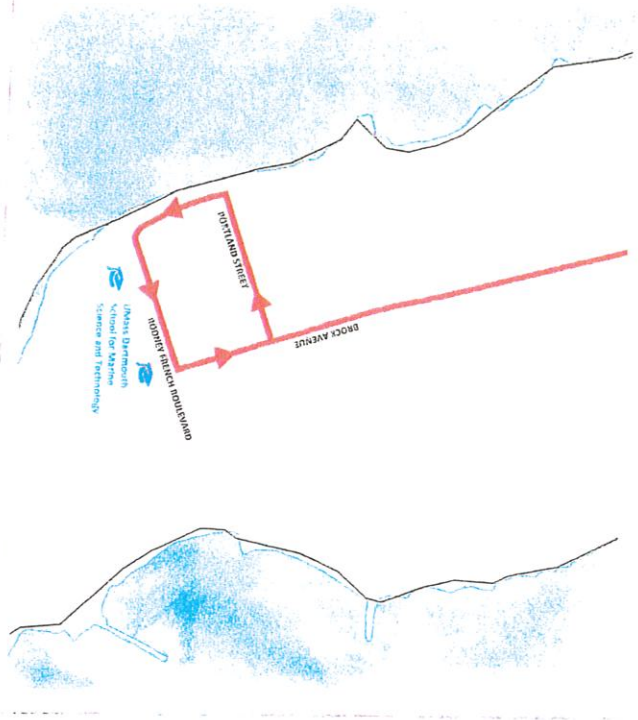




Atención Comensando el 29 de Enero.
Atenção Começando 29 de Janeiro.



Attention

Starting
January 29th.

SRTA will be changing
the New Bedford Route 1
Outbound *ONLY* and
will now be serving
Portland Street to
Rodney French
Boulevard to Brock Ave.

Southeastern Regional Transit Authority 700 Pleasant St., Suite 320 New Bedford, MA 02740
508-999-5211 info@srtabus.com

www.srtabus.com

Si usted desea traducir esto en Español, por favor llame 508-999-5211 o maquino@srtabus.com
Se voce preferir este traduzido em Português, por favor ligue 508-999-5211 ou maquino@srtabus.com



IN CITY COUNCIL, February 22, 2018

Referred to the Committee on Public Safety and Neighborhoods.

Dennis W. Farias, City Clerk

a true copy, attest:

Dennis W. Farias

City Clerk

New Bedford, Portland St (West Side)

Stop SRTA bus and the School buses from using Portland St. (west side) as a bus route.

I am very concerned with SRTA's decision to use Portland St (west side) as a bus route on the route 1. The route runs from 5am to 10 pm Monday – Saturday and a bus comes by every 25 minutes. Also, the use of Portland St (west side) as a route by the school bus companies is like wise, a concern. A number of school buses route up and down at the beginning and end of every school day. These buses are picking up and dropping students at the school on Portland St (East Side). They come by in #s, one after another at times. There is a main st., Brock Ave that directly connects to Portland St. (east side).

The reason for concern:

1. Portland is a residential street. The street is not wide enough to accommodate a heavy commercial vehicle on a regular base. If there are cars parked on the street the bus cannot make it through.
2. If there are activities such as celebrations by the residents and cars are parked on both sides the buses do not have enough room to make it by.
3. The street has no sidewalks for the safety of the pedestrians to walk on.
4. These vehicles often time operate at excessive speeds. This is a great safety issue for all of the residents of Portland St New Bedford.

This abuse by the bus companies in using Portland St as a routine route is a violation of the MUTCD see below.

Massachusetts General Laws Chapter 85 and the 2006 Massachusetts Amendment to the 2003 Manual on Uniform Traffic Control Devices (MUTCD)

SECTION 7-20 Operation of Heavy Commercial Vehicles

1. The use and operation of heavy commercial vehicles having a carrying capacity of more than 2 1/2 tons, are hereby restricted on the following named streets or parts thereof, and in the manner outlined and during the period of time set forth.
2. Exemptions - Part 1 of this Section shall not apply to heavy commercial vehicles going to or coming from places upon said streets for the purpose of making deliveries of goods, materials, or merchandise to or similar collections from abutting land or buildings or adjoining streets or ways to which access cannot otherwise be gained; or to vehicles used in connection with the construction, maintenance and repair of said streets or public

utilities therein; or to Federal, State, Municipal or public service corporation owned vehicles.

