

## **Appendix 3.2-A**

### **Feeder Bus Plan**



**Memorandum**

To: South Coast Project Team

Date: August 2, 2012

Project No.: 10111.34

From: Mike Lambert  
Paul Carbone

Re: South Coast Rail: Draft Feeder Bus Plan

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This memo describes the proposed feeder bus service plan for each South Coast Rail station for the Stoughton commuter rail alternative and each Rapid Bus station. The following objectives guide this plan:

1. Minimize the number of transfers required by transit riders to use the SCR system
2. Identify potential route modifications to existing bus routes to integrate SCR and local bus services to the extent possible
3. Limit route modifications to the extent possible to avoid inconveniencing current bus users
4. For stations served by bus, accommodate buses within the station site and as close as possible to the station platforms
5. Plan for ADA compliant pedestrian connections to bus stops adjacent to the station sites and within the SCR station sites.

Three regional transit authorities, Brockton Area Transit Authority (BAT), the Southeastern Regional Transit Authority (SRTA) and Greater Attleboro Taunton Regional Transit Authority (GATRA) currently provide local bus service to the SCR corridor.

## POTENTIAL RAIL STATION FEEDER BUS PROVISIONS

This section provides a description of the recommended Feeder Bus system for each station. Feeder Bus maps specific to each station are included. It proceeds from north to south.

### North Easton Station



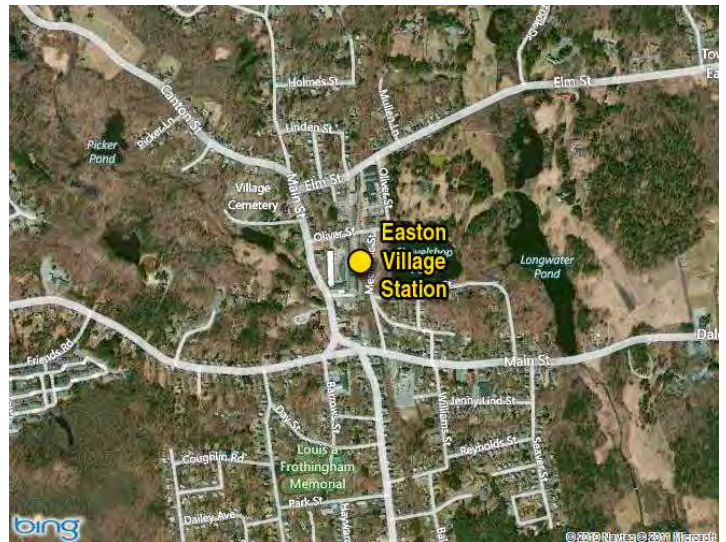
The proposed North Easton Station area is not currently served by public transit. By extending Route #9 from Brockton past its current terminus at Stonehill College it would be possible to provide bus access to this station. However, the Easton Village Station could be connected to the BAT system by the same route and that connection would be shorter and more direct.

For this reason it is not recommended to extend the BAT system to North Easton Station, nor are there other bus systems which could reasonably be extended to serve North Easton Station.

### Easton Village Station

The Easton Village Station would be located within the H. H. Richardson Historic District of North Easton. The station area is not currently served by public transit. Brockton Area Transit (BAT) Route #9 currently connects downtown Brockton to two Easton destinations: Stonehill College and Easton Industrial Park.

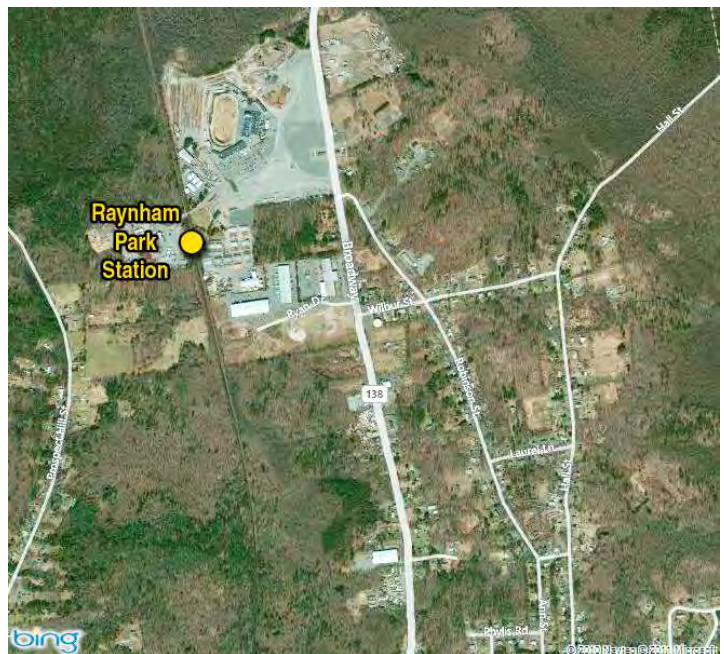
It is recommended to extend BAT Route #9 less than three miles to Easton Village Station.





### Raynham Place Station

The proposed Raynham Park Station area is not currently served by public transit. Bloom Bus operated private commuter bus service from the adjacent Raynham Park entertainment complex to Boston and Taunton, but the SCR connects to both directly. There are no nearby developments to which bus service could connect that are not more accessible from other SCR stations. Therefore, no modifications to existing bus service are recommended to serve this station.

