

**DRAFT** MINUTES FOR THE MEETING OF THE **Joint Transportation Planning Group (JTPG)**  
Wednesday November 13, 2019 at 88 Broadway Taunton, MA 02780

The following JTPG Members were in attendance:

Lee Azinheira, Town of Mansfield	Mary Ellen DeFrias, MassDevelopment
Alan Slavin, Town of Wareham	Maureen Candito, Town of Lakeville
Robert Burgmann, Town of Mattapoisett	Franklin Moniz, Town of Lakeville
Jamie Pisano, VHB	Ron Morgan, GATRA
Joe Wanat, VHB	Jeff Walker, SRPEDD
Manuel Silva, City of New Bedford	Lisa Estrela-Pedro, SRPEDD
Stephanie Crampton, City of New Bedford	Luis De Oliveira, SRPEDD
LeeAnn Bradley, Town of Middleborough	Lizeth Gonzalez, SRPEDD
David Hickox, Town of Dartmouth	Guogiang Li, SRPEDD
Cheryll Ann Senior, MassDOT District 5	Charlie Mills, SRPEDD
Pamela Haznar, MassDOT District 5	Lilia Cabral-Bernard, SRPEDD
Ben Muller, MassDOT	

- 1. Call to Order and Introductions:** The meeting was called to order at 2:02PM 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 – October 9, 2019 (Materials Attached):** A motion was made to approve the minutes of the last JTPG meeting held on October 9, 2019. The motion was seconded and APPROVED UNANIMOUSLY.
- 4. FFY 2020-2024 TIP Project Presentations & Discussion-**  
608536 – New Bedford – Intersection Improvements and Related Work at Rockdale Avenue and Allen Street - TIP FFY2021 - Estimated at \$2 M

Ms. Stephanie Crampton discussed the intersection planned improvements at Rockdale Ave and Allen Street. Describing the existing conditions, Ms. Crampton stated that the intersection is a site of heavy traffic in all directions and some pedestrian traffic, given its proximity to a local park. Currently, the intersection lacks exclusive left-turn lanes and bike infrastructure. Between 2012-2014 the intersection was considered a crash cluster, which warranted the need for improvement and inclusion in the TIP. The project would provide the following improvements: permissive left turns, ADA compliant sidewalks, crosswalks and ramps, grass ribbons, as well as clear visual traffic signals.

609201 – New Bedford – Intersection Improvements on Acushnet Avenue at Peckham Road/Sassaquin Avenue – TIP FFY2022 - Estimated at \$1.5 M

Mr. Manuel Silva presented the proposed intersection improvements at Acushnet Avenue and Peckham Road. Mr. Silva stated that the high crash cluster intersection which is currently not signalized, attracted attention and prompted a study conducted by SRPEDD. The study showed that the intersection warranted signal improvements. Option one allows

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exclusive left-turns and option two allows for exclusive right-turns on Peckham Road. Either option proposes road widening by 5 feet, especially on the west side. This will require right of way landtaking. In addition to these improvements, there will be ADA improvements to the sidewalks and ramps.

608535 - New Bedford- Corridor Improvements and Related Work on County Street from Nelson Street to Union Street – TIP FFY2023 - Estimated at \$8.5 M

Mr. Manuel Silva presented the proposed intersection improvements at County Street, which is one of the three major thoroughfares in the city. County Street has already seen improvements at the northern end through other projects, but continues to warrant improvement given that it is the site of the city's half marathon. Mr. Silva stated that there are some alignment issues, specifically at the intersection with Allen Street. Sidewalks are currently 6 feet wide and do not accommodate trees, which is a priority for the city. Given this priority, improvements will narrow the road. From Union to River Street, there will be one lane for parking, two 11-foot lanes, a northerly bike lane with sidewalks on both sides and grass ribbons. South of Rivet Street will see parking on both sides, two 11 foot lanes and sidewalks. Instead of grass ribbon, the proposal will incorporate another permeable surface. Rivet Street, Allen Street, and Union Street will all have new traffic signals and accessibility improvements.

Mr. Silva answered questions regarding drainage and grant funding.

