRT) to the Dartmouth Town Line. There are two unique sections of the rail corridor in Westport - one out of service (R1) and one active (R2).

R1

Segment Description:

Rail line from the Westport town line to Mid-City Scrap (just east of Route 88).

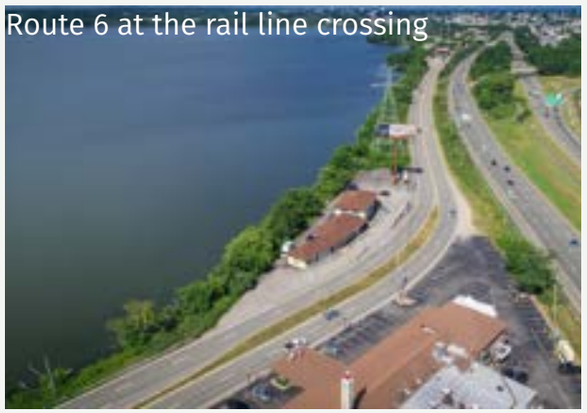
Characteristics and Existing Conditions:

The section of rail corridor is currently listed as “out of service” on the Statewide Rail Inventory database available through MassGIS. Some of the rail is intact, but large sections are missing or in poor condition. The corridor is overgrown with heavy brush. MassDOT is listed as the owner for this section. Additionally, Lafrance Hospitality has an agreement with MassDOT for maintenance of a small section of the corridor near White’s of Westport and the Hampton Inn Fall River/Westport. The rail line and Route 6 meet at a tight angle along a horizontal curve on Route 6. Crossing Route 6 at this location and at an angle would be hazardous due to low visibility. The pathway would need to continue alongside Route 6 to provide for a crossing at a safer location and to meet back up with the rail line at Old Bedford Road. Conditions along this section of Route 6 are discussed in section C1. There are extensive wetlands bordering the corridor, with large areas of wetlands specifically in the area bordered by Sanford Road, Interstate-195, Route 88, and Route 6. Length: 2.11 miles.

Land Use:

Land use along the corridor varies. Where the rail line crosses Route 6 there is access to commercial businesses, a hotel and whites of Westport. The section from Route 6 to Sanford Road is bordered by residential property and local businesses. The remainder of the corridor is heavily wooded.


Rail Corridor near Fall River City Line


Route 6 at the rail line crossing


Possible Route 6 crossing

The Rail Route

R2

Segment Description:

Rail corridor from Mid City Scrap (just east of Route 88) to the Westport Town Line.


Active Rail Corridor

Characteristics and Existing Conditions:

The status of this section of rail corridor is listed as “active” on the Statewide Rail Inventory database available through MassGIS. It is owned by MassDOT and operated by MassCoastal. MassCoastal uses the line to provide slow speed freight transportation to and from Mid-City Scrap in Westport. Vegetation and rails are well maintained. There are significant wetlands present on the section from Davis Road to Interstate 195, as well as a narrow bridge crossing of Bread and Cheese Brook. Length: 1.3 miles.

Land Use:

Land use for this section includes Industrial use at Mid-City Scrap, some bordering residential properties, conservation property, and wooded areas.

Dartmouth

Routing through Dartmouth consists of an active rail corridor from the Westport Town Line to the New Bedford City Line (R3) and a spur from the rail line to UMass Dartmouth along a utility corridor (R4).

R3

Segment Description:

Rail corridor from the Westport Town Line to the New Bedford City Line.


Paskamansett crossing fr[illegible] Train Cab
Source: Alan Hereaux

Characteristics and Existing Conditions:

The status of this section of rail corridor is listed as “active” on the Statewide Rail Inventory database available through MassGIS. A half-mile section starting from the Westport Town Line is owned by MassDOT and the remainder is owned by Bay Coastal RR (BCLR). The entire corridor is operated by MassCoastal through agreements with BCLR and MassDOT. MassCoastal uses the line to provide slow speed freight transportation. Vegetation and rails are well maintained. There are wetlands present along much of the corridor, including a large section contained in the Noquochoke Wildlife Management Area. There are two large bridge crossings, one over the Paskemansett River and one over the Shingle Island River, as well as some smaller bridge crossings over streams. Length: 4.6 miles.

Land Use:

Land use for this section includes Industrial use near Reed Road, some bordering residential properties, conservation property, wetlands, and wooded areas.

The Rail Route

R4

Segment Description:

Spur from the rail corridor to UMass Dartmouth via a utility easement.


Utility Crossing at I-195

Characteristics and Existing Conditions:

This spur would involve the use of a utility corridor for transmission lines owned and operated by NSTAR/New England Power. There are overhead transmission lines present and the corridor is wide and well maintained. There is an unpaved access road along its length. The corridor intersects Interstate 195 at-grade, as well as intersecting Cross Road, Route 6 and Old Westport Road. Length: 1.8 miles.

Land Use:

The utility corridor borders residential properties, conservation property, wooded areas, and commercial businesses.

New Bedford

Routing through New Bedford consists of an active rail corridor from the Dartmouth Town Line to Deane Street (R5), a proposed section of South Coast Rail from Deane Street to Coggeshall Street, and either Coggeshall Street to Fairhaven over the Coggeshall Bridge (R7), or Coggeshall Street to MacArthur Blvd to the New Bedford/Bridge (R7A).

R5

Segment Description:

Rail corridor from the Dartmouth Town Line to Deane Street.


Rail line near Mount Pleasant Street

Characteristics and Existing Conditions:

The status of this section of rail corridor is listed as “active” on the Statewide Rail Inventory database available through MassGIS. It is owned by BCLR and operated by MassCoastal RR. MassCoastal uses the line to provide slow speed freight transportation. Vegetation and rails are reasonably maintained. There are wetlands present along much of the corridor, specifically in proximity to the New Bedford Airport. The rail corridor crosses Route 140 via an underpass and crosses Mount Pleasant Street at grade. Length: 1.7 miles.

Land Use:

This section is bordered by the New Bedford Airport to the north and the Whaling City Golf Course to the south. There are some residential properties in the vicinity of the rail crossing and Mount Pleasant Street.

The Rail Route

R6

Segment Description:

Rail Corridor from Deane Street to Coggeshall Street.

Characteristics and Existing Conditions:

This section would involve the use of a rail corridor currently proposed for high speed passenger train usage by South Coast Rail. The corridor is elevated and narrow; supported by high retaining walls. There is tall chain link fence along this section to prevent access. The rail line intersects Coggeshall Street above grade. Length: 0.4 miles.

Land Use:

Land use along the corridor is a mixed of commercial, residential and industrial.


Raised Rail Bed near Purchase Street

R7

Segment Description:

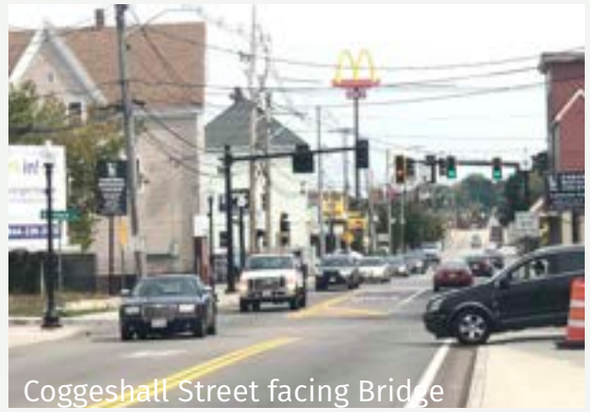
On road along Coggeshall Street from the rail line to the Fairhaven town line on the Coggeshall Street Bridge.

Characteristics and Existing Conditions:

Coggeshall Street is classified as a local road from the rail line (Purchase Street) to Ashley Blvd and an urban minor arterial from Ashley Blvd to the town line. Coggeshall Street from Purchase Street to Mitchell Avenue was reconstructed in 2017 through a TIP project. The project included new sidewalks, bicycle lanes for most of the corridor, street trees, ornamental lighting and a decorative paver treatment at Acushnet Avenue. The project also addressed a MassDOT HSIP (2008-2017) Pedestrian Crash Cluster and three intersections identified as MassDOT HSIP (2015-2017) crash clusters - the intersections of Coggeshall Street at Route 18, Acushnet Avenue, and Belleville Avenue. The intersection of Coggeshall Street at the Riverside Landing and I-195 ramps was also identified but not included in the project. There is a MassDOT HSIP Bicycle Crash Cluster from west of the Riverside Landing/I-195 crash corridor to the Fairhaven town line. The Coggeshall Bridge has one lane of travel in each direction and a turning lane near the I-195 ramps. There are striped shoulders on both sides that vary in width from 4 to 6 feet. On the New Bedford side of the bridge there are sidewalks on the north side only; however, there is a beaten path on the south side that shows regular usage. The Fairhaven side has sidewalks on both sides. Length: 0.7 miles.

Land Use:

Land use along the corridor is a mixed of commercial and residential. Riverside Landing is a large commercial development near the bridge that features a Market Basket. The Agnes S. Braz - Hope S. Bean Memorial Community Center is located at the corner of Coggeshall Street and Ashley Blvd.


Coggeshall Street facing Bridge

The Rail Route

R7A

Segment Description:

From Rail Corridor, along Coggeshall, North Front Street and MacArthur Blvd to the Fairhaven Town Line on the New Bedford/ Fairhaven Bridge.

Characteristics and Existing Conditions:

This section would involve a section of Coggeshall Street from the rail corridor to North Front Street. Characteristics and existing conditions for Coggeshall Street can be found in Section R7. From Coggeshall Street, the routing would follow the proposed Blue Lane along North Front Street and MacArthur Blvd to the New Bedford/Fairhaven Bridge via the Bicycle and Pedestrian Ramp accessible from MacArthur Blvd.

The New Bedford Blue Lane is a plan by the city to create a connected Waterfront Path from the CoveWalk and HarborWalk along the South End peninsula to the planned RiverWalk on the banks of the Acushnet River in the North End. While still in development, this section of the Blue lane is proposed along North Front Street, Herman Melville Blvd, and MacArthur. The project proposes bicycle infrastructure and improved pedestrian facilities and is currently in the feasibility phase.

North Front Street from Coggeshall Street to Wamsutta Street is currently 24 feet wide with sidewalks on both sides. The sidewalks are in generally poor condition and lack definition in some places. Herman Melville Blvd from Wamsutta Street to MacArthur Drive is 30 feet wide and has good condition 4-foot wide sidewalks along the north side. There is chain link fence bordering the sidewalk to prevent access to the adjacent rail line. There are a few obstructions in the sidewalk including fire hydrants. Herman Melville Blvd makes a sharp turn and crosses rail road tracks proposed for use with SCR before intersecting with MacArthur Drive. MacArthur Drive is 36 feet wide and has sidewalks on both sides from Herman Melville Blvd to Elm Street and sidewalks on the east side only from Elm Street to Union Street. The sidewalks in the first section are mainly concrete and in the second section they transition from concrete to brick.

Access to the New Bedford/Fairhaven Bridge is provided via a bicycle and pedestrian ramp located at the intersection of MacArthur Drive, Union Street, and JFK Highway (Route 18). The ramp was constructed in 2014 and is in excellent condition. The ramp provides access to a sidewalk that crosses the bridge on the south side of the road. The sidewalk is about 6 feet wide and bicycle use is allowed. The bridge opens at regular intervals to allow boats to enter the harbor.

Land Use:

The Blue Lane travels along New Bedford's Working Waterfront and also borders proposed South Coast Rail routing, with access to the Whale's Tooth Station. It also provides access to Ferry Service at the State Pier, and Downtown New Bedford and Pier 3 via the intersection with Union Street.


N Front Street at Coggeshall Street


MacArthur Drive/Working Waterfront


New Bedford/Fairhaven Bridge

The Central/Route 6 Route

Description:

The Central or Route 6 route option follows Route 6 through the three towns (with some options for deviation) from the Westport Town Line to the Fairhaven Town Line on the New Bedford Fairhaven Bridge. To access the bridge, a deviation is necessary to access the bicycle and pedestrian ramp at the intersection of Route 18 and Union Street.

Trip Generators/Destinations:

Route 6 Commercial Corridor, Dartmouth Mall, Hawthorn Medical, UMass Dartmouth (via C3), Buttonwood Park, Downtown New Bedford.

Ownership/Jurisdiction:

The entirety of Route 6 is under the jurisdiction of MassDOT (C1, C2 & C4). Cross Road in Dartmouth (C3) and the alternate routing in New Bedford (C4A) are under local jurisdiction.

The Central/Route 6 Route

Town Breakdowns

The following is a breakdown of routing by town and section. The individual sections and properties are discussed in order from West to East.

Westport

Routing for this option through Westport would consist of a section of off road path from the terminus of the Fall River QRRT to Route 6 and then on road or separated facilities along Route 6 to the Dartmouth Town Line (C1).

C1


Watuppa Branch Rail Corridor


Route 6 near Whites of Westport

Route 6 near Johnson Street

Segment Description:

Extension of the Fall River QRRT from the city line to Route 6. On-road or separate use path along Route 6 to the Dartmouth Town Line.

Characteristics and Existing Conditions:

Rail Corridor: The status of this section of rail corridor is listed as “out of service” on the Statewide Rail Inventory database available through MassGIS. Rail is intact but in poor condition and the corridor is overgrown with thick vegetation. This section offers spectacular views of the South Watuppa Pond and shelter from the traffic volumes and speed on Route 6. Length:

Route 6: Route 6 is classified as a urban minor arterial. This section of Route 6 has an estimated average annual daily traffic of 16,000 vehicles per day (vpd). Two 11-foot travel lanes in each direction, a grass-covered median of varying widths, a minimal shoulder, and intermittent, often narrow and obstructed sidewalks, make up the cross section. There is very little area available along Route 6 for facilities outside of the cross-section due to the close proximity of the South Watuppa Pond, buildings, parking, utilities, and wetlands. There are no existing bicycle facilities. The intersection of Route 6 at Gifford Road is listed as a MassDOT HSIP (2015-2017) high crash location. The Southeastern Regional Transit Authority provides transit service along the entire length of this section via the New Bedford Fall River Intercity Route. Length:

At the request of the town of Westport, multimodal and safety conditions along Route 6 in Westport will be examined by SRPEDD in 2021.

Total section length:

Land Use:

Land use along the corridor varies. While the majority of the corridor is commercial-based business there are some pockets of industrial and residential use, notably Mid-City scrap and the Lincoln Park Development.

The Central/Route 6 Route

Dartmouth

Routing for this option through Dartmouth would consist of separated facilities along Route 6 from the Westport Town Line to the New Bedford City Line (C2) and on-road or separated facilities along Cross Road to access UMassDartmouth (C3).

C2

Segment Description:

On-road or separate use facilities along Route 6 from the Westport Town Line to the New Bedford City Line.

Characteristics and Existing Conditions:

Route 6: Route 6 is classified as a urban minor arterial from the Westport Town Line to Faunce Corner Road. From Faunce Corner Road to the New Bedford Town line it is classified as an urban principal arterial. It is comprised of two travel lanes in each direction divided by a grass-covered median. Route 6 has an average annual daily traffic (AADT) of 16,000 vpd near the Westport Town Line and an AADT of 24,000 near Faunce Corner Road. Two 11-foot travel lanes in each direction, a grass-covered median of varying widths and a minimal shoulder make up the cross section for the majority of the corridor, with the exception of the section from the Cross Road to Hathaway Road, where the median is narrower and contains a guardrail and the width varies to accommodate several turn lanes for commercial businesses and the Dartmouth Mall.

The majority of the corridor lacks sidewalks. Where there are sidewalks (in the vicinity of Cross Road and near the Lincoln Park Development) they are in poor condition and lack connectivity to other facilities. There are no existing bicycle facilities. Route 6 in Dartmouth was identified as a Top Pedestrian Crash Corridor in SRPEDD's 2020 Regional Transportation Plan. From 2017 through September 2020, there were 16 crashes on Route 6 involving non-motorists, two resulting in a fatality. Both fatalities were in the vicinity of Connecticut Avenue. A Road Safety Audit (RSA), that was performed in 2016 at two locations on Route 6 (the Reed Road and Cross Road Intersections), contains some bicycle and pedestrian related improvement recommendations.

The entire corridor is served by the Southeastern Regional Transit Authority (SRTA) via the Fall River/New Bedford Intercity Route and the section between the New Bedford City Line and the Dartmouth Mall is additionally served by New Bedford Route 10. There are a number of fixed stops along the corridor, some of them off road at commercial plazas and some directly along Route 6. Many of the on road stops do not have infrastructure such as sidewalks and transit landing pads to assist with access.

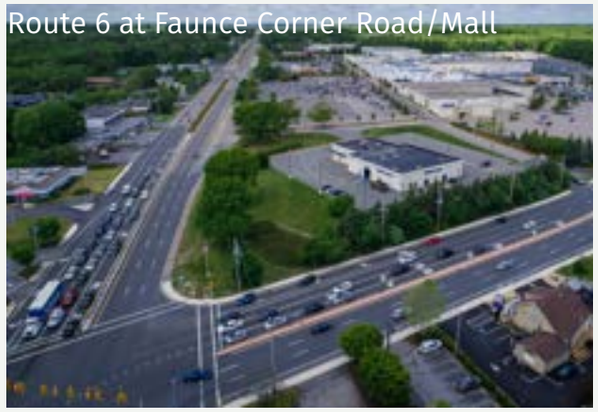
Length:

Land Use:

Land use along the corridor varies. While the majority of the corridor is commercial-based business, there are some pockets of residential use; for example the Residences at Lincoln Park Development and small residential streets such as Connecticut Avenue, Hillcrest Street and Elswick Street.


Route 6 near the Westport/Dartmouth Line


Route 6 near Connecticut Avenue


Route 6 at Faunce Corner Road/Mall

The Central/Route 6 Route

C3

Segment Description:

On-road or separate use facilities along Cross Road to provide access to UMass Dartmouth.

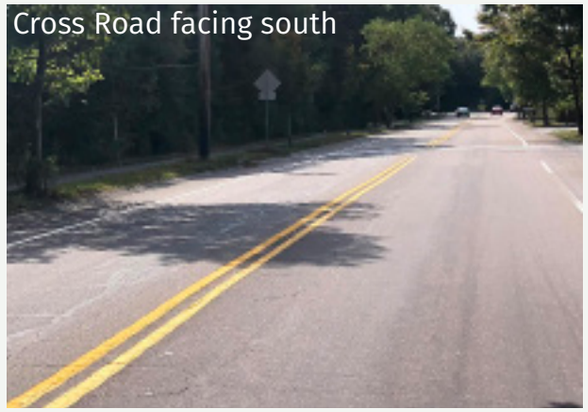
Characteristics and Existing Conditions:

Route 6: Cross Road is classified as a urban collector. It is comprised of one 11-foot travel lane in each direction divided by double yellow line and 2-3 foot wide striped shoulders. A 4-foot wide asphalt sidewalk separted from the roadway by a tree-lined grass strip is present on the east side of the roadway. There is a section of sidewalk with severe trip root lift, creating accessibility issues. Cross Road has an estimated average annual daily traffic (AADT) of 5,000 vpd. The entrance of UMass Dartmouth is slightly offset from the intersection of Cross Road and Old Westport Road. There is a crosswalk across Old Westport Road at the Cross Road intersection with a rectangular rapid flashing beacon to increase the visibility of the crosswalk. The intersections at either end of this section of Cross Road at Route 6 and Old Westport Road are both identified as top crash locations by MassDOT's Highway Safety Improvement Program. Cross Road is served by the Southeastern Regional Transit Authority (SRTA) via the Fall River/New Bedford Intercity Route. Length:

Land Use:

Land use along cross Road is a mix of residential and commercial, with an access point for the Target plaza.

Cross Road facing north



Cross Road facing south

New Bedford

Routing for this option through Dartmouth would consist of on-road and/or separated facilities along Route 6 from the Dartmouth Town Line to the Fairhaven Town Line on the New Bedford/Fairhaven Bridge (C4). There is a potential for alternate routing along Brownell Avenue (at Buttonwood Park), Hawthorn Street and Union Street (C4A).

C4

Segment Description:

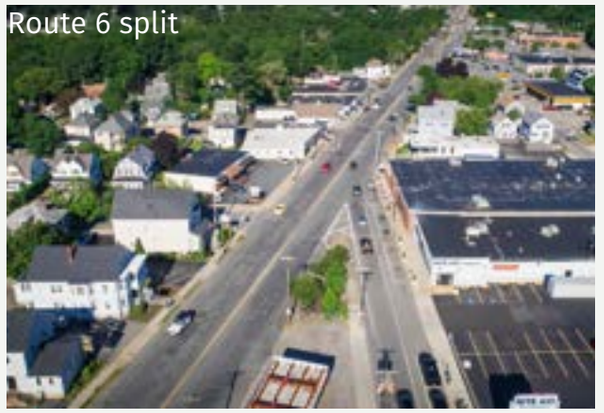
On-road or separate use facilities along Route 6 from the Dartmouth Town Line to the Fairhaven Town Line on the New Bedford/Fairhaven Bridge. The majority of the corridor (Dartmouth Town Line to Pleasant Street intersection is served by the SRTA Fall River New Bedford Intercity Route and Route 10.

The Central/Route 6 Route

C4 cont.

Characteristics and Existing Conditions:

Route 6: Route 6 has three distinct sections in New Bedford. From the Dartmouth Town Line to Jenny Lind Street it is very similar to the section through Dartmouth. It is classified as a urban principal arterial and is comprised of two travel lanes in each direction divided by a grass covered center median, with additional space for turn lanes as needed. Sidewalks ranging in width from 4-6 feet are present on both sides of the road starting at Slocum Road. They are in fair to poor condition with obstructions for the majority of the corridor, with the exception of the vicinity of the Brownell Street/Route 140 intersection which has newer facilities. The only bicycle related infrastructure on this section are a small section of sharrow pavement markings at the Brownell Street/ Route 140 intersection, which provide some guidance to bicyclists through the intersection. This section has an AADT of 24,000 vpd. The intersection of Route 6 at Route 140 and Brownell Street was identified as a crash cluster by MassDOT (2015-2017) data but underwent safety improvements in >>>> using TIP funds. The Intersection of Route 6 and Cornell Street was also identified. Length:


Route 6 split

At Jenny Lind Street, Route 6 splits into two roads, Kempton Street (Eastbound) and Mill Street (Westbound) from Jenny Lind Street to Pleasant Street. Both streets are classified as urban minor arterial. Kempton Street has a small section of two way travel from the split to Francis Street where two way travel is allowed, the rest is one-way eastbound. The section from Francis Street to Chancery Street has one eastbound travel lane and one parking lane on the north side for a total pavement width of 16 feet. From Chancery to Pleasant Street the pavement width is 40 feet, with two eastbound travel lanes and one parking lane on the north side. There are sidewalks in good condition on both sides for the entire length and one small section of striped bicycle lanes is present from the Pleasant Street Ramp to Pleasant Street. Kempton Street has an AADT of 21,000 vpd. Mill Street is one way for the entire length, with an average width of 16 feet. Parking is allowed on the south side of the road and a 5-foot pavement marking delineated bicycle lane is present on the north side for the entire length of this section. Mill Street has an AADT of 5,100 vpd. Two MassDOT HSIP (2015-2017) crash clusters were identified on Mill Street - Mill Street at Rockdale Avenue and Mill Street at County Street. The separate sections of Route 6 come back together at Pleasant Street. Length:


Route 6 - Kempton Street and Mill Street

The third and final section is from Pleasant Street to the Fairhaven town line on the New Bedford/Fairhaven Bridge. The Route 6 at Pleasant Street and Foster Street intersection, commonly known as “The Octopus” due to its many-legged approach, underwent improvements in 2018. As part of the project the signal system was upgraded, crosswalks were repainted, sidewalks were reconstructed, and striped bicycle lanes were installed on Kempton Street, Mill Street, Foster Street and the southbound approach on Pleasant Street in the vicinity of the intersection. The Kempton Street approach was outfitted with a bike box, a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Directly after the intersection are ramps to access the New Bedford/Fairhaven Bridge. This section is considered limited access and therefore pedestrians, bicycles and horses are prohibited. A ramp, specifically designed for bicycles and pedestrians, was built to provide access to the bridge. The entrance to the ramp is located at the intersection of Route 18 at Union Street. From the Octopus intersection, users would need to travel along Pleasant Street or North Sixth Street to Union Street to access the ramp. Pleasant Street is one way northbound and North Sixth Street is one way Southbound.


Octopus Intersection

The Central/Route 6 Route

C4 cont.

Characteristics and Existing Conditions (cont.):

Union Street is a two way street. There are no bicycle facilities present on either street. Both streets have sidewalks on each side. Union Street has a cobblestone surface from North Water Street to Route 18.

Land Use:

Land use along Route 6 varies. While the majority of the corridor is commercial-based business there are some pockets of residential use. Pleasant Street, North Sixth Street and Union Street are located in the Downtown and provide access to businesses and restaurants. The SRTA New Bedford Terminal is located on Pleasant Street. Access to the proposed Whales Tooth South Coast Rail Station could be provided along MacArthur Blvd via the Route 18 and Union Street intersection.


Ramp to Bridge

C4A

Segment Description:

An alternative to Route 6 in New Bedford could be routing along Brownell Avenue, Hawthorn Street, County Street and Union Street. This routing would start at the Route 6 at Route 140 and Brownell Street intersection and end at the New Bedford/ Fairhaven Bridge.

Characteristics and Existing Conditions:

Brownell Avenue, from Route 6 to Hawthorn Street, is an urban minor arterial with a pavement width of 30 feet. There is one travel lane in each direction separated by a double yellow centerline. Parking is not allowed along the road but there is a section of pull-in parking adjacent to the road from Berkley Street to Gaywood Street. There is a 4 foot wide sidepath on the west side of the road separated from traffic by a 3 to 4 foot tree-lined grass buffer. On the east side of the road is an 8 foot wide sidepath separated from traffic by a wide grass buffer with trees and the aforementioned parking section. The sidepath is located in Buttonwood Park - a city owned and operated park and zoo. Use of the path as part of the South Coast Bikeway would require cooperation from the park/zoo.

Hawthorn Street, from Brownell Avenue to County Street, is a urban minor arterial. The pavement width ranges from 44 feet near Brownell Avenue, to 30 feet near Page Street and 24 feet near County Street. There are sidewalks present on both sides for the entire corridor separated from traffic by a 2-4 foot grass buffer. There are 5 foot pavement marking striped bicycle lanes from Brownell Avenue to Ash Street and sharrow pavement markings from Ash Street to County Street. The intersection of Hawthorn Street and Rockdale Avenue was identified as a MassDOT HSIP (2015-2017) Crash Cluster .


Buttonwood Park Pathway


Hawthorn Street Bicycle Lanes

The Central/Route 6 Route

C4A cont.

Characteristics and Existing Conditions (cont.):

County Street from Hawthorn Street to County Street is classified as an urban minor arterial and has a pavement width of 30 feet. There are sidewalks on both sides of the road and no bicycle facilities are present. Parking is currently allowed on the west side of the road. The City has applied for TIP funding to reconstruct County Street from Nelson to Union Street (includes this section). The project proposes bicycle lanes and upgraded sidewalks and is programmed for funding in Federal Fiscal Year 2023. This section of County Street is part of a MassDOT HSIP (2008-2017) Pedestrian Crash Cluster, making it a high priority for pedestrian improvements.


Union Street at Route 18

Union Street from County Street to Route 18 is an urban minor arterial with a surface width of 40 feet. The surface of Union Street is comprised of pavement from County Street to North Water Street, and Cobblestones from North Water Street to Route 18. Metered parking is allowed on both sides of the paved section and parking is not allowed on the sides of the road in the cobblestone section. Sidewalks are present on both sides of the corridor and are a mix of concrete and brick materials. The sidewalk width varies but is generally wide and features an array of street furniture such as ornamental lighting, benches, street trees and garbage receptacles. Bumpouts are present on intersection corners to provide extra visibility for pedestrians as well as define parking areas. This section of union Street was identified as both a MassDOT HSIP (2008-2017) Pedestrian Crash Cluster and a MassDOT HSIP (2008-2017) Bicycle Cluster, making it a high priority for bicycle and pedestrian improvements. The city has been active in improving pedestrian conditions and infrastructure along the corridor.


Entrance to Bridge Ramp at Union Street

Access to the New Bedford/Fairhaven Bridge is provided via a bicycle and pedestrian ramp located at the intersection of MacArthur Drive, Union Street, and JFK Highway (Route 18). The ramp was constructed in 2014 and is in excellent condition. The ramp provides access to a sidewalk that crosses the bridge on the south side of the road. The sidewalk is about 6 feet wide and bicycle use is allowed. The bridge opens at regular intervals to allow boats to enter the harbor.

Land Use:

Land use along Brownell Avenue consists of residential neighborhoods and the Button Wood Park Zoo. Hawthorn Street is mainly residential. Land Use along County Street is a mix of commercial and residential. Union Street has a mix of business and restaurants. The James Arnold Mansion (Wamsutta Club), a historical building and event location is located at the corner of County and Union Street.

