

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

DRAFT MINUTES FOR THE MEETING OF THE Joint Transportation Planning Group (JTPG)

Wednesday January 8, 2020 at 88 Broadway Taunton, MA 02780

The following JTPG Members were in attendance:

Ken Buckland, Town of Wareham	Greg Lucas, BETA
Lee Azinheira, Chairman, JTPG	Jaime Pisano, VHB
Norman Hills, Town of Marion	Janine Peccini, City of Taunton
Rick Alves, Town of Mansfield	Shayne Trimbell, SRTA
Robert Burgmann, Town of Mattapoisett	Bradley Bertolo, JC Engineering
Alan Slavin, Town of Wareham	Brian Wallace, JC Engineering
Thomas Ferry, Town of Mattapoisett	Paul Foley, Town of Fairhaven
Pamela Haznar, MassDOT	Leeanne Bradley, Town of Middleboro
Barbara Lachance, MassDOT	Ed Buckley, Town of Raynham
Patrick Addai, MassDOT	David Hickox, Town of Dartmouth
David Kilm, MassDOT	Ben Muller, MassDOT
Stephanie Crampton, City of New Bedford	Jeffrey Walker, SRPEDD
Manuel Silva, City of New Bedford	Jackie Jones, SRPEDD
Greg Lucas, BETA	Lisa Estrela-Pedro, SRPEDD
J.R. Frey, City of Fall River	Luis De Oliveira, SRPEDD
Joe Wanat, VHB	Paul Mission, SRPEDD

AGENDA

- 1. Call to Order and Introductions.** The meeting was called to order at 1:02PM by Lee Azinheira, Chairman.
- 2. Public Comments - Opportunity for the public to address the JTPG.** Chairman Azinheira opened the floor to any member of the public that wished to address the JTPG. No public comments were made.
- 3. Approval of Minutes – December 11, 2019 (Materials Attached).** A motion was made to approve the minutes of the last JTPG meeting held on December, 2019. The motion was seconded and APPROVED UNANIMOUSLY with correction.
- 4. FFY 2020-2024 TIP Project Presentations & Discussion**

Mr. Paul Mission opened the floor for Ms. Jackie Jones to steward the presentations of regional projects put forth in the TIP.

Ms. Jones explained that these project presentations assist in the decision-making process for the 2021-2025 TIP. Today's program focuses on 2023, 2024, and the future elements. Ms. Jones requested permission to add the presentation from Mattapoisiet that was not originally included in the agenda, while also adjusting the order as followed.

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

608563 - SWANSEA – Improvements on Route 6 (Grand Army of the Republic Highway) at Gardners Neck Road – MassDOT

Ms. Pam Hazner discussed improvements to Route 6 in Swansea, Gardner’s Neck Road. Route 6 is an urban principle arterial with over 20,000 vehicles per day. Gardner’s Neck Road is a minor arterial with 6,000-8,000 vehicles per day. Currently the intersection is signalized and there are no turn lanes or shoulders and minimal sidewalks. It is a high crash location and in working with the Town and SRPEDD, MassDOT initiated a project in 2016 and a roadway safety audit. In February, 25% Design was submitted and meetings with the town and abutters are forthcoming. This will allow MassDOT to move forward with Design public hearings. The project will include left turn lanes, ADA compliant sidewalks, new traffic signals and shoulders. MassDOT is also looking at driveways for access management. A utility site walk is scheduled for later this month.

The project is expected to be advertised by 2024 and is estimated at \$3.1 million in safety money. Ms. Hazner also pointed out three other intersections that are funded with statewide safety money, including Route 6 at Maple St, Route 118 and Route 136, which will make a significant improvement in Swansea.

607871- DARTMOUTH – Realignment of Tucker Road to Route 6 and Hathaway Road, including intersection signalization – MassDOT

Ms. Hazner discussed the ongoing project at Route 6 and Hathaway Road in Dartmouth. The Town recently achieved 25% design. This is one of many projects in the area that originated from a study conducted by SRPEDD in 2007. The first phase was the Faunce Corner Road and I-195 bridge and the next phase was a municipal endeavor, addressing the remainder of Faunce Corner Road, which is a municipal roadway. The third phase is a combination of state and municipal, which is a congested and fast growing area. Chace and Westport Road were signalized and this is the main roadway to UMass. Tucker and Hathaway are urban minor arterials, and Hathaway is a high crash cluster area. A roadway safety audit and utility walk were completed. The project is at 25% Design. MassDOT is looking to realign Tucker with Hathaway Road, and signalize. An extended median along Route 6 will allow for easier movement in and out. The project will also improve bike and pedestrian safety through the extended 8-foot sidewalk. There will be a design public hearing on February 13th and then the project will move onto 75% Design. The project is programmed for the FFY2023 of the TIP at an estimated \$6.5 million.