608586 – Dartmouth – Corridor Improvements on Dartmouth Street and Prospect Street – TIP FFY2021 - Estimated at \$4 M

Mr. Jaime Pisano of VHB, the town's consultant, provided an update regarding the improvements to Dartmouth Street and Prospect Street, highlighting the existing, environmental and historical conditions of the roadway. The intersection in particular suffers from deteriorating pavement and is the site of a 5-way intersection. Mr. Pisano highlighted the surrounding village, which Dartmouth Street leads into a short distance away. The town made improvements to sidewalks and invested in upgrading Elm Street. The project improvements will positively impact road conditions, integrate multi-modal transit options, and create a roundabout to improve safety moving through the 5-way intersection.

Mr. Pisano answered questions regarding bike lanes, stating that though not dedicated the roadway is shared. Prompted by another question, Mr. Pisano clarified that the utility poles are likely owned by Verizon or National Grid. There is a program in place to work out reimbursement should the poles need relocating.

608267 – Raynham – Route 138, Resurfacing and Related Work – MassDOT - TIP FFY2021 - Estimated at \$7 M

Ms. Pamela Haznar presented updates regarding the Route 138 resurfacing project in Raynham. The project limits are King Phillip and Center Street, which resulted from Walmart

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mitigation. Due to funding constraints, the project was phased and now ends just shy of I-495. Should funds become available, MassDOT would like to make this project whole again and go to Robinson Street. The project itself entails resurfacing and repaving. There are two high crash locations, inadequate sidewalks, bike lanes, and drainage, which the project will address. Currently the project is at 25% design with a recent design public hearing. Construction is set to start in 2021.

608230 – Rehoboth – Intersection Improvements and Related Work at Winthrop Street (Route 44) and Anawan Street (Route 118) – TIP FFY2021 - Estimated at \$2 M

Ms. Haznar presented updates regarding the intersection improvements at Winthrop Street and Anawan Street in Rehoboth. The intersection is considered a high crash area given its many uses. There are no bike or pedestrian accommodations. The roadway safety audit in 2018 validated the findings. Improvements for this project include a roundabout, which the board of selectmen supported. The roundabout would reduce speed, diminish crash rates, and improve capacity. Not everyone is on board with the idea and there will be an opportunity to discuss all public opinion at a future public meeting.

Ms. Haznar discussed the bike and pedestrian accommodations in depth, stating that there are about 8 feet dedicated for that purpose.

607339 – Attleboro – Intersection Improvements at Route 1 (Washington Street)/Route 1A (Newport Avenue) and Route 123 (Highland Avenue) – TIP FFY2022 - Estimated at \$8.3 M

Ms. Haznar provided information on the intersection improvements at Route 1 (Washington Street)/Route 1A (Newport Avenue) and Route 123 (Highland Avenue) in Attleboro. Both the I-195 and SRPEDD studies identified improvements along Route 1. This is a priority project with high crash and high traffic volume. MassDOT worked closely with the developer of Mayfaire shops, just north of the project limits. The intent is to implement roadway safety improvements. The project adds sidewalks, leaving 11-foot travel lanes and 5-foot shoulders to improve pedestrian and bike safety, as well as increase accessibility. There will be all new state of the art signals with turn lanes. It will not fix all problems, but it will represent major improvements to the area. Construction will be critical given the number of businesses in the area, which is anticipated for 3 years.

606024 – Taunton – Reconstruction of Route 44 (Dean Street), from Arlington Street to Route 104 (South Main Street) – TIP FFY2022 – Estimated at \$9.5 M

Ms. Haznar presented updates regarding the reconstruction of Route 44 (Dean Street), from Arlington Street to Route 104 (South Main Street). This project resulted from a study SRPEDD conducted a few years ago. The project limits are from Arlington Street through Long Meadow to Gordon Owen Riverway, just short of Route 104. Currently, the intersection experiences bottlenecks and is considered high crash. It is also inconsistent with two lanes through the intersection, transitioning into four lanes. MassDOT came up with a four lane cross section, though there is not enough room for a median due to the physical barrier of the river on the southside. The goal is to create a consistent cross section, increase capacity

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and upgrade pedestrian accommodations as well as bike lanes. Coordinating with GATRA, the project will also integrate bus stops where possible. MassDOT anticipates some issues relating to the river and types of soil in the project limits.