Section 11A-9 Heavy Commercial Vehicle Exclusion

A truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition the alternate route must meet one of the following conditions:

- (1) Lie wholly within the community making application,
 - (2) Lie partially in an adjacent community but only on State Highway, or
 - (3) Lie partially in an adjacent community but have the adjacent community's written approval.
- (2) An engineering study, as outlined in the Data requested below, must be made. In addition, one or more of the following may be sufficient justification for truck exclusion:

1. Warrants

1. A volume of heavy commercial vehicles, which usually is in the range of five (5) to eight (8) percent, reduces the utilization of the facility and is cause for a substantial reduction in capacity or safety.
2. The condition of the pavement structure of the route to be excluded indicates that further repeated heavy wheel loads will result in severe deterioration of the roadway. (subject to Department review)
3. Notwithstanding the foregoing, in certain instances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

3. Data

Before the Department can consider an exclusion proposal, the following data must be submitted by the A. B. C. D. E. F. G. H. I.

4. municipality:

A twenty-four hour consecutive count of all vehicles using the subject street. (If the exclusion is requested for only twelve hours, a twelve-hour count will suffice.) The count shall be broken into one-half hour intervals showing:

- (1) Commercial vehicles with a carrying capacity over 2 1/2 tons
- (2) Other vehicles

Map of the area with the excluded street marked in red, the alternate route in green.

Physical characteristics of excluded and alternate streets in question, i.e., length, width, type and condition of surface and sidewalk. Types of buildings or property abutting street (Residential, Business, School, Playground, etc).

Zoning of Street (Residential, Industrial, etc.).

Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.

Types of traffic control existing on street.

Hours during which exclusion is to be in effect.

A written statement from the municipality as to the need for the exclusion.

Thank you, We trust that this issue will be resolved.

Print Name

Address number street

Signature

Telephone

- 1 Rita Noon 204 Portland St NB Rita Noon 508-287-2336
- 2 Augusto Rosa 217 Portland St Augusto Rosa 508-790-42
- 3 Maria 317 Portland St Maria Rosa 508-790-425
- 4 Rita La H A 185 Portland St Rita La H A 993-3587
- 5 LEONEL PEREIRA 176 PORTLAND ST Leonel Pereira
- 6 Luiz Valerio 168 Portland St. Luiz Valerio
- 7 PAUL VALERIO 168 Portland St. Paul Valerio
- 8 JOAO NORTE 162 Portland St Joao Norte
- 9 Rosa Norte 162 Portland St Rosa Norte
- 10 Alexandre Norte 162 Portland St Alexandre Norte

- 11 ~~901~~ Matthew Eires 93 Brock Ave Matthew Eires
- 12 Jason Samson 179 Portland ST Jason 774 263000
- 13 Lori Rounsaville 179 PORTLAND ST. Lori Rounsaville
- 14 Kim Vaughan 211 Portland St. Kim Vaughan
- 15 Josh Vaughan 211 Portland St. Josh Vaughan
- 16 Elizabeth Hughes 193 Portland St. Elizabeth Hughes
- 17 WILLIAM GROVER 193 PORTLAND ST. William Grover
- 18 Paul Silva 192 Portland ST. Paul
- 19 Donna Piper 175 Portland ST. Donna 508 99783
- 20 George Piper 175 Portland ST. George Piper
- 21 Antoneta de Silva 219 Portland ST. Antoneta de Silva
- 22 JESS TURNERS 235 Portland St. Jess Turners
- 23 CLAN TRAVERS 237 Portland Alan Travers
- 24 LINDA ANDERSON 316 W. Rodney F. Blvd Linda Anderson
- 25 CHRISTINA CORREA 187 Portland St. Christina
- 26 Ana ELVES 93 Brock Ave Ana Elves
- 27 Antonio Eires 93 Brock Ave Antonio Eires
- 28 OLIVA APRILE 184 Portland St. Oliva Aprile 508 996988
- 29 MARK SAGIA 227 Portland ST. Mark Sagia
- 30 ARTHUR A LUCK

161 Portland - 211th

Week:

20 more total on the street

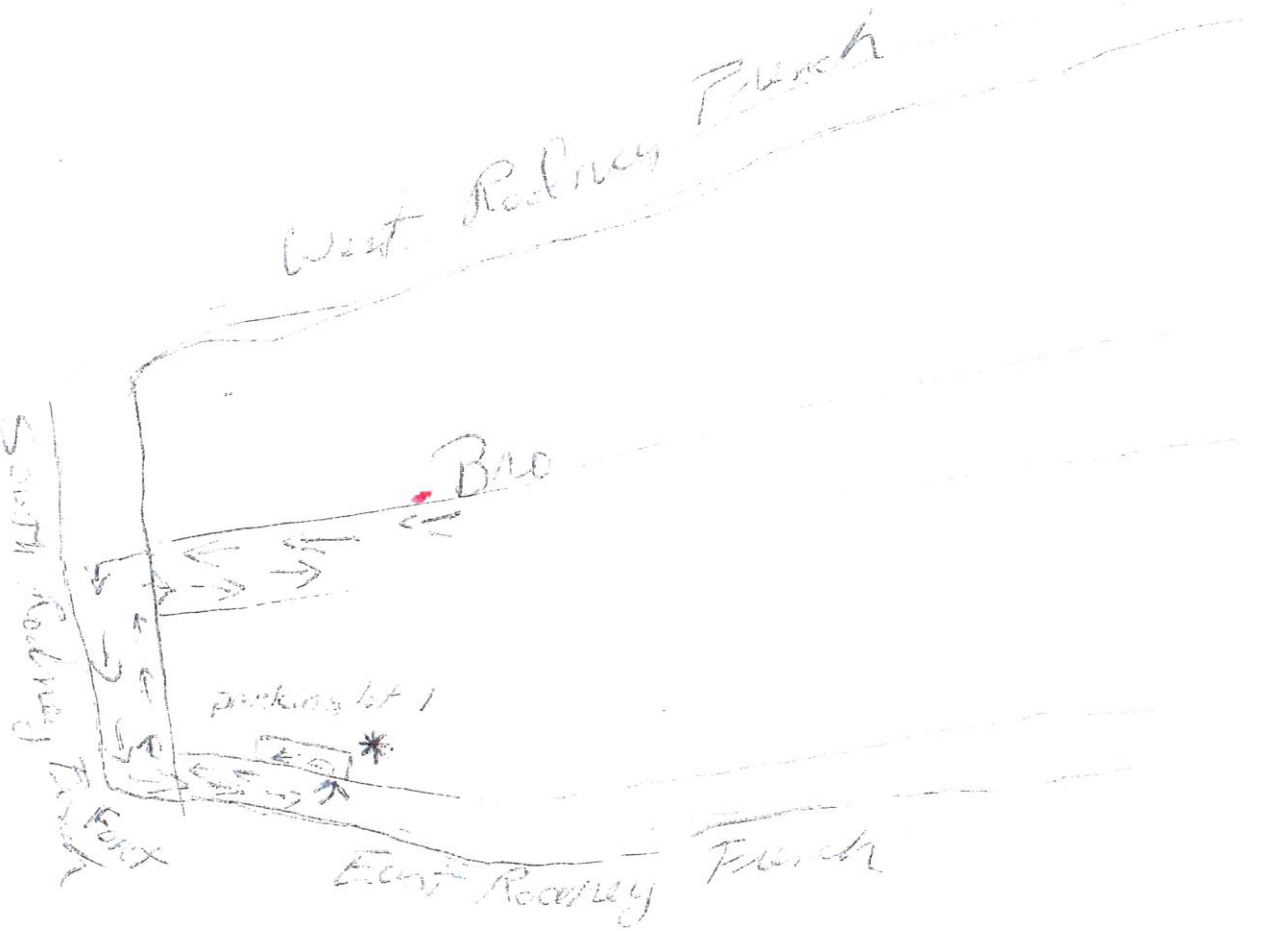
- 31 Kenn Ross 75 Brock Ave Kenn Ross
32 Brian Charlie 75 Brock Ave Brian Charlie
33 James Ross 216 Portland St. James Ross
34 Aurora Ross 216 Portland St. Aurora Ross

TRY 206
635?

New Bedford

SRTA Bus

Proposal of Rt 1



Make a single lane on the East Rodney side of the first parking lot. Blocked off turn around the parking lot. The bus can turn onto, make a stop and turn around.

The two parking lots are highly accessible. It would give bus commuters access to the beaches & the Trust.