Discussion ensued regarding the consideration of bus stops along the projects discussed. Mr. Shayne Trimbell responded, stating that there are currently no stops along that section of Route 6, but functions more as a flag stop system. Depending on the sidewalk width along Gardener’s Neck Road, Mr. Trimbell suggested this area as a potential new stop. SRTA has a stop on Tucker Road on the eastbound side of Route 6. Mr. Trimbell mentioned he would be open to meeting to discuss a stop at Faunce Corner Road and Hathaway road, along with the other intersections.

Ms. Hazner announced that Barbara Lachance would be taking over the duties and responsibilities of Tim Kochan, which included bike and pedestrian. Ms. Cheryl Ann Senior will stay in planning as Barbara’s assistant.

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

Mr. Robert Burgmann requested information regarding how the project will handle the right of way. Ms. Hazner discussed that this is a joint effort between MassDOT and the Town of Dartmouth.

607825 - WAREHAM – Construction of Bike Lanes along Narrows Road and a Shared Use Path adjacent to Minot Avenue including related work

Mr. Ken Buckland gave a brief overview of the project and turned the presentation over to Brian Wallace from JC Engineering. Mr. Wallace discussed the current layout of the project, which included a 10-foot pathway on the south side of the road and a 5-foot buffer between the path and roadway.

Mr. Brian Wallace described the project as a 10-foot wide shared use path that begins at the intersection of Narrows and Route 6, continuing through the south side of Narrows Road, through the intersection on Indian Neck and terminates at the intersection of Minot Ave and Depot Street. The total project length is 1.8 miles with a generally uniform layout of 11-foot wide travel lanes, with a shared use path on the south side of the right of way. JC Engineering proposed replacing the sidewalk with a 5-foot grass median and a 10-foot wide shared path, with 5-foot travel lanes in each direction. Currently, JC engineering is working on submitting the 25% Design submission.

Discussion ensued regarding parking, which Mr. Wallace clarified the path will not interfere with existing parking lots within the right of way of the Railroad. Members discussed the potential for a roundabout at Minot Ave, to which Ms. Hazner said that would be outside the scope of the project and complex given the proximity to the railroad tracks.

Ms. Jones emphasized the importance of this project given its ability to link Swansea up to Wareham and up to the Cape through expanded bike facilities. Mr. Wallace clarified that the project will not have dedicated bike lanes because of anticipated conflicts, but rather the shared use path is the best method given the context of the road.

607440 - MATTAPOISETT – Corridor Improvements and related work on Main Street, Water Street, Beacon Street and Marion Road - Jamie Pisano, VHB

Mr. Pisano of VHB gave a presentation of the project, highlighting current conditions and planned improvements in the project area. The project started with a year's worth of public outreach. The outreach acted as supplemental information in the project's Design submission. Mr. Pisano offered examples of sidewalk improvements, tree installation, and parking in some areas. The project is estimated to cost \$7.7 million and completion is anticipated in FFY2023. The project is expected to be advertised in between October 2022 and September 2023 and the 25% Design submission will be completed by late summer.

Discussion ensued regarding the decision to use granite curb or berm. Mr. Pisano explained that this depended on the area. For example, berm was typically used where there was no preexisting sidewalk.

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

Members also discussed the ADA requirements, given the project's emphasis on sidewalk installation. Ms. Pam Hazner mentioned that a 5 foot offset is not a requirement, though it is recommended.

Mr. JR Frey inquired about the storm water requirements, to which Ms. Hazner responded that there will be direct discharges right into the harbor.

Ms. Jones asked whether the utility relocations were factored into the cost estimate. Mr. Pisano stated that some were included.

Ms. Barbara Lachance asked whether any work would be completed on the signal and Mr. Pisano stated that boat haulers have an issue with mast arms. Mr. Pisano mentioned that he will work with MassDOT to address those challenges.

609255 - MANSFIELD – Corridor Improvements and related work on School Street, from Spring Street to West Street

Mr. Pisano from VHB gave a presentation on the project, highlighting current conditions for pedestrians and bicyclists and describing proposed improvements. He also highlighted the project area's connectivity with Route 140, Mansfield public schools, Mansfield Crossing and Downtown Mansfield. Having worked closely with the town, Mr. Pisano stated that School Street represented an area of great concern because it is a major corridor through I-95 and leading into the town center. The project aims to install multimodal accommodations, such as shoulders and sidewalks for bicyclists and pedestrians. The public outreach identified safety concerns with pedestrians and school bus activities, 11-foot travel lanes, 5 foot shoulders, and upgrading intersections. The project is estimated to cost \$2.8 million, though it does not have an estimated year because it is in the early stages. Mr. Pisano anticipated that submission for 25% Design will take place in the spring. MassDOT will review and hopefully advance the project.

Ms. Hazner mentioned that there is currently no project manager, and it would be helpful to assign a project manager for a scoping meeting.