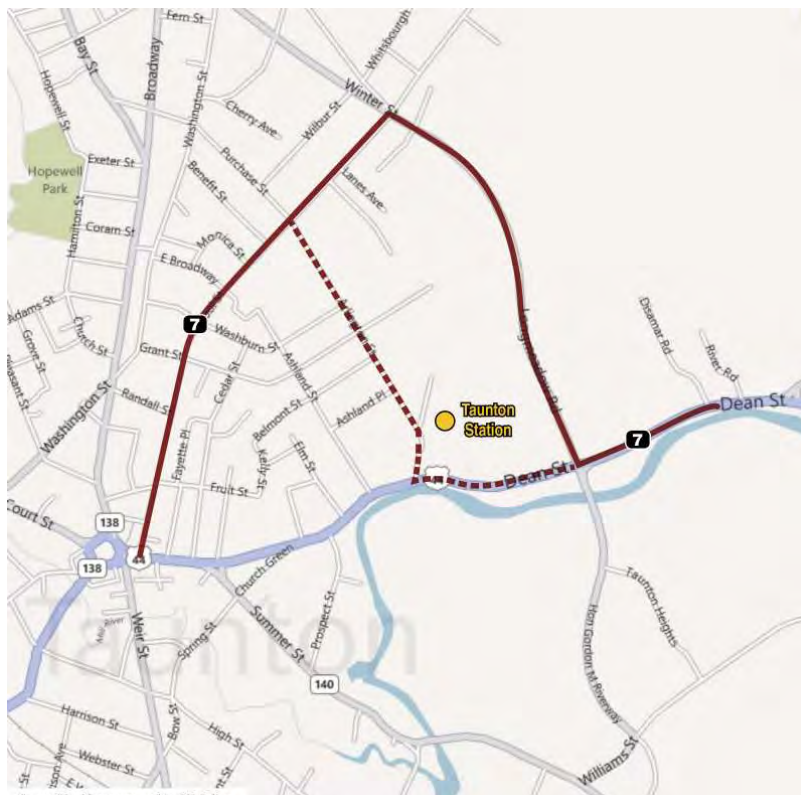
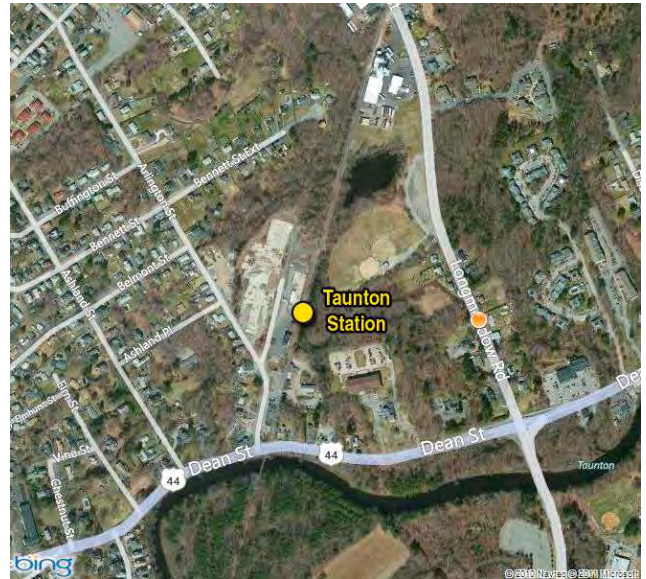


### Taunton Station

The proposed Taunton Commuter Rail Station is located .75 miles east of Taunton Green (the center of downtown Taunton), just north of Dean Street/Route 44.

Of the six GATRA routes serving downtown Taunton, none currently stop in the proposed station area. GATRA Route #7 travels in the vicinity of the proposed station, stopping at the intersection of Longmeadow Road and Dean Street, .4 miles east of the station.

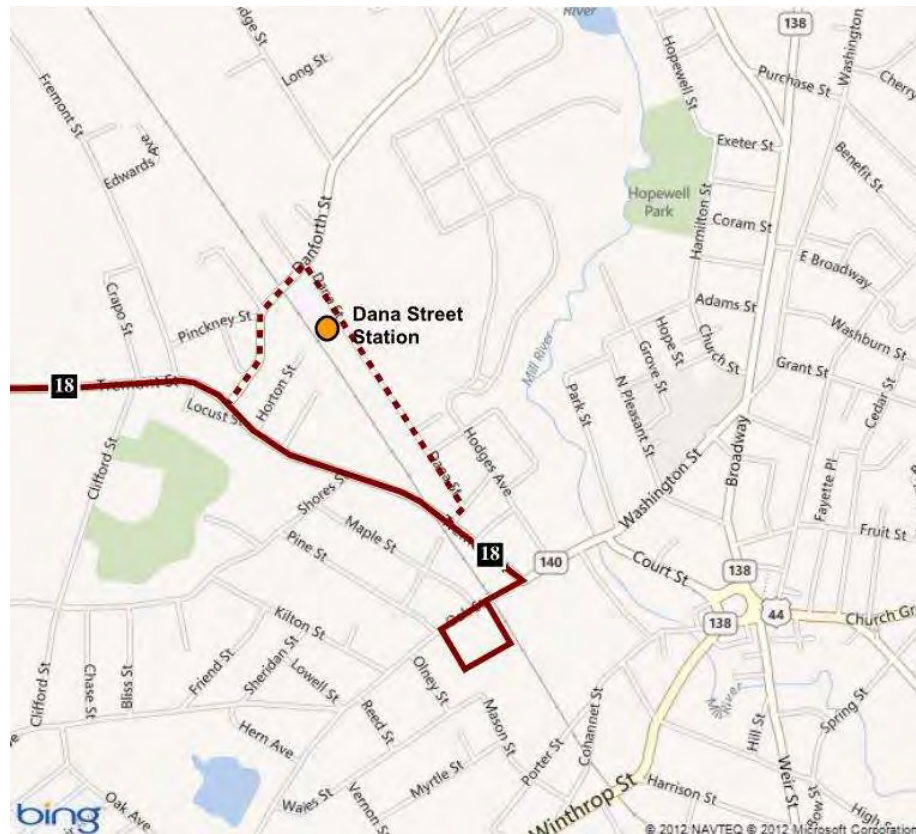
It is recommended that the GATRA Route #7 be realigned from Longmeadow Road to Arlington Street, which would connect directly to Taunton Station. This would establish a basic connection between Taunton Station and Taunton Green operating every 30 minutes on weekdays.