The Southern Route

Description:

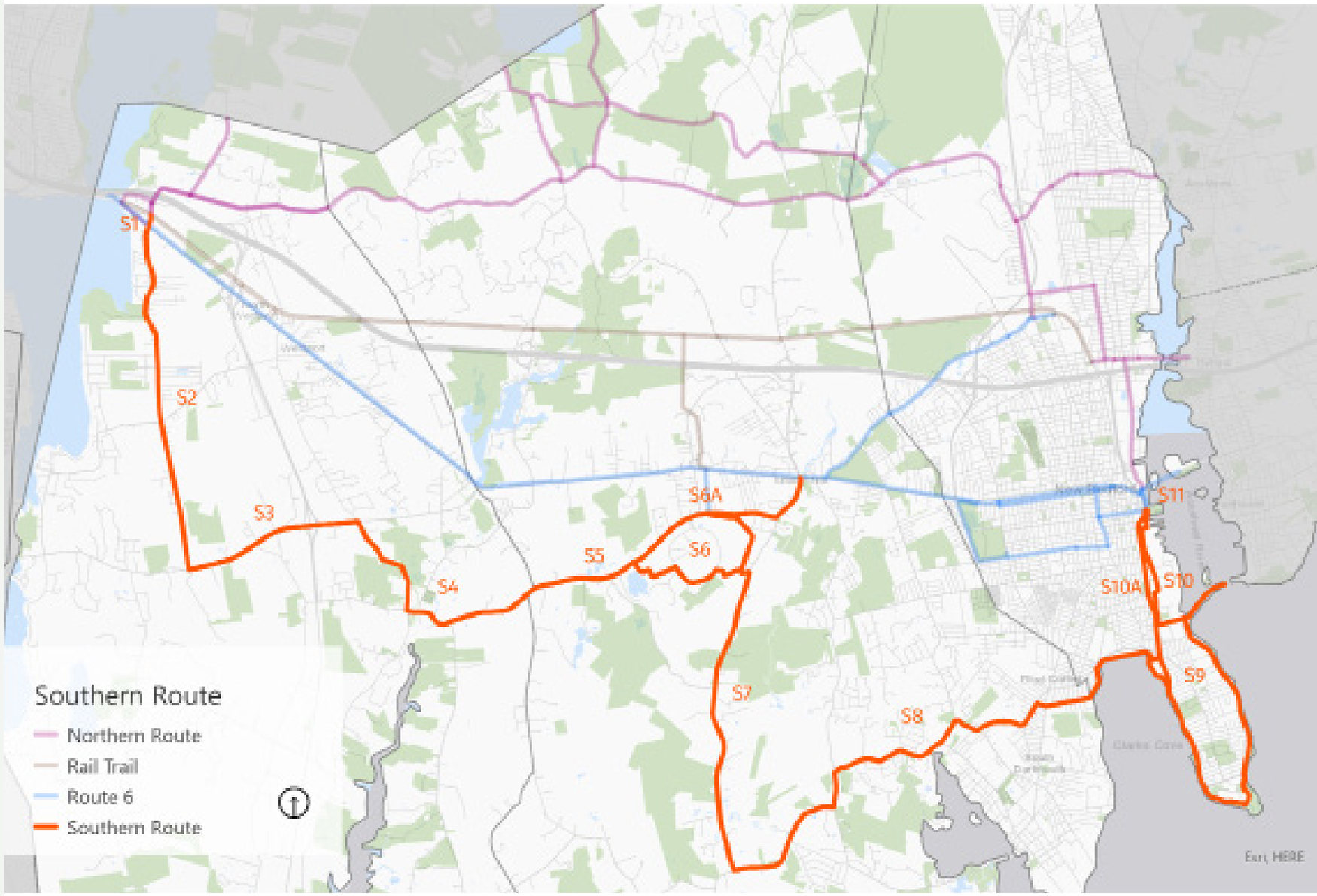
The southern route follows a scenic routing through Westport, South Dartmouth, and the South End of New Bedford before traveling up the east side of New Bedford to the New Bedford/Fairhaven Line on the New Bedford/Fairhaven Bridge. This is the most complete of all routing options and is currently used as the interim routing for the SCBA and East Coast Greenway (ECG). While scenic, the routing is not direct and makes for a long route.

Trip Generators/Destinations:

White's of Westport and hotels, open space/ receation/conservation areas, Westport Central Village, Dartmouth Natural Resource Trust properties, scenic countryside, working farms, Padnarum, Fort Taber, Downtown New Bedford.

Ownership/Jurisdiction:

he majority of routing is on road and under the jurdiction of the individual city or towns, with the exception of the Cove Walk, Saulnier Path, and the Harbor Walk, which are off road pathways under the jurisdiction of the City of New Bedford.



The Southern Route

Town Breakdowns

The following is a breakdown of routing by town and section. The individual sections and properties are discussed in order from West to East.

Westport

Routing for this option through Westport would consist of a section of off road path from the terminus of the Fall River QRRT to Sanford Road (S1), on road or separated facilities along Sanford Road(S2), Route 177 (S3), and Gifford Road and Old County Road (S4) to the Dartmouth Town Line (C1).

S1

Segment Description:

Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road.

Characteristics and Existing Conditions:

The status of this section of rail corridor is listed as “out of service” on the Statewide Rail Inventory database available through MassGIS. Rail is intact for the section between the town line and Route 6 but is not visible for the section between Route 6 and Sanford Road. The majority of the corridor is overgrown with thick vegetation, with the exception of a small section near the Fall River/Westport Hampton Inn for which the Lafrance Hospitality Group maintains through an agreement with MassDOT.

The rail line and Route 6 meet at an acute angle at a horizontal curve on Route 6. The pathway would need to continue alongside Route 6 to provide for a crossing at a safer location and to meet back up with the rail line near Old Bedford Road. At the proposed crossing location, Route is classified as an urban minor arterial with an estimated average annual daily traffic of 16,000 vehicles per day (vpd). With a cross-section of two 11-foot travel lanes in each direction, a grass-covered median of varying widths, and a minimal shoulder, crossing conditions are difficult. There are no existing sidewalks or bicycle facilities. There is also very little area available along Route 6 for facilities outside of the cross-section due to the close proximity of the South Watuppa Pond, buildings, and parking. The Southeastern Regional Transit Authority provides transit service along Route 6 via the New Bedford Fall River Intercity Route, a bus stop is located at the northwest corner of the Route 6 intersection with Old Bedford Road. Length:

At the request of the town of Westport, multimodal and safety conditions along Route 6 in Westport will be examined by SRPEDD in 2021.

Land Use:

Land use along the corridor varies. Near Route 6, the corridor would provide access to commercial businesses. The section from the Fall River city line to Route 6 is bordered by the South Watuppa pond and a strip of vegetation between Route 6 and the rail corridor. From Route 6 to Sanford Road the corridor is bordered by the Fall River/Westport Hampton Inn and residential properties.


Watuppa Branch Rail Corridor


Route 6 near Whites of Westport


Rail Corridor at Route 6

The Southern Route

S2

Segment Description:

Sanford Road from the Rail Corridor to Route 177.

Characteristics and Existing Conditions:

Sanford Road is classified as an urban collector and has two distinct sections - one from the rail corridor to Route 6 and one from Route 6 to Route 88. The section from the rail corridor to Route 6 is very wide. It has a pavement width of 40 feet, one travel lane in each direction, striped shoulders, and a sidewalk on the west side. The sidewalk is narrow and has obstruction such as utility poles, fire hydrants and mailboxes. The section from Route 6 to Route 177 is narrow. The pavement width is 26 feet for the majority of the corridor and there is a small section near the intersection of Route 177 where the road narrows to 20 feet. There is a narrow (3-4 feet) sidewalk on the west side of the road from Route 6 to Briggs Road that is in poor condition. There are no sidewalks from Briggs Road to Route 177. There are no bicycle infrastructure present on either section.

The intersection of Route 6 at Sanford Road is a four-legged signalized intersection. The intersection has a wide layout to accommodate several turning lanes on Route 6. There are sidewalks present on the west side of Sanford Road on both sides of the intersection. There are small sections of sidewalk on the north and south side of the eastbound approach to Route 6, but these sidewalks do not connect to any other facilities on Route 6. There is one crosswalk across Route 6 across the westbound approach that connects the sidewalks on Sanford Road. The crosswalk operates on a push button signal and has a push button present on the Route 6 median to allow for the signal to be activated if someone does not make it across during the initial signal phase. There are no bicycle lanes and the signal system does not have equipment to detect the presence of bicyclists.

The intersection of Sanford Road and Route 177 is a three-legged signalized intersection. The intersection has a narrow layout and there are no sidewalks or crosswalks. There are no bicycle lanes and the signal system does not have bicycle detection.

Land Use:

Land use along the corridor is mainly residential, with some local businesses.


Sanford Road Rail Corridor crossing


Sanford Road at Route 6


Sanford Road south of Route 6

The Southern Route

S3

Segment Description:

Route 177 from Sanford Road to Gifford Road.

Characteristics and Existing Conditions:


Route 177 near Gifford Road

Route 177, also known as the American Legion Highway, is classified as an urban minor arterial The pavement width varies from 24 to 26 feet for the majority of the section, with a wider layout surrounding the Route 88 ramp access area. The cross-section consists of one travel lane in each direction divided by a double yellow centerline and a minimal (less than 6 inch in most places) shoulder on both sides. There are no sidewalks or bicycle lanes. There are no MassDOT HSIP (2015-2017) crash clusters along the roadway; however, staff observed vehicles traveling at high rates of speed and there was a fatal crash at the intersection of Route 177 at Gifford Road related to speeding. There is a section of wetlands that cross the road in the vicinity of Old County Road. The intersection of Route 177 at Gifford Road is a four-legged unsignalized intersection. The Gifford Street approaches are controlled by stop signs and Route 177 has no stop controls. There are flashing red and yellow lights on two corners. There are no sidewalks, crosswalks, or bicycle facilities present at the intersection.

Land Use:

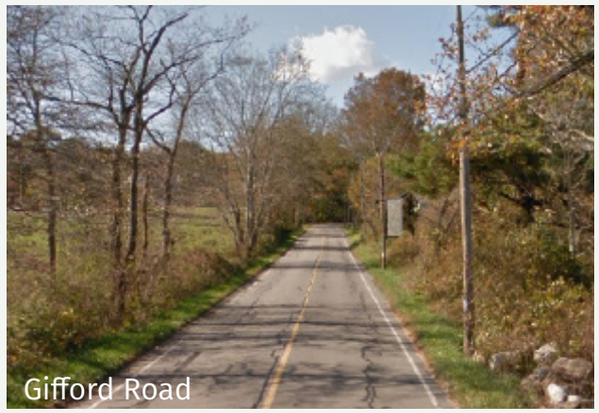
Land use along the corridor is mostly commercial, with some residential neighbohoods. There is a Southcoast Health facility and farmland also present on the corridor.

S4

Segment Description:

Gifford Road and Old County Road from Sanford Road to the Dartmouth Town Line.

Characteristics and Existing Conditions:


Gifford Road

Gifford road is a locally classified road with a rural character. It has a narrow layout, about 20 feet wide with one lane in each direction. There are no sidewalks or bicycle lanes. There are numerous stone walls, trees, and utility poles lining the edge of the roadway. It is a low-volume road with an estimated AADT of 1,200 vpd. Length:

Old County Road from Gifford Road to the Dartmouth Town Line is classified as an urban minor arterial and has an AADT of 5,000. The layout generally consists of one 11 foot travel lane in each direction with 5 to 6 foot paved shoulders. The cross section narrows in the section between Drift Road and Reed Road due to the bridge over the Westport River and the Head of Westport Village. There is a section of concrete sidewalk on the north side of the road from Gifford Road to 526 Old County Road which varies in width from 4 to 7 feet. There is a crosswalk across Old County Road near Drift Road in front of a Country Store. There are no bicycle facilities.

The Southern Route

S4 Cont.

Characteristics and Existing Conditions (cont.):

SRPEDD studied the section of Old County Road from Gifford Road to Pine Hill Road in 2017 to address concerns with an increase in traffic, parking and speeding in the area. Recommendations included sidewalk improvements, increased lighting, speeding feedback signs, rectangular Rapid Flashing Beacons at the crosswalk near Drift Road, and other traffic calming measures.

Land Use:

Land use along Gifford Road is mainly farming and residential. There is a historic district where the Westport River meets Old County Road called the Head of Westport. The Head of Westport has a village feel and features a general store and kayak rental business.


Head of Westport

Dartmouth

Routing for this option through Dartmouth consists of mainly on road routing via Old Westport Road (S5), Chase Road (S7), Russells Mills Road (S8), and Rogers Street and a section of off-road routing through the UMass Dartmouth Campus (S8A). There is also an option for connecting to Route 6 via Old Westport Road.

S5

Segment Description:

Old Westport Road from the Westport Town Line to Blosom Court.

Characteristics and Existing Conditions:

Old Westport Road from the Westport Town Line to Blosom Court is classified as an urban minor arterial and has an AADT of 6,000. The layout generally consists of one 11 foot travel lane in each direction with 5 to 6 foot striped bicycle lanes. There are no sidewalks or crosswalks in this section.

Land Use:

Land use on this section is mostly residential, with some commercial including a farm stand.


Old Westport Road

The Southern Route

S6

Segment Description:

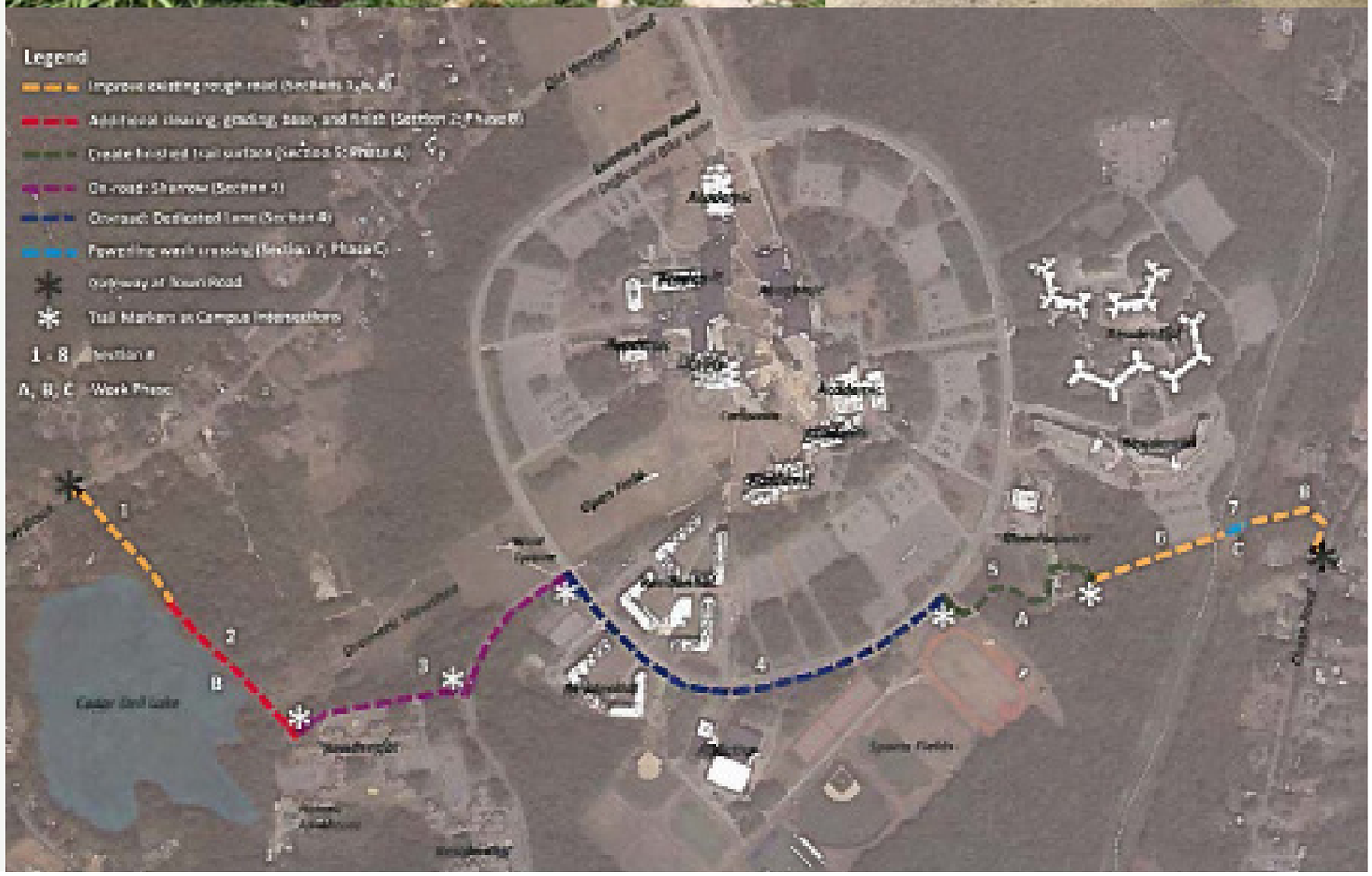
Routing from Old Westport Road to Chase Road through UMass Dartmouth.

Characteristics and Existing Conditions:

UMass Dartmouth is a state university with an enrollment of 8,500 students and both undergrad and graduate programs. 74% of first year students and 52% of all undergraduate students reside on Campus. The UMass Dartmouth Campus is situated on 705 acres. The main access to the campus is on Old Westport Road near the Chase Road intersection. There is a ring road around campus that provides access to all facilities. It is also a popular destination for people learning to ride a bike. There are bike racks present at most building on campus and there is a bike share program at the university. The Campus is served by the Corsair Shuttle that provides transportation on and off campus during the academic year. The campus is also served by fixed Route Transit through SRTA. The current plan for routing through UMass Dartmouth, as shown below, is a multi-use path that starts on university property at Old Westport Road across from Blosom Court, travels along an existing (but not maintained) road (1), a portion of new pathway past Cedar Dell Lake (2), on-road facilities along Cedar Dell Road, on road dedicated lanes around a portion of Ring Road, and use of an existing and winding drainage pond swale top (5) to an existing unpaved service road (6,7&,8) which exits onto Chase Road. This route would need to navigate around wetlands and cross an NSTAR utility corridor.

Land Use:

This section is entirely on campus property, land use manly involves educational buildings, sport fields, library, campus administration, and dorm residences.



The Southern Route

S6A

Segment Description:

Additional routing option to provide access from the UMass Dartmouth Campus to Route 6 via Old Westport Road.

Characteristics and Existing Conditions:

Old Westport Road from the general vicinity of the Umass Dartmouth Campus to Route 6 has two distinct section - one from Campus to Chase Road and one from Chase Road to Route 6. The first section has an AADT of 11,000 vpd (between the main campus entry and Cross Road) and the layout generally consists of one 11 foot travel lane in each direction with 5 to 6 foot striped bicycle lanes on both sides. There is a 5-foot-wide sidewalk present on the north side of the road. At Chase Road the direction from east-west to north-south at a signalized intersection. This section has an AADT of 6,000, 4-foot striped shoulders, and no sidewalks.

The intersection of Cross Road and Old Westport Road was identified as a MassDOT's HSIP (2015-2017) Crash Cluster. There is a crosswalk across Old Westport Road at the Cross Road intersection with a rectangular rapid flashing beacon to increase the visibility of the crosswalk.

Land Use:

With the exception of UMass Dartmouth, land use on Old Westport Road is mainly residential from Cross Road to Chase Road. From Chace Road to Route 6 land use is a mix of residential and local businesses.

Old Westport Road near UMass

Old Westport Road at Chase Road

S7

Segment Description:

Chace Road from UMass Dartmouth to Russells Mills Road.

Characteristics and Existing Conditions:

The Path through UMass Dartmouth would end at Chase Road in the vicinity of Brayton Way. Chase Road is a rural collector with an AADT of 5,000 vpd. The layout consists of one lane in each direction with 3 to 4-foot striped shoulders on each side. There are share the road signs present along the corridor at regular intervals.

Land Use:

While land use along Chase Road is mainly residential, there are local businesses and farm present. There are also large sections of wooded areas, some of which is designated as protected open space and as Dartmouth Water Supply Land.

Chase Road

The Southern Route

S8

Segment Description:

Russells Mills Road from Chase Road to Rogers Street, Rogers Street from Russells Mills Road to the New Bedford City Line.

Characteristics and Existing Conditions:

Russells Mills Road is a long road that takes many turns and is often difficult to navigate. It generally runs east-west and some characteristics remain the same along the entire length - it is classified as an urban minor arterial and the cross section consists of one travel lane in each direction that are generally 11-feet wide. The pavement width varies from 28 to 32 feet and shoulder widths vary from 0-2 feet. The intersection of Cross Road and Old Westport Road was identified as a MassDOT's HSIP (2015-2017) Crash Cluster. There is a crosswalk across Old Westport Road at the Cross Road intersection with a rectangular rapid flashing beacon to increase the visibility of the crosswalk. Sidewalks are intermittent along the corridor. There is a 4 to 5-foot-wide asphalt sidewalk on south side of Russells Mills Road from Gulf Road to Bakerville Road and on the east side from Bakerville Road to Tucker Road and on the south side of the road from Tucker Road to South Jason Drive. There is a section with good condition5 foot concrete sidewalks on both sides from Elm Street to Slocum Road and a section with poor condition 5-foot-wide asphalt sidewalks on both sides from Wesbster Street to Center Street. There are no bicycle facilities present along the corridor.

Russells Mills Road near Slocum Road

Rogers Street from Russells Mills Road to the New Bedford City Line is a locally classified road with pavement width of 34 feet. It is comprised of one travel lane in each direction divided by a double-yellow centerline. There is a defined parking lane on the north side of the Street from Russells Mills Road to Dartmouth Street. There are good condition 5-foot-wide concrete sidewalks on both sides of the road. Rogers Street is a relatively low volume road with an AADT of 2,700 vpd. There are no bicycle facilities present on Rogers Street.

Rogers Street near Dartmouth Street

Land Use:

Land use along Russells Mills Road is mainly residential, with some local businesses. The Dartmouth High School is located on Russell Mills. Land use on Rogers Street is a mix of residential and Commerical. The Dartmouth Council on Aging is located on the corner of Rogers Street and Dartmouth Street.

The Southern Route

New Bedford

There are two options for routing the Southern Route through New Bedford. One would follow the City's Blue Lane Plan along the Cove Walk, Saulnier Path, and Harbor Walk (S9), Gifford Street, South Front Street and MacArthur Blvd (S10) to the Fairhaven town line on the New Bedford/Fairhaven Bridge (S11). The second would utilize JFK Highway (Route 18) from the CoveWalk to the New Bedford/Fairhaven Bridge (S10A).

S9

Segment Description:

Routing from the Dartmouth Town Line via Padnaram Avenue, Cove Road, the Cove Walk, the Saulnier Path and the HarborWalk.

Characteristics and Existing Conditions:

Padanarum Avenue from the Dartmouth Town Line to Cove Road is a locally classified road with a pavement width of 30 feet. The cross-section consists of one travel lane in each direction, and a 3-foot-wide concrete sidewalk on both sides with a 2 to 3-foot-wide grass buffer. Parking is allowed on both sides.

Cove Road from Padnaram Avenue to the Cove Walk

The Cove Walk, accessible via a ramp from Cove Road, sits atop the hurricane barrier on the west side of the New Bedford peninsula. The CoveWalk features black ornamental fencing and lighting. The Cove Walk meets up with the Saulnier Path next to Rodney French Blvd.

The Joseph D Saulnier Memorial Bike Trail is a 10 foot wide paved trail that traverses the New Bedford Peninsula parallel to Rodney French Blvd and through Fort Taber at the point of the peninsula. On the west side of the peninsula it is separated from traffic by a grass buffer and street trees. On the east side it is separated from traffic by a curb. There are benches, garbage receptacles and lighting along the path.

The Harbor Walk sits atop the hurricane barrier on the east side of the peninsula. It is accessible via a ramp from the Saulnier Path adjacent to Rodney French Blvd. Due to the layout, travel on the HarborWalk would be out and back to the same location.

Land Use:

Padanaram Avenue is a residential Street. Cove Road has a mix of commercial and residential use. The CoveWalk, Saulnier Path, and HarborWalk have ocean on one side and mainly residential properties on the other. The Saulnier Path connects to the UMass Marine Sciences Camp and the Fort Taber Complex.

Entrance to the CoveWalk from Cove Road

Saulnier Path at Fort Taber

New Bedford HarborWalk
Source: Newbedfordma.myrec.com

The Southern Route

S10

Segment Description:

Routing from the HarborWalk along Gifford Street, South Front Street and MacArthur Drive via the Blue Lane.

Characteristics and Existing Conditions:

Gifford Street is classified as a local road and has a pavement width of 30 feet. There is one travel lane in each direction and one striped bike lane in the westbound direction and sharrows in the eastbound direction from the end to Harbor Street. From Harbor Street to South Front Street there are sharrows in both directions. Sidewalks are present on the south side of the road from Harbor Street to South Front Street that are in fair to good condition. There is a small section of sidewalk on the north side near South front Street that is in good condition.

South Front Street is classified as a local road and is 34 feet wide. It has one 12-foot travel lane in each direction and 5-foot striped bicycle lanes on both sides. There is a sidewalk on the east side of the street from Gifford Road to Rivet Street and sidewalks on both sides of the road from Rivet Street to MacArthur Blvd.

MacArthur Drive from South Front Street to Union Street is classified as an urban collection. It is 40 feet wide with one travel lane in each direction. There are and 5 foot striped bicycle lanes in each direction from South Front Street to Wamsutta Street and Sharrows from Wamsutta Street to Union Street. The section from Wamsutta Street to Union Street has railroad ties in the paved roadway portion that can be hazardous to bicyclists and potential trip hazards for pedestrians. There are concrete sidewalks on both sides of the road from South Front Street to Pine Street that vary in condition from poor to good. From Pine Street to Walnut Street there are concrete sidewalks on the east side that are in fair condition. There are sidewalks on both sides of the road for the remainder of the section to Union Street. Surface material for these sidewalks include sidewalk, concrete and slate.

Two intersections in this section were identified as MassDOT HSIP (2015-2017) Crash Clusters; South Front Street at MacArthur Drive and MacArthur Drive at Walnut Street.

All three roads are part of New Bedford's Blue Lane, which is a plan by the city to create a connected Waterfront Path from the CoveWalk and HarborWalk along the South End peninsula to the planned RiverWalk on the banks of the Acushnet River in the North End.

Land Use:

Land use along all three roads is a mix of industrial and commercial and is part of New Bedford's Working Waterfront. MacArthur Drive provides access to the New Bedford State Pier and Downtown via the intersection with Union Street.


Gifford Street near HarborWalk


South Front Street


MacArthur Drive

The Southern Route

S10A

Segment Description:

Routing from the CoveWalk to Union Street via Rodney French Blvd and JFK Highway (Route 18).

Characteristics and Existing Conditions:

Rodney French Blvd from the ramp to the CoveWalk to Cove Street is classified as an Urban Minor Arterial. The surface width is 50-feet from the hurricane barrier to Brock Avenue and 30 feet between Brock Avenue and Cove Street. The layout consists of one travel lane in each direction and sidewalks on both sides. The sidewalks have a concrete surface, are in fair-good condition and feature street trees. In some locations the sidewalk is buffered from traffic by a grass strip. There are no bicycle facilities present. Parking is allowed from David Street to Cove Street. AADT for this section is estimated at 17,500 vpd. Two intersections in this section were identified as MassDOT HSIP (2015-2017) Crash Clusters; Rodney French Blvd at Cove Road and Rodney French Blvd at Cove Street. The section between Warren Street and Cove Street was identified as a MassDOT HSIP (2008-2017) Pedestrian Crash Cluster.


Rodney French Blvd near CoveWalk ramp

John F Kennedy (JFK) Memorial Highway (Route 18) from Cove Street to Union Street is a four-lane divided highway with a grass and stamped concrete center median. There is a 5 foot concrete median on the east side of the road and a 10 foot wide concrete sidewalk on the west side. The roadway from Cove Street to Griffin Court was reconstructed and facilities were upgraded as part of a 2017 TIP project. The project was Phase II of a project to transition JFK Highway from a limited access highway to a mutlimodal boulevard and improve access to the waterfront. Two intersections in this section were identified as MassDOT HSIP (2015-2017) Crash Clusters; JFK Highway at Potomska Street. A small section of JFK Highway near Rivet Street identified as a MassDOT HSIP (2008-2017) Bicycle Crash Cluster. Safety conditions at all three locations were addressed in the 2017 TIP Project.


JFK Highway (Route 18)

Land Use:

Land use along Rodney French Blvd is commercial and mixed use storefronts with apartments on top. JFK Highway provides access to residential neighborhoods, the Working Waterfront, industrial and commercial uses. It also provides access to the Alfred J Gomes Elementary School and the Downtown.

The Southern Route

S11

Segment Description:

Routing from Union Street/MacArthur Blvd/JFK Highway to the Fairhaven Line on the New Bedford/Fairhaven Bridge.

Characteristics and Existing Conditions:

Access to the New Bedford/Fairhaven Bridge is provided via a bicycle and pedestrian ramp located at the intersection of MacArthur Drive, Union Street, and JFK Highway (Route 18). The ramp was constructed in 2014 and is in excellent condition. The ramp provides access to a sidewalk that crosses the bridge on the south side of the road. The sidewalk is about 6 feet wide and bicycle use is allowed. The bridge opens at regular intervals to allow boats to enter the harbor.

Land Use:

Land use on the bridge is mainly commercial.

