

**Southeastern Regional Planning & Economic Development District (SRPEDD)
Joint Transportation Planning Group (JTPG) Meeting**

DRAFT Minutes for the JTPG Meeting

Held on Wednesday, November 12, 2025, at 2:00 PM

**Held Hybrid via Zoom and SRPEDD Office in Accordance with Massachusetts Open
Meeting Law**

The following members and alternates were in attendance:

Victoria Alfaro, Chair.....Town of Acushnet
Byron Holmes.....Town of Berkley
Tim Barber.....Town of Dartmouth
Ralph Vitacco.....Town of Dighton
Joshua Crabb.....Town of Fairhaven
Dan Aguiar.....City of Fall River
Nancy Durfee.....Town of Freetown
Norm Hills.....Town of Marion
Janice Robbins.....Town of Mattapoisett
Adam Hart.....City of New Bedford
Antonio Morabito III.....Town of North Attleborough
TJ Torres.....Town of Plainville
Norm Sturtevant.....Town of Raynham
David Cabral.....Town of Seekonk
Amy Messier.....Town of Somerset
William Anderson.....Town of Swansea
Katherine Nunes.....City of Taunton
Josh Faherty.....Town of Wareham
James Hartnett.....Town of Westport
Michael Burriss.....Town of Westport
Chris McDermott.....At-Large, City of Attleboro
Gloria Saddler.....At-Large, City of Fall River
Ashley Eaton.....At-Large, City of New Bedford
Alan Slavin.....At-Large, Wareham/New Bedford Subregion
Tanya Lobo.....At-Large, City of Taunton

The following members/alternates were NOT in attendance:

City of Attleboro
Town of Carver
Town of Lakeville

Town of Mansfield
Town of Middleborough
Town of Norton
Town of Rehoboth
Town of Rochester

Also in Attendance:

Barbara Lachance.....Massachusetts Department of Transportation District 5
Christina Mendoza.....SRTA
Emma Yeh.....Pare Corp.
Phil Viveiros.....Bowman Consulting
Jaklyn Centracchio.....Beta Group
Jared Linhares.....Beta Group
Matthew Shute.....Beta Group
Sid Kashi.....GPI
Bonnie Roalsen.....Aecom, MassDOT Safe Routes to School
Will Gardner.....SouthCoast Places for People
Jennifer Vincent.....
Nora Reese.....
Lisa Estrela-Pedro.....SRPEDD (Attended at SRPEDD office)
Jackie Jones.....SRPEDD (Attended at SRPEDD office)
Andrea Duarte-Campos.....SRPEDD (Attended at SRPEDD office)
Rebekah Rose.....SRPEDD
Jon Gray.....SRPEDD
Sean Hilton.....SRPEDD
Jeff Walker.....SRPEDD

Handouts:

JTPG Meeting Agenda for November 12, 2025
DRAFT October 8, 2025, JTPG Meeting Minutes

AGENDA

1. Call to Order and Roll Call:

Chair Victoria Alfaro-Duran called the meeting to order at 2:01 PM. Andrea Duarte-Campos asked all JTPG members to unmute themselves so she could call the complete roll call of JTPG members, with the following being present at the time of the roll call:

Victoria Alfaro, Chair.....Town of Acushnet
Byron Holmes.....Town of Berkley
Ralph Vitacco.....Town of Dighton

Joshua Crabb.....Town of Fairhaven
 Dan Aguiar.....City of Fall River
 Norm Hills.....Town of Marion
 Janice Robbins.....Town of Mattapoisett
 Adam Hart.....City of New Bedford
 Antonio Morabito III.....Town of North Attleborough
 Norm Sturtevant.....Town of Raynham
 David Cabral.....Town of Seekonk
 Amy Messier.....Town of Somerset
 William Anderson.....Town of Swansea
 Katherine Nunes.....City of Taunton
 James Hartnett.....Town of Westport
 Michael Burris.....Town of Westport
 Chris McDermott.....At-Large, City of Attleboro
 Ashley Eaton.....At-Large, City of New Bedford
 Alan Slavin.....At-Large, Wareham/New Bedford Subregion
 Tanya Lobo.....At-Large, City of Taunton

