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CHAPTER 10

CIRCULATION & TRANSPORTATION

A town's circulation and transportation networks affect nearly all aspects of community planning and development. Circulation is the movement to and from or around something. Transportation is the action of transporting someone or something or the process of being transported. The quality of transportation in town affects Dartmouth's ability to meet its many Master Planning goals. To begin the process of making these important connections between circulation, transportation and the many qualities and features of our community, we can ask ourselves:

Is our circulation system safe and convenient? One of the main roles of a transportation network is to safely move people and commodities to their destinations. This "access to goods and services" is important for Dartmouth residents and businesses, alike. In fact, many aspects of the town's economy literally depend on this safe, easy flow. What are the main safety and congestion issues in Dartmouth that this Master Plan can identify? What are solutions to those issues that this Master Plan can help put in motion?

Do we provide options for all users and all modes? The role that transportation plays in a healthy economy is widely understood and accepted. Do we also understand the importance that affordable, reliable transportation plays in the life of a community – particularly for its children, seniors, and people with disabilities? Are we ensuring that multiple modes are available and that critical connections between population centers and amenities, services, and institutions are present and affordable?

Do we make necessary connections that support community character? Dartmouth values the beauty of its natural and built environments. The main way most residents and visitors interact with these places is traveling the town's roadways. Does the transportation network support its goals for growth in key areas? Are activity centers, such as Padanaram or Faunce Corner, accessible and well-served by the full suite of transportation improvements necessary for their success? Do the town's roadways and signage provide clear cues that users are near community assets and other key locations?

Is our circulation and transportation system well maintained and resilient? Circulation and transportation networks must also function well in emergencies and disruptions. Are Dartmouth's roadways, sidewalks, and paths in a state of good repair? Are its critical roadways vulnerable to flooding, storms, or sea level rise? What are the main ways the town can ensure that critical infrastructure and facilities are safely accessible 24-7, 365 days per year? Are evacuation or hospital routes clearly marked?

In summary, the circulation and transportation goals and strategies in this plan intend to support the following main idea: ***In what ways can Dartmouth support areas and economies through transportation planning and investments?***





KEY TRANSPORTATION PLANNING DATA

The following data points combine with take-away messages from prior plans and Master Plan public outreach to inform the Goals and Strategies of this element. Moreover, Dartmouth already has important existing transportation-related planning, such as a Complete Streets Prioritization Plan, in place to guide its transportation investments and interventions.

Workers and Transportation in Dartmouth

As is the case in most of the nation, Dartmouth’s primary means of transportation to work is by car. Over three-quarters (76.7%) of Dartmouth’s labor force drives alone to their jobs. This compares to a rate of 80.9% in the region and 72% in Massachusetts as a whole (SRPEDD 2020 Regional Transportation Plan, Appendix B, page B-36). The second highest means of transportation (other than people who work from home) is walking to work at nearly 5%. Transit is rarely used and commuting by bike appears to be completely absent.

The largest centers of economic activity often produce the most trips. Concentrated along Route 6, Faunce Corner Road, and in the New Bedford-Dartmouth Industrial Park other economic drivers for the region depend on a safe and reliable network. These economic areas join major institutions such as UMass Dartmouth in addition to public and private local and regional schools to help locate the most critical areas in the circulation system – and those roadways under the most demand and strain. The New Bedford-Dartmouth Industrial Park presents a problematic case for regional commuting patterns; while it is located in both communities, the town’s portion of the Industrial Park has no roadway access from Dartmouth.

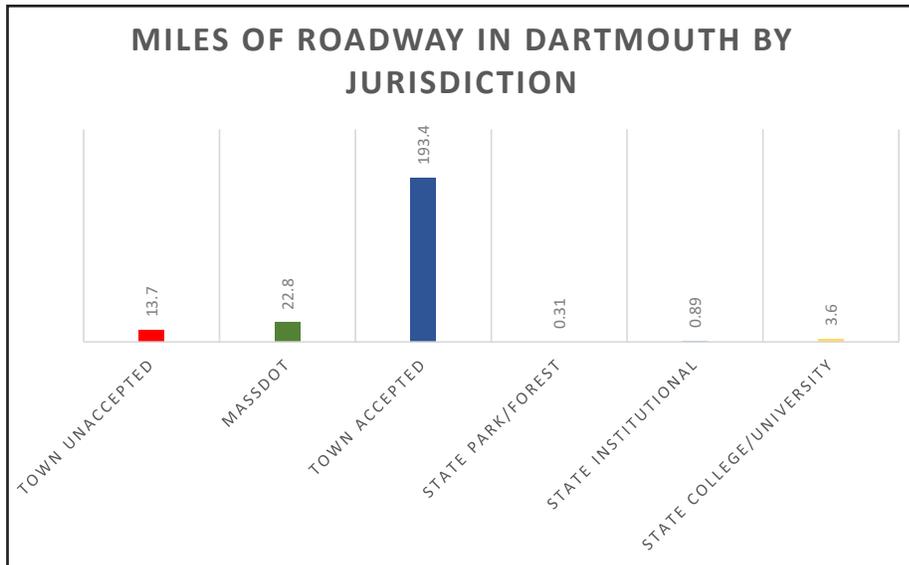
For additional information on means of transportation to work, commute times, and major employer trip generators, and the impacts of COVID-19 on workers and transportation, see the Economic Development chapter.

Modal Networks

Automobile Network

The vast majority of roadways in Dartmouth are owned and maintained by the town. This presents challenges (cost, safety, and enforcement) and opportunities (relative amount of local control over investments and projects in the public right of way) for the town. Many of the strategies in this Master Plan element focus on actions that Dartmouth can take to increase safety and provide multi-modal options on its town-owned roadways. Of these town-owned roadways, the following “functional classifications” (types of roadways based on the role they play and their context in the transportation network) are eligible for federal funding through the regional Transportation Improvement Program (TIP): Rural Principal and Minor Arterials, Rural Major Collectors, Urban Principal and Minor Arterials and Urban Collectors. In Dartmouth, this equals approximately 62 miles of locally owned roadways that are federal aid-eligible. Several major state and interstate Routes divide Dartmouth. State Route 6 and nearby Interstate 195 both run parallel, east to west, and present varying levels of infrastructural barriers dividing the town and driving land use decisions in their

proximity. State Route 140 runs parallel to Dartmouth in New Bedford and ends on State Route 6 near the Dartmouth town line.



Source: MassDOT Roadways Layer 2016.