### Dana Street Station

The proposed Dana Street Commuter Rail Station is 6/10<sup>th</sup> of a mile north of the GATRA Bloom Bus Terminal in downtown Taunton. Of the routes serving downtown Taunton, none stop at the proposed station area.

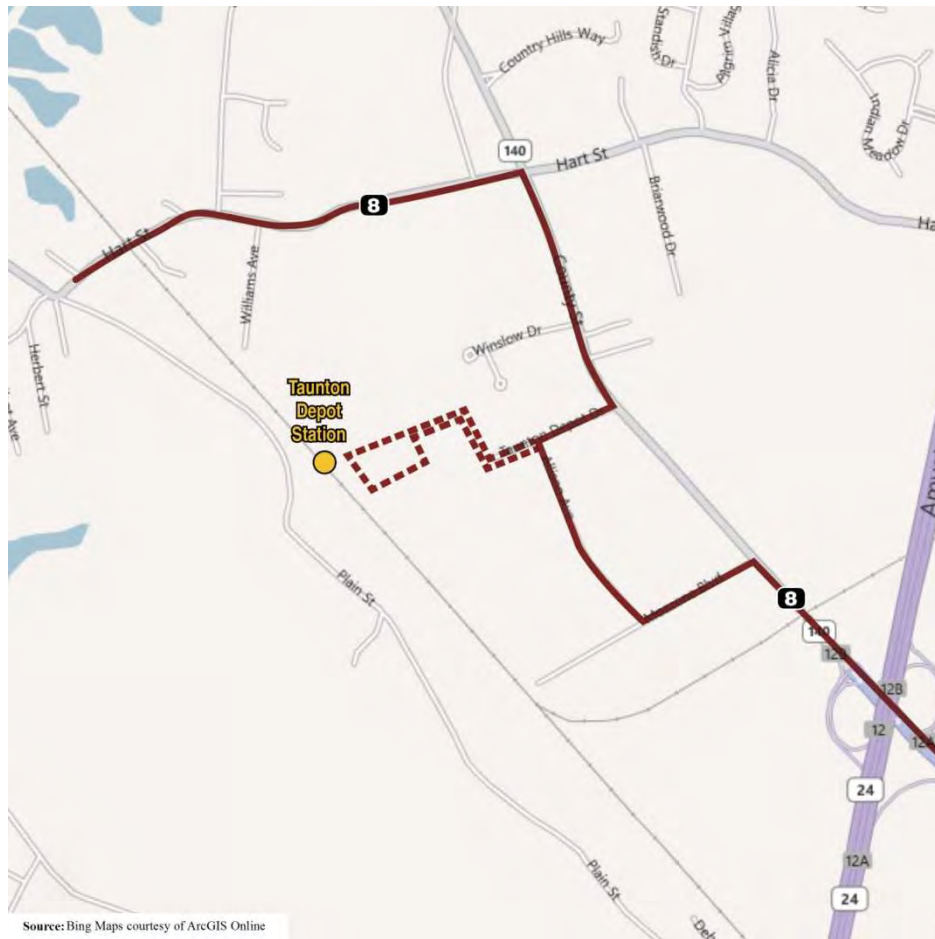
GATRA Route #18 travels along Route 140 and has no stops between Bloom Terminal and Norton Avenue. It is recommended that the GATRA Route #18 be rerouted to connect to Dana Street Station, which would increase Route #18 by 3/10<sup>th</sup> of a mile and would not eliminate any existing stops. This realignment would provide a bus connection operating approximately every 30 minutes in the peak period and every 80 minutes off-peak.



### Taunton Depot

This proposed station area is served by the GATRA Route #8 bus. The route currently extends from County Street to loop through the Taunton Depot shopping center.

