



SRPEDD
Southeastern Regional Planning
& Economic Development District



Southeastern Massachusetts

CONGESTION MANAGEMENT PROCESS PLAN

Draft August 2026



DRAFT CONGESTION MANAGEMENT PLAN

For the SOUTHEASTERN MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

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Office of Civil Rights

1200 New Jersey Avenue, SE

Washington, DC 20590

Website: civilrights.justice.gov/report

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Transportation Planning Acronyms

ACS – American Community Survey (Census)
ADA- American with Disabilities Act
CFR - Code of Federal Regulations
CIP – Capital Investment Plan
CMAQ – Congestion Mitigation / Air Quality
CMR - Code of Massachusetts Regulations
DEP - Department of Environmental Protection
EPA- Environmental Protection Agency
FAPRO - Federal Aid Programming and Reimbursement Office
FFY - Federal Fiscal Year
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GATRA – Greater Attleboro Taunton Regional (Transit) Authority
GHG – Greenhouse Gas
GIS- Geographic Information System
IIJA - Infrastructure and Investment Jobs Act
JTPG - The Joint Transportation Planning Group
LEP - Limited English Proficiency
LOS – Level of Service
MAP-21 - Moving Ahead for Progress in the 21st Century Act
MARPA - Massachusetts Association of Regional Planning Agencies
MassDOT – The Massachusetts Department of Transportation
MaPIT - MassDOT’s Project Intake Tool
MEPA- Massachusetts Environmental Protection Act
MOU - Memorandum of Understanding
MPO - Metropolitan Planning Organization
NHS - National Highway System
NOFO - Notice of Funding Opportunity
OTP - Office of Transportation Planning
Pinfo – MassDOT’s Project Information Tracking System
PPP – Public Participation Program
PRC – Project Review Committee
RSA – Road Safety Audit
RTA – Regional Transit Authority
RTP – Regional Transportation Plan
SGR – State of Good Repair
SIP – State Implementation Plan
SMMPO - The Southeastern Massachusetts Metropolitan Planning Organization
SRPEDD – Southeastern Regional Planning and Economic Development District
SRTA – Southeastern Regional Transit Authority
STIP – State Transportation Improvement Program
TAM Plan – Transit Asset Management Plan
Title VI – Federal law that mandates that any program, project or service be provided without regard to anyone’s race, color, or national origin
TIP – Transportation Improvement Program
TOD – Transit Oriented Development
ULB – Useful Life Benchmark
UPWP - Unified Planning Work Program
VMT - Vehicle Miles Traveled
VOC - Volatile Organic Compound

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Introduction

Congestion Management (CM) is the systematic process for managing congestion on all parts of the transportation system with the goal of reducing existing or preventing future congestion and resulting in enhancing the mobility of people and goods. The CM process includes steps to monitor the transportation system's performance, identify causes of congestion, evaluate alternatives, implement cost-effective strategies, and determine the effectiveness of those strategies.

Vehicles that are delayed by traffic congestion operate less efficiently by wasting fuel and releasing greenhouse gases into the air we breathe. Continual and regular congestion increases the overall carbon footprint of the SMMPO region all while adversely impacting air quality. It is important to alleviate congestion issues to provide an effective transportation network that maintains safety and reduces greenhouse gas emissions. Additionally, development patterns may influence roadway user behavior and choices. For instance, a roadway with no sidewalks, bike lanes, or transit service does not encourage users to travel along the roadway in anything other than a personal automobile or rideshare service. In addition, to facilities for all types of roadway users, having several destinations and housing near one another encourages shorter and perhaps fewer trips by automobile should pedestrian, bicycle, and public transit facilities be provided. Having alternatives to automobiles frees up roadway space and in turn can alleviate congestion. This is an important part of planning for congestion mitigation in any community.

Traffic congestion can be classified as recurring and non-recurring congestion. In southeastern Massachusetts, recurring congestion is attributed to work trip traffic during the morning and afternoon commute, and retail traffic, primarily along densely developed commercial corridors. Non-recurring congestion is attributed to incidents, adverse weather conditions, work zones and other special events or seasonality.