Figure 10.1: Relative Distribution of Roadway Jurisdiction Types in Dartmouth

Several of the town’s intersections have proven to be particularly dangerous and disproportionately the location of car crashes as is evident by the total crash numbers provided below.

Figure 10.2: Intersections by Crash Frequency

Street 1	Street 2	Total Crashes (2017-2019)
Faunce Corner Mall Rd	Cross Rd	51
Elm St	Bridge St	33
Hathaway Rd	State Rd/Rt 6	30
Dartmouth St	Norwell St	29
Cross Rd	State Rd/Rt 6	28
Slocum Rd	State Rd/ Rt 6	25
Faunce Corner Mall Rd	Rt 195 EB Exit 12 Ramp	24
Cross Rd	Old Westport Rd	24
Reed Rd	State Rd/Rt 6	24
Slocum Rd	Allen St	21
Wilbur Ave	State Rd/Rt 6	20
Faunce Corner Mall Rd	State Rd/Rt 6	19
Slocum Rd	Hathaway Rd	17
Tucker Rd	State Rd/Rt 6	16



Target Plaza	State Rd/Rt 6	13
Slocum Rd	Hawthorn St	12
Chase Rd	Old Westport Rd	11
Dartmouth St	Russells Mills Rd	9
Faunce Corner Mall Rd	Rt 195 WB Exit 12 Ramp	8
Faunce Corner Mall Rd	Hixville Rd	7
Tucker Rd	Allen St	7
Slocum Rd	Russells Mills Rd	7
American Legion Hwy/ Rt 177	State Rd/Rt 6	6
Faunce Corner Rd	Old Fall River Rd	5
Tucker Rd	Russells Mills Rd	5
Elm St	Russells Mills Rd	5
Rockland St	Russells Mills Rd	4
Reed Rd	Hixville Rd	3
Hixville Rd	Cross Rd	3
Slocum Rd	Sharp St	3
Russells Mills Rd	Rock O'Dundee Rd	3
Reed Rd	Rt 195 WB Exit 11 Ramp	2
Reed Rd	Rt 195 EB Exit 11 Ramp	2
Bakerville Rd	Russells Mills Rd	2
N. Hixville Rd	Old Fall River Rd	1
Wilbur Ave	Hathaway Rd	1

Source: MassDOT

Although the latest census data shows that Dartmouth’s population has not increased, the vehicle traffic, especially along State Road and Faunce Corner Road appears to have increased. There are daily backups along these routes and accompanying feeder streets such as Reed Road, Old Westport Road, Cross Road, Tucker Road, and Slocum Rd. Increased traffic commonly results in more motor vehicle violations and crashes. This also causes a delayed response for emergency vehicles trying to navigate these areas during peak traffic.

The planned construction of the project known as Dartmouth Woods II along with the potential expansion of the Lincoln Park development, both located in close proximity along State Road, will contribute to increases in population and traffic congestion. Additionally, the expansion of the MBTA commuter rail (South Coast Rail) into the surrounding cities of New Bedford and Fall River may contribute to increased automobile traffic through Dartmouth.

Bicycle and Pedestrian Network

Dartmouth is similar to many towns in southern New England in that there are significant “gaps” in its bicycle and pedestrian network. The town is currently home to:

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- 38.6 miles of roads with sidewalks
 - 2.59 miles of bicycle lanes and 3.01 miles of “sharrows” (a road marking in the form of two inverted V-shapes above a bicycle, indicating which part of a road should be used by cyclists when the roadway is shared with motor vehicles, but not serving as a separate and dedicated bicycle lane)
 - 15.5 miles of proposed off-road bike trails/pathways
 - 9.83 miles of proposed on-road bicycle lanes

This plan seeks to help the town strategically fill these gaps by creating new sidewalks, more on and off-road bicycle facilities, and more crosswalks, textured warning ramps, features that are accessible for individuals with a disability, and other considerations such as reduced impact on sidewalks from trees, utility poles and signs. These activities can be guided by Dartmouth’s existing 2017 Complete Streets Prioritization Plan (with 19.6 miles of planned improvements) and by a proposed Americans with Disabilities Act (ADA) Self Evaluation and Transition Plan.

Transit Service

Dartmouth is served by fixed-route bus transit through the Southeastern Regional Transit Authority (SRTA) based in neighboring New Bedford and Fall River. SRTA provides bus service to 10 communities across the region. System-wide, SRTA averages 21.6 passengers per revenue hour (pprh) and 8.23 passengers per trip. In Dartmouth, all routes run from the New Bedford terminal station, which is located in Downtown New Bedford and which is an approximately 14-minute walk from the future Whale’s Tooth/ New Bedford MBTA Commuter Rail Station. Route 9 (the inter-city “NB 9”) originates in New Bedford on the outbound trip; it also runs from Fall River through Dartmouth on the inbound trip.

Three SRTA Routes serve Dartmouth; they are Route 3, Route 9 (Intercity), and Route 10. Key destinations on Route 3 include Bliss Corner, Big Value, Stop & Shop, and St. Luke’s Hospital. The Route 3 service has an average of 15 passengers per revenue hour and 6.5 passengers per trip.

Key destinations on Route 10 include Dartmouth Mall and Faunce Corner Road hospitals and clinics. The Route 10 service has an average of 16 passengers per revenue hour and 8 passengers per trip.

Route 9 (Intercity) is an inter-city route running along State Road / Route 6, between Fall River and New Bedford, making stops at Dartmouth Mall and UMass Dartmouth. This route has the highest passengers per trip figure, at 24 passengers, and has a corresponding 24 passengers per revenue hour rate. It is also a rate with growing usage, with a 4.7% increase in ridership between fiscal year 19 and fiscal year 20, even after accounting for reduced ridership during the pandemic. SRTA is considering increasing this route’s service frequency, presenting opportunities for dialogue and engagement with the town and the Regional Transit Authority.



ROADMAP TO THE FUTURE

Community Goals

During the Dartmouth Master Plan’s Transportation and Services & Facilities workshop, residents participated in a virtual “round robin.” Participants went to Zoom breakout rooms, while topic-based facilitators rotated between rooms. The exercise was split into 5 mini-sessions, discussing the Automobile Network, Pedestrian and Bike Network, Transit Network, Transportation Impacts, and Services & Facilities. Afterward, everyone re-convened and shared their thoughts with the rest of the workshop participants.

Before and after the workshop, participants took part in an online survey to share their travel patterns and their ideas for transportation in Dartmouth. Participants also added comments to interactive, online maps.