2. Approval of Minutes – October 8, 2025 (Materials Attached & roll call vote needed)

Chair Alfaro-Duran called for a motion to approve the minutes of the October 8, 2025, meeting. The motion was made by Alan Slavin and seconded by Norm Hills. Ms. Duarte-Campos then called the roll:

Town of Acushnet.....Yes
 Town of Berkley.....Yes
 Town of Dighton.....Yes
 Town of Fairhaven.....Yes
 City of Fall River.....Yes
 Town of Freetown.....Abstain
 Town of MarionYes
 Town of Mattapoisett.....Yes
 City of New Bedford.....Yes
 Town of North Attleborough.....Yes
 Town of Raynham.....Yes
 Town of Seekonk.....Abstain
 Town of Swansea.....Abstain
 City of Taunton.....Yes
 Town of Westport.....Yes
 At-Large, City of Attleboro.....Yes
 At-Large, City of New Bedford....Abstain
 At-Large, Town of Wareham.....Yes

At-Large, City of Taunton.....Yes

THE MOTION PASSED WITH 4 ABSTENTIONS.

3. Public Comments – Opportunity for the Public to address the JTPG

There were no comments offered.

4. Regional Transit Authorities (RTAs) Report - RTA Updates

Christina Mendoza from SRTA reported that regional ridership continues to increase. She stated that SRTA has begun preparing the Fiscal Year 2025 ridership report, which is being redesigned into an annual report format to highlight key milestones and accomplishments from the past year. Ms. Mendoza also noted that SRTA is currently updating its performance metrics, and those updated figures will be included in the upcoming annual report.

5. Community of Practice Discussion – Opportunity for Members to Share Questions, Project Updates, Challenges, Success Stories, Lessons Learned

Alan Slavin shared that Bill Scully, a consultant from Kimley-Horn and the Wareham Town Planner are planning to utilize the Smart Streets program to pursue a proposed roundabout at Depot, Onset, and Great Neck Road. This improvement would also support progress on the Minot Avenue bike path.

Will Gardner requested an update on Project 614233, the safety project on Pope’s Island in New Bedford, and asked if anyone present was able to speak to its status. Barbara LaChance explained that she did not have an update on Project 614233 at this time. She noted that the project is new and may not have been fully scoped yet. Ms. LaChance stated that a Project Manager (PM) has been assigned to the project and the team is beginning to move it forward. She added that she would look into the project’s current status and forward any additional information to SRPEDD staff.

6. FFY2027-2031 Transportation Improvement Program (TIP) Development Update

Jackie Jones provided an overview of the Transportation Improvement Program (TIP) development process. She noted that the current TIP covers FY2026–2030, and Transportation Department staff are already engaged in the early stages of developing the FY2027–2031 TIP. She explained that the TIP is a year-long process but begins in earnest in October and involving continuous data collection, new project identification, and presentations for projects under consideration, typically from October through January. During this period, staff also gather public input and begin applying the evaluation criteria, a data-driven scoring system that ranks projects according to regional priorities established by the SMMPO. In February, staff participate in Project Readiness Days with MassDOT, where project status and readiness are reviewed. All collected information, along with evaluation scores, is then used to develop multiple funding scenarios for consideration by the JTPG, often including scenarios that prioritize highest-ranked projects and scenarios that maximize the number of funded projects. After the JTPG recommends a preferred scenario, the SMMPO will vote to endorse or review alternative scenarios. Once the SMMPO selects a scenario, there is a brief adjustment period during which final project costs are refined and confirmed. Staff then work to keep the updated draft as closely aligned with the selected scenario as possible using the finalized cost information. The resulting draft scenario

is released to the public in April for a month-long comment period. Feedback from municipalities, the public, and the state is incorporated before the TIP is endorsed in May and submitted to the statewide process for federal approval, so projects are ready for funding in October. Ms. Jones noted the importance of JTPG participation throughout this process and highlighted opportunities for public engagement that are outlined in the Public Participation Plan. She concluded by noting that the two projects presented at the meeting are part of the initial information gathering phase that supports informed project selection.