Entrance to mulitmodal ramp to bridge

New Bedford/Fairhaven Bridge

Chapter 5

Civic Engagement

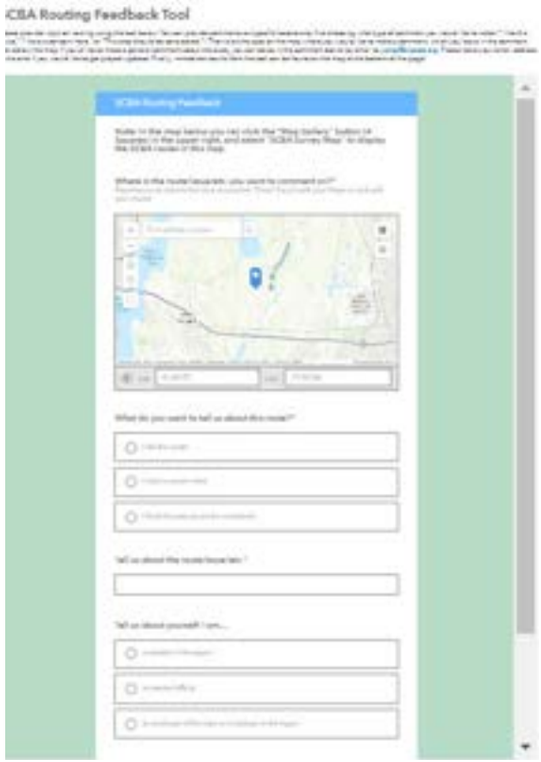
Civic Engagement for Phase 1 consisted of a public workshop interactive website and outreach performed at the SCBA's annual Pedal for the Path (PFTP) ride.

The public workshop page consisted of an ESRI hub site with a Survey123 interactive map survey. A screenshot of the survey on the right. To date, 12 comments have been received on the public workshop page. The survey will remain open into Phase II and will be migrated from the ESRI hub site to a project site on the SRPEDD webpage.

SRPEDD Staff attended the SCBA's PFTP ride on September 13, 2020 and interacted with riders at two locations - the Dartmouth YMCA and Pier 3 in New Bedford. Flyers used that day are shown on the right. SRPEDD staff also used a map to interact with participants. Comments were received and recorded regarding routing. The comments received will be used to guide routing discussions in Phase II and will be documented in the final report.

It should be noted that Phase 1 outreach occurred during the COVID-19 pandemic and all necessary precautions were observed. The public workshop in particular was migrated from an in-person event to an online format.

Civic Engagement will continue throughout Phase II.



Chapter 6

Next Steps

1. Phase 2 kicks off October 1, 2020!

2. Public workshops will be held in early 2021

3. Final report will be released for public review in April/May 2021

Closing the Gap

Connecting the South Coast Bikeway from Fall River through Westport, Dartmouth, and New Bedford

scba
closing the gap

SRPEDD
Southeastern Regional Planning & Economic Development District

SOUTH COAST BIKEWAY

Phase II –
June 2021

Credit & Thanks

Phase II of this study was funded through the MassTrails Program. MassTrails is an inter-agency initiative of the Commonwealth led by the Governor's Office in collaboration with the Executive Office of Energy and Environmental Affairs, the Department of Transportation and the Department of Conservation and Recreation. MassTrails seeks to expand and connect the Commonwealth's networks of off-road, shared use pathways and recreational trails for all users across Massachusetts. It does this by providing matching grants, technical assistance and resources to individuals, municipalities, non-profits, and other public entities to design, construct, and maintain high quality Massachusetts trails.

Phase I of this study was funded through the Community Preservation Act funds allocated by the Community Preservation Committees of Westport, Dartmouth and New Bedford as well as funds from the South Coast Bikeway Alliance. Phase I funding was used as a match for the Phase II MassTrails Grant.

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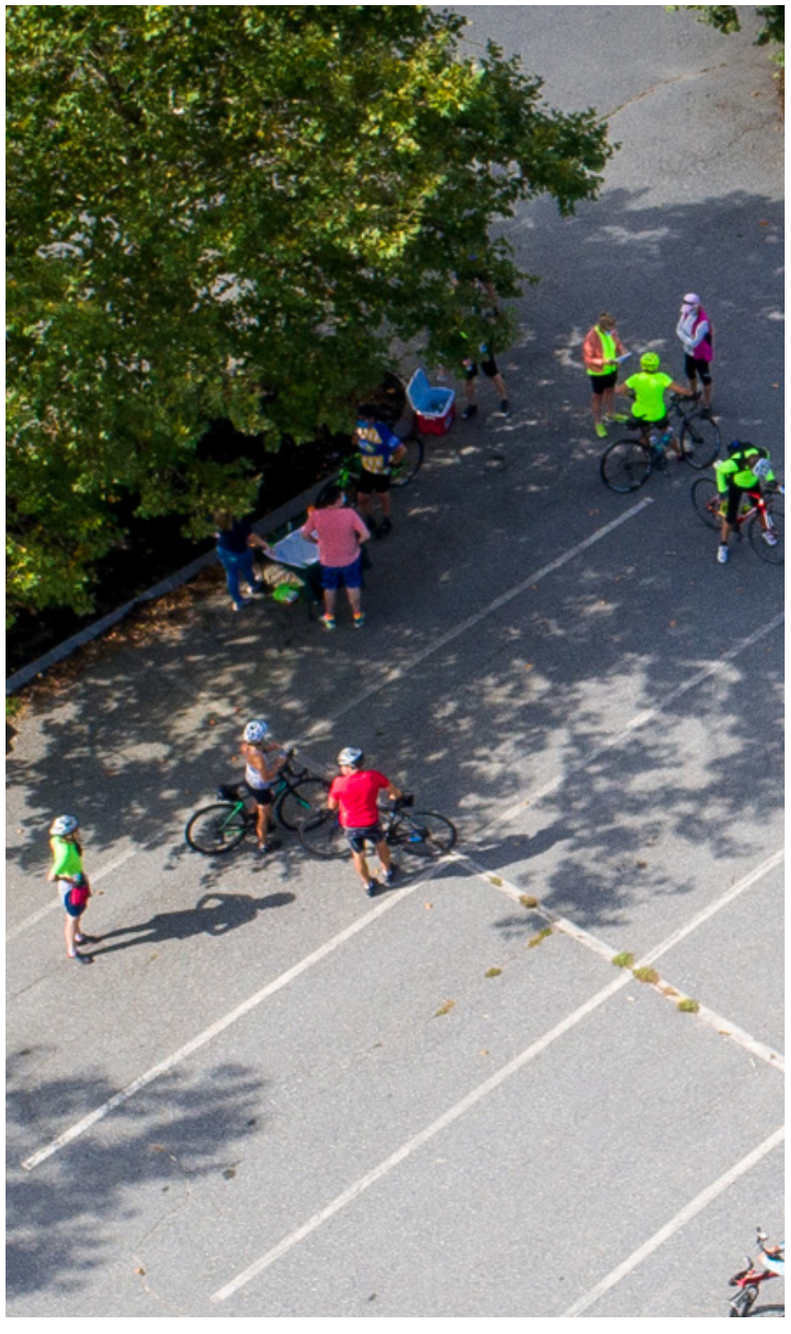
The South Coast Bikeway Alliance

The South Coast Bikeway Alliance and SRPEDD would like to thank the Westport Community Preservation Committee, the Dartmouth Community Preservation Committee, the New Bedford Community Preservation Committee, the MassTrails Program, Pete Sutton - MassDOT, MassDOT District 5, Dartmouth Natural Resource Trust, municipal representatives from Westport, Dartmouth, New Bedford and Fall River, public participants, and supporters of the South Coast Bikeway.

Chapters



7 Introduction to Phase 2

8 Public and Municipal Input - Phase 2

9 Alternatives Analysis

10 Recommendations & Implementation

Chapter 7

Introduction

The South Coast Bikeway (SCB) is a planned network of bicycle facilities through the southeastern Massachusetts coastal communities of (listed in west-to-east order along the pathway) Swansea, Somerset, Fall River, Westport, Dartmouth, New Bedford, Fairhaven, Mattapoisett, Marion, and Wareham. The SCB's routing west of Westport and east of New Bedford is well defined - partially because segments of the bikeway already exist in Swansea, Somerset, Fall River, New Bedford, Fairhaven, Mattapoisett, and Wareham. On the other hand, routing between Fall River and New Bedford, as shown in Figure 1, is not as clear. This section has long been considered a "gap" in the network by the South Coast Bikeway Alliance (SCBA, a non-profit advocacy organization made up of community representatives and groups that advocate for the SCB) as well as many public advocacy groups in the region, including Mass-in-Motion Fall River, Mass-in-Motion New Bedford, Voices for a Healthy Coast, and SRPEDD. Due to the number of options and variables associated with the project, the SCBA decided to seek a Feasibility Study to determine the best route for filling this critical gap.

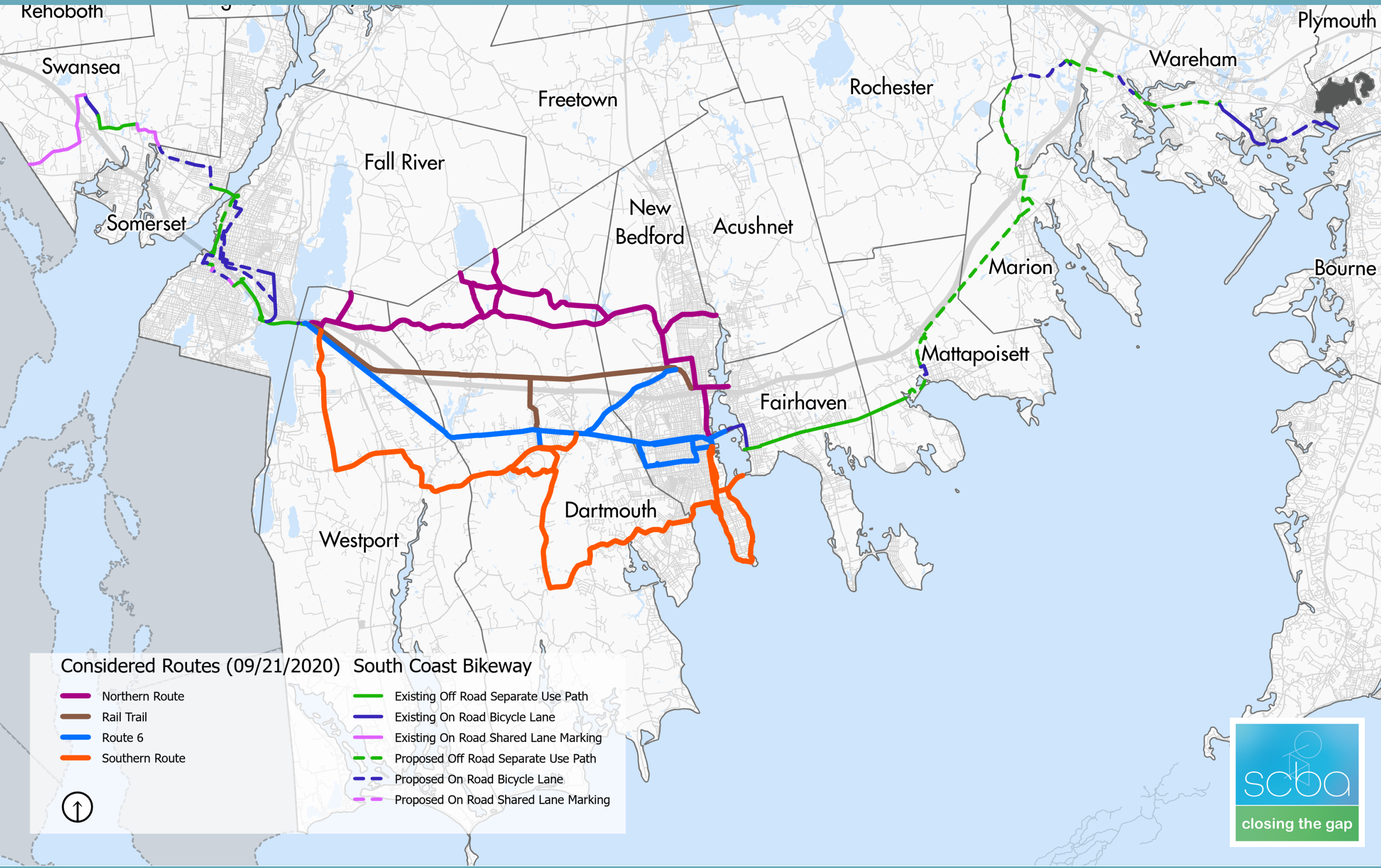
In 2018, the SCBA received Community Preservation Act (CPA) funding from the communities of Westport, Dartmouth, and New Bedford towards funding a Feasibility Study. Combining this funding with resources that the SCBA obtained through fundraising efforts, enabled the SCBA and the aforementioned communities to work in partnership with SRPEDD to undertake Phase 1 of the study, which was completed in September 2020. In 2020, SRPEDD and the SCBA recieved a 2020 MassTrails Grant to fund Phase 2.

Phase I examined existing conditions for routing options, right-of-way/land ownership, environmental concerns, land use, safety and equity.

Phase II, contained in this report, includes analysis of proposed routes, benefits and constraints assessments of each, cost estimates, civic engagement and development of recommendations in order to move the project to the design/build phase.

Both Phase 1 and Phase 2 incorporated the Guiding Principles of the study shown on Page 3.

Figure 1: South Coast Bikeway Plan Overview



Guiding Principles

The overall goal of the South Coast Bikeway Alliance is to develop an off-road bikeway network connecting the South Coast communities that would serve all ages, abilities, and economic/social backgrounds.

The network envisioned by the SCBA follows these guiding principles:

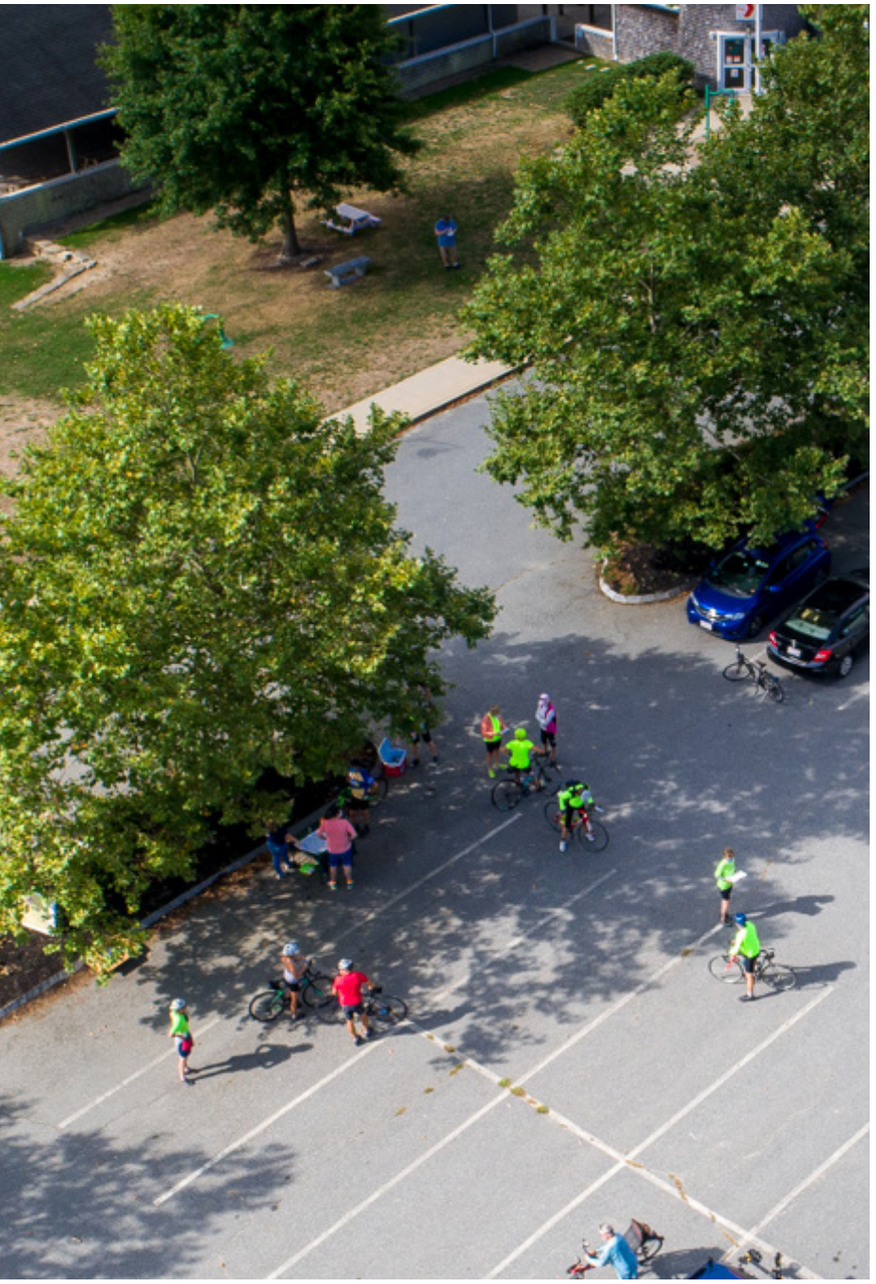
Safe trails and on road facilities that encourage people of all ages, abilities, and economic/ social backgrounds to use the pathway.

Improved bicycle and pedestrian access to and from an array of trip generators including open space, community centers, retail, services, employment opportunities, education, historical and cultural features, transit, and tourist attractions.

Accessible, connected facilities that provide a wide range of opportunities to a diverse and inclusive group of South Coast residents and visitors.

The goal of this study is to determine the feasibility of developing a network that meets these guiding principles while connecting Fall River and New Bedford through Westport and Dartmouth with onward links east to Cape Cod and west to Providence.

Chapter 8



Public and Municipal Input - Phase 2

Public Input

Public input from Phase 2 consisted of a virtual public workshop and an interactive ranking tool.

The Virtual Public Workshop for Phase 2 was held on May 4, 2021 at 7pm via zoom. Participants were shown a presentation recapping Phase 1, presenting results of the benefits and constraints analysis, detailing next steps and a demonstration of the interactive ranking tool. The public meeting was advertised via the South Coast Bikeway's website, SRPEDD's website, email and social media. The flyer from the workshop is shown in Figure 2.

The interactive ranking tool (shown in Figure 3) consisted of a Survey Monkey based survey that allowed users to "rank" the four main routing options by use of drop down boxes or dragging the options in order of preference. Home zip code location information was also collected from participants as part of the survey. The survey also provided a link to analysis results to provide a additional information for participants. To date 52 responses have been collected. Results from the survey, shown in Figure 4, favor the Northern Route, followed by the Southern Route, the Rail Route and the Central Route.

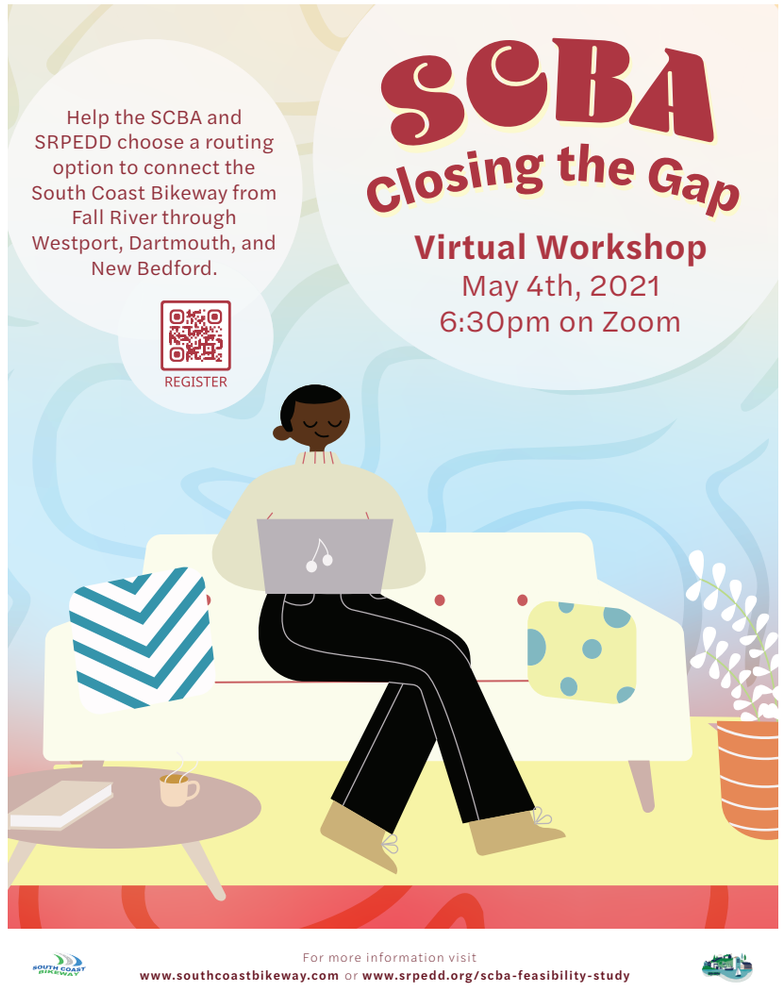


Figure 2: Phase 2 Public Outreach Flyer

Public and Municipal Input Phase 2

South Coast Bikeway Feasibility Study Routing Options

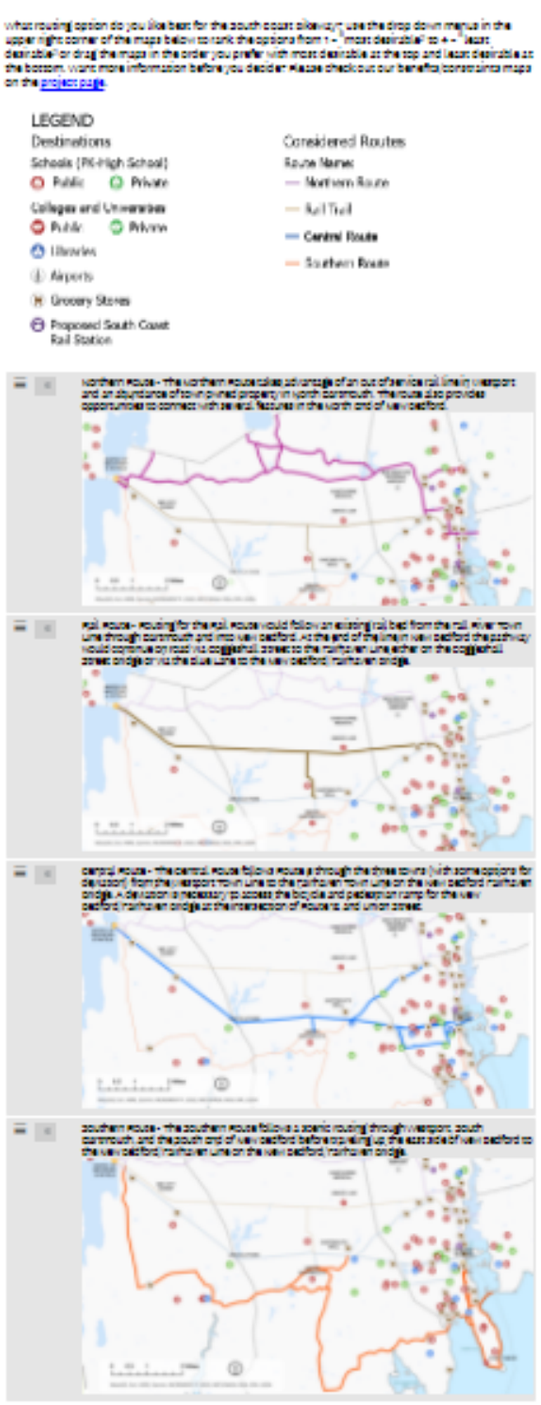


Figure 3: Survey Monkey Ranking Tool Screenshot

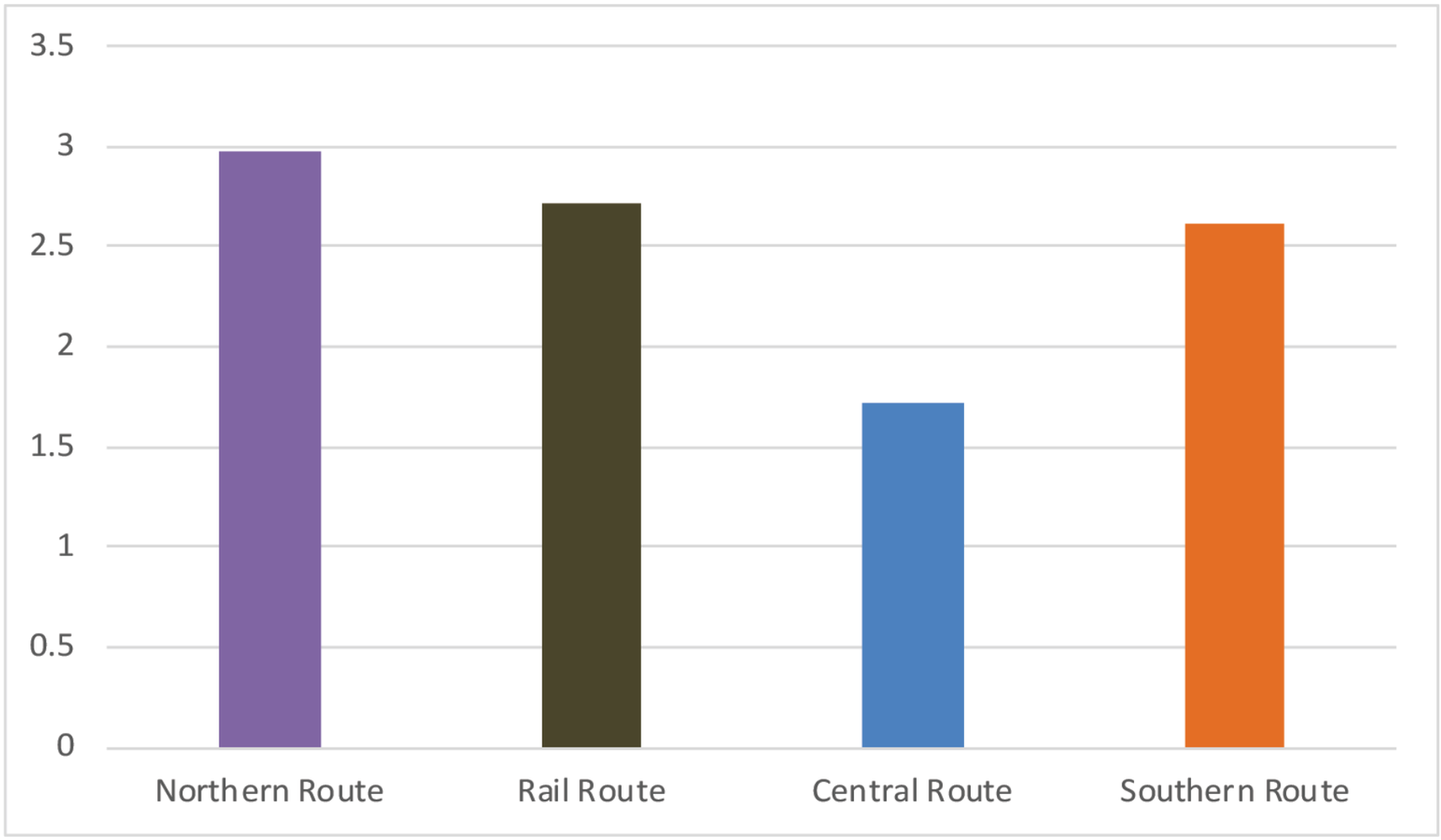


Figure 4: Phase 2 Public Outreach Ranking Tool Results

Public and Municipal Input Phase 2

Municipal Input

Stakeholder Meeting: Dartmouth

On June 14, 2021, SRPEDD and the SCBA met virtually with stakeholders from the town of Dartmouth to discuss the findings of the feasibility study, obtain stakeholder input on routing options, and discuss next steps.
The stakeholders in attendance included:

- Christine O'Grady, AICP, Dartmouth Planning Director
- Timothy Barber, Dartmouth DPW Director
- Cody Haddad, Dartmouth Director of Development and Grants
- Linda Vanderveer, Dartmouth Natural Resource Trust (DNRT)
- Gregory Barnes, Dartmouth Pathways Committee
- Sandra Medeirios, SCBA & Dartmouth Pathways Committee
- Mary-Ellen Boyle, SCBA

Following a thorough presentation of the study process and analysis, the floor was opened to attendees to ask questions and provide input on routing options. Highlights of the discussion included potential surface types on pathways, use of public and DNRT property, prevention of access for motortized all terrain vehicles. A quick poll of participants showed top preference for the Northern Routing Option and secondary preference for the Southern Route.

Stakeholder Meeting: New Bedford

On June 16, 2021, SRPEDD and the SCBA met virtually with stakeholders from the city of New Bedford to discuss the findings of the feasibility study, obtain stakeholder input on routing options, and discuss next steps.
The stakeholders in attendance included:

- Jennifer Carloni, New Bedford Director of Planning
- Paul Pawlowski, SCBA

Following a thorough presentation of the study process and analysis,, the floor was opened to attendees to ask questions and provide input on routing options. Highlights of the discussion included an update on New Bedford's current bicycle network plans, inquiries about connecting to the proposed Blue Lane and existing infrastructure in the South End of New Bedford, access to UMass Dartmouth, access to commuter rail, and connecting with neighboring communities.

Due to low attendance, a separate call was scheduled with Stephanie Crampton from the New Bedford Department of Public Infrastructure. Stephanie was provided the same information from the meeting. Highlights of the conversation included recommendations, cost estimation methodology, compatibility of recommendations with current city infrastructure plans, and connectivity with downtown New Bedford and other priority destinations.