To address congestion effectively and comprehensively, SMMPO staff has employed the use of the Federal Highway Administration's (FHWA) guidebook for congestion management that includes the following 8 steps for developing a congestion management process (CMP):

1. Develop Regional Objectives for Congestion Management
2. Define Congestion Management Process (CMP) Network
3. Develop Multimodal Performance Measures
4. Collect Data/Monitor System Performance
5. Analyze Congestion Problems and Needs
6. Identify and Assess Strategies
7. Program and Implement Strategies
8. Evaluate Strategy Effectiveness

Objectives for Congestion Management

It is the goal of this Congestion Management Plan to:

- Identify areas of recurring and non-recurring congestion
- Evaluate system-wide performance in the SMMPO region historically, currently, and in the future
- Ensure the continued monitoring of congestion trends throughout the region
- Maintain levels of travel time reliability consistent with statewide Federal Highway Administration goals for Massachusetts
- Identify solutions for the reduction of single occupancy vehicle travel to reduce congestion
- Maintain and identify means of improving intersection level of service across the SMMPO region
- Create a system to prioritize congestion mitigation projects for future project funding opportunities

Congestion Management Process Network

Within the SMMPO region, the CMP network includes all roadways under both state and local jurisdiction. Data availability for different jurisdictions may vary in consistency, age, and format. Continued efforts by SMMPO staff to collect data on local roadways and maintain a transportation demand model, MassDOT's own counts on interstate or other state highways, and data provided through the Regional Integrated Transportation Information System (RITIS) can be combined to comprehensively provide insight into the performance of the CMP network.

Interstate Highway System

Interstate highways are the most heavily trafficked roadways in the SMMPO region and are critical for efficient movement of people and goods. For analysis purposes, the following roadways in the SMMPO region are considered part of the interstate highway system in the SMMPO region:

- United States Route 1
- Interstate 95
- Interstate 195
- Interstate 295
- Interstate 495

Non-Interstate Highway System

For analysis purposes, the following roadways in the SMMPO region are considered part of the non-interstate highway system and its performance:

- United States Route 1
- Massachusetts Route 1A
- United States Route 6
- Massachusetts Route 18
- Massachusetts Route 24
- Massachusetts Route 25
- Massachusetts Route 28
- United States Route 44
- Massachusetts Route 79
- Massachusetts Route 81
- Massachusetts Route 105
- Massachusetts Route 106
- Massachusetts Route 118
- Massachusetts Route 123
- Massachusetts Route 136
- Massachusetts Route 140
- Massachusetts Route 152
- Massachusetts Route 240

Local Roadways

Local roadways refer to any roadways not included in the interstate and non-interstate highway systems in the SMMPO region. These roadways are critical for local transportation within communities but are usually not as regionally significant as major highways, when calculating congestion metrics across the region.

Performance Measures

Congestion and Travel Time Reliability

In the previous version of this plan, FHWA goals for Massachusetts were used to measure the performance of roadways in the SMMPO region. The goals set by the FHWA were less aggressive than goals set out by MassDOT following the publication of the SMMPO's previous congestion management plan.

In late 2023, the SMMPO endorsed the use of MassDOT’s goals for system reliability. The goals set out 4-year targets for system reliability for SMMPO staff to track overtime and intervene, when possible, to work toward a larger goal of statewide reliability. SMMPO staff utilizes data within the Regional Integrated Transportation Information System (RITIS) for Truck Travel Time Reliability (TTTR) and Level of Travel Time Reliability (LOTTR) on interstate roads, and Travel Time Reliability (TTR) for non-interstate roads. All lengths refer to segments within the CMP that have scores assigned based on performance under these three metrics. A detailed graphic showing how RITIS performs data collection and how the data is aggregated in the RITIS platform is provided in Figure 1.