The project team reviewed comments from the workshop, survey, and online map focused in order to identify themes, patterns, and priorities. A large share of comments discussed congestion, long traffic queues, and safety issues on Route 6, particularly related to the complex intersection between Route 6 and Hathaway Road, Tucker Road, Old Westport Road, and Faunce Corner Road.

In general, the next largest share of comments focused on gaps in the sidewalk network, participants noted that better sidewalks were needed for the entire stretch of Route 6 and Hathaway Road, particularly near Bliss Corner and Padanaram Village. Additionally, other locations where residents desired sidewalks and paths, but which are not included in the town’s existing Complete Streets Planning include:

- Slocum Road, between Route 6 and Hathaway Road;
- Hathaway Road;
- Russells Mills Road, between Tucker Road and Gulf Road, to complete a loop;
- Russells Mills Road, between Gulf Road and Chase Road, to create more east-west connections; and
- The need of crosswalks along Faunce Corner Road (which has very few crosswalks despite being served by SRTA and having numerous medical facilities) and Route 6 are also priorities.

Additionally, the public desires increased connections to parks and the waterfront, including interest in the Padanaram Bridge replacement and parking availability during special events. In the survey, most participants wanted to improve walking and biking networks to access recreational opportunities in Dartmouth. Some commented on speeding issues on Dartmouth’s back roads.

Transit comments focused on improved shelters and passenger amenities and network expansion to connect existing village centers to the future South Coast Rail stations in New Bedford and Fall River.

Some specific comments received from private citizens that are representative of the main themes from public input include:

- “Complete the South Coast Bikeway...”

- “Bike and pedestrian accommodations are needed along entire Route 6 corridor to allow for safe alternate transportation to retail, medical and other facilities.”
- “On Route 6 near Shaw’s and Dartmouth, there’s a bus stop on both sides, but there’s no crosswalk. Sometimes people dart out after getting out of the bus.”
- “One of the best assets in town is the waterfront. I would love to see more ways to leverage the walking and biking along the water.”

Existing Local Transportation Plans, Programs, and Initiatives

State Transportation Improvement Program (STIP) and Local Transportation Improvement Program (TIP)

The Town of Dartmouth is a member of the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO), the group responsible for conducting the federally required metropolitan transportation planning process for the 27 communities that comprise Southeastern Massachusetts. The SMMPO maintains a **Transportation Improvement Program (TIP)**, which is a five-year programming document that lists all the needs of the regional transportation system. The TIP is developed annually. All projects are identified by fiscal year (year proposed for construction/implementation). The SMMPO is a 14-member body including representation from the region’s mayors, Boards of Selectmen, and regional and state agencies). At the time of this writing, Dartmouth is represented on the SMMPO by Selectman Shawn MacDonald.

The TIP is fluid and changes year to year as projects emerge and are rescored, including major projects that would change the transportation network in Dartmouth and contribute to solving some of the town’s most challenging roadway issues. At present, there are three planned projects in Dartmouth in the TIP, two planned MassDOT projects, and one recently awarded design project for the Padanaram Bridge:

1. Corridor Improvements on Route 6 from Faunce Corner Road to Hathaway Road (TIP)

Work on this project includes signal improvements at the State Road and Tucker Road intersection, signalization of the Hathaway Road intersection and bicycle and pedestrian improvements.

2. Reconstruction & Related Work of Faunce Corner Road, from Old Fall River Road Southerly to the MassDOT-owned Railroad Crossing (STIP)

Work on this project consists of roadway and sidewalk improvements along Faunce Corner Road from the rail tracks heading northerly to Old Fall River Road. This is the final phase on roadway improvements along Faunce Corner Road. The project will provide pedestrian and bicycle accommodation in compliance with the MassDOT Healthy Transportation Policy as well as the Americans with Disability Act (ADA). This project is in the preliminary design phase. Funding is currently programmed in federal fiscal year 2027.

3. Corridor Improvements on Dartmouth Street and Prospect Street. (TIP)

Work on this project consists of corridor improvements on Dartmouth Street from Howland Road to Middle Street/Prospect Street and extends on Prospect Street to Elm Street. This is the third and final phase of improvements on Dartmouth Street, which consists of pavement rehabilitation and Bicycle/Pedestrian accommodation. In



addition, drainage, curbing, pavement and signage need improvement. Improvements at the intersection at Prospect and Middle Streets are being considered, including the possible construction of a roundabout. This project is in the preliminary design phase. Funding is currently programmed in federal fiscal year 2027.

Other Transportation Projects

4. Cross Road Corridor Improvements

This project is in the preliminary design phase. No Funding Commitment.

5. Corridor Improvements on Route 6, Hathaway Road to the New Bedford Town Line (MassDOT Project)

This project is in the preliminary design phase. No Funding Commitment.

6. Route 6 State Road from Candy Apple Drive to Cross Road (MassDOT Project)

Replacement of existing and construction of new sidewalks to improve pedestrian safety along the south side. Construction began in March 2022.

Dartmouth can also be a proactive project proponent for new eligible projects in town, such as Bliss Corner (Dartmouth Street) and Cross Road. Dartmouth can continue to develop such projects through the MassDOT Project initiation process. For assistance, Dartmouth should reference SMMPO/SRPEDD's funding guide, which is intended as a practical handbook in the procedures that must be followed in order to get a road, bridge, or enhancement project included in the TIP, therefore securing the funding necessary to complete the project. Proactive communities such as Dartmouth typically have success funding eligible, projects with merit.

Long-range planning is also on-going on Route 6. SRPEDD is currently conducting the **Route 6 Corridor Study** from Cross Road in Dartmouth to the Fall River - Westport line. The study will be finalized in Fall 2022, and covers a wide range of subjects from safety to land use along the corridor. There will be a large emphasis on bicycle and pedestrian safety, with a public engagement process.