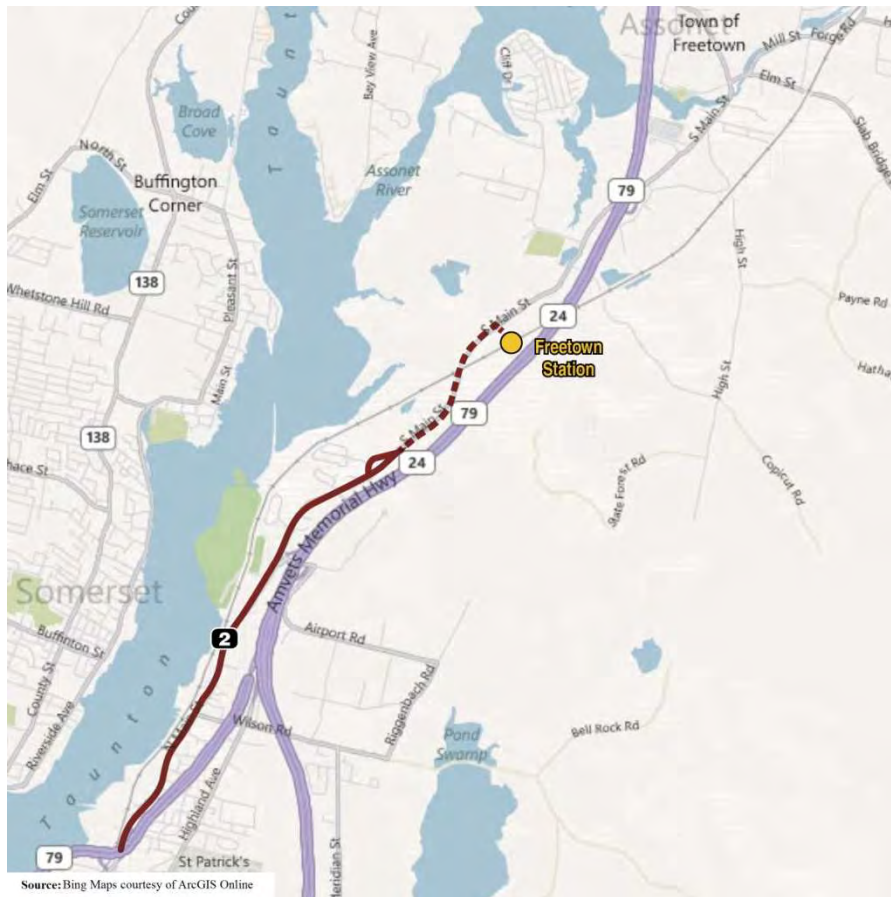
Because the walk distance from the front corner of the shopping center building to the station platform is almost 900 feet, it is recommended that a short extension of Route #8 beyond the shopping center and into the station site be provided.



### Freetown Station

The proposed Freetown Station area is not currently served by public transit. SRTA Route #2 (N. Main Street) travels from downtown Fall River to the Freetown town limits. The route operates on half-hour headways between 5:50 AM and 5:50 PM.

The recommended Freetown Station Feeder Bus Plan includes a 1-mile extension of SRTA Route #2 along S. Main Street, terminating the route at the proposed Freetown station.



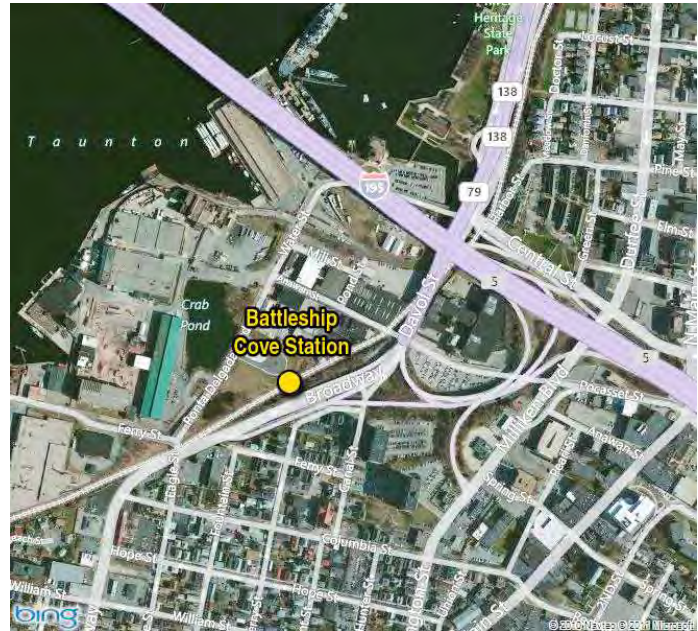




### Battleship Cove Station

Battleship Cove Station is envisioned as a seasonal station providing access to local tourist attractions. The site is adjacent to Broadway, a divided highway that forms a barrier to pedestrians from or to the east.