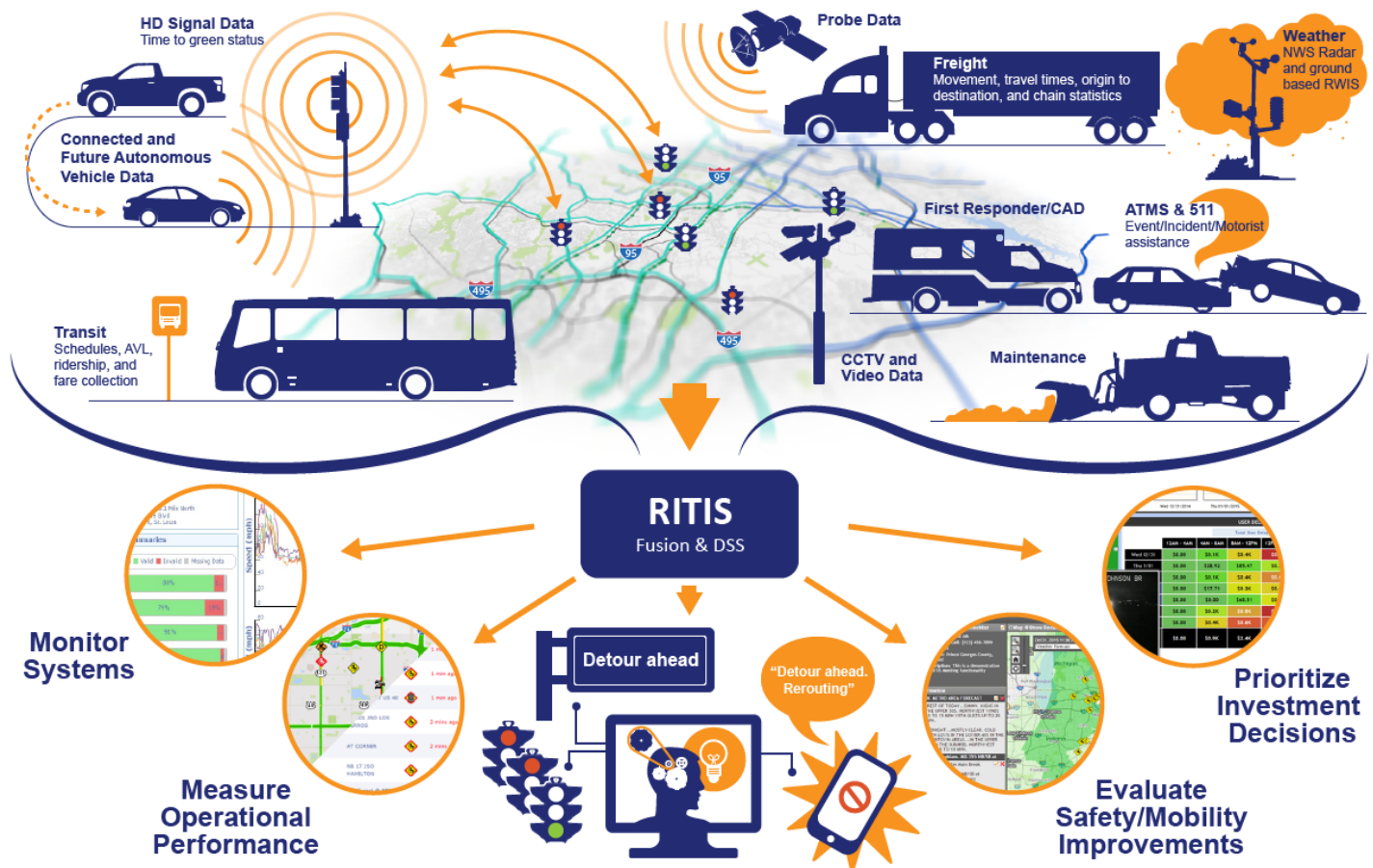


Figure 1: How the RITIS Platform Collects and Aggregates Data

Truck Travel Time Reliability (TTTR)

