

## **Appendix 4.1-A**

### **Route 24 Growth Projections**

South Coast Rail Project

Route 24 Growth Projection Analysis

2030 No-Build and Build (Rapid Bus Alternative) Conditions

Location	Direction	Existing Conditions		Freetown Background Traffic <sup>1</sup>		Taunton ETIP <sup>1</sup>		CTPS Annual Growth Forecast		2030 No Build Conditions		Vehicle Reduction <sup>2</sup>		Rapid Bus Trips <sup>3</sup>		2030 Rapid Bus <sup>4</sup>	
		Weekday Morning Peak Hour	Weekday Evening Peak Hour	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Off-Peak Direction	Peak Direction	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Weekday Morning Peak Hour	Weekday Evening Peak Hour	Weekday Morning Peak Hour	Weekday Evening Peak Hour
I-93 south of Route 3	NB	5950	4755	4	20	0	1	0.1%	0.5%	6645	4880	944	89	22	4	5701	4791
	SB	6985	7375	20	4	1	0	0.1%	0.5%	7160	8235	64	893	4	22	7096	7342
I-93 south of Furnace Brook Parkway	NB	7845	5310	4	20	0	1	0.1%	0.5%	8760	5450	944	89	22	4	7816	5361
	SB	5085	7255	20	4	1	0	0.1%	0.5%	5220	8100	64	893	4	22	5156	7207
Route 24, south of I-93	NB	5100	2770	7	40	1	3	0.1%	0.5%	5700	2875	944	89	22	4	4756	2786
	SB	3400	6110	40	9	3	1	0.1%	0.5%	3520	6830	64	893	4	22	3456	5937
Route 24, south of Pond Street	NB	5355	3330	7	40	1	3	0.1%	0.5%	5985	3445	944	89	22	4	5041	3356
	SB	3070	6010	40	9	3	1	0.1%	0.5%	3180	6715	64	893	4	22	3116	5822
Route 24, north of Route 123	NB	5405	3255	18	100	2	7	0.1%	0.5%	6050	3435	944	89	22	4	5106	3346
	SB	2350	5445	99	22	7	2	0.1%	0.5%	2510	6100	64	893	4	22	2446	5207
Route 24, north of I-495	NB	5260	3435	36	200	3	7	0.1%	0.5%	5910	3720	944	89	22	4	4988	3635
	SB	2630	4755	198	45	13	2	0.1%	0.5%	2900	5355	57	893	4	22	2847	4484
Route 24, north of Route 44	NB	3930	2475	196	1102	17	72	0.1%	1.0%	5105	3705	944	89	22	4	4183	3620
	SB	2110	3860	1091	246	72	19	0.1%	1.0%	3320	5070	57	893	4	22	3267	4199
Route 24, north of Route 140	NB	3795	2060	268	1503	30	130	0.1%	1.0%	5020	3740	651	51	18	3	4387	3692
	SB	1860	3910	1487	336	131	35	0.1%	1.0%	3520	5240	38	619	3	18	3485	4639
Route 24, south of Route 140	NB	2800	1600	339	1904	73	19	0.1%	0.5%	3535	3560	32	26	6	1	3509	3535
	SB	1355	2875	1884	426	16	72	0.1%	0.5%	3285	3705	19	51	1	6	3267	3660
Route 24, north of Route 79	NB	1835	1610	357	2004	71	18	0.1%	0.5%	2475	3670	32	26	6	1	2449	3645
	SB	1430	2390	1983	448	16	70	0.1%	0.5%	3460	3185	19	51	1	6	3442	3140
Route 24 at Fall River Freetown Line	NB	2030	1890	2505	636	69	18	0.1%	0.5%	4840	2585	0	13	6	1	4846	2573
	SB	1770	2590	917	2530	15	68	0.1%	0.5%	2740	5490	13	0	1	6	2728	5496
Route 138, south of Bay Street	-	1345	1565	0	0	0	0	0.1%	0.5%	1435	1670	0	0			1435	1670
Route 138, south of Route 106	-	1400	1555	0	0	0	0	0.1%	0.5%	1495	1660	0	0			1495	1660
Route 140, north of Hathaway Road	NB	2015	2085	21	120	31	140	0.1%	0.5%	2300	2390	593	51	8	1	1715	2340
	SB	2160	2225	119	27	140	37	0.1%	0.5%	2465	2545	32	542	1	8	2434	2011
Route 140, south of Route. 24	EB	830	1740	50	281	344	91	0.1%	0.5%	1320	2150	32	542	1	8	1289	1616
	WB	1595	1060	278	63	75	342	0.1%	0.5%	1985	1590	593	51	8	1	1400	1540

1 Vehicle trips represent projected Route 24 traffic associated with the background developments identified in section 3.1.2.

2 Reduction (in vehicles per hour) in the number of passenger vehicles using Route 24 under the Rapid Bus Alternative. Based on the CTPS travel demand model.

3 Number of Rapid Bus vehicles on Route 24 during the peak hour. Note: North of Route 123 the rapid bus travels in an exclusive bus lane and does not affect vehicle operations along the general purpose lanes on Route 24.

4 Expected 2030 Route 24 peak hour traffic volumes under the Rapid Bus Alternative.