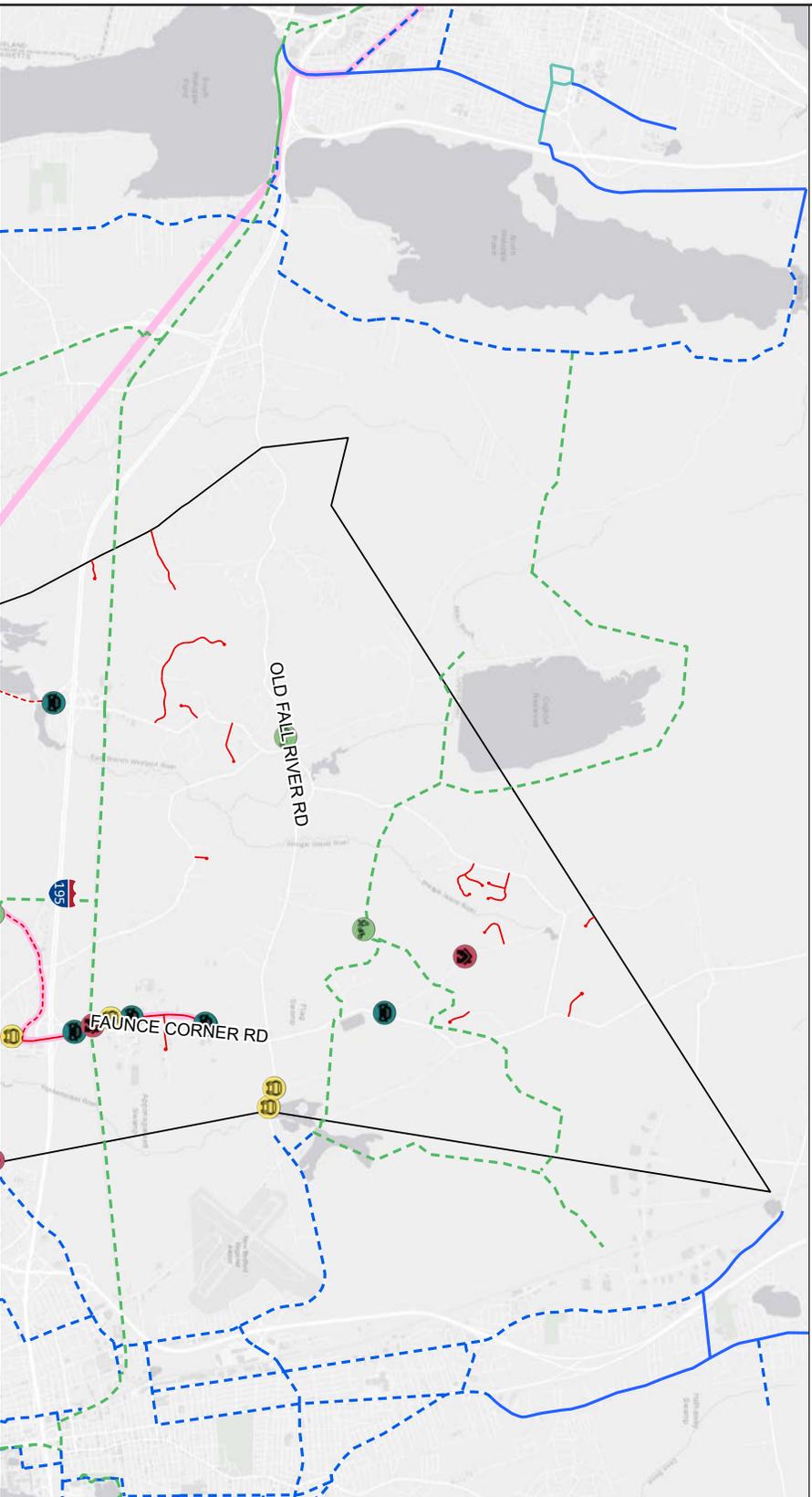
Previous Plans and Studies

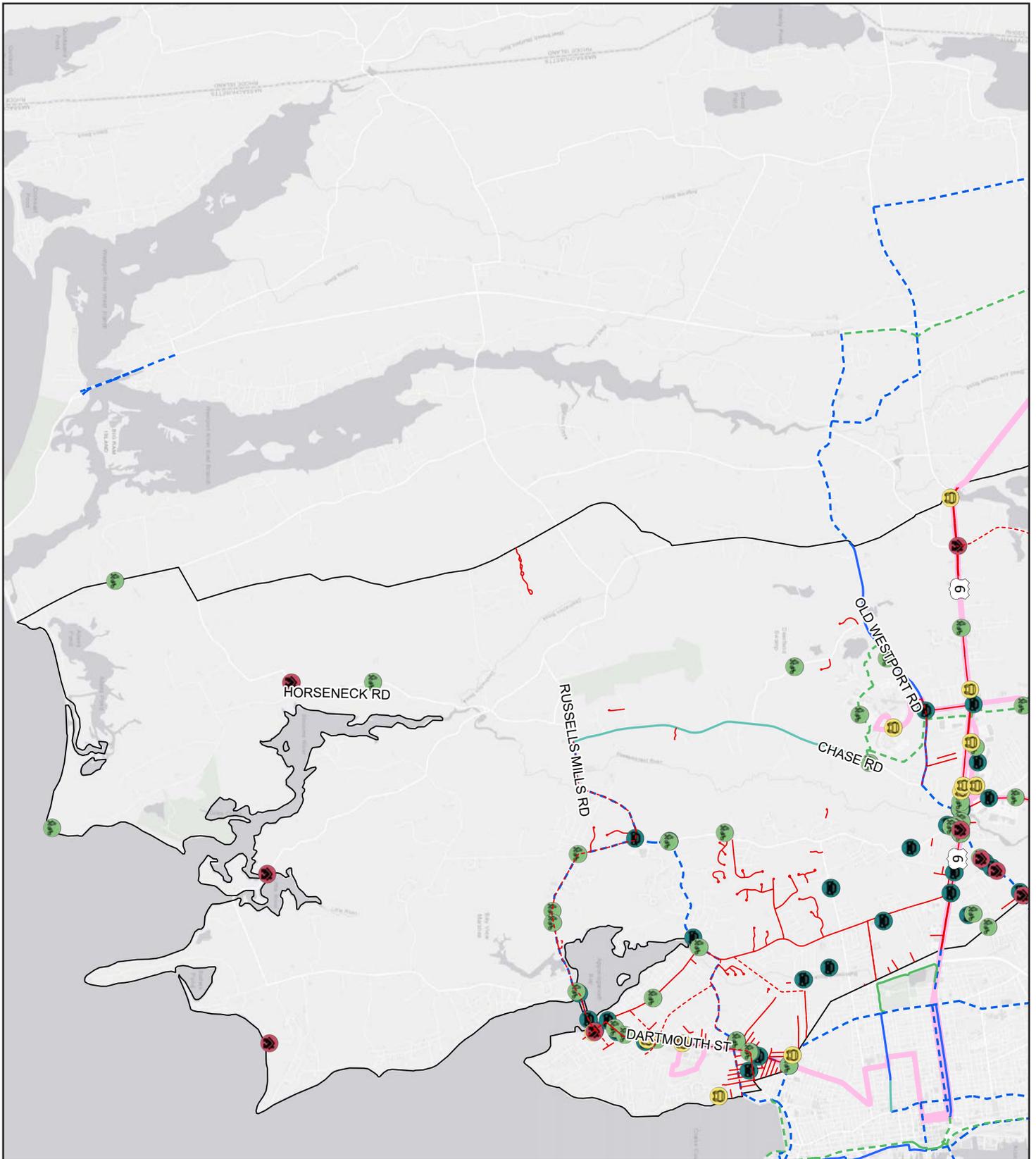
The following "take-away messages" from existing economic development-related municipal plans also serve as guides for this element's Goals and Strategies. Just like the data sweep and existing conditions mapping, this literature review of existing planning is just establishing the universe of known facts in which we can situate this plan's Goals and Strategies.

