

February 20, 2024

Paul DiGiuseppe, CNU-A, MPA
Director of Planning & Economic Development
Town of Fairhaven
Town Hall
40 Center Street
Fairhaven, MA 02719

RE: Map 30A – Lots 87 and 87A, Bridge Street
Peer Review - Site Plan - Traffic Impact Study

Dear Mr. DiGiuseppe:

GCG Associates, Inc. has reviewed the Traffic Impact Study for the Site Plan for Map 30A – Lots 87 and 87A, Bridge Street in Fairhaven, MA.

Documents: Traffic Impact Study, 277 Bridge Street Fairhaven, MA., prepared by Bowman Consulting Group, Ltd., dated February 2023. (GCG believes the report year should be 2024). And associated Appendix A through K.

Based upon our review of the above information, we offer the following general comments and comments with respect to compliance with the Fairhaven Zoning Section 198-8. A.

GENERAL COMMENTS

The following are general comments with respect to the project's Traffic Impact Study (TIS).

1. This project proposed a 5,850 S.F. (square feet) commercial building with 34 parking spaces in a combined 161,479 S.F. parcel, (which consists of Lot 87, 143,536 S.F. and Lot 87A, 17,943 S.F.). These two Lots are currently improved by a paved driveway access (majority in Lot 87A) to the 277 Bridge Street (Map 30A Lot 86B), Gas Station/Convenience Store/Drive-Through Coffee Shop development, which built about 2020 under a Planning Board Site Plan Special Permit approval. This existing driveway is 36 feet wide with a curb opening on the southern side of Bridge Street, located approximately 360 feet east of the Route 240 right-of-way Station/Center line, this driveway will serve as a common driveway for 277 Bridge Street and this new development.
2. The new commercial building is proposed for Retail and Shopping Center Under 100,000 S.F. uses with the parking requirements calculated at one space per 250 S.F. of gross floor area. This TIS also utilized the ITE (Institute of Transportation Engineers) Trip Generation Manual's LUC (Land Use Code) 822 – Strip Retail Plaza (<40K) to calculate the 5,850 S.F. commercial space's traffic trip generation. GCG concurs with LUC 822 uses calculations. However, the trip generation (Figure 8) had applied a 40% pass-by trips reduction on the Weekday Afternoon Peak Hour, based on the LUC 821 (Shopping Plaza 40-150K). There is no pass-by data provided for LUC 822. And no pass-by data provided for weekday morning hour for LUC 821. However, the LUC 821's

40% afternoon hour pass-by trip reduction seems excessive, especially for the proposed 5,850 S.F. retail area, which is substantially smaller than the LUC 822's 40-150K applicable shopping plaza (this project's retail area is only 14.6% to 3.9% of LUC 822's targeted shopping areas. Hence, GCG recommends excluding the 40% pass-by trip reduction in the trip generation and updating the study's Figure 8 accordingly.

3. This TIS is based on retail uses only. However, this development is in the Business District – B Zone. Medical and Dental Clinic and Restaurant uses are also permitted by right in the Zone 'B' district. These uses would require additional parking spaces with potentially generating higher traffic volumes. GCG recommends the Board to reserve their right to revisit the traffic conditions for any uses other than retail in any approval conditions.
4. Bridge Street is an urban collector street with Average Daily Traffic Volumes of 8,060 vehicle per day. The site driveway and Bridge Street intersection's (unsignalized intersection) traffic volume is mainly from the existing gas station/convenience store/drive-through coffee shop business (277 Bridge Street). This proposed commercial building will generate approximately an additional 20 vehicle trips (12 enter and 8 exit) during the weekday morning peak, which is approximately 4.6% increase of the existing 439 trips (224 enter and 215 exit) currently on site. The commercial building will generate approximately 32 trips (with 40% pass-by reduction) or 54 trips (without 40% pass-by reduction), (50% enter and 50% exit) to the existing 201 trips volume during the afternoon peak hour which is approximately 27% increase (without pass-by reduction). The overall afternoon peak volume is still relatively low at 255 trips. And the LOS (Levels-of-Service) with 2030 Built condition were projected to be at level 'E' during the morning peak and level 'D' during the afternoon peak. Which are appropriate for an Urban Collector Street intersection.
5. The Study indicated the signalized intersection of Route 240 at Bridge Street is reported to have experienced a total of 66 Crashes during the five-year period analyzed, resulting a crash rate of 1.20 crashes per MEV (million entering vehicles), which is higher than the statewide (0.78) and District 5 (0.75) crash rates. However, there were no reported crashes at the 277 Bridge Street Site Driveway between 2021 through 2023. The gas station development was opened in 2020. Therefore, there was no evidence of this driveway contributed to the high crash rate at Route 240 at Bridge Street intersection.
6. GCG concurs with Bowman's recommendation that vegetation and plantings in the vicinity of the traffic sight lines should be maintained to a height of 2.5 feet maximum.

Based on this Traffic Impact Study, GCG concurs that the proposed 5,850 square feet commercial building for retail uses should not have any major adverse impacts to the traffic system in the vicinity. If you have any questions regarding this matter, please contact our office.

Please call with any questions.

Respectfully Submitted,
GCG ASSOCIATES, INC.

Michael J. Carter

Michael J. Carter, P.E.
Project Manager