Stakeholder Meeting: Westport

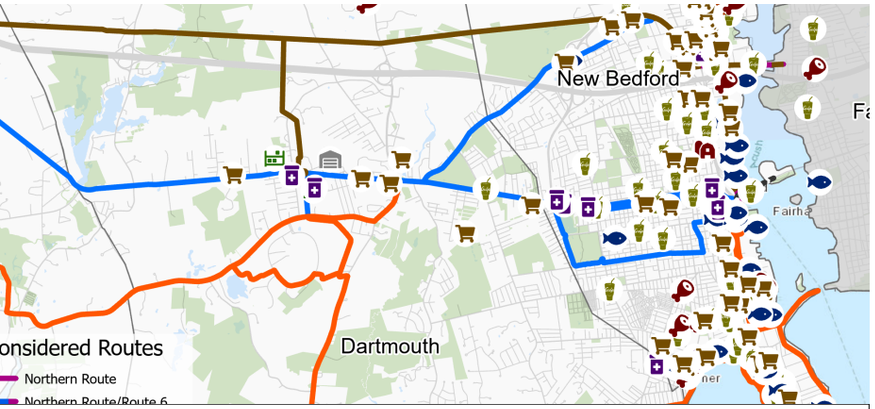
On June 16, 2021, SRPEDD and the SCBA met virtually with stakeholders from the town of Westport to discuss the findings of the feasibility study, obtain stakeholder input on routing options, and discuss next steps.
The stakeholders in attendance included:

- Richard Brewer, Westport Select Board
- Jim Hartnett, Westport Town Planner
- Keith MacDonald, SCBA and Westport Bike/Walking Path Committee
- Bette Low, Westport Bike/Walking Path Committee

Following a thorough presentation of the study process and analysis, the floor was opened to attendees to ask questions and provide input on routing options. Highlights of the discussion included potential of use for the different routing options, current studies underway of Route 6, potential economic development and tourism opportunities and the importance of connecting to the Quequechan River Rail Trail in Fall River. A quick poll of participants showed top preference for the Northern Routing Option and secondary preference for the Southern Route.

Chapter 9

Alternatives Analysis



PROJECT INPUTS - PAGE 1 OF 2

PROJECT DESCRIPTION		INPUT	CLICK INFO
What year is the project expected to begin construction?		2021	
Should the estimate include cost of engineering design and/or traffic control?		Both	
How many distinct segments of path are there? (differing exist. or prop. conditons)		1	
Input a number between 1 and 4.	Segment 1		
What is the length of the segment of path? *(in feet)*	18,638 ft		
What are the existing conditions of the area?	Roadway		
What type of path is being proposed?	Other SUP		
What material will the shared used path be?	Asphalt		
What material will the shoulders be?	Unpaved		
What is the width of the path? *(Typ. range: 10 ft to 14 ft)*			
0 Will a separate equestrian path be provided?			

Clear out any extra data shown in red

Evaluation Criteria	Criteria	Scoring	Score
Guiding Principles			
Safety	Length of Shared Facilities (class 3)	Route has no shared facilities (2) Route has some shared facilties (1) Majority of Route is shared facilties (0)	
	Potential Conflicts with Motor Vehicles (number of street crossings)	Route has minimal street crossings (2) Route has some street crossings (1) Route has numerous street crossings (0)	
Encouragement - i.e. type of facility	Length of Separated Facilities (class 1)	Route is all Class 1 (2) Route has some Class 1 (1) Route has no Class 1 (0)	
	Length of bicycle lanes (class 2)	Route uses Class 2 when Class 1 is not feasible for short distances (minimal but necessary) (2) Route uses some Class 2 (1) Route uses mainly Class 2 (0)	
Access to Generators	Number of generators within half mile buffer	Route provides convenient access to priority generators (2) Route provides some access to priority generators (1) Route provides minimal or no access to priority generators (0)	
Enviromental/Social Justice			
Access to/from environmental justice	direct access within mapped EJ and buffer (half mile)	Route provides direct access to EJ Communities (2) Route provides reasonable access to EJ communities (1) Route provides no access to EJ communities (0)	
Access to/from dense neighborhoods	direct access within mapped densely populated neighborhoods and buffer (half mile)	Route provides direct access to densely populated neighborhoods (2) Route provides reasonable access densely populated neighborhoods (1) Route provides no access to densely populated neighborhoods (0)	
Access to other modes	access to transit stops directly or within half mile	Route provides direct access to transit stops at reasonable intervals (2) Route provides access within the bike/walkshed (1/2 mile) of transit stops (1) Route provides no access to transit (0)	

To compare the routing options based on several variables, the routing options were analyzed using four methods- a benefits and constraints analysis, cost estimation, implementation difficulty analysis and application of evaluation criteria.

The benefits and constraints analysis looked at beneficial aspects such as access to open space, food retailers, transit service, employers and trip generators as well as analyzed access to and from traditionally underserved populations and areas with high population densities. It also looked at constraints that would hamper development efforts such as impacts to wetlands, priority habitats of rare species and river crossing. Mapping, results, and methodology for each category are discussed in this chapter starting on page 8. Results of this analysis were also used in the evaluation criteria process.

Cost estimates were developed for each segment considered. Methodology and results are shown in this chapter starting on page 28

Implementation difficulty analysis looked at each segment and analyzed the estimated right of way, environmental and cost impacts and assigned a score based on severity. Based on the total of the score for the three categories, the segments were assessed an implementation difficulty score of easy, moderate or difficult. Methodology and results are shown in this chapter starting on page 35.

The Evaluation Criteria process brings all the analysis together to provide a ranking for the four main routing options. The criteria incorporates several factors including the guiding principles of the study, public and municipal input, benefits and constraints analysis results, implementation difficulty scoring, and experiential factors. Methodology and results are shown in this chapter starting on page ?

Benefits and Constraints Analysis

The goal of this benefits and constraints analysis was to analyze and compare the four main routing options based on potential assets and obstacles for development of routing. Benefits and Contraints were analyzed using Geographic Information System (GIS) based analysis.

Benefits examined included access to open space, food retailers, transit service, employers and trip generators as well as access to and from traditionally underserved populations and areas with high population densities. Constraints examined included factors that generally trigger permitting including impacts to wetlands, impacts to priority habitats of rare species and the need for new or expanded facilitates for river crossings.

Methodological approach, data collection method and methods of analysis are discussed in detail for each category.

Benefits

Open Space

Methodological approach:

Access to Open Space along Southcoast Bikeway was identified as a priority to the SCBA and the stakeholders that participated in public meetings. To determine how much access to open space each of the considered routes would provide to potential users we sought to determine the total acreage of recreational open space within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Most Open Space properties are only accessible by foot, therefor this metric of walkability was deemed to be the most accurate for the purpose of our analysis.

Data Collection Method:

The Open Space dataset that was used for the purpose of our analysis was developed and distributed by MassGIS & the Executive Office of Energy and Environmental Affairs.

Methods of Analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Open Space layer. We then used the Intersect tool to combine the attribute tables of both the considered routes buffer layer and the clipped open space layer. With the new intersected layer, we were able to calculate the total acreage of recreational open space within ½ mile of each considered route. Results are shown in Figure 2.

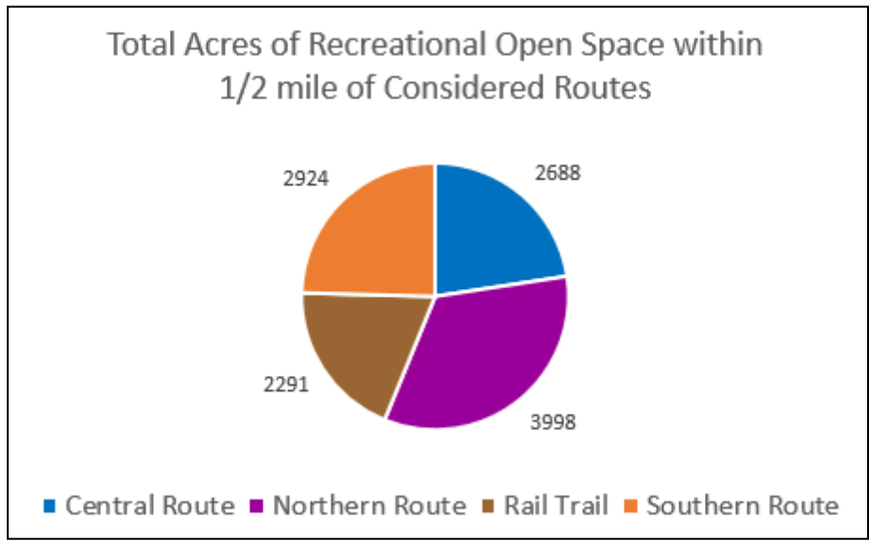
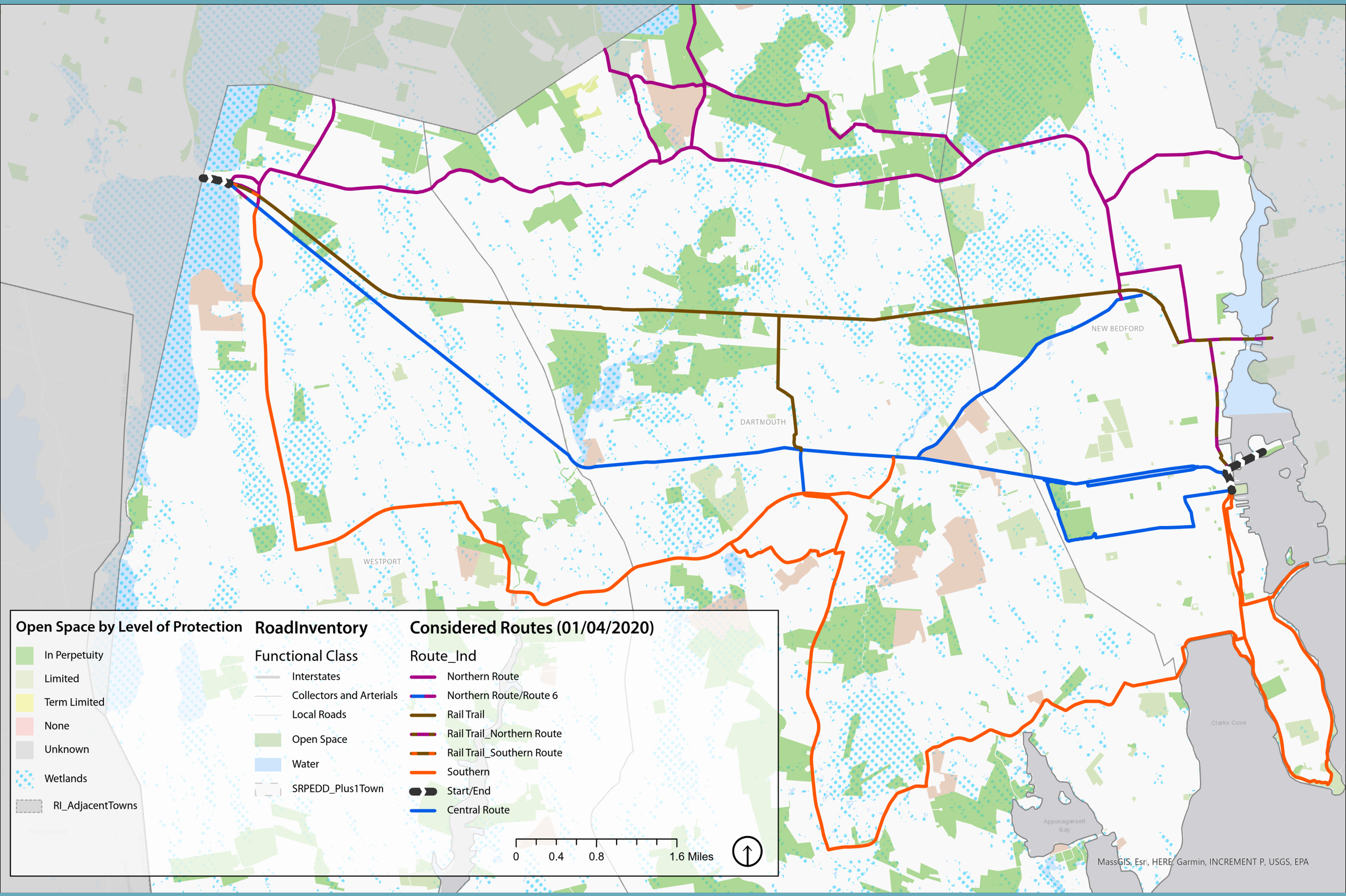


Figure 5: Benefits and Constraints Mapping - Open Space



Benefits and Constraints Analysis

Benefits

Food Retailers

Methodological approach:

Access to Food Retailers along Southcoast Bikeway was deemed worthy of study as shopping and access to local businesses was identified as priorities for the SCBA and the stakeholders that participated in public meetings. Additionally, access to food is an incredibly important feature of any and all transportation networks. To determine how access to food retailers each of the considered routes would provide to potential users we sought to determine the total # of food retailers within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Additionally, using a ½ mile as a metric would prevent any unnecessary overlap between individual routing options as most of the routing options are within 1-2 miles of one another at any one point.

Data Collection Method:

The Food Retailers dataset that was used for the purpose of our analysis was developed and distributed by Tufts University; MAPC; InfoGroup.

Methods of analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Food Retailers layer. We then used the Intersect tool to combine the attribute tables of both the considered routes buffer layer and the clipped Food Retailers layer. With the new intersected layer, we were able to calculate the total # of Food Retailers within ½ mile of each considered route.

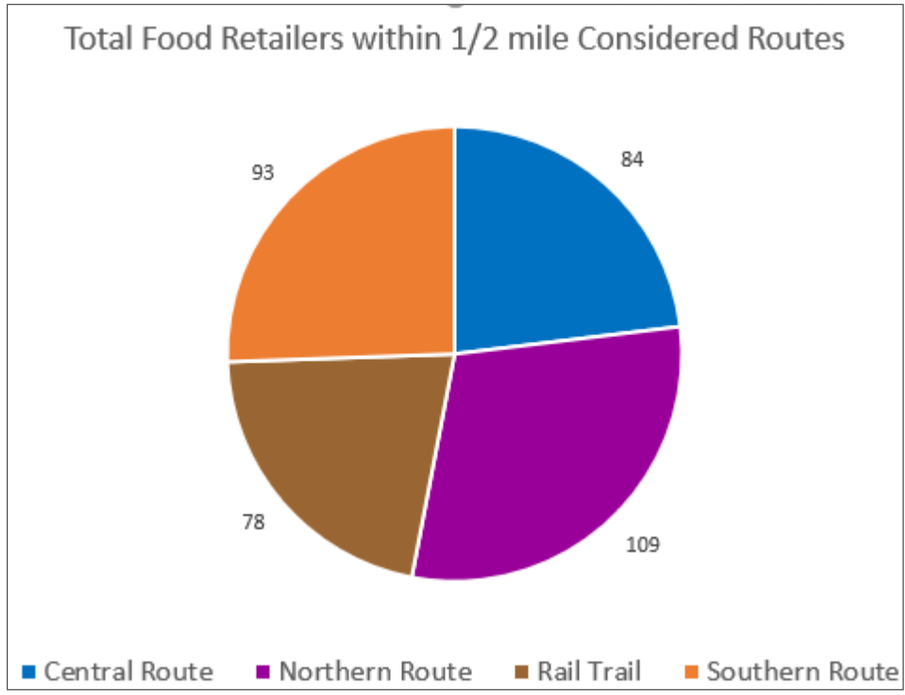
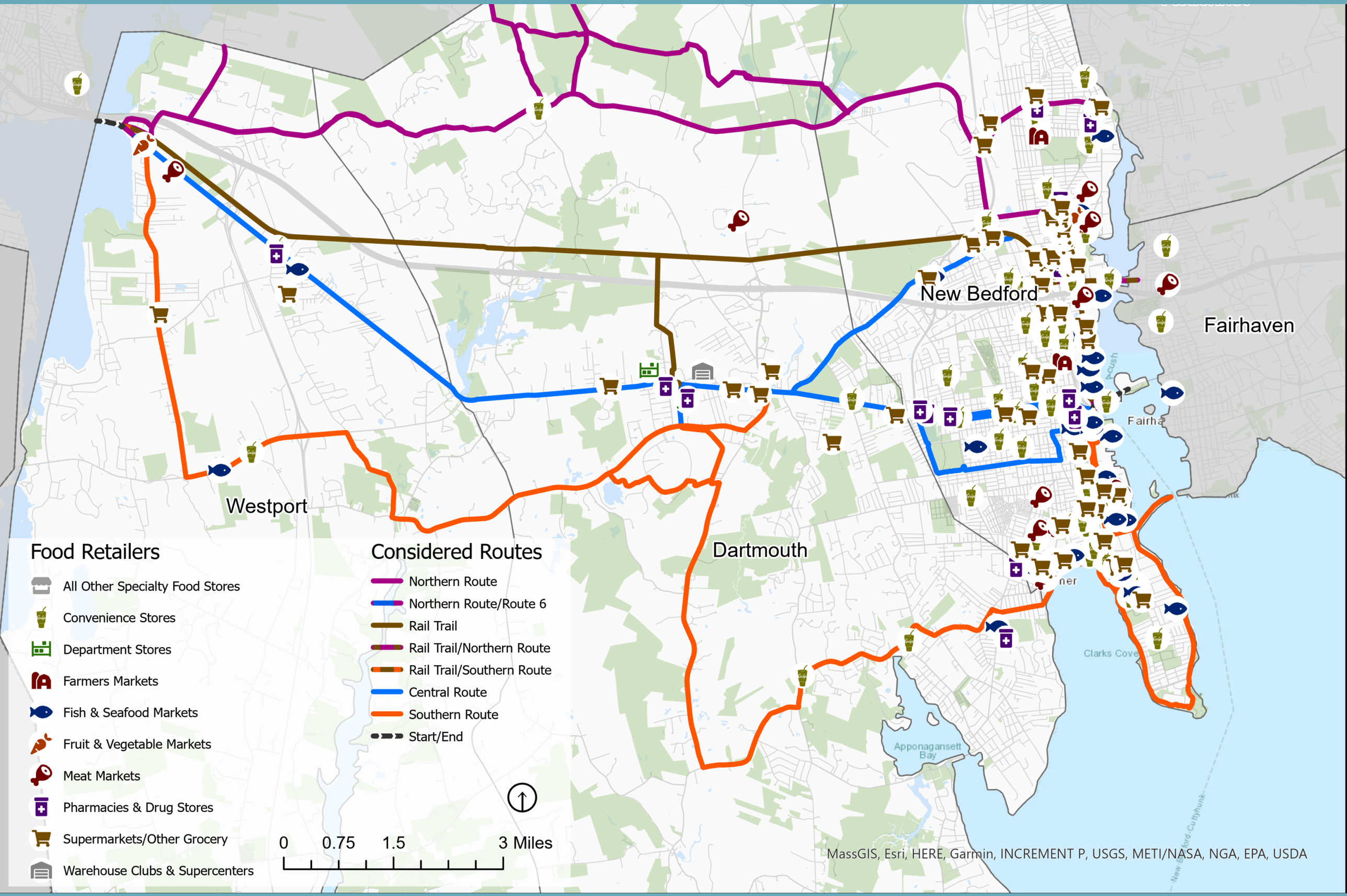


Figure 6: Benefits and Constraints Mapping - Food Retailers



Benefits and Constraints Analysis

Benefits

Trip Generators

Methodological approach:

Access to Trip Generators (such as Schools Pk-12, Colleges & Universities, Libraries & Proposed MBTA stations) along Southcoast Bikeway was deemed worthy of study as commuting to work and safe connections to schools and other resources for children were identified as priorities for the SCBA and the stakeholders that participated in public meetings. To determine how access to these Trip Generators each of the considered routes would provide to potential users we sought to determine the total # of Trip Generators within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Additionally, using a ½ mile as a metric would prevent any unnecessary overlap between individual routing options as most of the routing options are within 1-2 miles of one another at any one point.

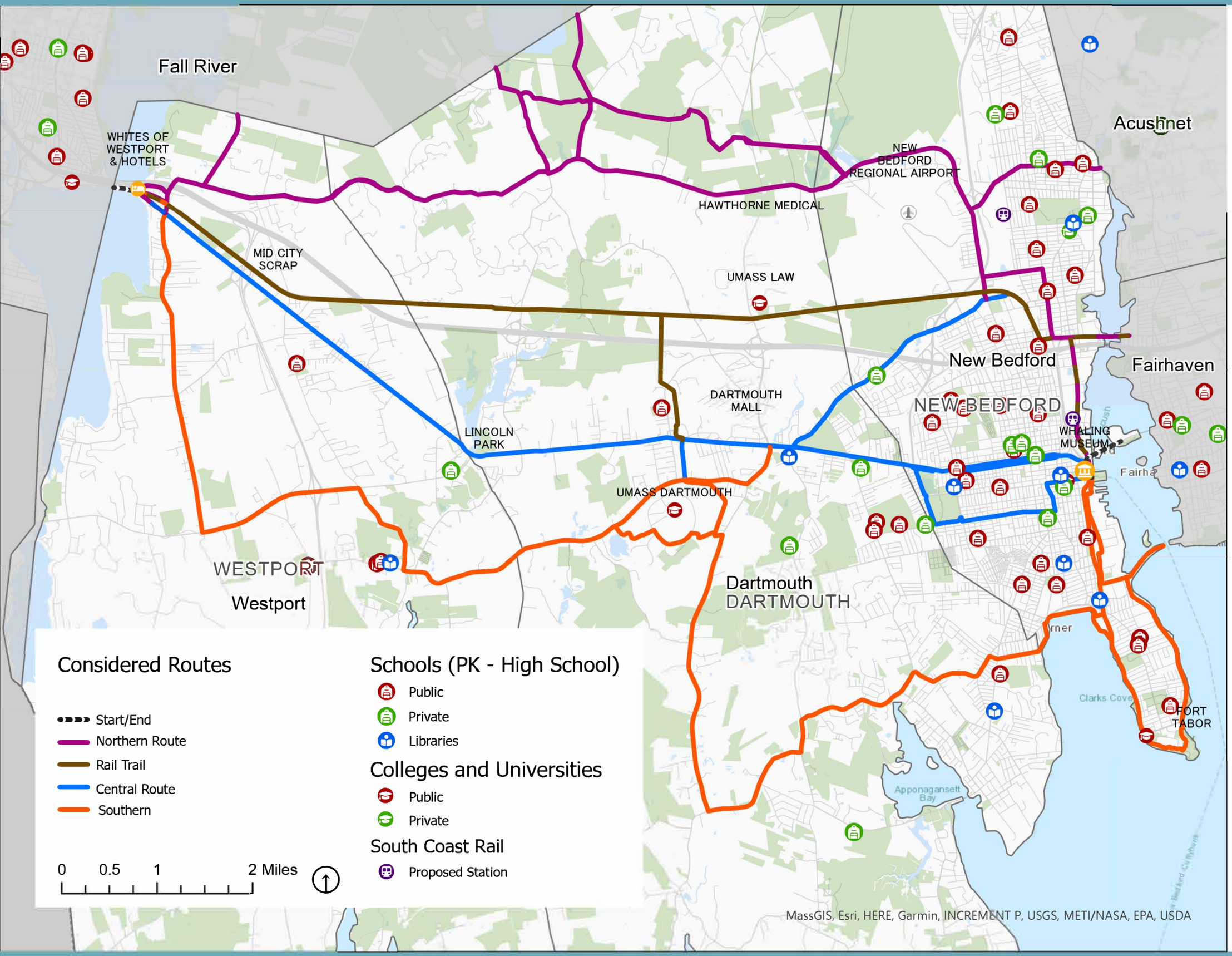
Data Collection Method:

The Schools Pl-12, Colleges & Universities, Libraries, & Proposed MBTA stations datasets were developed and distributed by CTP & MassGIS.

Methods of analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Trip Generator layers. We then used the Intersect tool to combine the attribute tables of the considered routes buffer layer and the clipped Trip Generator layers. With the new intersected layer, we were able to calculate the total # of each Trip Generator data set within ½ mile of each considered route.

Figure 7: Benefits and Constraints Mapping - Trip Generators



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Benefits and Constraints Analysis

Benefits

Environmental and Social Justice

Methodological approach:

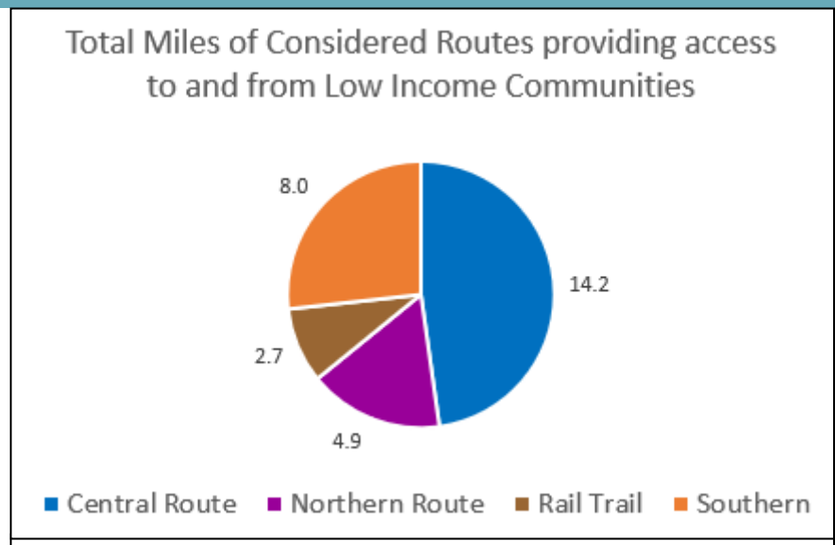
Access to underserved populations (such as Low-Income, Minority, & LEP communities) along Southcoast Bikeway was deemed necessary in order to insure equitable access to the resources and connectivity this pathway would provide. To determine how accessible each of the considered routes would be to underserved populations we sought to determine the total miles of each considered route that would intersect with Low Income, Minority, & LEP communities.

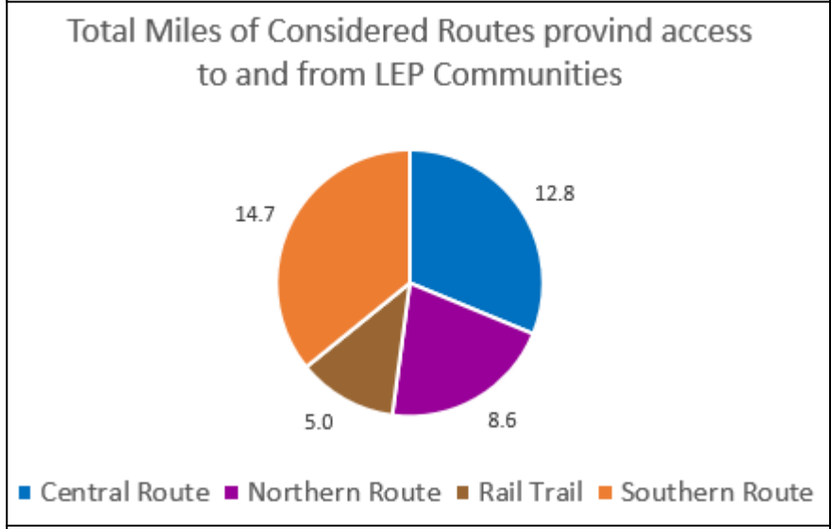
Data Collection Method:

The Minority Communities datasets that was used for the purpose of our analysis was developed SRPEDD using 2010 United States Census Bureau data. The Low-Income Populations & LEP Communities datasets that were used for the purpose of our analysis were developed by SRPEDD using American Community Survey (ACS) data for years 2010-2014.

Methods of analysis:

Using ESRI's ArcPro software we used the Intersect tool to combine the attribute tables of the considered routes layer and the Low-Income, Minority & LEP layers. With the new intersected layer, we were able to calculate the total miles of each considered route passing through each community type.