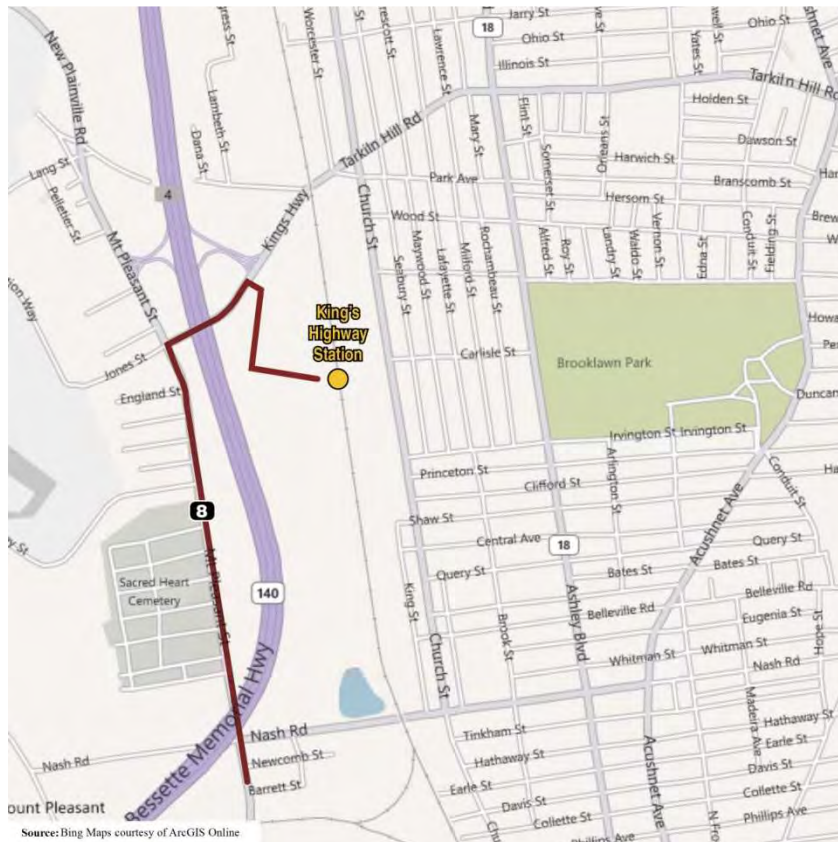
Buses do not currently operate west of Broadway in this area. Due to the seasonal nature of this station, its function to provide access to Battleship Cove and the proximity of Fall River Depot to provide commuter service year round, no feeder bus service to this station is recommended.



### King's Highway Station

The King's Highway Station is set amid regional shopping destinations separated by expansive parking lots. Store parking lots are accessed from King's Highway/Tarkiln Road. The station site is located between two retail properties.

SRTA Route #8 (Mount Pleasant) connects to the station area at its northern terminus, the Fieldstone Marketplace. Route #8 travels between the station area and downtown New Bedford. Therefore no modification to Route #8 is needed.



## Whale's Tooth Station

Whale's Tooth Station is the eastern terminal station for South Coast Rail, located adjacent to downtown New Bedford. A Transit Development Plan (Draft) has been developed for the SRTA bus system that serves New Bedford.

As part of that analysis modifications to the proposed SRTA bus system that would link SCR via Whale's Tooth Station to SRTA were recommended. Those recommendations are described below.

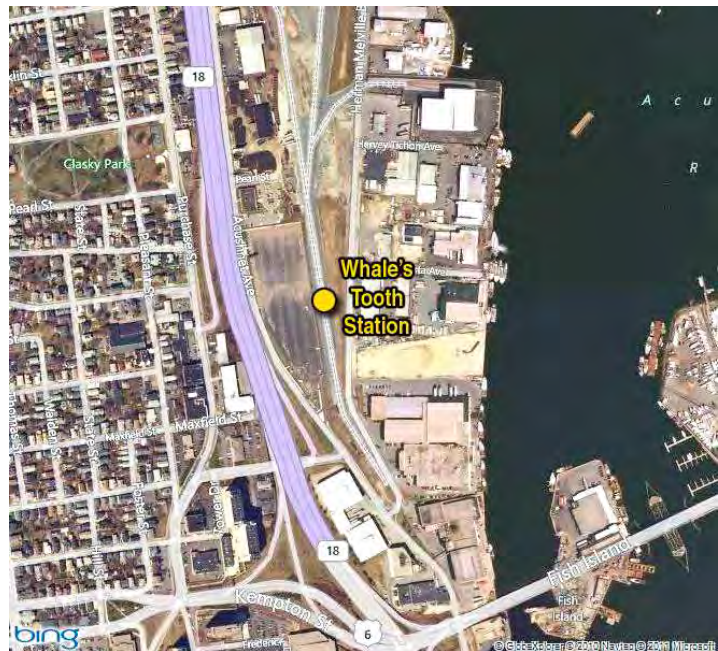
**Route #1 - Fort Rodman** would now travel through the downtown on the inbound trips via Pleasant Street before turning right onto Hillman Street. Route #1 would then turn left into Acushnet Avenue and proceed to the Whale's Tooth station. Outbound trips would depart the Whale's Tooth Station traveling south on Acushnet Avenue. They would turn right onto Hillman Street and then left onto Pleasant Street. Route #1 would travel into downtown via Sixth Street and then continue along the routing for Option A.

**Route #2 - Lund's Corner** would be interlined with route #1. The inbound route would terminate at Whale's Tooth, no longer traveling into downtown. Outbound route #2 would depart from Whale's Tooth and travel north.

**Route #3 - Ashley Boulevard** would travel north through downtown before terminating at the Whale's Tooth station. Inbound trips would travel north past the existing terminal on Pleasant Street before turning right onto the transit-only bridge at Pearl Street and into Whale's Tooth station. Outbound trips would depart from Whale's Tooth station and travel west on the transit-only bridge and then left onto Pleasant Street.