Lakeville Route 79

Before moving to the next agenda item, Ms. Estrela-Pedro invited Ms. Maureen Candito, Town of Lakeville Administrator, to discuss the recent vote on the Route 79 project. Ms. Candito recalled that last spring, the vote passed with unanimous support in a town meeting. Unfortunately, 2 weeks before the vote was put out, oppositional social media efforts alleging a higher project cost, extensive land-taking, and bike lane installation. The campaign resulted in the failure of the vote by 7-1. During that time, the board lost one selectman and the project will be put to another vote in spring of 2020 following the election for the third selectman. Lakeville intends to work with MassDOT to present the project to the public with accurate information. Route 79 conditions continue to deteriorate with crumbling pavement and continued drainage issues. Should the vote fail again, Lakeville will consider self-funding this project.

Chairman Azinheira invited the group to provide any relevant updates on other projects.

Ms. Haznar offered to provide updates from the TIP. Taunton Route 138 had increased in cost by an estimated \$1 million due to utilities. A site walk was scheduled for the Norton-Mansfield project given recent concerns relating to the right of way. Mr. Azinheira discussed the history of this issue, recounting that the town of Mansfield had purchased the rail beds, but the new standards require the town to trace ownership. This requirement should not delay the project schedule. Ms. Haznar announced that the ad date for the New Bedford Hathaway triangle may be delayed due to right of way concerns. John Glass Square in Middleboro might move quicker, though there was a question regarding an easement that MassDOT doesn't need to move forward. The Hamlin Street municipal bridge in Acushnet is expected to be at 75% design by December, upon which the town will select the acceptable cross section.

Chairman Azinheira, inquired as to the status of the Route 140 and Route 106 projects, asking whether there was agreement with the approach to combine projects. Ms. Haznar clarified that currently the projects are separate, but it makes sense to combine them. MassDOT came to an agreement on the cross section, passing it by Complete Streets. It promises better connectivity to the rail station.

MassDOT conducted a utility site walk on Tucker Road in Dartmouth, which resulted in a recommendation to create an 8-foot sidewalk by reducing the shoulder from five feet to four.

**5. Discussion of Development of the 2021-2025 TIP Amendments & Administrative Adjustment Procedures**

Ms. Lisa Estrela-Pedro discussed the administrative amendments and adjustment procedure for the TIP. The biggest discrepancy is centered around what MassDOT and Federal Highway deem a major or minor cost change. Currently, SRPEDD doesn't have thresholds to

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determine when a cost change to the TIP requires an amendment or an adjustment. Ms. Estrela-Pedro recommended SRPEDD adopt the thresholds to determine when a project cost change requires an amendment. Currently the JTPG or SMMPO can vote on an adjustment, completing the process in the meeting. By implementing the thresholds, most adjustments would be considered amendments going through the JTPG or SMMPO and subject to a 21-day comment period. An additional recommendation includes providing formal notice to JTPG members when there has been no previous opportunity to inform them of a proposed amendment scheduled for discussion and consideration at an upcoming SMMPO meeting. Ms. Estrela-Pedro also recommends minor changes in project scope or design be considered an administrative adjustment.

Mr. Ben Muller highlighted that the issue arose this past spring. MassDOT seeks to align MPO practices across the state with their own. As such, MassDOT will craft standards for all MPOs in the future.

**6. Other Business**

Ms. Jackie Jones announced that anyone with an upcoming TIP projects should anticipate an email from her requesting project schedules and any updates. SRPEDD is looking to have all of these by December 31<sup>st</sup>. This allows SRPEDD to better schedule projects for the upcoming year.

Mr. Slavin inquired about the status of the Route 6 Study and whether it would be ready by the end of December. Ms. Estrela-Pedro discussed that SRPEDD is in the process of scheduling public meetings and the date of the draft is as of yet unknown.

**7. Date, Time, Place for Next Meeting:** The next meeting will take place on December 11, 2019 at 12PM. Ms. Estrela-Pedro announced this would be a joint meeting with the JTPG and the SMMPO. SRPEDD will host a holiday luncheon at noon followed by the meeting. MassDOT has been invited to conduct a demonstration of GreenDOT and do presentations on community pages, which was showcased at Moving Together.

**8. Adjourn:** A motion was made to adjourn the meeting at 3:08PM. The motion was seconded and APPROVED UNANIMOUSLY.