7. Presentation on TIP Projects from Taunton:

Ms. Jones informed the group that Taunton has two projects to present: the Winthrop Street (Route 44) at Highland Street intersection improvement, currently programmed in the FY2026–2030 TIP for FY2030, and a second project not yet programmed but may be considered in the upcoming TIP cycle. Katherine Nunes from the City of Taunton introduced the Beta Group engineering team, who are designing both projects, and stated that the Winthrop/School Street project is a high priority for the city. She noted that the city has received significant public and public safety feedback on both intersections and has been actively funding design work to advance the projects toward TIP readiness.

A. 613257 Intersection Improvements at Winthrop Street (Route 44) and Highland Street (Currently Programmed in FFY 2030)

Jared Linhares from Beta Group provided an update on the Winthrop Street (Route 44) and Highland Street intersection improvement project, MassDOT Project 613257. The intersection had previously been identified as a High-Crash Cluster for the 2016–2018 and 2017–2019 periods, prompting a Road Safety Audit (RSA) in May 2024, finalized in August. Although it is no longer listed as a high-crash location in MassDOT’s most recent dataset, design work has continued. Over-the-Shoulder deliverables were submitted in January 2025, followed by a comment-resolution meeting in April 2025, and the 25% design submission is anticipated in fall 2026. The project is programmed for TIP funding in FY2030 with an estimated construction cost of approximately \$3 million. Existing roadway conditions include 11-foot travel lanes and dedicated left-turn lanes on Winthrop Street, 13-foot lanes on Highland Street, bituminous sidewalks on both roadways, and a 4-phase signalized intersection with an adjacent historic property. Proposed improvements include full traffic signal replacement, roadway mill and overlay with targeted widening to accommodate new on-road bicycle lanes with a three-foot buffer on Winthrop Street, and new six-foot sidewalks on both sides. Highland Street will receive new sidewalks but no bicycle accommodation. The design incorporates recommendations from the 2024 RSA, addressing six key focus areas: pedestrian and bicycle accommodations, signal phasing and timing, lane configuration, signage and visibility, roadway obstructions and lighting, and speed. Additional work includes stormwater system retrofits and anticipated utility pole relocations to accommodate curb line adjustments and signal equipment.

B. 613647 Intersection Improvements at Winter Street and School Street (Not Programmed)

Jaklyn Centracchio of Beta Group provided an update on the Winter Street and School Street intersection improvement project, noting that the study area includes Winter Street

intersecting with School Street and the offset Floral Street approach, which effectively functions as a fifth leg. The project is currently in the pre-25% design stage following completion of a Road Safety Audit and preliminary analyses. The team is awaiting MassDOT's ICE Stage 1 review, expected within the next few weeks, which will guide the development of concept plans anticipated for winter 2026. An Over-the-Shoulder review is expected in spring 2026, with the 25% submission projected for late summer 2026. The estimated construction cost is approximately \$2.5 million. Existing conditions include stop control on School and Floral Streets, overhead flashing beacons at Winter and School, sidewalks and curb ramps on all approaches, no dedicated bicycle accommodation, and two GATRA flag-stop bus routes. The intersection ranks within the top 5% high-crash clusters (2019–2021), with roughly 70% of its 54 crashes being angled collisions and is also located within an SMMPO-identified pedestrian safety risk segment. Proposed improvements include full-depth roadway reconstruction, replacing the flashing beacon with a fully signalized intersection, providing 11-foot lanes with five-foot bicycle lanes separated by a two-foot buffer, and exploring a one-way traffic pattern on Floral Street away from Winter Street to reduce conflicts. Sidewalks will be upgraded to 5.5 feet on both sides of each roadway, and utility relocations are anticipated given the proximity of existing poles and infrastructure.