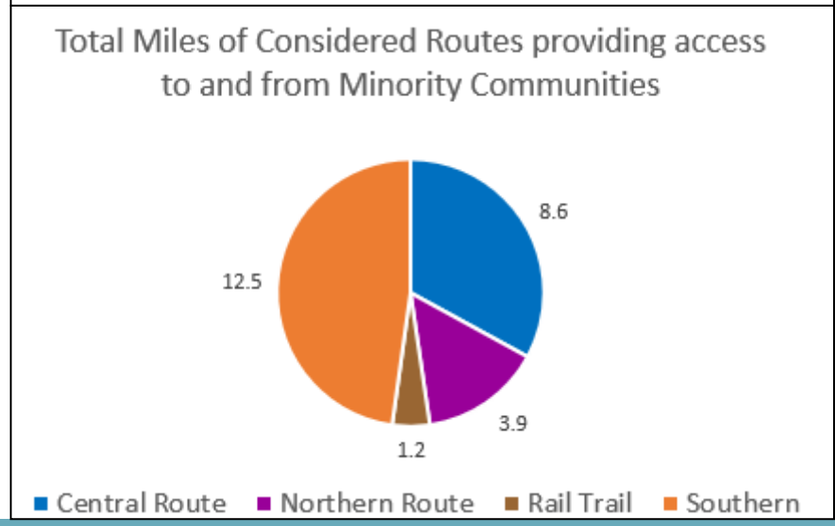
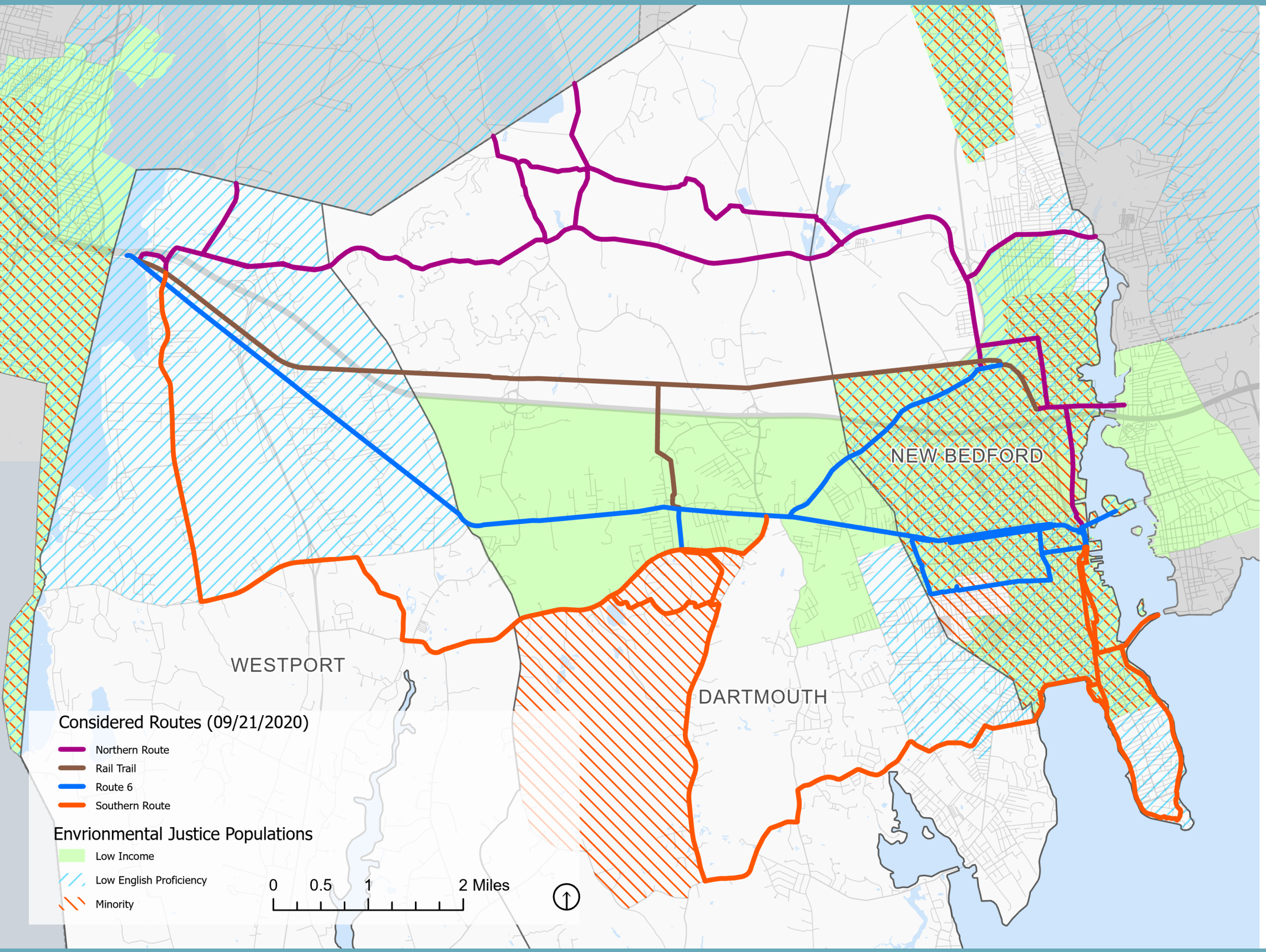


Figure 8: Benefits and Constraints Mapping - Environmental and Social Justice



Benefits and Constraints Analysis

Benefits

Population Density

Methodological approach:

Access to each of the considered routes by as many people as possible is essential to ensure frequent use of the bikeway. To determine roughly how many people would have access to trail we calculated the average persons per acre along each considered route.

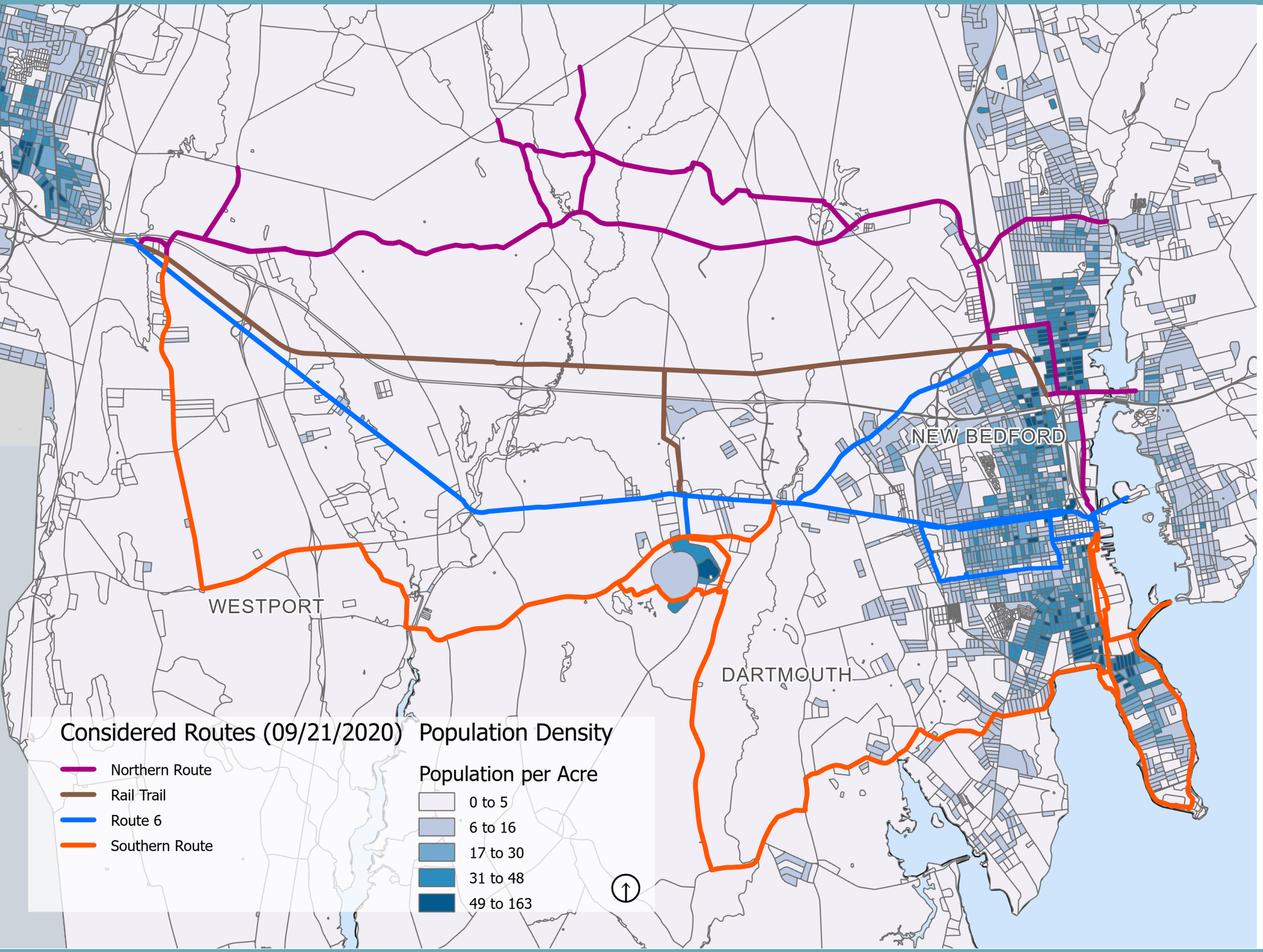
Data Collection Method:

The 2010 Census dataset that was used for the purpose of our analysis was developed and distributed by the U.S. Census Bureau.

Methods of analysis:

Using ESRI's ArcPro software we used the Intersect tool to combine the attribute tables of the considered routes buffer layer and the U.S. Census data. With the new intersected layer, we were able to calculate the average persons per acre along each considered.

Figure 9: Benefits and Constraints Mapping - Population Density



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Benefits and Constraints Analysis

Benefits

Bus Stops

Methodological approach:

Access to Bus Stops along Southcoast Bikeway was deemed worthy of study as commuting to work and safe connections to schools and other are necessary in order to insure equitable access to the resources and connectivity this pathway would provide. To determine how much access each of the considered routes would provide to transit riders we sought to determine the total # of Bus Stops within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Additionally, using a ½ mile as a metric would prevent any unnecessary overlap between individual routing options as most of the routing options are within 1-2 miles of one another at any one point.

Data Collection Method:

The Bus Stops dataset was developed and distributed by SRPEDD in 2019.

Methods of analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Bus Stop layer. We then used the Intersect tool to combine the attribute tables of the considered routes buffer layer and the clipped Bus Stop layer. With the new intersected layer, we were able to calculate the total # of Bus Stops within ½ mile of each considered route.

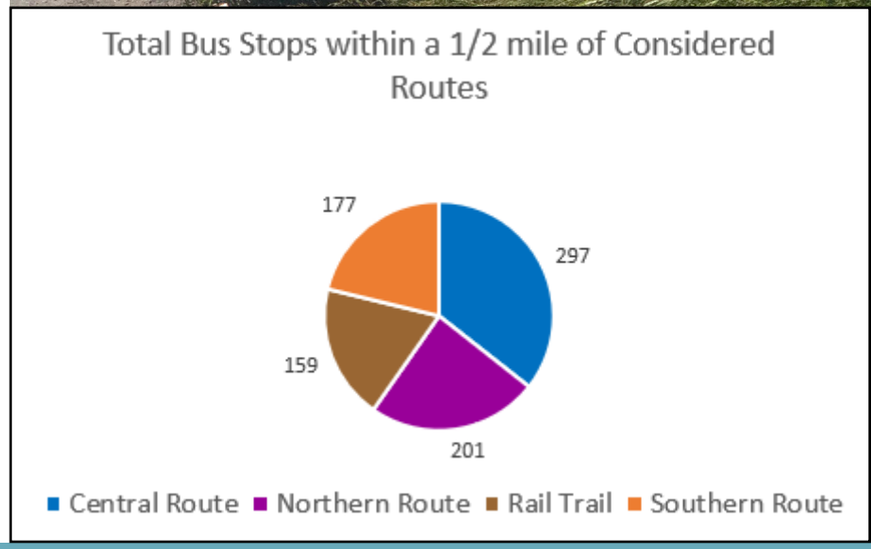
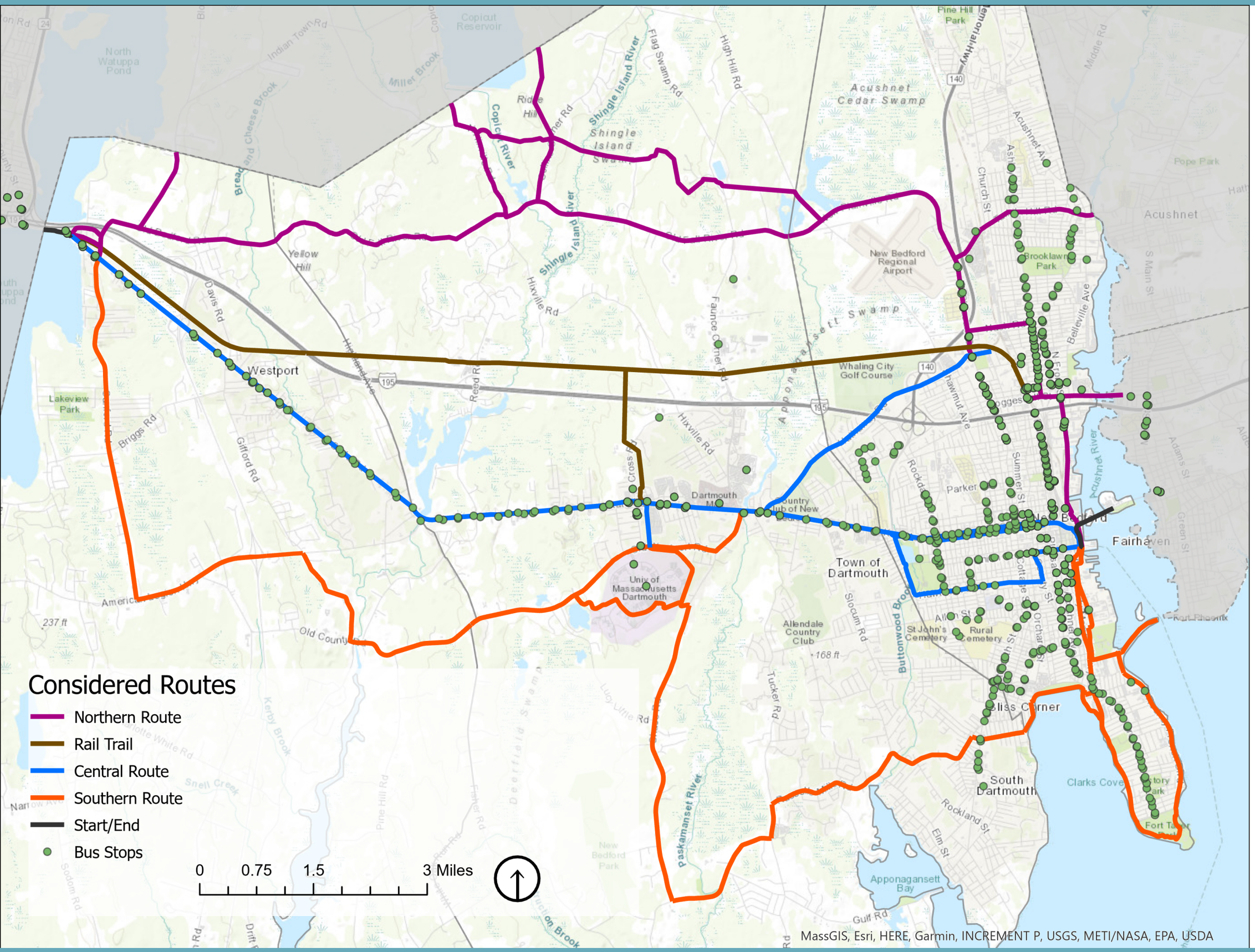


Figure 10: Benefits and Constraints Mapping - Bus Stops



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Benefits and Constraints Analysis

Benefits

Top Employers

Methodological approach:

Access to the regions Top Employers along Southcoast Bikeway was deemed worthy of study as the option of commuting to work by bicycle is necessary in order to insure equitable access to the resources and connectivity this pathway would provide. To determine how much access each of the considered routes would provide to the regions Top Employers we sought to determine the total # of Top Employers within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Additionally, using a ½ mile as a metric would prevent any unnecessary overlap between individual routing options as most of the routing options are within 1-2 miles of one another at any one point.

Data Collection Method:

The Top Employers dataset was developed and distributed by SRPEDD using 2018 Massachusetts Labor and Market Data provided by Infogroup, Omaha, NE through Mass.gov.

Methods of analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Top Employers layer. We then used the Intersect tool to combine the attribute tables of the considered routes buffer layer and the clipped Top Employers layer. With the new intersected layer, we were able to calculate the total # of Top Employers within ½ mile of each considered route.

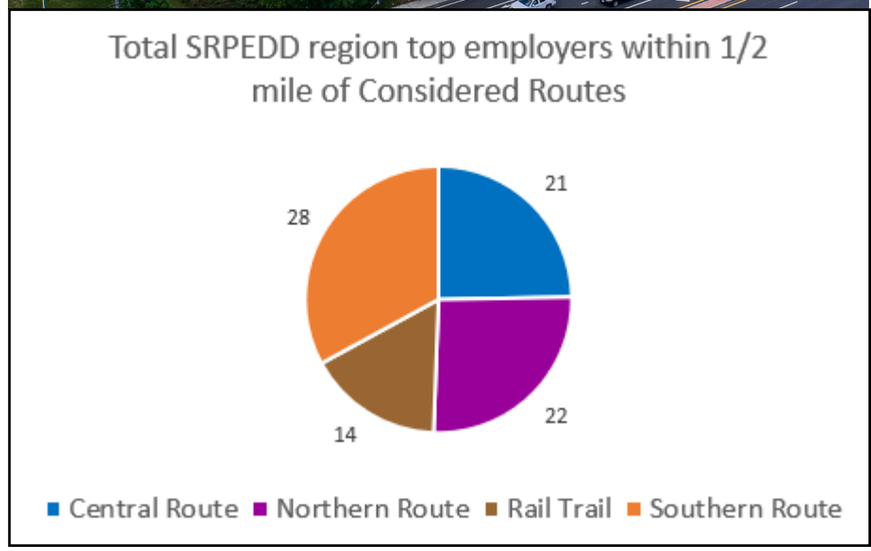
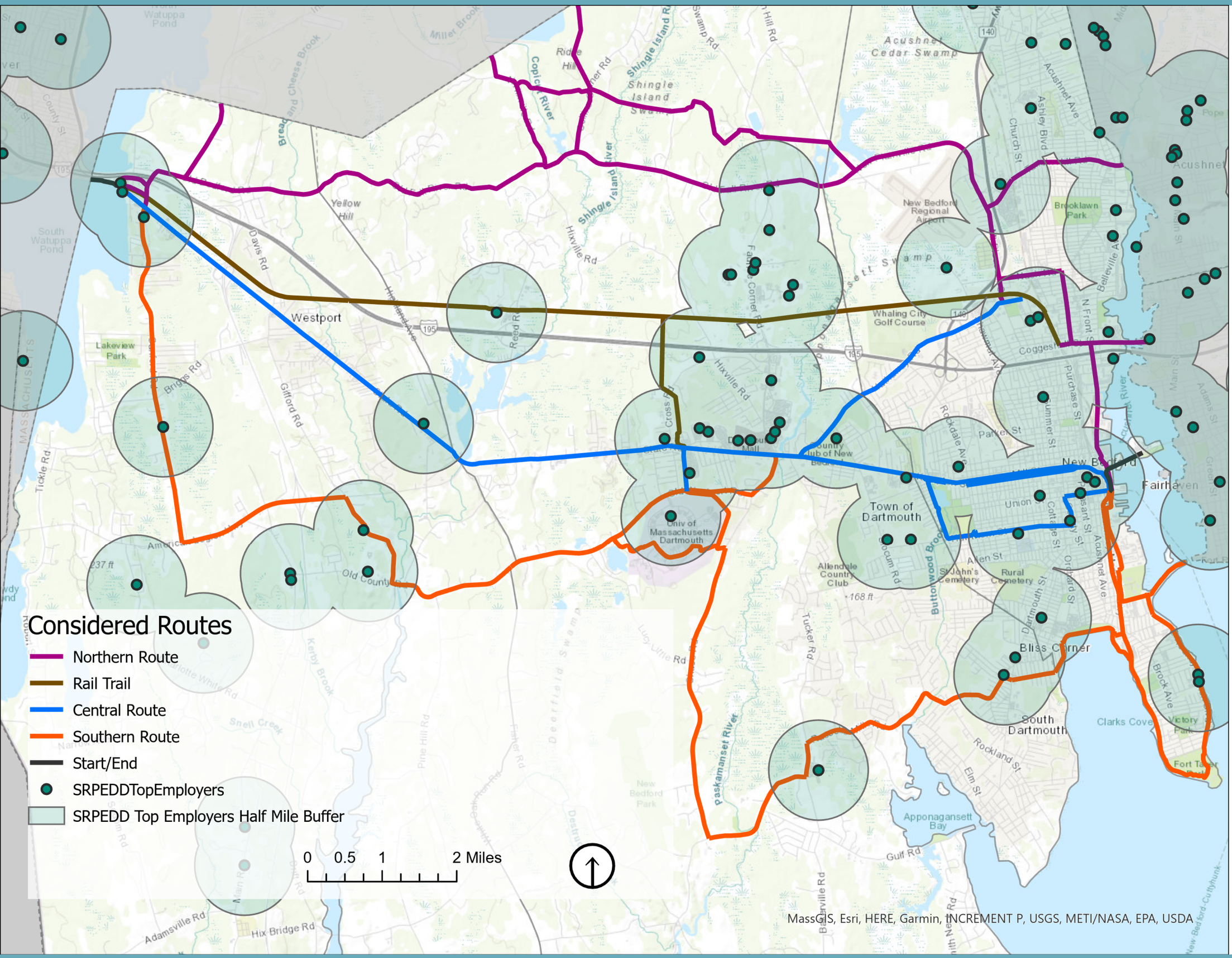


Figure 11: Benefits and Constraints Mapping - Top Employers



scba
closing the gap

Benefits and Constraints Analysis

Benefits

Type and Status of Facilities

Methodological approach:

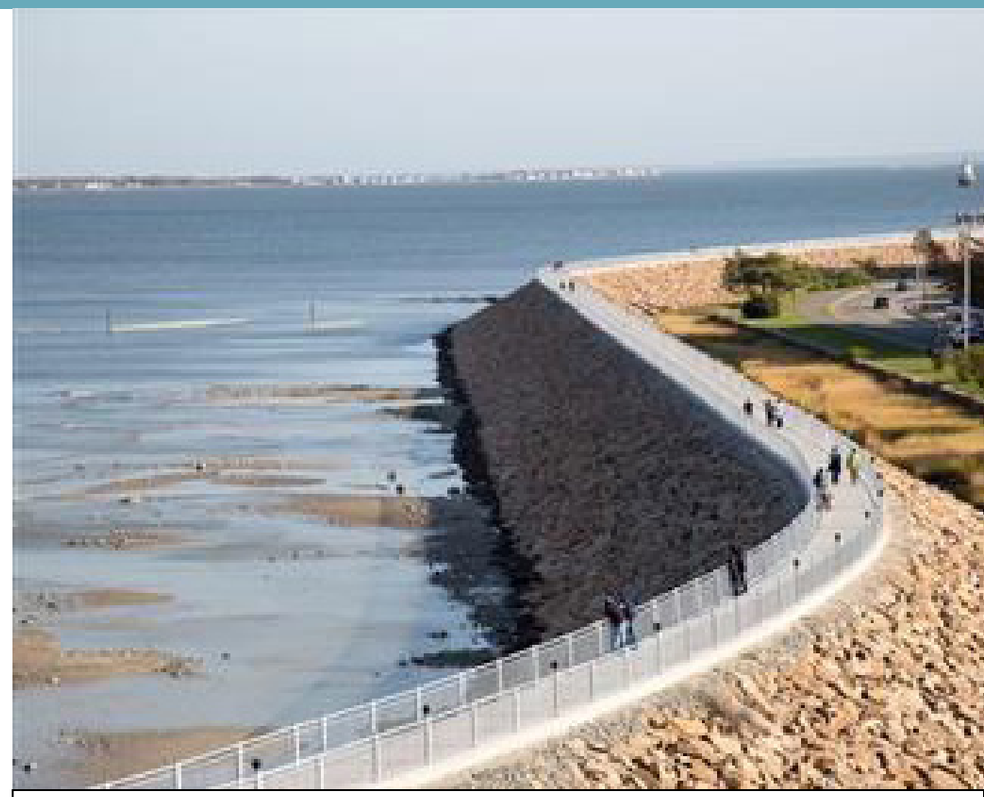
Access to the regions Top Employers along Southcoast Bikeway was deemed worthy of study as the option of commuting to work by bicycle is necessary in order to insure equitable access to the resources and connectivity this pathway would provide. To determine how much access each of the considered routes would provide to the regions Top Employers we sought to determine the total # of Top Employers within ½ mile of each considered route. A distance of a ½ mile was chosen as it is typically considered an appropriate distance to walking to and from destinations. Additionally, using a ½ mile as a metric would prevent any unnecessary overlap between individual routing options as most of the routing options are within 1-2 miles of one another at any one point.

Data Collection Method:

The Top Employers dataset was developed and distributed by SRPEDD using 2018 Massachusetts Labor and Market Data provided by Infogroup, Omaha, NE through Mass.gov.

Methods of analysis:

Using ESRI's ArcPro software we created a ½ mile buffer around each considered route and used that buffered layer to clip the Top Employers layer. We then used the Intersect tool to combine the attribute tables of the considered routes buffer layer and the clipped Top Employers layer. With the new intersected layer, we were able to calculate the total # of Top Employers within ½ mile of each considered route.



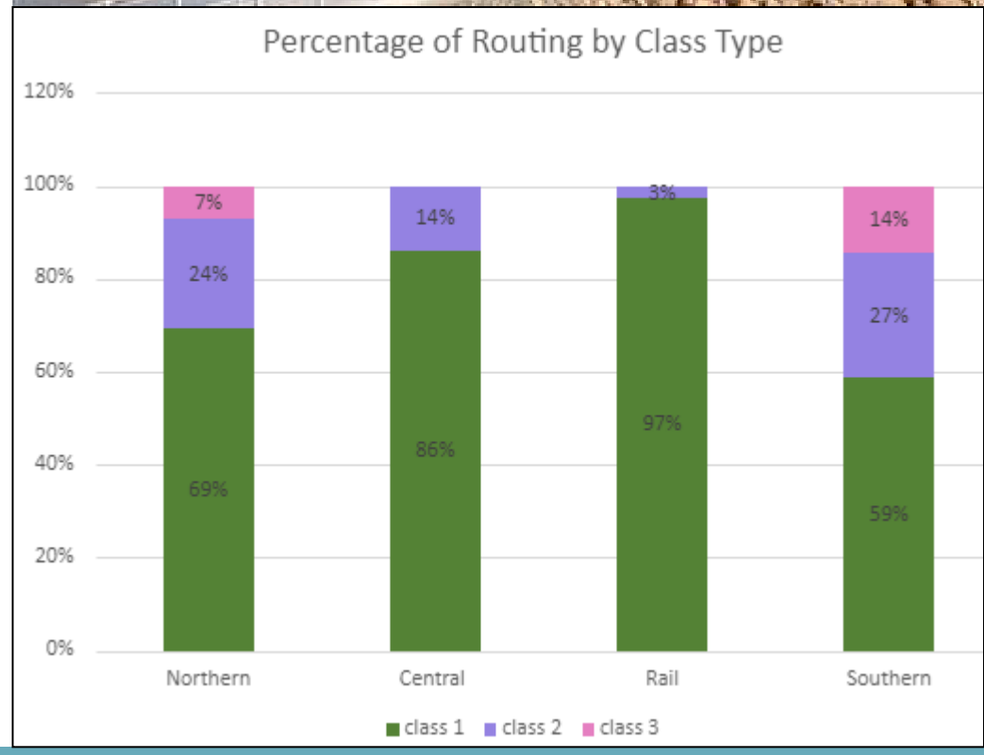
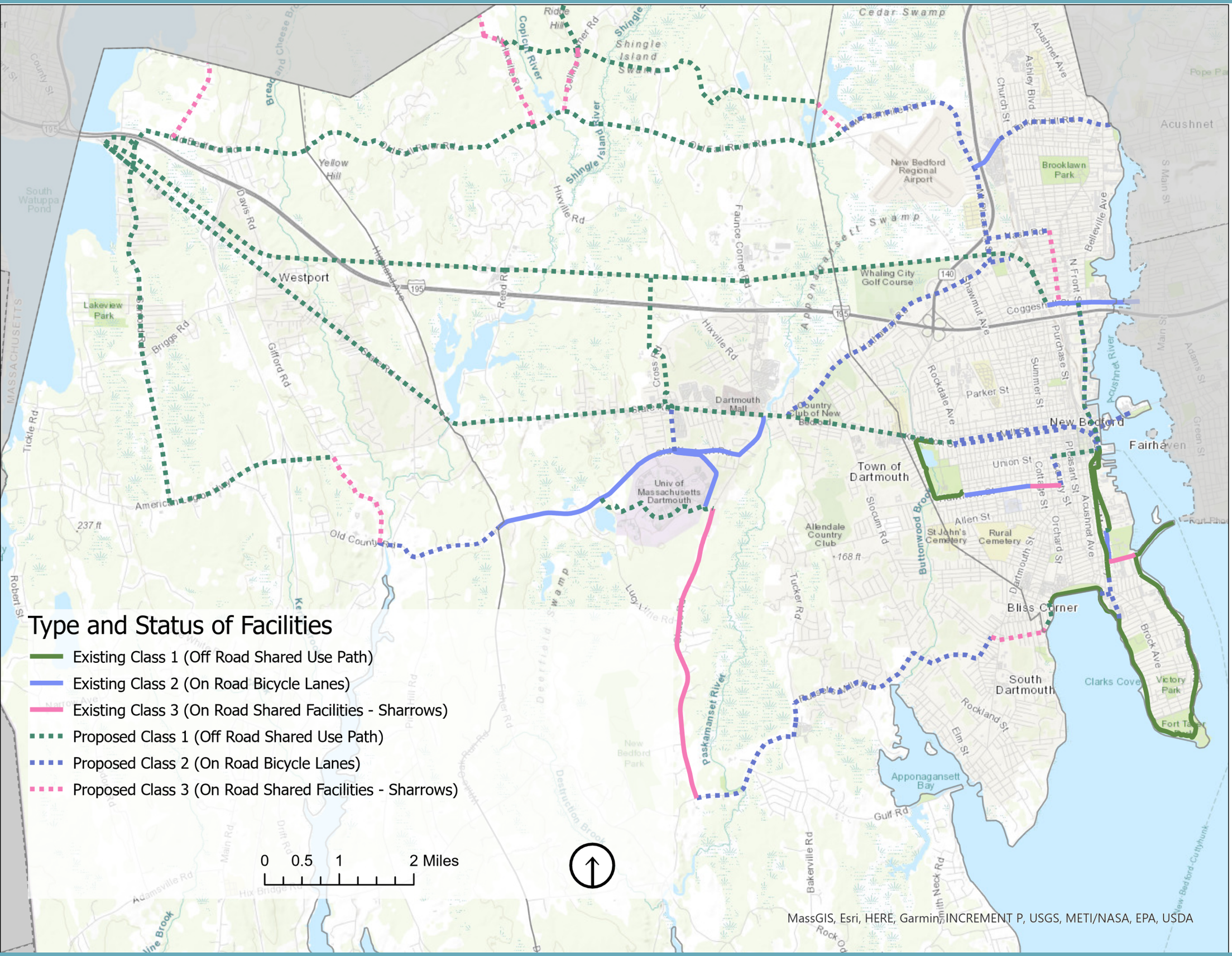


Figure 12: Benefits and Constraints Mapping - Type and Status



Benefits and Constraints Analysis

Constraints

Priority Habitats of Rare Species

Methodological approach:

We sought to determine the potential permitting constraints associated with the intersection of the considered routes and Priority Habitats of rare species. To do so we calculated the sum total of feet each considered route intersects with Priority Habitats.