**Route #4 - Ashley Boulevard** would no longer travel into downtown once the Whale's Tooth Station is functional. Inbound trips would follow their existing routing before turning left from Purchase Street onto the new transit-only bridge at Pearl Street. The route would then terminate at Whale's Tooth. Outbound trips would depart Whale's Tooth and travel west across the transit-only bridge and right onto Purchase Street. Two of the outbound trips (1 morning and 1 evening) would travel to the Industrial Park, and two trips (1 morning and 1 evening) would travel to the North End.

**Route #6 - Shawmut-Rockdale** would become interlined with the Route #11. This change would result in a decreased headway of 30 minutes. Route #6 would continue the two variations in Option A, Rockdale and Shawmut. Inbound trips would travel through downtown and north along Pleasant Street/Purchase Street. The route would then access Whale's Tooth via the transit-only bridge at Pearl Street.



Outbound trips would depart Whale's Tooth and travel west across the transit-only bridge and left onto Purchase/Pleasant Street. The route would continue onto Sixth Street and into downtown, following the routing in Option A. The outbound trips would alternate between traveling to Rockdale and Shawmut.

**Route #8 - Mt. Pleasant** would change its routing to access Whale's Tooth. The inbound route currently travels south along Cottage Street before turning east onto Kempton and into downtown. The inbound route would continue south on Cottage as it does currently, but instead would turn east at Hillman Street, left onto Pleasant Street, and then right onto Maxfield Street. From Maxfield the route would travel north along Purchase Street before turning right onto the transit-only bridge and into Whale's Tooth.

The outbound trips would depart Whale's Tooth, cross the transit-only bridge and turn south onto Purchase Street. Route #8 would then travel west along Maxfield and then north onto Cottage Street. From there, route #8 would continue its existing routing.

**Route #9 - New Bedford to Fall River** would no longer travel into downtown. Inbound trips would travel east along Kempton before turning north onto Pleasant Street. The route would continue through on Purchase Street. Route #9 inbound trips would use the transit-only bridge to access Whale's Tooth from Purchase Street.

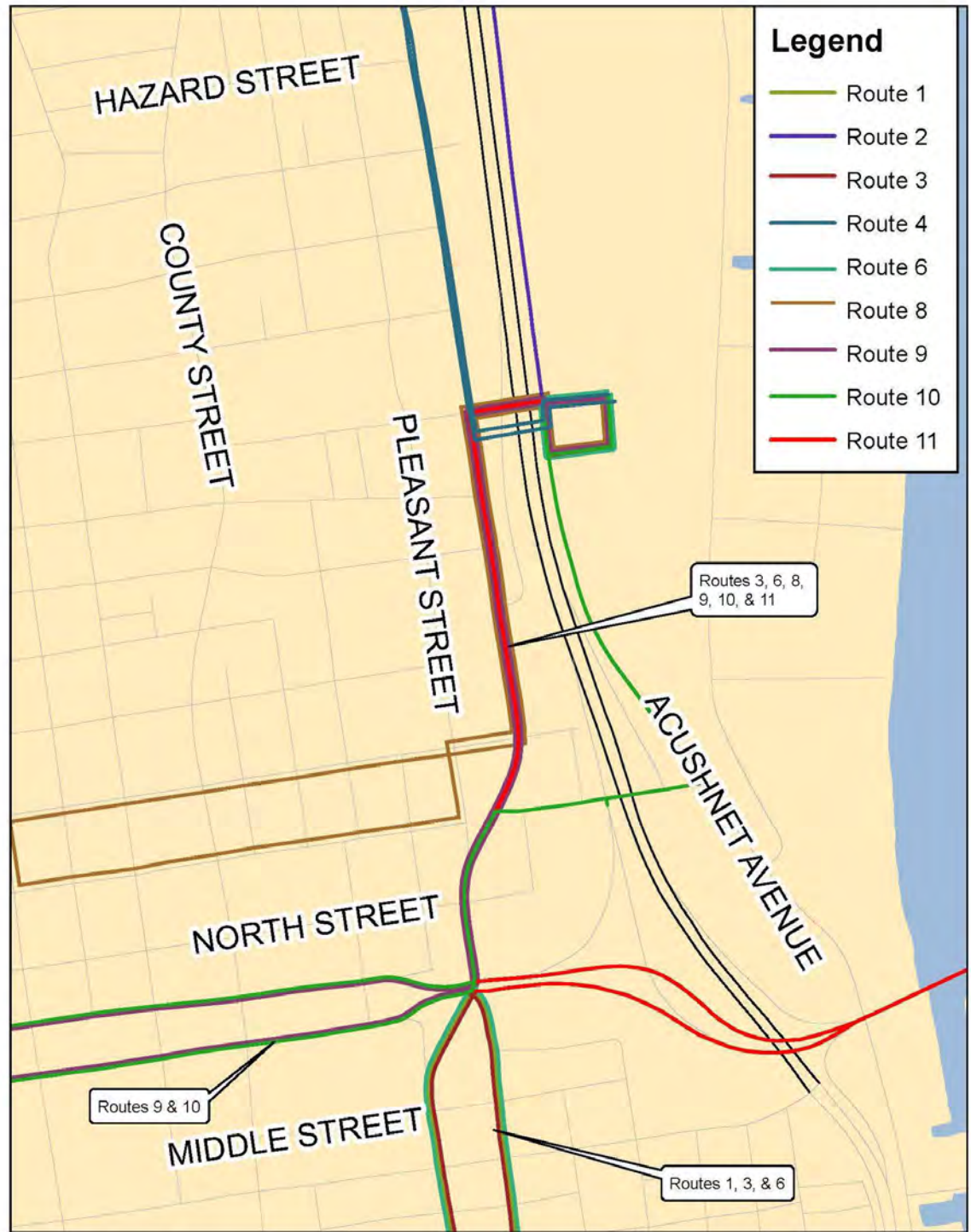
Outbound trips would follow a similar routing in reverse. Departing Whale's Tooth, route #9 would cross the transit-only bridge and turn south onto Purchase Street. The route would then continue onto Pleasant Street and turn west onto Mill Street.