Will Gardner asked if speeding is an issue for the intersection. Ms. Centracchio confirmed that the 85th-percentile speed is higher than the posted speed limit. Mr. Gardner then asked how speeding might be mitigated. Ms. Centracchio replied that although police do not believe excessive speed is a primary contributor to crashes at the intersection, it remains a safety concern. Drivers on Winter Street often do not see School Street clearly, and sight distance for vehicles exiting School Street is limited. The existing overhead flashing beacons are outdated and difficult to see, even with the advance warning signs the city has installed, which leads to inconsistent slowing or stopping behavior from drivers on Winter Street. Installing a full traffic signal will provide a clearer and more visible point of control, helping drivers anticipate when to stop or proceed, and planned utility relocations will also improve sight lines. She added that the design will narrow the existing 12- and 13-foot travel lanes to 11 feet and introduce buffered bicycle lanes, which will further help calm traffic. Ms. Nunes added that Winter Street has few natural points of control, stop signs at one end and intersections at Longmeadow and Dean Street, to slow drivers. She noted that the roadway and sidewalks were recently repaved and drivers tend to travel even faster along the improved surface. She stated that introducing a signalized intersection here will create a control point between those areas, functioning as a traffic-calming element and helping to slow vehicles as they travel through the corridor.

Jon Gray asked whether the City had previously considered implementing stop control at the intersection before pursuing a full traffic signal. He noted that crash data reviewed during the Road Safety Audit showed that most collisions involved vehicles traveling north on School Street and westbound on Winter Street, resulting in a high number of angle crashes. Given this pattern, he asked whether adding a stop sign on Winter Street or converting the intersection to an all-way stop had been evaluated as a potential alternative safety measure. Ms. Nunes explained that the City has recently discussed this while preparing for the presentation and in response to recent feedback from MassDOT regarding the traffic signal warrants. She noted that because of the complex geometry involving Winter, School, and the offset Floral Street

approach, the City's preferred solution is a full traffic signal. She stated that if MassDOT is not supportive of signalization, the City is prepared to pursue an all-way stop as an alternative. She added that Taunton has successfully implemented four-way stops at other locations with higher crash histories, and that although the RSA data covered 2019–2021, there have been several additional crashes at this intersection over the past year. This recurring safety concern is what elevated the project in priority, and if the signal cannot advance, the City is willing to take more immediate action by installing an all-way stop.

Mr. Gray added that the Winter Street corridor is identified in MassDOT's Bicycle Transportation Plan as having high potential for everyday biking, which typically calls for either a shared-use path or buffered bicycle lanes. The proposed design concept includes buffered bike lanes; he noted that many people in the area still choose to ride on the sidewalk even when on-road bike facilities are present. He suggested that the City consider whether a shared-use path, particularly in the direction of Taunton High School, might be a more effective long-term option. Ms. Nunes replied that the City has begun exploring this idea, separate from the proposed traffic signal installation. MassDOT is currently advancing the Dean Street project, which will include some bicycle accommodations along Longmeadow. As part of a more comprehensive approach, the City is looking at how this intersection project can complement those improvements and better serve commuters, pedestrians, and bicyclists traveling to nearby destinations such as Taunton High School and Parker Middle School.

8. Status Update from MassDOT District 5 on Projects Programmed in FFY2026-2030 TIP

Ms. LaChance from MassDOT District 5 provided the group with updates on several ongoing roadway and intersection improvement projects from the Federal Fiscal Years 2026-2030 Transportation Improvement Program.

- **Wareham Route 6 Corridor Improvements (at Swifts Beach Rd.)**
 - Currently at PS&E stage.
 - PS&E review completed in June 2025; the team is working through comments.
- **Dartmouth Route 6 Corridor Improvements (Faunce Corner Rd. to Hathaway Rd.)**
 - 75% Revision 1 review completed in early October.
 - Comment resolution meeting pending.
 - Updated schedule required.
- **Mansfield Chauncy St. (Route 106, Phase 2)**
 - At pre-25% design.
 - Pre-25% submission received early October.
 - MassDOT completed its review on November 3.
- **Plainville South St. (Route 1A) Reconstruction (Sharlene Lane to Everett St.)**
 - Awaiting 25% Revision 2 design submission.
 - Town development issues caused some delay.
 - Submission expected November 21.
- **Middleborough Route 28 Intersection Improvements (Merchants Way & Williams Place)**