Data Collection Method:

The Priority Habitats dataset was developed and distributed by MassWildlife's Natural Heritage Endangered and Species Program (NHESP).

Methods of analysis:

Using ESRI's ArcPro software we clipped the considered routes layer by the Priority Habitats of Rare Species layer. With the new clipped layer, we were able to calculate the sum length of feet of each considered route that had intersected with the Priority Habitats of rare species.

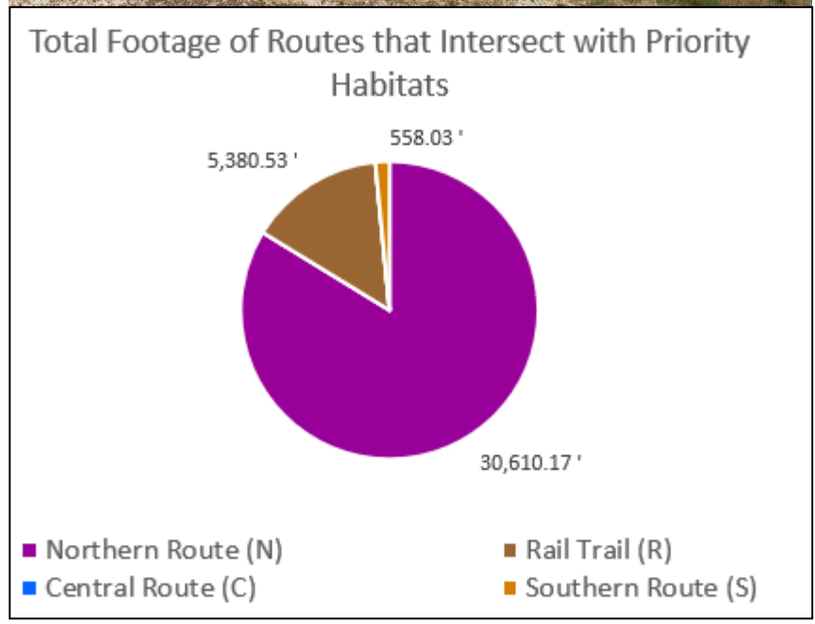
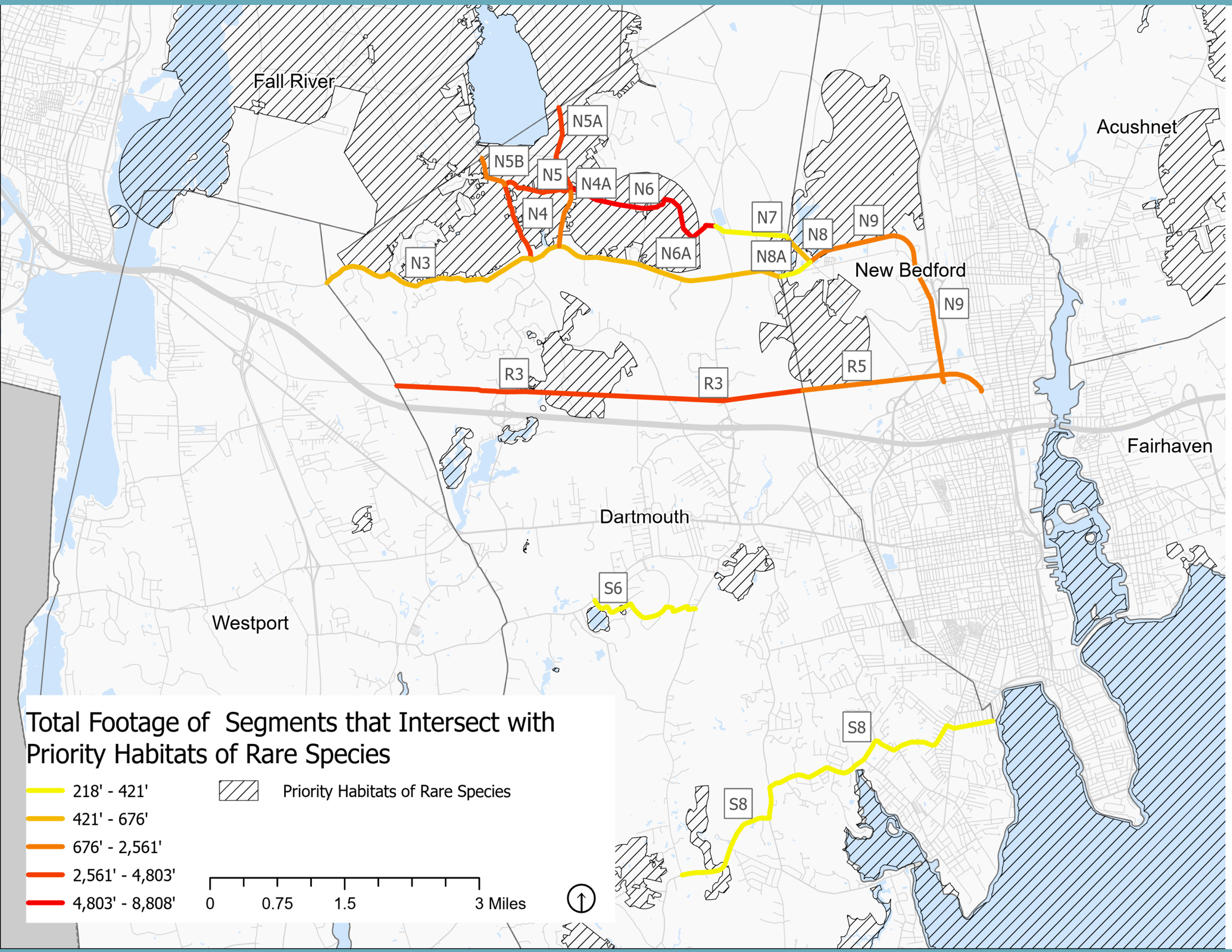


Figure 13: Benefits and Constraints Mapping - Priority Habitats



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Benefits and Constraints Analysis

Constraints

Wetlands

Methodological approach:

We sought to determine the potential permitting constraints associated with the intersection of the considered routes and Wetlands. To do so we calculated the sum total of feet each considered route intersects with Wetlands.

Data Collection Method:

The Wetlands dataset was developed and distributed by MassDEP & WCP.

Methods of analysis:

Using ESRI's ArcPro software we clipped the considered routes layer by the Wetlands layer. With the new clipped layer, we were able to calculate the sum length of feet of each considered route that had intersected with the Wetlands.

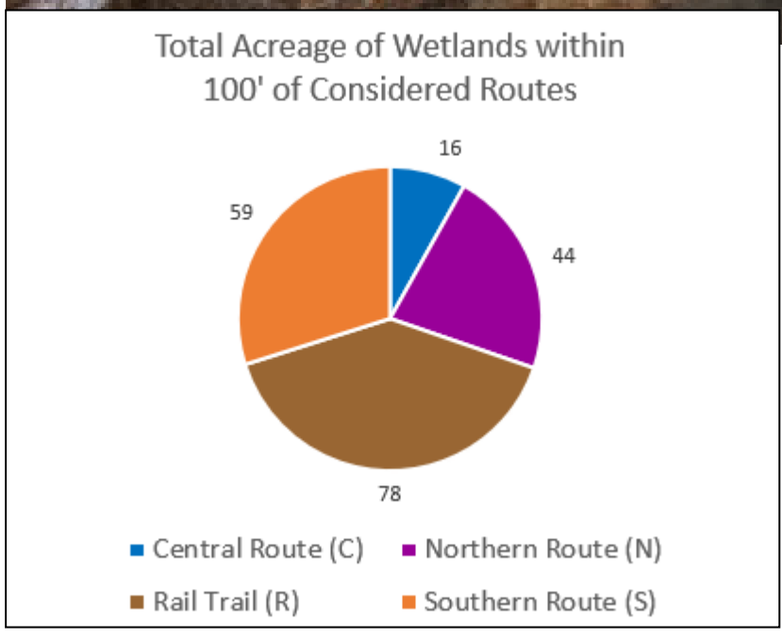
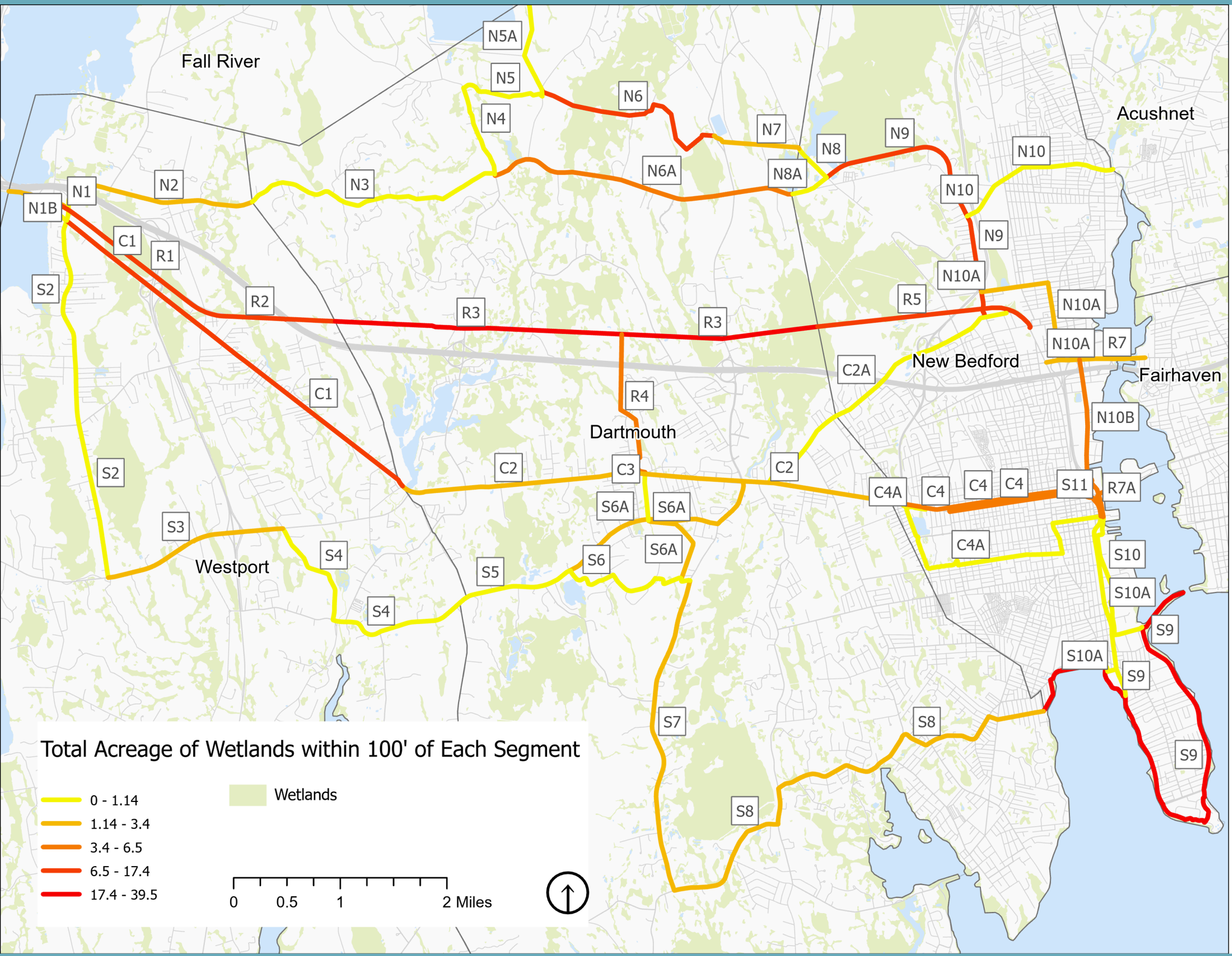


Figure 14: Benefits and Constraints Mapping - Wetlands



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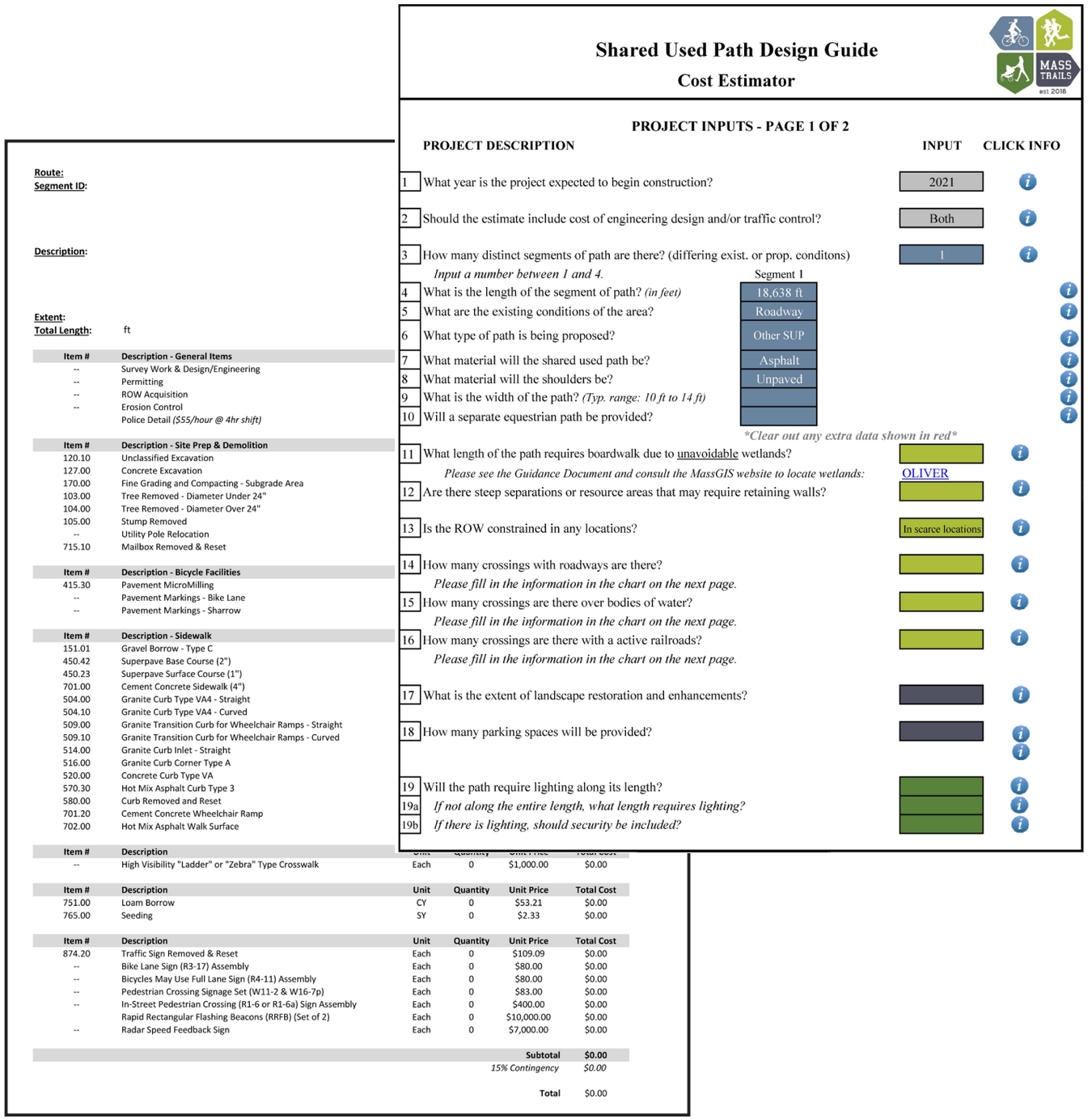
closing the gap

Cost Estimates

Cost estimates were developed on a segment by segment basis and used two distinct methodologies. Cost estimates for Class 1 (Shared Use Path) sections were calculated using the MassTrails Shared Use Path Planning and Design Guide Cost Estimating Tool. Cost estimates for Class 2 and Class 3 segments were calculated using SRPEDD's Complete Streets cost estimating methodology. SRPEDD's methodology uses weighted bid prices found in MassDOT's Construction Project Estimator and best practices. Cost estimates for some projects were sourced from other studies, plans, grant applications, and federal and state programming as noted.

Cost breakdowns by segment and routing option are shown in Tables 1 - 8. Detailed cost estimated sheets can be found in Appendix B. Please note that the costs listed are estimates that are meant to provide a starting point in the development process. Costs become more defined in the design phase. Cost estimates do not include potential right of way or permitting expenses.



Route:
Segment ID:

Description:

Extent:
Total Length: ft

Item #	Description - General Items
--	Survey Work & Design/Engineering
--	Permitting
--	ROW Acquisition
--	Erosion Control
	Police Detail *($55/hour @ 4hr shift)*

Item #	Description - Site Prep & Demolition
120.10	Unclassified Excavation
127.00	Concrete Excavation
170.00	Fine Grading and Compacting - Subgrade Area
103.00	Tree Removed - Diameter Under 24"
104.00	Tree Removed - Diameter Over 24"
105.00	Stump Removed
--	Utility Pole Relocation
715.10	Mailbox Removed & Reset

Item #	Description - Bicycle Facilities
415.30	Pavement MicroMilling
--	Pavement Markings - Bike Lane
--	Pavement Markings - Sharrow

Item #	Description - Sidewalk
151.01	Gravel Borrow - Type C
450.42	Superpave Base Course (2")
450.23	Superpave Surface Course (1")
701.00	Cement Concrete Sidewalk (4")
504.00	Granite Curb Type VA4 - Straight
504.10	Granite Curb Type VA4 - Curved
509.00	Granite Transition Curb for Wheelchair Ramps - Straight
509.10	Granite Transition Curb for Wheelchair Ramps - Curved
514.00	Granite Curb Inlet - Straight
516.00	Granite Curb Corner Type A
520.00	Concrete Curb Type VA
570.30	Hot Mix Asphalt Curb Type 3
580.00	Curb Removed and Reset
701.20	Cement Concrete Wheelchair Ramp
702.00	Hot Mix Asphalt Walk Surface

Item #	Description	Unit	Quantity	Unit Price	Total Cost
--	High Visibility "Ladder" or "Zebra" Type Crosswalk	Each	0	$1,000.00	$0.00

Item #	Description	Unit	Quantity	Unit Price	Total Cost
751.00	Loam Borrow	CY	0	$53.21	$0.00
765.00	Seeding	SY	0	$2.33	$0.00

Item #	Description	Unit	Quantity	Unit Price	Total Cost
874.20	Traffic Sign Removed & Reset	Each	0	$109.09	$0.00
--	Bike Lane Sign (R3-17) Assembly	Each	0	$80.00	$0.00
--	Bicycles May Use Full Lane Sign (R4-11) Assembly	Each	0	$80.00	$0.00
--	Pedestrian Crossing Signage Set (W11-2 & W16-7p)	Each	0	$83.00	$0.00
--	In-Street Pedestrian Crossing (R1-6 or R1-6a) Sign Assembly	Each	0	$400.00	$0.00
	Rapid Rectangular Flashing Beacons (RRFB) (Set of 2)	Each	0	$10,000.00	$0.00
--	Radar Speed Feedback Sign	Each	0	$7,000.00	$0.00
				Subtotal	**$0.00**
				15% Contingency	*$0.00*
				Total	$0.00

Shared Used Path Design Guide
Cost Estimator

PROJECT INPUTS - PAGE 1 OF 2

	PROJECT DESCRIPTION	INPUT	CLICK INFO
1	What year is the project expected to begin construction?	2021	
2	Should the estimate include cost of engineering design and/or traffic control?	Both	
3	How many distinct segments of path are there? (differing exist. or prop. conditons) *Input a number between 1 and 4.*	1	
		Segment 1	
4	What is the length of the segment of path? *(in feet)*	18,638 ft	
5	What are the existing conditions of the area?	Roadway	
6	What type of path is being proposed?	Other SUP	
7	What material will the shared used path be?	Asphalt	
8	What material will the shoulders be?	Unpaved	
9	What is the width of the path? *(Typ. range: 10 ft to 14 ft)*		
10	Will a separate equestrian path be provided?		
	Clear out any extra data shown in red		
11	What length of the path requires boardwalk due to unavoidable wetlands? *Please see the Guidance Document and consult the MassGIS website to locate wetlands:*	OLIVER	
12	Are there steep separations or resource areas that may require retaining walls?		
13	Is the ROW constrained in any locations?	In scarce locations	
14	How many crossings with roadways are there? *Please fill in the information in the chart on the next page.*		
15	How many crossings are there over bodies of water? *Please fill in the information in the chart on the next page.*		
16	How many crossings are there with a active railroads? *Please fill in the information in the chart on the next page.*		
17	What is the extent of landscape restoration and enhancements?		
18	How many parking spaces will be provided?		
19	Will the path require lighting along its length?		
19a	*If not along the entire length, what length requires lighting?*		
19b	*If there is lighting, should security be included?*		

Cost Estimates

Table 1: Northern Route Cost Estimates - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Construction Cost Estimate	Design Cost Estimate	Miles	Cost Estimate Source
N1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road.	Class 1	Proposed	$ 499,300.00	$ 70,906.00	0.27	MassTrails Estimating Tool
N2	Westport	Old Bedford Road from Sanford Road to Dartmouth Town Line	Class 1	Proposed	$ 1,106,490.00	$ 133,660.00	1.83	MassTrails Estimating Tool
N3	Dartmouth	Old Fall River Road from the Westport Town Line to North Hixville Road	Class 1	Proposed	$ 3,992,990.00	$ 417,933.50	2.5	MassTrails Estimating Tool
N4	Dartmouth	North Hixville Road from Old Fall River Road to Collins Lane	Class 3	Proposed	$ 13,735.00		0.87	SRPEDD Cost Estimating Spreadsheet
N5	Dartmouth	Collins Lane from North Hixville Road to Collins Corner Road/Ridge Hill Reserve	Class 1	Proposed	$ 2,628,070.00	$ 387,600.00	0.8	MassTrails Estimating Tool
N6	Dartmouth	This section of the Northern Scenic Pathway would travel from Collins Corner Road to Faunce Corner Road through land owned by the Town of Dartmouth and the Dartmouth Natural Resource Trust	Class 1	Proposed	$ 5,604,670.00	$ 717,012.00	2.03	MassTrails Estimating Tool
N7	Dartmouth/ New Bedford	Routing along a New Bedford Water Department access road from Faunce Corner Road to High Hill Road.	Class 1	Proposed	$ 2,244,710.00	$ 300,067.00	0.83	MassTrails Estimating Tool
N8	Dartmouth/ New Bedford	Shawmut Avenue from the terminus of the New Bedford Water Property Access Road to New Plainville Road.	Class 3	Proposed	$ 5,841.00		0.37	SRPEDD Cost Estimating Spreadsheet
N9	New Bedford	New Plainville Road and Mount Pleasant Street from Shawmut Avenue to either Kings Highway or Nash Road	Class 2	Proposed	$ 1,679,702.91	$ 251,955.44	2.77	SRPEDD Cost Estimating Spreadsheet
N10	New Bedford	Routing on King's Highway and Tarkiln Hill Road to the Acushnet Town Line.	Class 2	Under Construction/ Proposed	$ 18,628.90		1.57	SRPEDD Cost Estimating Spreadsheet
				Main Route Total	**$ 17,794,137.81**	**$ 2,279,133.94**	**13.84**	

Cost Estimates

Table 2: Northern Route Cost Estimates - Alternate Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Construction Cost Estimate	Design Cost Estimate	Miles	Cost Estimate Source
N1A	Westport	Routing from Rail line at Route 6 along Old Bedford Road to Sanford Road	Class 1	Proposed	$ 209,890.00	$ 27,324.00	0.35	MassTrails Estimating Tool
N1B	Westport	Route 6 from Old Bedford Road to Sanford Road and Sanford Road from Route 6 to Old Bedford Road	Class 1	Proposed	$ 346,850.00	$ 44,726.00	0.58	MassTrails Estimating Tool
N2A	Westport	Blossom Road to Fall River Town Line	Class 3	Proposed	$ 28,303.00		0.85	SRPEDD Cost Estimating Spreadsheet
N4A	Dartmouth	Collins Corner Road from Old Fall River Road to Northern Scenic Pathway	Class 3	Proposed	$ 9,630.00		0.61	SRPEDD Cost Estimating Spreadsheet
N5A	Dartmouth	Routing through Ridge Hill Reserve from the Northern Scenic Pathway (at Collins Lane) to the Fall River City Line	Class 1	Proposed	$ 727,690.00	$ 77,330.00	0.91	MassTrails Estimating Tool
N5B	Dartmouth	North Hixville Road from Collins Lane to the Fall River City Line	Class 3	Proposed	$ 7,104.00		0.45	SRPEDD Cost Estimating Spreadsheet
N6A	Dartmouth	Routing on Old Fall River Road from Collins Corner Road to the New Bedford City Line.	Class 1	Proposed	$ 2,328,560.00	$ 209,346.00	2.92	MassTrails Estimating Tool
N8A	New Bedford	Routing on Old Plainville Road and New Plainville Road from the Dartmouth Town Line to Shawmut Avenue.	Class 1	Proposed	$ 574,990.00	$ 90,904.00	1.79	MassTrails Estimating Tool
N10A	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, and Coggeshall Street.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street	Existing/ Proposed	$ 21,470.59		1.84	SRPEDD Cost Estimating Spreadsheet
N10B	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, Coggeshall Street, North Front Street, Herman Melville Boulevard, MacArthur Blvd and the New Bedford Fairhaven Bridge.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street Blue Lane Preferred Option	Existing/ Proposed	$ 2,821,470.59	$ 423,220.59	4.09	SRPEDD Cost Estimating Spreadsheet / NB Blue Lane Feasibility Study

Cost Estimates

Table 3: Rail Route Cost Estimates - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
R1	Westport	Rail line from the Westport town line to Mid-City Scrap (just east of Route 88).	Class 1	Proposed	1.45	$ 3,538,980.00	$ 481,680.00	MassTrails Estimating Tool
R2	Westport	Rail corridor from Mid City Scrap (just east of Route 88) to the Dartmouth Town Line.	Class 1	Proposed	1.69	$ 3,436,860.00	$ 448,182.00	MassTrails Estimating Tool
R3	Dartmouth	Rail corridor from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.55	$ 18,721,730.00	$ 2,695,104.00	MassTrails Estimating Tool
R4	Dartmouth	Spur from the rail corridor to UMass Dartmouth via a utility easement.	Class 1	Proposed	1.45	$ 4,303,550.00	$ 577,278.00	MassTrails Estimating Tool
R5	New Bedford	Rail corridor from the Dartmouth Town Line to Deane Street.	Class 1	Proposed	2.08	$ 5,528,750.00	$ 734,904.00	MassTrails Estimating Tool
R6	New Bedford	Rail Corridor from Deane Street to Coggeshall Street.	Class 1	Proposed	0.36	$ 93,350.00	$ 5,324.00	MassTrails Estimating Tool
R7	New Bedford	On road along Coggeshall Street from the rail line to the Fairhaven town line on the Coggeshall Street Bridge.	Class 2	Existing	0.94			
				Main Route Totals	**12.52**	**$ 35,623,220.00**	**$ 4,942,472.00**	

Table 4: Rail Route Cost Estimates - Alternate Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
R7A	New Bedford	From Rail Corridor, along Coggeshall, North Front Street, Herman Melville Blvd, and MacArthur Blvd to the Fairhaven Town Line on the New Bedford/ Fairhaven Bridge.	Existing - Coggeshall Blue Lane Preferred Option Existing - NB/FH Bridge	Existing/ Proposed	2.49	$ 2,800,000.00	$ 420,000.00	NB Blue Lane Feasibility Study