**Route #10 - Dartmouth Mall** inbound trips would travel east on Kempton before turning north onto Pleasant Street. The route would continue through onto Purchase and turn east onto Hillman. Route #10 then turns north onto Acushnet and into Whale's Tooth.

Route #10 outbound trips would depart Whale's Tooth and travel south along Acushnet. Route #10 then turns west on Hillman Street and then south onto Purchase/Pleasant from which the route would turn west onto Mill Street.

**Route #11 - Fairhaven** would no longer serve downtown New Bedford. The route would travel west on U.S. 6 (Mill Street) before turning north onto Pleasant Street. Route #11 would continue through on Purchase Street and would access Whale's Tooth via the transit-only bridge at Pearl Street. As mentioned above, this route would be interlined with route #6, resulting in a 30-minute headway.

Outbound trips would depart Whale's Tooth and travel west on the transit-only bridge and then south on Purchase Street. The route would continue through onto Pleasant Street before turning east onto U.S. 6.



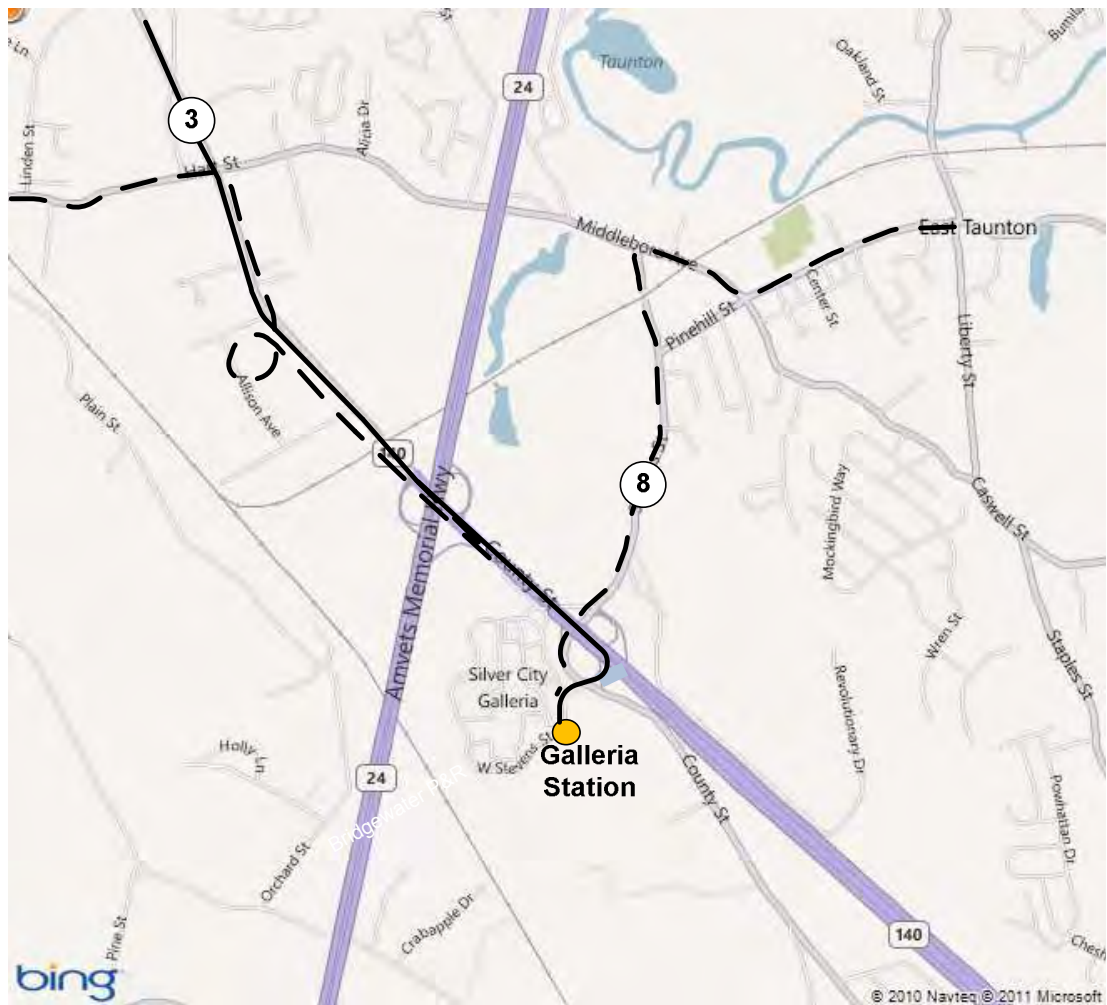
Source: MassGIS and VHB, Inc.