The Town's **2007 Master Plan** contains several overarching ideas regarding the town's transportation network; many of these ideas remain important to address throughout the life of a community, not just in master planning. These "ideas" include: the importance of coordinating development areas and zoning changes with investments in the transportation system; emphasizing safety and reliability (for example, reduced congestion) on Dartmouth's roadways; and supporting alternative modes to the car, notable bicycle and pedestrian usage (especially for health and recreation) and transit service (to capture more ridership to main destinations).

Transportation Feedback and Complete Streets

- Sidewalk Network
- SRTA Bus Routes
- Existing Bicycle Network (Trail)
- Existing On-Road Bicycle Lane
- Existing On-Road Sharrow
- Impact Comments
- Travel by Transit Comments
- Travel by Bike and Ped Comments
- Travel by Car Comments
- - - Complete Streets Project
- - - Proposed Off-Road Bicycle Network (Trail)
- - - Proposed On-Road Bicycle Lane
- - - Proposed On-Road Sharrow





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The **2015 Reimagining the Dartmouth Retail Corridor Study** prepared by SRPEDD examined possible futures for commercial sites along Route 6 from Faunce Corner Mall Road to Cross Road. The plan encourages the town to improve the corridor’s “aesthetics and site planning, including improved features such as sidewalks, integrated transit facilities, and streetscaping.

To SRPEDD’s knowledge, the town explored filling some of the vacant space with institutional and non-retail tenants. The main body coordinating the effort was called the “Reviewers Group” at the time - bi weekly meeting of Department Heads collaborating on cross-cutting issues. That level of cooperation would likely be necessary here.

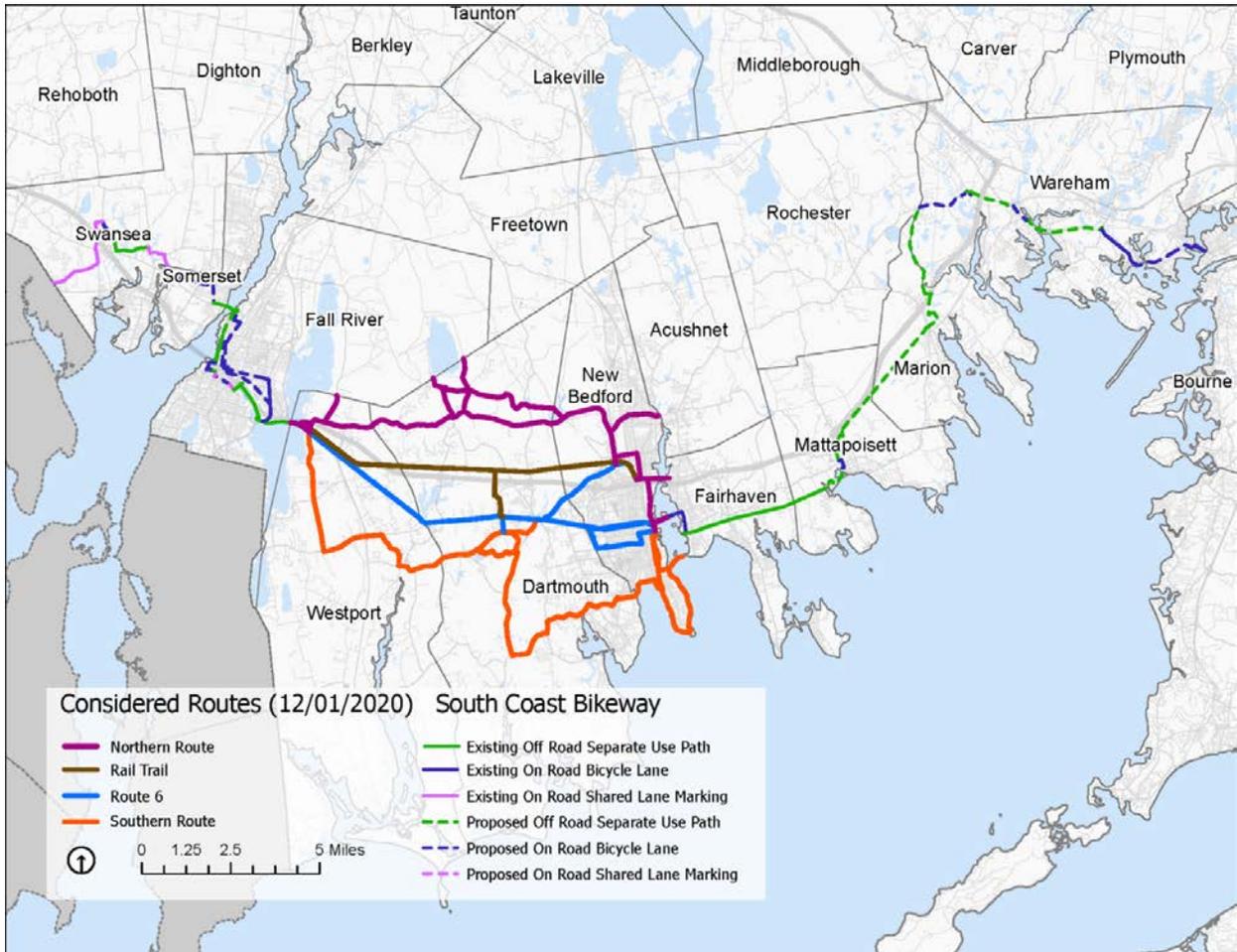
In addition to the 2015 study, the **Route 6 Gateway Mixed-Use Overlay District Study** was intended to provide guidance on the interplay between the transportation network and land use policies. The study evaluated a section of Route 6 from Slocum Road east to the New Bedford City Line, looking at redevelopment of underutilized sites, increased residential options to create mixed-use, and improvements to the roadway system, itself, including access management. The result of this study was to propose a Gateway Mixed-Use Overlay District that included “design conditions” providing for pedestrian and aesthetic improvements for future developments along the roadway but was never enacted. To SRPEDD’s knowledge, draft zoning changes did not come out of the Planning Board.