Cost Estimates

Table 5: Central Route Cost Estimates - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
C1	Westport	Extension of the Fall River QRRT from the city line to Route 6. Separate use path along Route 6 to the Dartmouth Town Line.	Class 1	Proposed	4.38	$ 16,621,440.00	$ 1,195,202.00	MassTrails Estimating Tool
C2	Dartmouth	On-road or separate use facilities along Route 6 from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.63	$ 10,299,280.00	$ 1,308,405.00	MassTrails Estimating Tool
C3	Dartmouth	On-road or separate use facilities along Cross Road to provide access to UMass Dartmouth.	Class 2	Proposed	0.63	$2,929,000		TIP Project
C4	New Bedford	On-road or separate use facilities along Route 6 from the Dartmouth Town Line to the Fairhaven Town Line on the New Bedford/Fairhaven Bridge.	Class 1 - Dartmouth Line to Rockdale Class 2 - Rockdale to Foster Street	Proposed	0.55	$ 1,619,590.00	$ 242,938.50	New Bedford Complete Streets Prioritization Plan/ MassTrails Estimating Tool
				Main Route Totals	10.19	$ 31,469,310.00	$ 2,746,545.50	

Table 6: Central Route Cost Estimates - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
C4A	New Bedford	An alternative to Route 6 in New Bedford along Brownell Avenue, Hawthorn Street, County Street and Union Street. This routing would start at the Route 6 at Route 140 and Brownell Street intersection and end at the New Bedford/Fairhaven Bridge.	Existing Class 1 - Brownell and Hawthorn Class 2 - County Street Class 3 - Union Street	Existing/ Proposed	0.31 + 0.5	$ 2,590,455.44	$ 388,568.32	County Street TIP Project (scaled for project length) / SRPEDD Cost Estimating Spreadsheet

Cost Estimates

Table 7: Southern Route Cost Estimates - Main Segments

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
S1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road	Class 1	Proposed	0.59	$ 369,640.00	$ 57,376.00	MassTrails Estimating Tool
S2	Westport	Sanford Road from the Rail Corridor to Route 177.	Class 1 - North of Rte 6 Class 3 - South of Rte 6	Proposed	3.53	$ 168,976.13	$ 8,756.00	MassTrails Estimating Tool
S3	Westport	Route 177 from Sanford Road to Gifford Road.	Class 1	Proposed	1.74	$ 1,126,890.00	$160,000.00	MassTrails Estimating Tool
S4	Westport	Gifford Road and Old County Road from Sanford Road to the Dartmouth Town Line.	Class 3 - Gifford Class 2 - Old County	Proposed	2.41	$ 38,047.16		SRPEDD Cost Estimating Spreadsheet
S5	Dartmouth	Old Westport Road from the Westport Town Line to Blosom Court.	Class 2	Existing	1.1			
S6	Dartmouth	Routing from Old Westport Road to Chase Road through UMass Dartmouth.	Class 1	Proposed	1.41	$ 608,580.00		UMassDartmouth MassTrails Application
S7	Dartmouth	Chace Road from UMass Dartmouth to Russells Mills Road	Class 3	Existing	3.01			
S8	Dartmouth	Russells Mills Road from Chase Road to Rogers Street, Rogers Street from Russells Mills Road to the New Bedford City Line.	Class 2 - Russells Mills from Chase to Slocum Class 3 - Russells Mills from Slocum to Rogers, Rogers from Russells Mills to NBCL	Proposed	3.99	$ 238,140.00		Dartmouth Complete Streets Prioritization Plan (South Coast Bike Path Dartmouth Connection Project)
S9	New Bedford	Routing from the Dartmouth Town Line via Padnaram Avenue, Cove Road, the Cove Walk, the Saulnier Path and the HarborWalk.	Class 3 - Padanarum Ave Class 1 - Cove Road Existing - CoveWalk, Saulnier Path and HarborWalk	Proposed /Existing	5.71	$ 430,738.06	$ 69,058.00	MassTrails Estimating Tool / SRPEDD Cost Estimating Spreadsheet
S10	New Bedford	Routing from the HarborWalk along Gifford Street, South Front Street and MacArthur Drive via the Blue Lane.	Class 2 - Potomska Street Existing - Gifford Road, South Front Street, MacArthur Drive	Proposed /Existing	1.39	$ 1,262.98		SRPEDD Cost Estimating Spreadsheet
S11	New Bedford	Routing from Union Street/MacArthur Blvd/JFK Highway to the Fairhaven Line on the New Bedford/Fairhaven Bridge.	Class 1	Existing	0.62			
				Main Route Totals	**25.5**	**$ 2,982,274.32**	**$295,190.00**	

Cost Estimates

Table 8: Southern Route Cost Estimates - Alternate Segments

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Cost Estimate Source
S6A	Dartmouth	Additional routing option to provide access from the UMass Dartmouth Campus to Route 6 via Old Westport Road.	Class 2	Proposed	2.9	$ 45,782.88		SRPEDD Cost Estimating Spreadsheet
S10A	New Bedford	Routing from the CoveWalk to Union Street via Rodney French Blvd and JFK Highway (Route 18). JFK Hwy Project & Complete Streets Project	Class 1 - JFK Highway Class 2 - Rodney French	Existing/ Proposed	1.77	$ 344,000.00		New Bedford Complete Streets Prioritization Plan

Implementation Difficulty Scoring

Implementation difficulty scores were calculated for each segment based on estimated ROW needs, environmental impacts and costs. Scores were calculated in each category based on the severity of impact and combined to assess if implementation of the segment would be considered easy, moderate or difficult. The lower the total score, the easier the implementation. Tables 9-16 show scores for segment by routing option. Methodology for scoring is discussed in the following paragraphs.

Right of Way

Methodological Approach:

In order to implement facilities, the entity which is developing the trail either needs to own the land or have an easement for use of property for that purpose. This is referred to as Right of Way. For the purpose of this study, the entity that is considered responsible for development would be the municipality in which the facility is located. With most funding sources, costs associated with any right of way takings necessary are the sole responsibility of the municipality. As this is often difficult for municipalities to fund, right of way takings were considered as part of the implementation difficulty scoring. Impacts were estimated as major, minor or none based on available information, Additional analysis would need to be done during the design phase to determine exact impact

Data source:

This study used current property ownership data from MassGIS Level 3 Assessors Data, railroad right of way information, and estimated rights of way along roadways from the Massachusetts Department of Transportation (MassDOT) Road Inventory Database to determine if proposed facilities would require acquisition or easement of property outside existing public rights of way.

Environmental

Methodological Approach:

Impacts to environmental resources often limit the ability of an entity or municipality to develop a trail as it can lead to the need for permitting or mitigation measures such as boardwalks over wetlands. For the purpose of the study, potential impacts to wetlands and priority habitats for rare species were estimated. Full impacts to these resources would be determined in the design and permitting phase.

Data Source:

The Wetlands dataset was developed and distributed by MassDEP & WCP. The Priority Habitats dataset was developed and distributed by NHESP.

Cost

Methodological Approach:

Cost of design and construction of facilities are often difficult for municipalities to fund and can lead to delay or abandonment of projects. Cost estimates developed for this project were totaled for the main option for each of the four routes and then divided by the total mileage of that option to determine a cost per mile for facilities.

Data Source:

Cost estimates developed for this feasibility study as discussed in the Cost Estimate section starting on page 28.

Implementation Difficulty Scoring

Table 9: Northern Route Implementation Difficulty Scores - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Total Score	Implementation Difficulty Level
N1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road.	Class 1	Proposed	0.27	0	1	$ 1,849,259.26	1	2	Moderate
N2	Westport	Old Bedford Road from Sanford Road to Dartmouth Town Line	Class 1	Proposed	1.83	1	1	$ 604,639.34	0	2	Moderate
N3	Dartmouth	Old Fall River Road from the Westport Town Line to North Hixville Road	Class 1	Proposed	2.5	1	1	$ 1,597,196.00	1	3	Moderate
N4	Dartmouth	North Hixville Road from Old Fall River Road to Collins Lane	Class 3	Proposed	0.87	0	0	$ 15,787.36	0	0	Easy
N5	Dartmouth	Collins Lane from North Hixville Road to Collins Corner Road/Ridge Hill Reserve	Class 1	Proposed	0.8	1	1	$ 3,285,087.50	2	4	High
N6	Dartmouth	This section of the Northern Scenic Pathway would travel from Collins Corner Road to Faunce Corner Road through land owned by the Town of Dartmouth and the Dartmouth Natural Resource Trust	Class 1	Proposed	2.03	0	2	$ 2,760,921.18	1	3	Moderate
N7	Dartmouth/ New Bedford	Routing along a New Bedford Water Department access road from Faunce Corner Road to High Hill Road.	Class 1	Proposed	0.83	0	1	$ 2,704,469.88	1	2	Moderate
N8	Dartmouth/ New Bedford	Shawmut Avenue from the terminus of the New Bedford Water Property Access Road to New Plainville Road.	Class 3	Proposed	0.37	0	0	$ 15,786.49	0	0	Easy
N9	New Bedford	New Plainville Road and Mount Pleasant Street from Shawmut Avenue to either Kings Highway or Nash Road	Class 2	Proposed	2.77	1	0	$ 606,390.94	0	1	Easy
N10	New Bedford	Routing on King's Highway and Tarkiln Hill Road to the Acushnet Town Line.	Class 2	Under Construction/ Proposed	1.57	0	0	$ 11,865.54	0	0	Easy
				Main Route Total	**13.84**						

Implementation Difficulty Scoring

Table 10: Northern Route Implementation Difficulty Scores - Alternate Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Total Score	Implementation Difficulty Level
N1A	Westport	Routing from Rail line at Route 6 along Old Bedford Road to Sanford Road	Class 1	Proposed	0.35	0	1	$ 599,685.71	0	1	Easy
N1B	Westport	Route 6 from Old Bedford Road to Sanford Road and Sanford Road from Route 6 to Old Bedford Road	Class 1	Proposed	0.58	0	0	$ 598,017.24	0	0	Easy
N2A	Westport	Blossom Road to Fall River Town Line	Class 3	Proposed	0.85	0	0	$ 33,297.65	0	0	Easy
N4A	Dartmouth	Collins Corner Road from Old Fall River Road to Northern Scenic Pathway	Class 3	Proposed	0.61	0	0	$ 15,786.89	0	0	Easy
N5A	Dartmouth	Routing through Ridge Hill Reserve from the Northern Scenic Pathway (at Collins Lane) to the Fall River City Line	Class 1	Proposed	0.91	0	1	$ 799,659.34	0	1	Easy
N5B	Dartmouth	North Hixville Road from Collins Lane to the Fall River City Line	Class 3	Proposed	0.45	0	0	$ 15,786.67	0	0	Easy
N6A	Dartmouth	Routing on Old Fall River Road from Collins Corner Road to the New Bedford City Line.	Class 1	Proposed	2.92	1	1	$ 797,452.05	0	2	Moderate
N8A	New Bedford	Routing on Old Plainville Road and New Plainville Road from the Dartmouth Town Line to Shawmut Avenue.	Class 1	Proposed	1.79	1	2	$ 321,223.46	0	3	Moderate
N10A	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, and Coggeshall Street.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street	Existing/ Proposed	1.84	1	0	$ 11,668.80	0	1	Easy
N10B	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, Coggeshall Street, North Front Street, Herman Melville Boulevard, MacArthur Blvd and the New Bedford Fairhaven Bridge.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street Blue Lane Preferred Option	Existing/ Proposed	4.09	1	0	$ 689,846.11	0	1	Easy

Implementation Difficulty Scoring

Table 11: Rail Route Implementation Difficulty Scores - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Implementation Difficulty Score	Implementation Difficulty Level
R1	Westport	Rail line from the Westport town line to Mid-City Scrap (just east of Route 88).	Class 1	Proposed	1.45	1	2	$ 2,440,675.86	1	4	High
R2	Westport	Rail corridor from Mid City Scrap (just east of Route 88) to the Dartmouth Town Line.	Class 1	Proposed	1.69	2	2	$ 2,033,644.97	1	5	High
R3	Dartmouth	Rail corridor from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.55	2	2	$ 4,114,665.93	2	6	High
R4	Dartmouth	Spur from the rail corridor to UMass Dartmouth via a utility easement.	Class 1	Proposed	1.45	2	2	$ 2,967,965.52	1	5	High
R5	New Bedford	Rail corridor from the Dartmouth Town Line to Deane Street.	Class 1	Proposed	2.08	2	2	$ 2,658,052.88	1	5	High
R6	New Bedford	Rail Corridor from Deane Street to Coggeshall Street.	Class 1	Proposed	0.36	2	2	$ 259,305.56	0	4	High
R7	New Bedford	On road along Coggeshall Street from the rail line to the Fairhaven town line on the Coggeshall Street Bridge.	Class 2	Existing	0.94			$ -			
				Main Route Totals	**12.52**						

Table 12: Rail Route Implementation Difficulty Scores - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Implementation Difficulty Score	Implementation Difficulty Level
R7A	New Bedford	From Rail Corridor, along Coggeshall, North Front Street, Herman Melville Blvd, and MacArthur Blvd to the Fairhaven Town Line on the New Bedford/ Fairhaven Bridge.	Existing - Coggeshall Blue Lane Preferred Routing Existing - NB/FH Bridge	Existing/ Proposed	2.49	0	0	$ 1,124,497.99	1	1	Easy

Implementation Difficulty Scoring

Table 13: Central Route Implementation Difficulty Scores - Main Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Implementation Difficulty Score	Implementation Difficulty Level
C1	Westport	Extension of the Fall River QRRT from the city line to Route 6. Separate use path along Route 6 to the Dartmouth Town Line.	Class 1	Proposed	4.38	0	1	$ 3,794,849.32	2	3	Moderate
C2	Dartmouth	On-road or separate use facilities along Route 6 from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.63	0	1	$ 2,224,466.52	1	2	Moderate
C3	Dartmouth	On-road or separate use facilities along Cross Road to provide access to UMass Dartmouth.	Class 2	Proposed	0.63	0	1	$ 4,649,206.35	2	3	Moderate
C4	New Bedford	On-road or separate use facilities along Route 6 from the Dartmouth Town Line to the Fairhaven Town Line on the New Bedford/Fairhaven Bridge.	Class 1 - Dartmouth Line to Rockdale Class 2 - Rockdale to Foster Street	Proposed	0.55	1	0	$ 2,944,709.09	2	3	Moderate
				Main Route Totals	10.19						

Table 14: Central Route Implementation Difficulty Scores - Alternate Segments

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Implementation Difficulty Score	Implementation Difficulty Level
C4A	New Bedford	An alternative to Route 6 in New Bedford along Brownell Avenue, Hawthorn Street, County Street and Union Street. This routing would start at the Route 6 at Route 140 and Brownell Street intersection and end at the New Bedford/Fairhaven Bridge.	Existing Class 1 - Brownell and Hawthorn Class 2 - County Street Class 3 - Union Street	Existing/ Proposed	0.31 + 0.5	1	0	$ 3,198,093.14	2	3	Moderate

Implementation Difficulty Scoring

Table 15: Southern Route Implementation Difficulty Scores - Main Segments

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Total Score	Implementation Difficulty Level
S1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road	Class 1	Proposed	0.59	1	1	$626,508.47	0	2	Moderate
S2	Westport	Sanford Road from the Rail Corridor to Route 177.	Class 1 - North of Rte 6 Class 3 - South of Rte 6	Proposed	3.53	0	0	$ 47,868.59	0	0	Moderate
S3	Westport	Route 177 from Sanford Road to Gifford Road.	Class 1	Proposed	1.74	1	1	$647,637.93	0	2	Moderate
S4	Westport	Gifford Road and Old County Road from Sanford Road to the Dartmouth Town Line.	Class 3 - Gifford Class 2 - Old County	Proposed	2.41	1	1	$ 15,787.20	0	2	Moderate
S5	Dartmouth	Old Westport Road from the Westport Town Line to Blosom Court.	Class 2	Existing	1.1			$ -		N/A	N/A
S6	Dartmouth	Routing from Old Westport Road to Chase Road through UMass Dartmouth.	Class 1	Proposed	1.41	0	2	$431,617.02	0	2	Moderate
S7	Dartmouth	Chace Road from UMass Dartmouth to Russells Mills Road	Class 3	Existing	3.01			$ -		N/A	N/A
S8	Dartmouth	Russells Mills Road from Chase Road to Rogers Street, Rogers Street from Russells Mills Road to the New Bedford City Line.	Class 2 - Russells Mills from Chase to Slocum Class 3 - Russells Mills from Slocum to Rogers, Rogers from Russells Mills to NBCL	Proposed	3.99	1	1	$ 59,684.21	0	2	Moderate
S9	New Bedford	Routing from the Dartmouth Town Line via Padnaram Avenue, Cove Road, the Cove Walk, the Saulnier Path and the HarborWalk.	Class 3 - Padanarum Ave Class 1 - Cove Road Existing - CoveWalk, Saulnier Path and HarborWalk	Proposed /Existing	5.71	1	0	$ 75,435.74	0	1	Easy
S10	New Bedford	Routing from the HarborWalk along Gifford Street, South Front Street and MacArthur Drive via the Blue Lane.	Class 2 - Potomska Street Existing - Gifford Road, South Front Street, MacArthur Drive	Proposed /Existing	1.39	0	0	$ 908.62	0	0	Easy
S11	New Bedford	Routing from Union Street/MacArthur Blvd/JFK Highway to the Fairhaven Line on the New Bedford/Fairhaven Bridge.	Class 1	Existing	0.62			$ -		N/A	N/A
				Main Route Totals	**25.5**						

Implementation Difficulty Scoring

Table 16: Southern Route Implementation Difficulty Scores - Alternate Segments

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Right of Way Score	Environmental	Cost per mile	Cost Score	Total Score	Implementation Difficulty Level
S6A	Dartmouth	Additional routing option to provide access from the UMass Dartmouth Campus to Route 6 via Old Westport Road.	Class 2	Proposed	2.9	1	0	$ 15,787.20	0	1	Easy
S10A	New Bedford	Routing from the CoveWalk to Union Street via Rodney French Blvd and JFK Highway (Route 18). JFK Hwy Project & Complete Streets Project	Class 1 - JFK Highway Class 2 - Rodney French	Existing/ Proposed	1.77	0	0	$194,350.28	0	0	Easy

Evaluation Criteria

The Evaluation Criteria process brings all the analysis together to provide a ranking for the four main routing options. The criteria incorporates six main categories, guiding principles, environmental/social justice, constraints, public and municipal support, experiential, and implementation difficulty scoring. The SCBA was closely involved in the development of the evaluation criteria and public input from Phase 1 was incorporated in the selection and development of categories.

Scores were calculated for each category based on the level of impact. The total the score for each routing option was tallied and compared to the scores of the other routing options. The higher the total score the better the routing option met the goals and criteria for the study. Tables 17, 18, 19 and 20 show how each route was scored using the criteria rubric. Methodology for scoring category is discussed in the following paragraphs.

Guiding Principles

Criteria in this category relate back to the guiding principles of the study shown on page ? and include safety, encouragement and access to generators.

Methodological Approach: For safety, the criteria assessed the level of separation from traffic as well as potential conflicts with motor vehicles. The percentage of Class 3 facilities per route was calculated and then used to access whether the route had no Class 3, some class 3 or the majority of the routing utilized Class 3 facilities. The smaller amount of Class 3 utilized the higher the score. Potential conflicts with motor vehicles was assessed based on the number of street crossings for the entire main route, the lower number of street crossings the higher the score.

For encouragement, the type and separate level of facilities comprising the routes was assessed and graded. The more separation provided by Class 1 and Class 2 facilities the higher the scoring in those categories.
For access to generators, the number of generators within a half mile of the routing option was accessed and used to determine if the route provided no, some or convenient access to generators.

Data Source: Amount and types of facilities were sourced from the benefits and constraints analysis as well as cost estimates. Potential conflicts with motor vehicles was assessed both in the field and through mapping. Access to generators was sourced from the benefits and constraints analysis.

Environmental/Social Justice

Criteria in this category were selected to determine the equity of the routing options. Criteria include access to and from neighborhoods with traditionally underserved populations, access to and from neighborhoods with high population densities and access to food and access to other modes of transportation.

Methodological Approach: For access to and from neighborhoods with traditionally underserved populations, as well as densely populated neighborhoods, the routing was assessed to determine if the route provided direct, reasonable (within a half mile buffer), or no access to each main routing option.

For access to food, routing was assess to determine if the route provided convenient, some or no access to food retailers.

For access to other modes, location of transit stops were assess to determine if the routing provided access to transit stops (including bus stops, bus terminals and proposed commuter rail stations) at reasonable intervals, access within a 1/2 mile “bikeshed” of the route or if no access was provided.

Data Source: Benefits and Constraints Analysis of access to and from neighborhoods with low-income, minority and limited English proficiency,

Evaluation Criteria

access to high population density neighborhoods, access to food, and access to other modes of transportation as defined by SRPEDD procedures and sourced from US Census data and Southeastern Regional Transit Authority Bus Stop/terminal location data and MBTA proposed South Coast Rail Station location data.

Constraints

Criteria in this category factors in potential constraints to the development of the routing. Constraints included wetland impacts, potential impacts to priority habitat for rare species, river crossings and potential right of way impacts.

Methodological Approach: For potential impacts to wetlands, the routing was assessed to determine if the route directly impacts wetlands by crossing the wetlands or within a 25 foot buffer, if the route falls within 25-100 feet of a wetland, or if the route does not or minimally impacts a wetland or buffer.

For potential impacts to priority habitats of rare species, routing was assessed to determine if the routing has potential for significant impact on NHESP identified habitat, minimally impedes on habitat or does not fall within an identified habitat.

For river crossings, the routing was examined to determine if their was potential need for building a new structure to cross a river. Points were assigned based on if a structure was needed and if the crossings were minor or significant.

Potential right of way impacts were assessed based on the level of potential need for land outside of existing public ownership. The lower the amount of need for land taking, the higher the score.

Data Source: Benefits and Constraints Analysis of potential impacts to wetlands, potential impacts to priority habitat of rare species, and potential need for new river crossings. Potential Right of Way impacts were calculated during the cost estimation process and included data from MassDOT's Road Inventory File Database.

Public Support

Criteria in this category incorporates results of public and municipal engagement efforts.

Methodological Approach: For evidence of public support, results from the Phase 2 public survey/ranking tool were used to assign points. As part of the survey participants were asked to rank the options from most preferred to least preferred. The most preferred option received the most points and the least preferred option received the least points. An option was provided to account for public opposition, at the time of evaluation there was no public opposition reported.

For evidence of municipal support, SRPEDD and the SCBA hosted municipal stakeholder workshops as discussed in Chapter 8. The preferred option for each community received two points and the secondary option received one point.

Data Source: Public and Municipal Input as detailed in Chapter 8.

Experiential

Criteria in this category were added to reflect input from public input from phase 1 and other sources. During the Phase 1 workshop, in separate polls, a high percentage of participants (83%) reported that they prefer routing that is off road as much as possible, 77% reported that they were most interested in the experience of the trail and 77% reported that they would like access to open space and nature. Criteria selected to reflect this input as well as input from other sources included access to open space and access to UMassDartmouth. Off road routing is reflected in the guiding

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principles section.

Methodological Approach: For access to open space, routing was assessed to determine the percentage of the route that provides access to open space. The highest points were assigned to routing that provided access to open space for more than half of the proposed routing, while routes that provided access but fell under the half percentage were assigned lower points Routes that provided no access to open space received no points.

Level of access to the UmassDartmouth main campus was assessed for each route and assigned points based on whether the route provided direct access, access through a spur or no access to UMass Dartmouth.

Data Source: Benefits and Constraints Analysis of Access to Open Space.

Difficulty of Implementation Scoring

Criteria in this category incorporates results of the implementation scoring analysis.

Methodological Approach:

Data Source: Implementation Scoring Results

Evaluation Criteria Scoring

Table 17: Northern Route Evaluation Criteria

Evaluation Criteria	Criteria	Scoring	Score
Guiding Principles			
Safety	Amount of Class 3 (no separation from traffic) Facilities	Route has no Class 3 facilities (2) Route has some Class 3 facilties (1) Majority of Route is Class 3 facilties (0)	1
	Potential Conflicts with motor vehicles (number of street crossings)	Route has minimal street crossings (2) Route has some street crossings (1) Route has numerous street crossings (0)	1
Encouragement - i.e. type of facility	Length of Separated Facilities (class 1)	More than three quarters of the route is Class 1 (2) More than half of the Route is Class 1 (1) Route has little or no Class 1 (0)	1
	Length of bicycle lanes (class 2)	Route uses Class 2 when Class 1 is not feasible for short distances (minimal but necessary) (2) Route uses some Class 2 (1) Route uses mainly Class 2 (0)	1
Access to Generators	Number of generators within half mile buffer	Route provides convenient access to priority generators (2) Route provides some access to priority generators (1) Route provides minimal or no access to priority generators (0)	2
Enviromental/Social Justice			
Access to/from neighborhoods with underserved populations	Access within mapped Environmental and Social Justice neighborhoods and buffer (half mile)	Route provides direct access to underserved populations (2) Route provides reasonable access (within buffer) to underserved populations (1) Route provides no access to underserved populations (0)	1
Access to/from dense neighborhoods	Access within mapped densely populated neighborhoods and buffer (half mile)	Route provides direct access to densely populated neighborhoods (2) Route provides reasonable access (within buffer) densely populated neighborhoods (1) Route provides no access to densely populated neighborhoods (0)	1
Access to Food	Access to food retailers	Route provides convenient access to food retailers(2) Route provides some access to food retailers (1) Route provides minimal or no access to food retailers (0)	2
Access to other modes	Access to transit stops directly or within half mile	Route provides direct access to transit stops at reasonable intervals (2) Route provides access within the bike/walkshed (1/2 mile) of transit stops (1) Route provides no access to transit (0)	1
Constraints			
Wetlands	Potential impacts to wetlands	Route does not or only minimally impacts wetland buffer (2) Route falls within 25-100 feet of a wetland (1) Route directly impacts the 25 foot buffer or crosses wetlands (0)	0
Species	Potential impacts to priority habitats for rare species (NHESP)	Route does not fall within NHESP identified Habitat (2) Route only minimally impedes on NHESP Habitat (1) Route has potential for significant impact on NHESP habitat (0)	0
Rivers	Amount of potential new structures for river crossings	Route has significant river crossings (2) Route has some river crossings (1) Route has no river crossings (0)	2
Potential Right of Way Impacts	Estimated area outside of existing ROW/public ownership	Majority of the route is on public land and/or requires no land takings (2) Route requires minimal land takings (1) Route requires significant land takings (0)	1
Public Support			
Evidence of public support	Results from public outreach efforts	Highest rated option from ranking survey (4) Second highest rated option from ranking survey (3) Third highest rated option from ranking survey (2) Fourth highest rated option from ranking survey (1) Route has evidence of public opposition (0)	4
Municipal Support	Municipal input on routing	Municipal Preferred Option (2) Municipal secondary Option (1) Municipal least preferred (0)	
Experiential			
Access to Open Space	Amount of route providing access to open space	More than half of the route provides access to or through open space (2) Route provides access to open space (1) Route provides no access to open space (0)	2
Connection to UMass Dartmouth	Level of access to UMass Dartmouth main campus	Route provides direct access to UMass Dartmouth (2) Route provides access to UMass Dartmouth through a spur (1) Route does not provide access to UMass Dartmouth (0)	0
Difficulty of Implementation Scoring			
Difficulty of implementation totals	Results of implementation scoring analysis	Route is easy to implement (2) Route is moderate to implement (1) Route is difficult to implement (0)	1
		Total	21

Evaluation Criteria Scoring

Table 18: Rail Route Evaluation Criteria

Evaluation Criteria	Criteria	Scoring	Score
Guiding Principles			
Safety	Amount of Class 3 (no separation from traffic) Facilities	Route has no Class 3 facilities (2) Route has some Class 3 facilties (1) Majority of Route is Class 3 facilties (0)	2
	Potential Conflicts with motor vehicles (number of street crossings)	Route has minimal street crossings (2) Route has some street crossings (1) Route has numerous street crossings (0)	2
Encouragement - i.e. type of facility	Length of Separated Facilities (class 1)	More than three quarters of the route is Class 1 (2) More than half of the Route is Class 1 (1) Route has little or no Class 1 (0)	2
	Length of bicycle lanes (class 2)	Route uses Class 2 when Class 1 is not feasible for short distances (minimal but necessary) (2) Route uses some Class 2 (1) Route uses mainly Class 2 (0)	2
Access to Generators	Number of generators within half mile buffer	Route provides convenient access to priority generators (2) Route provides some access to priority generators (1) Route provides minimal or no access to priority generators (0)	1
Enviromental/Social Justice			
Access to/from neighborhoods with underserved populations	Access within mapped Environmental and Social Justice neighborhoods and buffer (half mile)	Route provides direct access to underserved populations (2) Route provides reasonable access (within buffer) to underserved populations (1) Route provides no access to underserved populations (0)	1
Access to/from dense neighborhoods	Access within mapped densely populated neighborhoods and buffer (half mile)	Route provides direct access to densely populated neighborhoods (2) Route provides reasonable access (within buffer) densely populated neighborhoods (1) Route provides no access to densely populated neighborhoods (0)	0
Access to Food	Access to food retailers	Route provides convenient access to food retailers(2) Route provides some access to food retailers (1) Route provides minimal or no access to food retailers (0)	1
Access to other modes	Access to transit stops directly or within half mile	Route provides direct access to transit stops at reasonable intervals (2) Route provides access within the bike/walkshed (1/2 mile) of transit stops (1) Route provides no access to transit (0)	1
Constraints			
Wetlands	Potential impacts to wetlands	Route does not or only minimally impacts wetland buffer (2) Route falls within 25-100 feet of a wetland (1) Route directly impacts the 25 foot buffer or crosses wetlands (0)	0
Species	Potential impacts to priority habitats for rare species (NHESP)	Route does not fall within NHESP identified Habitat (2) Route only minimally impedes on NHESP Habitat (1) Route has potential for significant impact on NHESP habitat (0)	0
Rivers	Amount of potential new structures for river crossings	Route has significant river crossings (2) Route has some river crossings (1) Route has no river crossings (0)	2
Potential Right of Way Impacts	Estimated area outside of existing ROW/public ownership	Majority of the route is on public land and/or requires no land takings (2) Route requires minimal land takings (1) Route requires significant land takings (0)	0
Public Support			
Evidence of public support	Results from public outreach efforts	Highest rated option from ranking survey (4) Second highest rated option from ranking survey (3) Third highest rated option from ranking survey (2) Fourth highest rated option from ranking survey (1) Route has evidence of public opposition (0)	2
Municipal Support	Municipal input on routing	Municipal Preferred Option (2) Municipal secondary Option (1) Municipal least preferred (0)	
Experiential			
Access to Open Space	Amount of route providing access to protected open space	More than half of the route provides access to or through protected open space (2) Route provides access to open space (1) Route provides no access to open space (0)	1
Connection to UMass Dartmouth	Level of access to UMass Dartmouth main campus	Route provides direct access to UMass Dartmouth (2) Route provides access to UMass Dartmouth through a spur (1) Route does not provide access to UMass Dartmouth (0)	1
Difficulty of Implementation Scoring			
Difficulty of implementation totals	Results of implementation scoring analysis	Route is easy to implement (2) Route is moderate to implement (1) Route is difficult to implement (0)	0
		Total	18