608944 - MANSFIELD – Reconstruction on Chauncy Street (Route 106)

Mr. Lucas from BETA Group gave a presentation on the project, highlighting current congestion, safety conditions, and lack of facilities for bicyclists and pedestrians. He discussed how the proposed improvements would improve these conditions and provide for better connectivity for all modes. This is envisioned as phase 1 of the Route 106 project. The first step was defining the preferred concept for the corridor. Knowing that this section is largely commercial, turning is common. Following a meeting with MassDOT, the project team defined a concept that contains 8-foot sidewalks on the north side, with an 8-foot bidirectional side path and a 6-foot buffer on the south side. The intersection at Copeland Drive and Route 106 is a high crash location, and a road safety audit was completed. Today that intersection is signalized today, adding turn lanes in all approaches and protective permissive phasing, and right turn lanes to Copeland Drive. This concept is expected to be carried through the remainder of the Route 106 phases. The next step will be to submit for 25% Design which is expected in the spring.

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

Discussion ensued regarding timing and coordination of the Chauncey Street Route 106 corridor project and the Route 140 and Route 106 intersection project.

5. FFY2021-2025 TIP Requirement for Project Design Schedules Update

Ms. Jones thanked the project proponents that provided design schedules and mentioned that SRPEDD is still waiting on two more. This is a required part of the TIP process, though SRPEDD understands that some proponents may not be at the stage to provide this information. With this information, SRPEDD is able to anticipate any delays or changes.

6. Performance Measures - Safety Targets (PM1) for Calendar Year 2020 (Materials Attached)

Ms. Jones presented the new required state-wide safety targets. Though SRPEDD has the option to create its own targets, those recommended by the state are best suited for reporting. It also shows the region's commitment to achieving goals as set by the state. MassDOT has released those 2020 targets; they are divided into three categories: fatalities, serious injury, and combined serious injury and fatality for non-motorists. Notably, all targets are in a downward trend.

Ms. Jones presented the following information:

- For the fatalities category, there is a target for total number of fatalities based on a rolling 5-year average which is set at 347 and a rate target of 0.56 fatalities per 100 million vehicle miles traveled.
- For the serious injuries category, there is a target for total number of serious injuries based on a rolling 5-year average which is set at 2,689 and a rate target of 4.37 serious injuries per 100 million vehicle miles traveled.
- For the combined serious injuries and fatalities for non-motorized modes category, there is a target for total number of serious injuries and fatalities based on a rolling 5-year average which is set at 505.

The handout also provides detailed information about these targets and Ms. Jones mentioned she would be happy to answer any questions.

Discussion ensued regarding the targets and reason for using statewide targets as opposed to creating regional targets. Ms. Jones clarified that SRPEDD adopts the portion of targets that contribute to the statewide targets, but the region is not required to attain the same target. Mr. Mission explained that Federal Highway requires states and regions to adopt targets. There isn't a means as an MPO to improve on areas that are outside of our jurisdiction, and as a result it is best to adopt these targets on a statewide level.

A motion was made to recommend to the SMMPO the adoption of the statewide safety targets. The motion was seconded and APPROVED UNANIMOUSLY.

7. Other Business.

SOUTHEASTERN REGIONAL PLANNING & ECONOMIC DEVELOPMENT DISTRICT (SRPEDD)

Mr. Mission discussed a training attended by SRPEDD staff which highlighted MassDOT's efforts to move the development of the TIP to an online format. Currently it only allows development of highway projects, though this will expand later.

Mr. Mission also TIP readiness day is coming up in which SRPEDD and the MPO will discuss projects. This will take place February 11, 2020.

Ms. Lisa Estrela-Pedro discussed the Mobility Management grants that were awarded to the transit authorities, sub-councils on aging, and nonprofits in the region through the annual competitive community transit grant program.

- SRTA will be getting 13 new vehicles
- M.O. L.I.F.E., a non-profit in Fairhaven offering mobility services to those with disabilities, will get one vehicle
- Town of Somerset will get one vehicle
- GATRA will get 14 vehicles, \$2,500 to provide Uber trips in Attleboro and Norton for senior citizens and people with disabilities. They were also awarded \$50,000 for long distance medical transportation and another \$6,400 for a mobile coordination system. GATRA also received \$95,500 in additional funding for Wareham shuttle.

Ms. Estrela-Pedro discussed a possible amendment for cost increase for the Taunton project along Broadway. The cost has increased by about 1 million. This will be presented to the MPO and hopefully released for a 21-day comment period.

Mr. Shayne Trimbell expanded on SRTA's grant which will allow the RTA to obtain low floor, 8-inch step demand response vehicles that will improve access.

Ms. Estrela-Pedro discussed the two Route 6 Public Meeting that were well attended by the public. Roadway alternatives were presented and discussed.

- 8. Date, Time, Place for Next Meeting.** The next meeting will take place on February 12, 2020 at 2PM the SRPEDD offices.
- 9. Adjourn.** A motion was made to adjourn the meeting at 2:33PM. The motion was seconded and APPROVED UNANIMOUSLY.