The **2014 Padanaram Streetscaping Charette** prepared by The Cecil Group, Inc advocated for “a professional parking evaluation of the on-street and off-street parking; it also asserted that an analysis of parking supply, demand, and patterns of use should be undertaken to inform the public parking strategy. This should include evaluation of curb cuts and off-street parking, using public ways for circulation.” These considerations remain important today, as Dartmouth seeks to further connect Padanaram as a destination in town without creating unintended adverse impacts on the existing neighborhood and its village character. The status of the use of this study is unknown.

In 2016, Dartmouth adopted a Complete Streets policy and began work on creating a **Complete Streets Needs Assessment and Prioritization Plan**. The Plan anticipates improvements through 2025 and includes 15 projects. Most projects focus on expanding or improving the ADA accessibility of the sidewalk network. One project focuses on completing the on-road bike network, as described by the South Coast Bikeway Alliance; another is a bus shelter at Cross Road. In 2017, Dartmouth began improving the sidewalk networks in the Padanaram Village area (Project 1). In 2018, Dartmouth completed improvements to the Bliss Corner area (Project 3) and Milton Street (Project 2).

On-Going Initiatives

In the realm of bicycle and pedestrian routes, the **South Coast Bikeway Alliance (SCBA)** is conducting a feasibility study with SRPEDD to close the gap in bike route coverage between Fall River and New Bedford through Westport and Dartmouth. Four routes were suggested and vetted through a public engagement process. The final results will be discussed in the final SCBA Feasibility Study report. Completing this regional project will create many local benefits, such as improved east-west connections and expanded non-automotive commuting options. The **Dartmouth Pathways Committee** is also pursuing the development of a Scenic Greenway path through municipally-



owned, New Bedford Water, and Dartmouth Natural Resources Trust (DNRT) property north of Route 195.

Major changes are also coming to the south coast region through the construction and operationalization of **South Coast Rail**. New stations in Fall River and New Bedford will activate commuter rail in the region starting in 2023. Approximately three-quarters of Dartmouth is located within a twenty-minute drive of at least one of the new train stations, raising the possibility of additional development in proximity to commuter rail.

Finally, the town's recent **Municipal Vulnerability Preparedness Plan (MVP) and 2020 Hazard Mitigation Plan (HMP)** update efforts have identified several roadways that are vulnerable to flooding and require priority evaluation to better handle stormwater. These roads include Horse Neck Road, Little River Road, Padanaram Village Causeway, Russells Mills Village, and Smith Neck Road. Other proposed mitigation measures priorities for the town's transportation network are the alleviation of flooding at Eddy Street, improvements to drainage under the Padanaram Causeway, ensuring that evacuation routes can handle peak emergency traffic flows, enlarging culvert or raising Old Fall River Road, and addressing flooding and drainage issues around UMass.

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Circulation & Transportation Goals and Strategies

In order to address the priorities identified by community members, key data, and Dartmouth’s existing planning, this Master Plan established the following overarching goals to improve the circulation system in Dartmouth:

Circulation and Transportation Goal 1:

Advance and expand upon the existing Complete Streets work and pursue ADA-related planning to improve the bicycle and pedestrian network in Dartmouth.

Why Dartmouth / Why Now?

Dartmouth is well-positioned to make improvements to its bicycle and pedestrian infrastructure. Thanks to its existing MassDOT Complete Streets Funding Program and its town-enabled Dartmouth Pathways Committee and Community Preservation Committee, Dartmouth can not only implement existing plans, but work to elaborate and develop further projects.

Key Strategies for Action			
ID	Strategy	Responsible Party	Time frame
CT-1A	<p>Coordinate activities with existing local entities to implement existing Complete Streets Projects – The responsibility for seeking funding for bicycle and pedestrian improvements in town typically rests with the Board of Selectmen and appointed town officials such as the Town Administrator and DPW Director.</p> <p>As a specialized, town-enabled entity, the Dartmouth Pathways Committee can assist the Town by providing specialized oversight and by identifying further funding, both from the MassDOT Complete Streets Funding Program and from other sources, such as MassTrials and the SMMPO’s TIP. Completing the portfolio of bicycle and pedestrian projects in the town’s existing Prioritization Plan is the first step in meeting Goal TC-1A; expanding upon this will require a diversity of creative approaches.</p>	<p>Board of Selectmen, Town Administrator, Pathways Committee, DPW, SMMPO</p>	<p>on-going</p>

CT-1B	<p>Create a “long term plan for bicycle and pedestrian infrastructure for the Town” (a goal of the Dartmouth Pathways Committee) – Using recent public input from this Master Plan and the expertise of the Dartmouth Pathways Committee, the town can create a specialized Bicycle and Pedestrian Plan to be updated and managed over time as projects come online and public priorities evolve. It is important to note that the public input process for this plan identified several new priorities for bicycle and pedestrian improvements, including an emphasis on creating complete networks of paths in Dartmouth and more “east-west connections.”)</p>	<p>Town Administrator, Planning Board, Dartmouth Pathways Committee, Community Preservation Committee (CPC)</p>	<p>4 years</p>
CT-1C	<p>Partner with MassDOT, SRPEDD, and neighboring communities to conduct and update a comprehensive, coordinated plan for Route 6. Route 6 is a state-owned and controlled roadway; as such, direct partnership and collaboration with MassDOT and neighboring Westport and New Bedford are essential for meeting many of Dartmouth’s goals for Route 6. A study of this nature is currently on-going. After it is completed, efforts should shift to implementation of its recommendations.</p>	<p>Board of Selectmen, Department of Public Works, Planning Board, Dartmouth Pathways Committee</p>	<p>5 years</p>
CT-1D	<p>Conduct an Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan on town-owned roadways near municipal facilities – An ADA Self-Evaluation involves a comprehensive review of all of Dartmouth’s public programs, activities, and services as well as public facilities, including roadways. Based on the findings in the Self-Evaluation, the ADA Transition Plan details the changes needed to achieve accessibility in public rights of way for Dartmouth’s residents with disabilities.</p>	<p>Board of Selectmen, Town Administrator, and Disability and Accessibility Commission</p>	<p>2 years</p>



CT-1E	Implement Regional Pathway Projects with the South Coast Bikeway Alliance (SCBA) – The SCBA’s recent Feasibility Study seeks to “close the gap between Fall River and New Bedford through Westport and Dartmouth” in this regional multi-use path. Dartmouth and its Pathways Committee can support the SCBA’s efforts to move this project’s preferred alignment through design and engineering, into construction.	Board of Selectmen, Town Admin., Community Preservation Committee, Dartmouth Pathways Committee	10 years
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Circulation and Transportation Goal 2:

Prioritize improvements, planning, and enforcement that increase multi-modal safety and reliability for Dartmouth’s residents and businesses.