Evaluation Criteria Scoring

Table 19: Central Route Evaluation Criteria

Evaluation Criteria	Criteria	Scoring	Score
Guiding Principles			
Safety	Amount of Class 3 (no separation from traffic) Facilities	Route has no Class 3 facilities (2) Route has some Class 3 facilties (1) Majority of Route is Class 3 facilties (0)	2
	Potential Conflicts with motor vehicles (number of street crossings)	Route has minimal street crossings (2) Route has some street crossings (1) Route has numerous street crossings (0)	0
Encouragement - i.e. type of facility	Length of Separated Facilities (class 1)	More than three quarters of the route is Class 1 (2) More than half of the Route is Class 1 (1) Route has little or no Class 1 (0)	2
	Length of bicycle lanes (class 2)	Route uses Class 2 when Class 1 is not feasible for short distances (minimal but necessary) (2) Route uses some Class 2 (1) Route uses mainly Class 2 (0)	1
Access to Generators	Number of generators within half mile buffer	Route provides convenient access to priority generators (2) Route provides some access to priority generators (1) Route provides minimal or no access to priority generators (0)	2
Enviromental/Social Justice			
Access to/from neighborhoods with underserved populations	Access within mapped Environmental and Social Justice neighborhoods and buffer (half mile)	Route provides direct access to underserved populations (2) Route provides reasonable access (within buffer) to underserved populations (1) Route provides no access to underserved populations (0)	2
Access to/from dense neighborhoods	Access within mapped densely populated neighborhoods and buffer (half mile)	Route provides direct access to densely populated neighborhoods (2) Route provides reasonable access (within buffer) densely populated neighborhoods (1) Route provides no access to densely populated neighborhoods (0)	2
Access to Food	Access to food retailers	Route provides convenient access to food retailers(2) Route provides some access to food retailers (1) Route provides minimal or no access to food retailers (0)	2
Access to other modes	Access to transit stops directly or within half mile	Route provides direct access to transit stops at reasonable intervals (2) Route provides access within the bike/walkshed (1/2 mile) of transit stops (1) Route provides no access to transit (0)	2
Constraints			
Wetlands	Potential impacts to wetlands	Route does not or only minimally impacts wetland buffer (2) Route falls within 25-100 feet of a wetland (1) Route directly impacts the 25 foot buffer or crosses wetlands (0)	1
Species	Potential impacts to priority habitats for rare species (NHESP)	Route does not fall within NHESP identified Habitat (2) Route only minimally impedes on NHESP Habitat (1) Route has potential for significant impact on NHESP habitat (0)	2
Rivers	Amount of potential new structures for river crossings	Route has significant river crossings (2) Route has some river crossings (1) Route has no river crossings (0)	1
Potential Right of Way Impacts	Estimated area outside of existing ROW/public ownership	Majority of the route is on public land and/or requires no land takings (2) Route requires minimal land takings (1) Route requires significant land takings (0)	1
Public Support			
Evidence of public support	Results from public outreach efforts	Highest rated option from ranking survey (4) Second highest rated option from ranking survey (3) Third highest rated option from ranking survey (2) Fourth highest rated option from ranking survey (1) Route has evidence of public opposition (0)	1
Municipal Support	Municipal input on routing	Municipal Preferred Option (2) Municipal secondary Option (1) Municipal least preferred (0)	
Experiential			
Access to Open Space	Amount of route providing access to open space	More than half of the route provides access to or through open space (2) Route provides access to open space (1) Route provides no access to open space (0)	0
Connection to UMass Dartmouth	Level of access to UMass Dartmouth main campus	Route provides direct access to UMass Dartmouth (2) Route provides access to UMass Dartmouth through a spur (1) Route does not provide access to UMass Dartmouth (0)	2
Difficulty of Implementation Scoring			
Difficulty of implementation totals	Results of implementation scoring analysis	Route is easy to implement (2) Route is moderate to implement (1) Route is difficult to implement (0)	
		Total	23

Evaluation Criteria Scoring

Table 20: Southern Route Evaluation Criteria

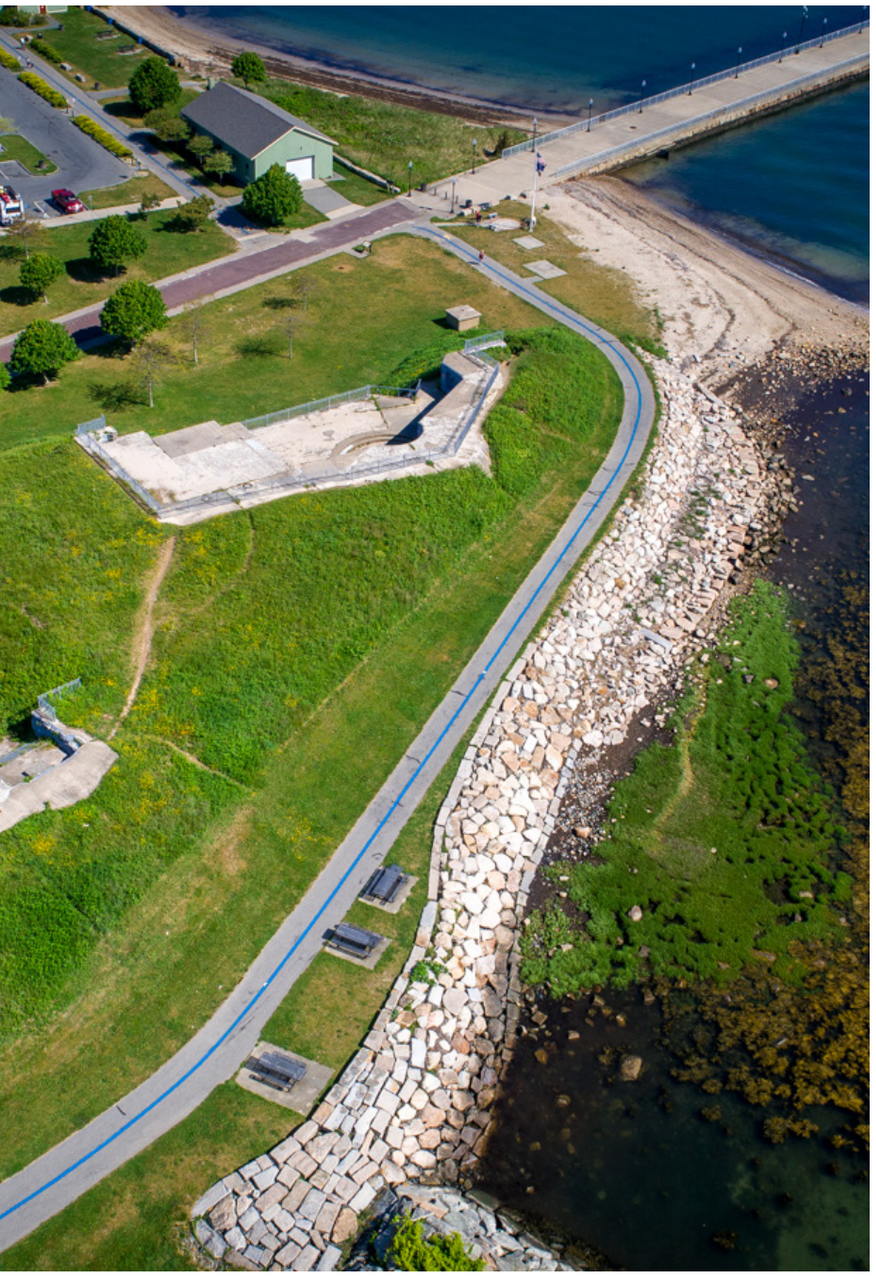
Evaluation Criteria	Criteria	Scoring	Score
Guiding Principles			
Safety	Amount of Class 3 (no separation from traffic) Facilities	Route has no Class 3 facilities (2) Route has some Class 3 facilties (1) Majority of Route is Class 3 facilties (0)	1
	Potential Conflicts with motor vehicles (number of street crossings)	Route has minimal street crossings (2) Route has some street crossings (1) Route has numerous street crossings (0)	0
Encouragement - i.e. type of facility	Length of Separated Facilities (class 1)	More than three quarters of the route is Class 1 (2) More than half of the Route is Class 1 (1) Route has little or no Class 1 (0)	1
	Length of bicycle lanes (class 2)	Route uses Class 2 when Class 1 is not feasible for short distances (minimal but necessary) (2) Route uses some Class 2 (1) Route uses mainly Class 2 (0)	1
Access to Generators	Number of generators within half mile buffer	Route provides convenient access to priority generators (2) Route provides some access to priority generators (1) Route provides minimal or no access to priority generators (0)	2
Enviromental/Social Justice			
Access to/from neighborhoods with underserved populations	Access within mapped Environmental and Social Justice neighborhoods and buffer (half mile)	Route provides direct access to underserved populations (2) Route provides reasonable access (within buffer) to underserved populations (1) Route provides no access to underserved populations (0)	2
Access to/from dense neighborhoods	Access within mapped densely populated neighborhoods and buffer (half mile)	Route provides direct access to densely populated neighborhoods (2) Route provides reasonable access (within buffer) densely populated neighborhoods (1) Route provides no access to densely populated neighborhoods (0)	1
Access to Food	Access to food retailers	Route provides convenient access to food retailers(2) Route provides some access to food retailers (1) Route provides minimal or no access to food retailers (0)	2
Access to other modes	Access to transit stops directly or within half mile	Route provides direct access to transit stops at reasonable intervals (2) Route provides access within the bike/walkshed (1/2 mile) of transit stops (1) Route provides no access to transit (0)	1
Constraints			
Wetlands	Potential impacts to wetlands	Route does not or only minimally impacts wetland buffer (2) Route falls within 25-100 feet of a wetland (1) Route directly impacts the 25 foot buffer or crosses wetlands (0)	1
Species	Potential impacts to priority habitats for rare species (NHESP)	Route does not fall within NHESP identified Habitat (2) Route only minimally impedes on NHESP Habitat (1) Route has potential for significant impact on NHESP habitat (0)	1
Rivers	Amount of potential new structures for river crossings	Route has significant river crossings (2) Route has some river crossings (1) Route has no river crossings (0)	1
Potential Right of Way Impacts	Estimated area outside of existing ROW/public ownership	Majority of the route is on public land and/or requires no land takings (2) Route requires minimal land takings (1) Route requires significant land takings (0)	1
Public Support			
Evidence of public support	Results from public outreach efforts	Highest rated option from ranking survey (4) Second highest rated option from ranking survey (3) Third highest rated option from ranking survey (2) Fourth highest rated option from ranking survey (1) Route has evidence of public opposition (0)	3
Municipal Support	Municipal input on routing	Municipal Preferred Option (2) Municipal secondary Option (1) Municipal least preferred (0)	
Experiential			
Access to Open Space	Amount of route providing access to open space	More than half of the route provides access to or through open space (2) Route provides access to open space (1) Route provides no access to open space (0)	1
Connection to UMass Dartmouth	Level of access to UMass Dartmouth main campus	Route provides direct access to UMass Dartmouth (2) Route provides access to UMass Dartmouth through a spur (1) Route does not provide access to UMass Dartmouth (0)	2
Difficulty of Implementation Scoring			
Difficulty of implementation totals	Results of implementation scoring analysis	Route is easy to implement (2) Route is moderate to implement (1) Route is difficult to implement (0)	1
		Total	22

Analysis Summary Table

Table 21: Results from all analysis

Route	Length	Evaluation Criteria Score	Total Cost	Implementation Difficulty
Northern	13.84	21	$ 17,794,137.81	Moderate
Rail	12.52	18	$ 35,623,220.00	Hard
Central	10.19	23	$ 31,469,310.00	Moderate
Southern	25.5	22	$ 2,982,274.32	Moderate

Chapter 9



Recommendations and Implementation

Based on analysis, which included input from the public and municipalities, the preferred routing option is the Northern route. While efforts and resources should be concentrated on development of that route, this study is designed to provide the information needed for implementation on a segment by segment basis.

In the case of the Central Route, the majority of the routing is under the jurisdiction of MassDOT and is currently under study for potential bicycle and pedestrian upgrades by MassDOT and SRPEDD for the most of the routing through Westport and Dartmouth. A large section in New Bedford is proposed for bicycling improvements as a Complete Streets project. Bicycle improvements for this routing option are also supported by the Massachusetts Bicycle Transportation Plan, which identifies sections of the proposed Central routes as having a high potential for everyday biking.

Recommendations for this study fall into two categories - general recommendations and segment recommendations - and are designed to aid in the implementation of routes and individual segments.

General Recommendations Include:
1. The South Coast Bikeway Alliance (SCBA) should hold a formal vote on which routing option to pursue.

2. A stakeholder working group that has representation from all three municipalities and is guided by the SCBA and SRPEDD should be developed to ensure the path is developed in a cohesive and complementary manner across the three municipalities.

3. Community representatives should work within each municipality to pursue their respective sections.

4. The public should be encouraged to participate at every step to ensure that the projects are in the publics best interest and to help build overall public support for the South Coast Bikeway.

Segment specific recommendations and implementation information such as type of facility, estimated cost, implementation scoring and potential funding source(s) can be found in Tables 22-27.

Potential funding sources included the MassTrails Program, the Transportation Improvement Program, Chapter 90 funds and the Massachusetts Complete Streets Program and are detailed in the following paragraphs. Potential funding sources were applied to each segment based on estimated funding amount and applicability of the funding source to the proposed project.

Recommendations and Implementation

The MassTrails Program provides matching grants to communities, public entities and non-profit organizations to design, create, and maintain the diverse network of trails, trail systems, and trails experiences used and enjoyed by Massachusetts residents and visitors. Applications are accepted annually for a variety of well-planned trail projects benefiting communities across the state.

Grant amounts are dependent on the project and its needs, but generally range from $5,000 to $100,000 with grants of up to $300,000 awarded to projects demonstrating critical network connections of regional significance. Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared use pathways, and the amenities that support trails. Eligible grant activities include project development, design, engineering, permitting, construction, and maintenance of recreational trails, shared use pathways, and the amenities that support trails. More information on the Masstrails program can be found here.

The Transportation Improvement Program (TIP) - Metropolitan Planning Organizations (MPOs) are required under federal law to develop a TIP covering a period of five years. The TIP contains projects that are funded through a combination of federal and state funding. The TIP for each MPO is combined into the State's TIP (STIP) along with other statewide projects. For Southeastern Massachusetts (and the three communities included in this study) the MPO is the Southeastern Massachusetts MPO (SMMPO), which is staffed by SRPEDD. The TIP incorporates several federal funding programs, each with specific funding requirements. For bike related projects the TIP can be used for construction, all other project costs such as design, right of way and permitting are the responsibility of the community. The SMMPO region generally receives about $18 million in a year in TIP funding from the different funding categories. In order to be eligible for funding, a project must be approved through the MassDOT project review committee. More information on the TIP and developing a project can be found in SRPEDD's TIP Funding Guide.

The Massachusetts Chapter 90 Program - Chapter 90 entitles cities and towns to receive reimbursements on approved projects. Chapter 90 funding is allocated to communities based on a formula that incorporates community accepted roadway mileage and population. Projects must be approved in advance for the program and include a wide variety of project types from roadway reconstruction, design, bike facilities, salt sheds and others. Due to the large amount of uses and the limited amount of funding, Chapter 90 is in high demand and generally highly used by communities. It may be challenging to use Chapter 90 funding for proposed projects due to the need for project funding and the fact that communities generally program use of this funding in advance for specific projects. More information on the Chapter 90 Program can be found here.

The Massachusetts Complete Streets Program - The MassDOT Complete Streets Funding Program provides technical assistance and construction funding to eligible municipalities. Eligible municipalities must pass a Complete Streets Policy and develop a Prioritization Plan. Similar to the Chapter 90 program, the Complete Streets program is a reimbursement program and projects require approval in advance. Eligible project types include intersection redesigns, pedestrian crossing modifications, street reconfigurations and traffic calming, pedestrian and bike network connections, transit investments, and environment and streetscape investments. The program provides up to $38,000 for technical assistance with developing a prioritization plan and once approved, municipalities are eligible to received up to $400,000 over a four year period for construction funding. More information on the Complete Streets Program can be found here.

Projects for Dartmouth and New Bedford proposed for Complete Streets funding were selected from each communities approved Complete Streets Prioritization Plan. Westport is in the process of hiring a consultant to develop a Complete Streets Prioritization Plan, therefore projects with complete streets as a potential funding source identified for Westport are pending inclusion and approval of a prioritization plan for Westport.

Table 22: Northern Route Recommendation Summary

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
N1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road.	Class 1	Proposed	0.27	$ 499,300.00	$ 70,906.00	Moderate	MassTrails or TIP
N2	Westport	Old Bedford Road from Sanford Road to Dartmouth Town Line	Class 1	Proposed	1.83	$ 1,106,490.00	$ 133,660.00	Moderate	TIP
N3	Dartmouth	Old Fall River Road from the Westport Town Line to North Hixville Road	Class 1	Proposed	2.5	$ 3,992,990.00	$ 417,933.50	Moderate	TIP
N4	Dartmouth	North Hixville Road from Old Fall River Road to Collins Lane	Class 3	Proposed	0.87	$ 13,735.00		Easy	Complete Streets
N5	Dartmouth	Collins Lane from North Hixville Road to Collins Corner Road/Ridge Hill Reserve	Class 1	Proposed	0.8	$ 2,628,070.00	$ 387,600.00	High	TIP or phased MassTrails
N6	Dartmouth	This section of the Northern Scenic Pathway would travel from Collins Corner Road to Faunce Corner Road through land owned by the Town of Dartmouth and the Dartmouth Natural Resource Trust	Class 1	Proposed	2.03	$ 5,604,670.00	$ 717,012.00	Moderate	TIP or phased MassTrails
N7	Dartmouth/ New Bedford	Routing along a New Bedford Water Department access road from Faunce Corner Road to High Hill Road.	Class 1	Proposed	0.83	$ 2,244,710.00	$ 300,067.00	Moderate	TIP or phased MassTrails
N8	Dartmouth/ New Bedford	Shawmut Avenue from the terminus of the New Bedford Water Property Access Road to New Plainville Road.	Class 3	Proposed	0.37	$ 5,841.00		Easy	Chapter 90
N9	New Bedford	New Plainville Road and Mount Pleasant Street from Shawmut Avenue to either Kings Highway or Nash Road	Class 2	Proposed	2.77	$ 1,679,702.91	$ 251,955.44	Easy	TIP
N10	New Bedford	Routing on King's Highway and Tarkiln Hill Road to the Acushnet Town Line.	Class 2	Under Construction/ Proposed	1.57	$ 18,628.90		Easy	Chapter 90
				Main Route Total	**13.84**	**$ 17,794,137.81**	**$ 2,279,133.94**		

Table 23: Northern Route Alternates Recommendation Summary

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
N1A	Westport	Routing from Rail line at Route 6 along Old Bedford Road to Sanford Road	Class 1	Proposed	0.35	$ 209,890.00	$ 27,324.00	Easy	MassTrails
N1B	Westport	Route 6 from Old Bedford Road to Sanford Road and Sanford Road from Route 6 to Old Bedford Road	Class 1	Proposed	0.58	$ 346,850.00	$ 44,726.00	Easy	Complete Streets
N2A	Westport	Blossom Road to Fall River Town Line	Class 3	Proposed	0.85	$ 28,303.00		Easy	Complete Streets
N4A	Dartmouth	Collins Corner Road from Old Fall River Road to Northern Scenic Pathway	Class 3	Proposed	0.61	$ 9,630.00		Easy	Chapter 90
N5A	Dartmouth	Routing through Ridge Hill Reserve from the Northern Scenic Pathway (at Collins Lane) to the Fall River City Line	Class 1	Proposed	0.91	$ 727,690.00	$ 77,330.00	Easy	TIP or Phased MassTrails
N5B	Dartmouth	North Hixville Road from Collins Lane to the Fall River City Line	Class 3	Proposed	0.45	$ 7,104.00		Easy	Chapter 90
N6A	Dartmouth	Routing on Old Fall River Road from Collins Corner Road to the New Bedford City Line.	Class 1	Proposed	2.92	$ 2,328,560.00	$ 209,346.00	Moderate	TIP
N8A	New Bedford	Routing on Old Plainville Road and New Plainville Road from the Dartmouth Town Line to Shawmut Avenue.	Class 1	Proposed	1.79	$ 574,990.00	$ 90,904.00	Moderate	TIP
N10A	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, and Coggeshall Street.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street	Existing/ Proposed	1.84	$ 21,470.59		Easy	Chapter 90
N10B	New Bedford	Alternate Routing to the Fairhaven Town Line via Nash Road, Ashley Blvd, Coggeshall Street, North Front Street, Herman Melville Boulevard, MacArthur Blvd and the New Bedford Fairhaven Bridge.	Class 2 - Nash Road Class 3 - Ashley Blvd Existing - Coggeshall Street Blue Lane Preferred Option	Existing/ Proposed	4.09	$ 2,821,470.59	$ 423,220.59	Easy	TIP or phased MassTrails

Recommendations and Implementation

Table 24: Rail Route and Alternates Recommendation Summary

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
R1	Westport	Rail line from the Westport town line to Mid-City Scrap (just east of Route 88).	Class 1	Proposed	1.45	$ 3,538,980.00	$ 481,680.00	High	TIP
R2	Westport	Rail corridor from Mid City Scrap (just east of Route 88) to the Dartmouth Town Line.	Class 1	Proposed	1.69	$ 3,436,860.00	$ 448,182.00	High	TIP
R3	Dartmouth	Rail corridor from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.55	$ 18,721,730.00	$ 2,695,104.00	High	TIP
R4	Dartmouth	Spur from the rail corridor to UMass Dartmouth via a utility easement.	Class 1	Proposed	1.45	$ 4,303,550.00	$ 577,278.00	High	TIP
R5	New Bedford	Rail corridor from the Dartmouth Town Line to Deane Street.	Class 1	Proposed	2.08	$ 5,528,750.00	$ 734,904.00	High	TIP
R6	New Bedford	Rail Corridor from Deane Street to Coggeshall Street.	Class 1	Proposed	0.36	$ 93,350.00	$ 5,324.00	High	TIP
R7	New Bedford	On road along Coggeshall Street from the rail line to the Fairhaven town line on the Coggeshall Street Bridge.	Class 2	Existing	0.94			N/A	N/A
				Main Route Totals	**12.52**	**$ 35,623,220.00**	**$ 4,942,472.00**		

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
R7A	New Bedford	From Rail Corridor, along Coggeshall, North Front Street, Herman Melville Blvd, and MacArthur Blvd to the Fairhaven Town Line on the New Bedford/ Fairhaven Bridge.	Existing - Coggeshall Blue Lane Preferred Routing Existing - NB/FH Bridge	Existing/ Proposed	2.49	$ 2,800,000.00	$ 420,000.00	Easy	TIP or phased MassTrails

Recommendations and Implementation

Table 25: Central Route and Alternates Recommendation Summary

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
C1	Westport	Extension of the Fall River QRRT from the city line to Route 6. Separate use path along Route 6 to the Dartmouth Town Line.	Class 1	Proposed	4.38	$16,621,440.00	$ 1,195,202.00	Moderate	MassDOT / TIP
C2	Dartmouth	On-road or separate use facilities along Route 6 from the Westport Town Line to the New Bedford City Line.	Class 1	Proposed	4.63	$10,299,280.00	$ 1,308,405.00	Moderate	MassDOT / TIP
C3	Dartmouth	On-road or separate use facilities along Cross Road to provide access to UMass Dartmouth.	Class 2	Proposed	0.63	$2,929,000		Moderate	MassDOT / TIP
C4	New Bedford	On-road or separate use facilities along Route 6 from the Dartmouth Town Line to the Fairhaven Town Line on the New Bedford/Fairhaven Bridge.	Class 1 - Dartmouth Line to Rockdale Class 2 - Rockdale to Foster Street	Proposed	0.55	$ 1,619,590.00	$ 242,938.50	Moderate	TIP / Complete Streets
				Main Route Totals	10.19	$31,469,310.00	$ 2,746,545.50		

Segment ID	Community	Segment Descriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
C4A	New Bedford	An alternative to Route 6 in New Bedford along Brownell Avenue, Hawthorn Street, County Street and Union Street. This routing would start at the Route 6 at Route 140 and Brownell Street intersection and end at the New Bedford/Fairhaven Bridge.	Existing Class 1 - Brownell and Hawthorn Class 2 - County Street Class 3 - Union Street	Existing/ Proposed	0.81	$ 2,590,455.44	$ 388,568.32	Moderate	TIP

Recommendations and Implementation

Table 26: Southern Route Recommendation Summary

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
S1	Westport	Extension of the Fall River QRRT along an out of service rail corridor from the city line to Sanford Road	Class 1	Proposed	0.59	$ 369,640.00	$ 57,376.00	Moderate	MassTrails / TIP
S2	Westport	Sanford Road from the Rail Corridor to Route 177.	Class 1 - North of Rte 6 Class 3 - South of Rte 6	Proposed	3.53	$ 168,976.13	$ 8,756.00	Moderate	Complete Streets
S3	Westport	Route 177 from Sanford Road to Gifford Road.	Class 1	Proposed	1.74	$ 1,126,890.00	$160,000.00	Moderate	TIP
S4	Westport	Gifford Road and Old County Road from Sanford Road to the Dartmouth Town Line.	Class 3 - Gifford Class 2 - Old County	Proposed	2.41	$ 38,047.16		Moderate	Complete Streets
S5	Dartmouth	Old Westport Road from the Westport Town Line to Blosom Court.	Class 2	Existing	1.1			N/A	N/A
S6	Dartmouth	Routing from Old Westport Road to Chase Road through UMass Dartmouth.	Class 1	Proposed	1.41	$ 608,580.00		Moderate	MassTrails
S7	Dartmouth	Chace Road from UMass Dartmouth to Russells Mills Road	Class 3	Existing	3.01			N/A	N/A
S8	Dartmouth	Russells Mills Road from Chase Road to Rogers Street, Rogers Street from Russells Mills Road to the New Bedford City Line.	Class 2 - Russells Mills from Chase to Slocum Class 3 - Russells Mills from Slocum to Rogers, Rogers from Russells Mills to NBCL	Proposed	3.99	$ 238,140.00		Moderate	Complete Streets
S9	New Bedford	Routing from the Dartmouth Town Line via Padnaram Avenue, Cove Road, the Cove Walk, the Saulnier Path and the HarborWalk.	Class 3 - Padanarum Ave Class 1 - Cove Road Existing - CoveWalk, Saulnier Path and HarborWalk	Proposed /Existing	5.71	$ 430,738.06	$ 69,058.00	Easy	TIP or MassTrails
S10	New Bedford	Routing from the HarborWalk along Gifford Street, South Front Street and MacArthur Drive via the Blue Lane.	Class 2 - Potomska Street Existing - Gifford Road, South Front Street, MacArthur Drive	Proposed /Existing	1.39	$ 1,262.98		Easy	Chapter 90
S11	New Bedford	Routing from Union Street/MacArthur Blvd/JFK Highway to the Fairhaven Line on the New Bedford/Fairhaven Bridge.	Class 1	Existing	0.62			N/A	N/A
			Main Route Totals		**25.5**	**$ 2,982,274.32**	**$295,190.00**		

Table 27: Southern Route Recommendation Summary

Segment ID	Community	Segment Decriptions	Type of Facility	Status	Miles	Construction Cost Estimate	Design Cost Estimate	Implementation Difficulty Level	Potential Funding Source
S6A	Dartmouth	Additional routing option to provide access from the UMass Dartmouth Campus to Route 6 via Old Westport Road.	Class 2	Proposed	2.9	$ 45,782.88		Easy	Chapter 90
S10A	New Bedford	Routing from the CoveWalk to Union Street via Rodney French Blvd and JFK Highway (Route 18). JFK Hwy Project & Complete Streets Project	Class 1 - JFK Highway Class 2 - Rodney French	Existing/ Proposed	1.77	$ 344,000.00		Easy	Complete Streets