- At pre-25% design.
- Pre-25% Over-the-Shoulder meeting set for November 17.
- Supporting documentation received October 28.
- **Attleboro Route 123 Corridor Improvements (Lathrop Rd. to Thatcher St.)**
 - Revised utility plan review completed in early October.
 - New schedule needed.
 - Town may be preparing to schedule a Design Public Hearing.
- **Wareham Shared Use Path Construction (Narrows Rd & Minot Ave.)**
 - 25% Revision 2 review completed at the end of October.
 - New schedule is needed.
- **Dartmouth Corridor Improvements (Dartmouth St. & Prospect St.)**
 - Currently at 25% design.
 - No recent activity; MassDOT would like to schedule a meeting with the town.
- **Dartmouth Cross Road Corridor Improvements**
 - At 25% design.
 - Awaiting 75% submission.
 - A Design Public Hearing (DPH) may need to be scheduled before moving ahead.
- **New Bedford County St. Corridor Improvements (Union St. to Kempton St.)**
 - Scoping checklist completed in August.

Ms. LaChance reminded the group that although PRC was initially expected to shift from December to January, it has ultimately been moved back to December. She asked that projects be submitted to her by Monday, November 17th so she can meet the MassDOT headquarters deadline of Friday, November 21. She acknowledged the short turnaround but emphasized the need for timely submissions. She also outlined the upcoming PSC schedule, noting that the PSC meeting is set for December 17, with a project kickoff meeting on December 2 and a pre-PSC meeting on December 11. She encouraged municipalities to submit any projects they wish to advance in this round as soon as possible.

Ms. Slavin noted that the Damien's Pantry facility is located directly at the Route 6 and Swifts Beach Road intersection. With demand for food pantry services increasing significantly, he expressed concern that construction activity will heavily impact the site's entrances and exits. He requested that the project team provide advance notice once a construction start timeline is known so the organization can plan accordingly and ensure continued access during the project.

Lisa Estrela-Pedro raised a question about the next opportunity for project submissions for those unable to meet the current PRC deadline. Ms. LaChance explained that the next PRC meeting is scheduled for April 16, and communities should plan to submit projects roughly a month in advance given the expanded review process that now includes a kickoff meeting, a pre-PSC review, and then PRC itself. She noted that the timeline has changed from previous years, when projects could be submitted up until just before PRC. Barbara encouraged communities to submit materials as early as

possible and added that even if submissions come in after her immediate deadline, she can still ensure they are prepared for consideration in the next PRC cycle, allowing communities to get ahead of the process.

Tim Barber noted that the Design Public Hearing for the Cross Road project was held in December 2024. In response, Ms. LaChance asked if he could provide an updated project schedule. Mr. Barber confirmed that the project team is actively working on the 75% design submission.

9. Other Business

Ms. Estrela-Pedro provided updates and reminders for the group:

- **Grant Central – Unpaved Roads & Community Culvert Grant Program**
 - A press release has been issued announcing the latest funding opportunities.
 - All related links and materials will be shared with attendees after the meeting.
- **MassDOT Public Participation Plan (PPP)**
 - MassDOT has posted its updated Public Participation Plan online.
 - Stakeholders are encouraged to review the new plan on the MassDOT website.
- **Speed Management Guidance Webinar**
 - Topic: *Speed Management Guidance on Massachusetts Roadways*
 - Date & Time: December 4 at 2:00 PM
 - Open to anyone interested in roadway safety and speed management strategies.
- **SRPEDD Public Participation Plan & Language Access Plan**
 - Both documents are currently out for public comment.
 - Public Meeting: November 18 at 4:00 PM
 - Both plans are anticipated to go before the SMMPO for endorsement in December.
 - Participants are encouraged to review and provide feedback before endorsement.
- **Design Public Hearing – Mattapoisett Corridor Improvements**
 - Date & Time: December 4 at 6:30 PM

10. Date and Time for Next Meeting

Chair Alfaro-Duran proposed the group hold meetings virtually for the next few months during the winter season. She clarified that meetings would be conducted solely via Zoom and invited any comments or concerns; no objections were raised.

Date and Time for the next meeting is December 10, 2025, at 2:00 PM as a virtual meeting, in which attendees can join via Zoom.

11. Adjourn

Chair Alfaro-Duran asked for a motion to adjourn which was made by Alan Slavin and seconded by Nancy Durfee. Hearing no objections, the meeting was adjourned at 2:52 PM.