Why Dartmouth / Why Now?

Route 6, Faunce Corner Road, and other major roadways present both challenges and opportunities for Dartmouth. In order to achieve many of the goals – both large scale and site-specific – the town will need to maintain partnerships with agencies such as MassDOT. Increased involvement from specialized town committees and elected officials can guide this work and build on the Master Plan.

Key Strategies for Action			
ID	Strategy	Responsible Party	Time frame
CT-2A	Continue to work with MassDOT and the SMMPO to implement existing “TIP” projects and initiate new projects based on the Master Plan’s public input. The town should continue to be an active participant in implementing existing TIP projects. It is important to note that bicycle and pedestrian projects are also TIP-eligible.	Board of Selectmen, Town Admin., Planning Board, DPW, SMMPO	On-going



<p>CT-2B</p>	<p>Create and enable a Traffic Safety Committee to address local automotive safety issues. Numerous communities in Massachusetts have Traffic Safety Committees consisting of members from the Police Department, the Fire Department, the Planning Board, DPW, the School Committee, and representation from other appropriate groups or departments. Traffic Safety Committees meet on a regular basis to discuss identified traffic safety issues in the town and to identify potential low-cost improvements.</p>	<p>Board of Selectmen, Town Admin., Public Safety Depts., Planning Board</p>	<p>1 Year</p>
<p>CT-2C</p>	<p>Work with MASSDOT to conduct Road Safety Audits (RSA) on State-owned roadways and at intersections that have a high number of crashes – Existing data identify several intersections as high crash locations (these include, but are not limited to Faunce Corner Road and Cross Road, Elm Street and Bridge Street, Dartmouth Street and Norwell Street, and numerous intersections with Route 6); Master Plan public input further identified several intersections of concern, including Bliss Corner, Flag Swamp Road and Faunce Corner Road, and Russells Mills Road and Tucker Road.</p>	<p>Proposed Traffic Safety Committee Town Admin., Police, DPW, Fire</p>	<p>On-going</p>
<p>CT-2D</p>	<p>Explore additional east-west crosstown connections, especially those in the vicinity of Manchester Lane.</p>	<p>Board of Selectmen, Town Admin., DPW, Planning Board</p>	<p>1-5 years</p>
<p>CT-2E</p>	<p>Replace the Padanaram Bridge mechanism.</p>	<p>Town Administration, DPW, state agencies, HMPIC</p>	<p>5-7 years</p>

Circulation and Transportation Goal 3:

Build on existing relationships and related planning to advance equity and resilience in the transportation system.

Why Dartmouth / Why Now?

Transportation is, at its core, all about connections. Even though many of the ideas and issues mentioned in this chapter are specific to circulation, related planning, such as Municipal Vulnerability Preparedness or Zoning and Site Plan Review, inform and affect the transportation network.

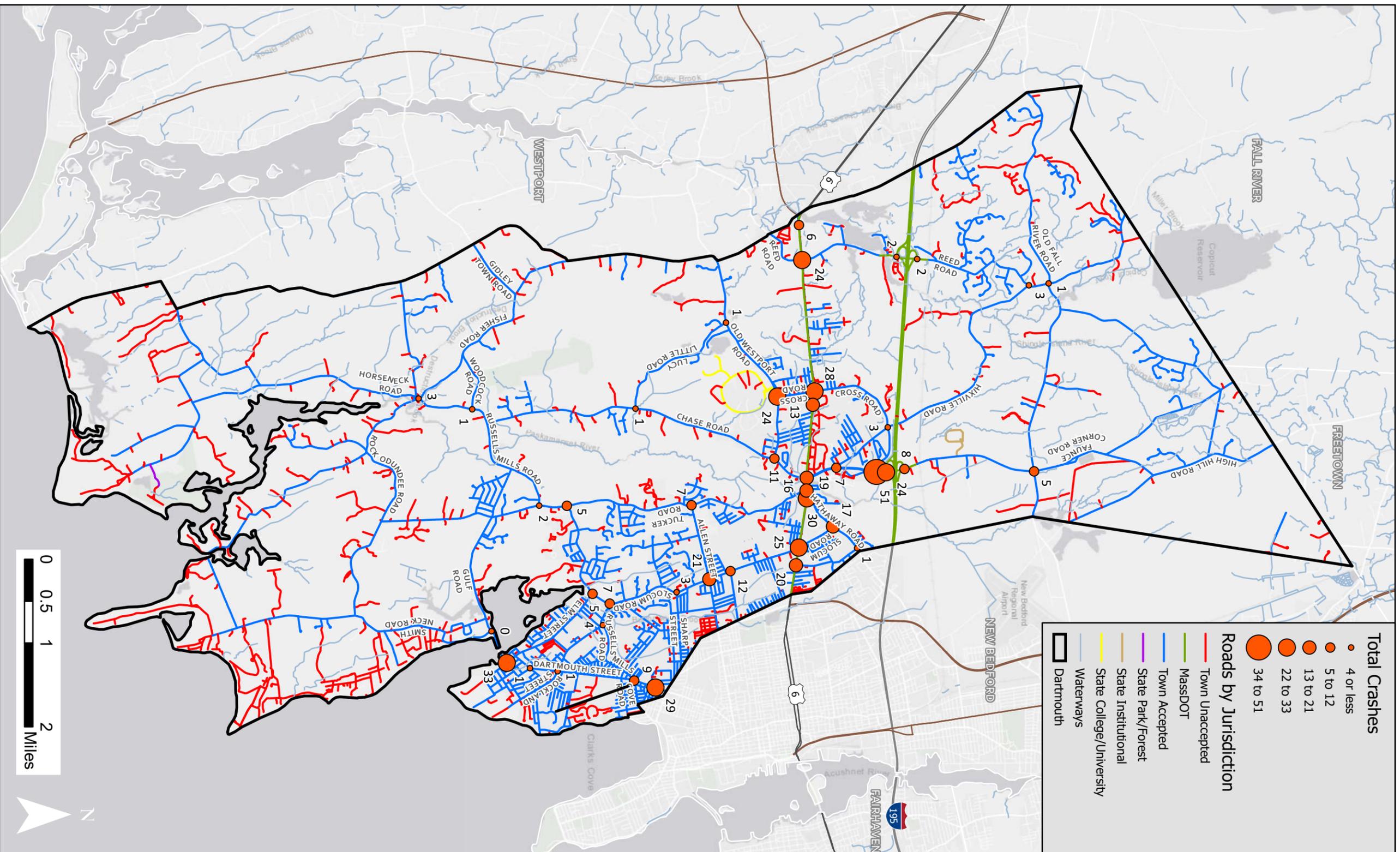
Key Strategies for Action			
ID	Strategy	Responsible Party	Time frame
CT-3A	Maintain a close relationship with SRTA to ensure that transit service adapts and expands in town. Dartmouth receives service from the most active route in the SRTA system: Route 9 between New Bedford and Fall River. The town can continue to work with SRTA to ensure that this and other routes in Dartmouth meet evolving community needs. According to the SRTA website, Dartmouth is represented on the SRTA Advisory Board by the Town Administrator and the Director of Development, who can use this plan's public input, increased community engagement, and broader goals for transportation and circulation as guidance for transit service in Dartmouth.	Town Admin, Director of Development	On-going
CT-3B	Connect site planning, placemaking, and other traditional land use ideas to their transportation benefits. Utilize the on-going Route 6 study as a pilot and key local example project for showing the connections between transportation form and the built environment.	Planning Board, Planning Director	1 Year