## POTENTIAL RAIL STATION FEEDER BUS PROVISIONS

The Rapid Bus Alternative would serve the same station locations for the Whales Tooth, King's Highway Station, Fall River Depot, and Freetown Stations. The same feeder bus service would be provided. In addition stations would be provided at Galleria, Raynham and Easton with the Rapid Bus Alternative.

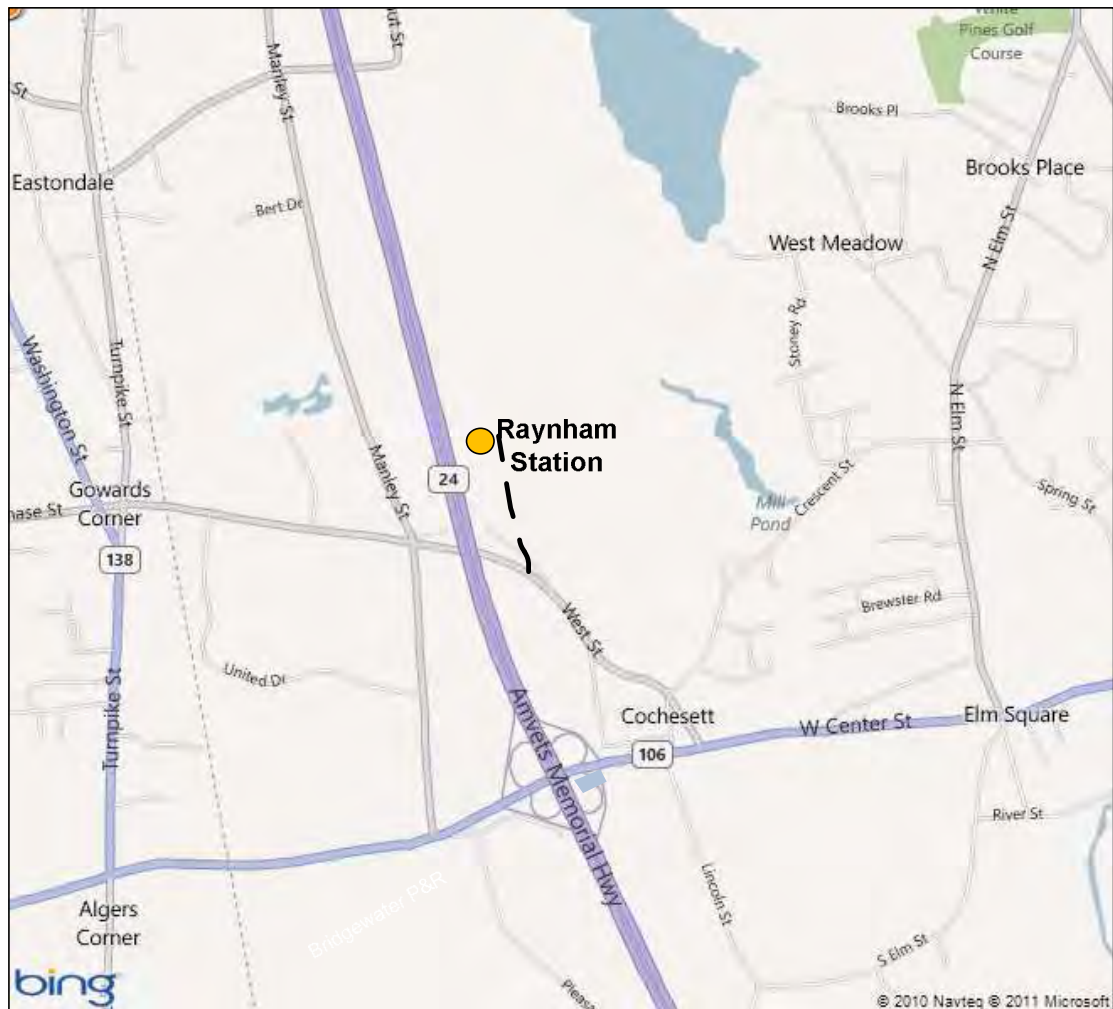
### Galleria Station

The Galleria Station would be located in the current site of the bus park and ride in the Silver City Galleria site. Buses destined for South Station would originate at this station and proceed north on the Rapid Bus guideway to Raynham and Easton Stations before continuing to South Station. GATRA routes # 8 and 3 serve the mall and the park and ride



### Raynham Station

The Raynham Station would be located off of West Street where it crosses under Route 24. An access road would be constructed to the station site which must be located as shown to avoid wetlands impacts. This would be an on-line station, with the Rapid Bus buses rising from the median guideway to access the elevated platforms of the station. There are no buses routes in the vicinity of this station site.





### Easton Station

The Easton Station would be located north of Westgate Mall. This would also be an on-line station, with the Rapid Bus buses rising from the median guideway to access the elevated platforms of the station. BAT routes #4, 4A and 14 currently serve West Gate at the Dick's Sporting Goods store site. It is proposed that this route would be extended to the Rapid Bus Easton Station as shown in the following site map.