CT-3C	Actively coordinate Climate Change and Resilience Planning with future transportation maintenance and investments by implementing the recommendations in the Town's MVP Project and 2020 Hazard Mitigation Plan Update related to especially vulnerable roadways.	Conservation Commission, Town Admin, Planning Board	On-going
CT-3D	Provide appropriate funding and financing of transportation improvements.	Town Meeting, Finance Committee, Capital Plan, Town Meeting	On-going
CT-3E	Prepare for federal and state policies that incentivize or require the purchase of electric-powered vehicles by 2035 with the installation of more electric vehicle charging stations throughout the community.	Town Meeting, Green Communities Program staff lead, Town Admin.	2-4 years
CT-3F	Prepare for the disposal of electric vehicle battery waste.	Town Admin., DPW	2-4 years

Roadway Network by Jurisdiction Map

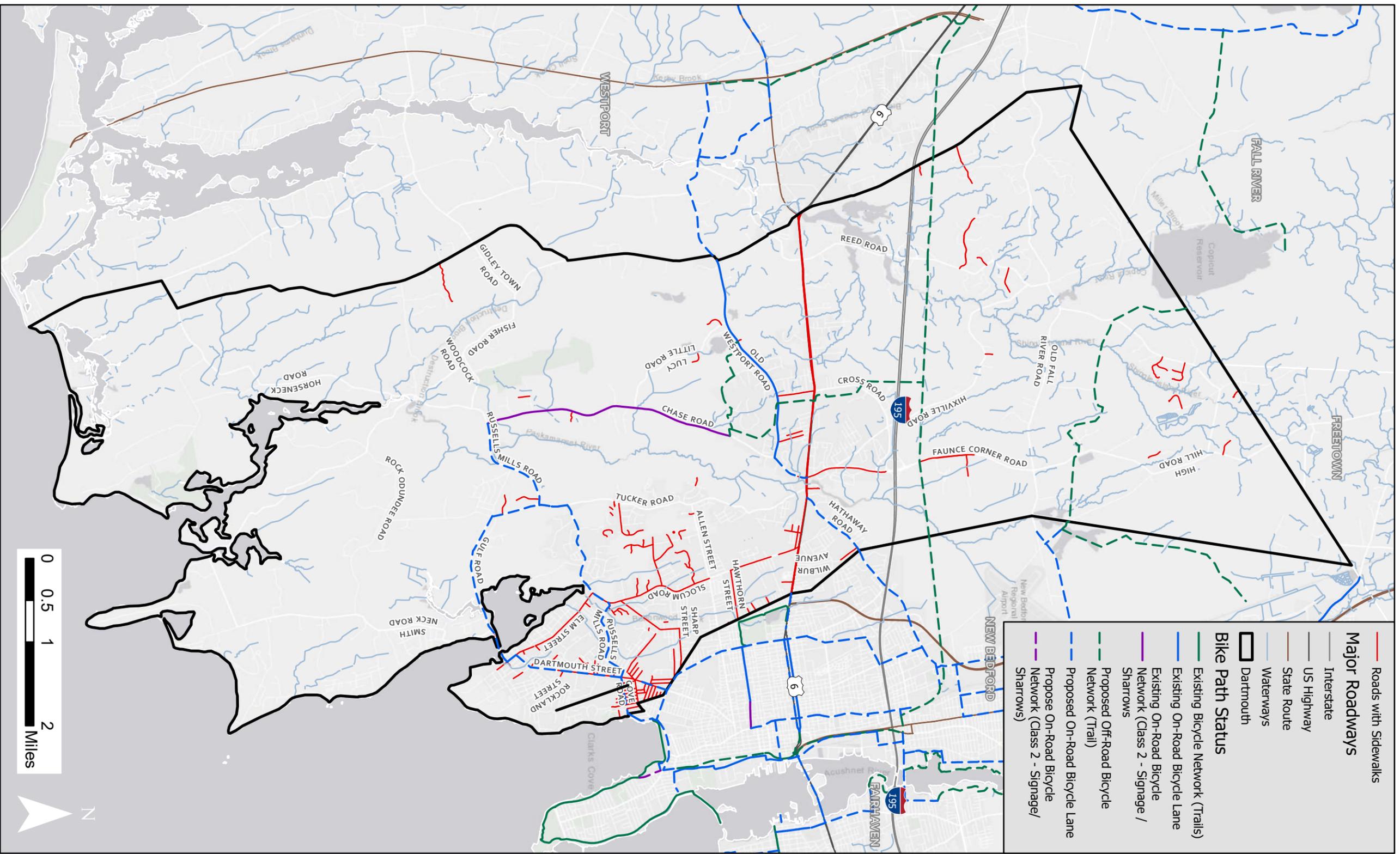
Source: MassGIS, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, MassGIS, MassDOT





Bicycle and Pedestrian Route Map

Source: MassGIS, Esri, HERE,
Garmin, GeoTechnologies, Inc.,
USGS, EPA, MassGIS,
MassDOT





Public Transit System Map

Source: MassGIS, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, MassGIS, MassDOT