Using INRIX data contained within the RITIS suite, TTTR is examined for truck traffic within the SMMPO region on interstate roadways. The ratio of TTTR is calculated by dividing the 95th percentile truck travel time (slower conditions) by the 50th percentile truck travel time (usual conditions). A higher ratio indicates less reliability while a lower ratio indicates a more reliable roadway. Using these metrics for the interstate system in the SMMPO region, an overall TTTR ratio can be calculated for interstate roads as well as a list of roadways that exceed a ratio within the goals. **In 2023, MassDOT set new goals for statewide performance of 1.80 in two years and 1.75 in four years from a baseline of 1.61.** The SMMPO adopted these goals in 2023 to be used for continual monitoring of the congestion management network. Using these goals, the SMMPO region has been analyzed compared to Massachusetts statewide performance:

Table 1: Truck Travel Time Reliability for SMMPO Region and Massachusetts

Truck Travel Time Reliability (TTTR)	2021	2022	2023	2024	2025
Massachusetts Statewide Performance	1.61	1.71	1.75	1.80	1.83
SMMPO Performance (INRIX Data)	1.35	1.39	1.35	1.39	1.46

Based on the data gathered from the RITIS probe data analytics suite, the interstate system in the SMMPO region operates efficiently, with minimal disruptions from queueing to transported freight. There are, however, certain roadways that do exceed the goal TTTR set out by the FHWA. To have the most representative data, data from 2025 was used and compared to previous years dating back to 2021 as data was available. An interactive map of 2025 problem locations can be found by clicking [this link here](#). Roadways that were above MassDOT thresholds set for Massachusetts (1.75 or 4-year target) appear in Table 2.

Table 2: Truck Travel Time Reliability Problem Areas in 2025

Community	Roadway	Direction	Intersection	Length (Miles)	TTTR
New Bedford	I-195	WB	Penniman St/Exit 25	0.25	1.79
North Attleborough	I-95	SB	Robert Toner Blvd/Exit 7	0.21	1.79
Attleboro	I-95	SB	I-295/Exit 6	0.52	1.79
Raynham	I-495	SB	US-44/Harding St/Exit 15	3.86	1.92
Plainville	I-495	SB	US-1/Exit 36	0.52	1.95
New Bedford	I-195	WB	MA-18/Exit 26	0.09	1.96
Westport	I-195	WB	Sanford Rd/Exit 14	0.54	2.01
North Attleborough	I-95	NB	I-495/Exit 12	4.17	2.27
New Bedford	I-195	EB	MA-140/Exit 24	0.46	2.28
Fairhaven	I-195	WB	Coggeshall St/Exit 28	1.36	2.29
North Attleborough	I-295	NB	I-95/Exit 4	1.46	2.36
New Bedford	I-195	WB	MA-18/Exit 26	0.24	2.38
New Bedford	I-195	EB	Penniman St/Exit 14	0.57	2.38
Attleboro	I-95	NB	MA-123/South Ave/Exit 3	0.54	2.4
Middleborough	I-495	NB	MA-18/Bedford St/Exit 14	0.18	2.45
Mansfield	I-95	NB	I-495/Exit 12	0.59	2.48
Westport	I-195	EB	Sanford Rd/Exit 14	0.41	2.54
Middleborough	I-495	NB	US-44/Harding St/Exit 15	0.50	2.58
Middleborough	I-495	NB	US-44/Harding St/Exit 15	0.17	2.62
Mansfield	I-495	NB	I-95/Exit 13	0.54	2.8
Attleboro	I-95	NB	Robert Toner Blvd/Exit 7	1.00	2.82
New Bedford	I-195	WB	Washburn St/Exit 27	0.02	2.94
Mansfield	I-495	NB	I-95/Exit 33	1.44	3.09
Attleboro	I-295	NB	I-95/Exit 2	0.08	3.1
Attleboro	I-295	I-95 NB	Exit 4B	0.81	3.12
New Bedford	I-195	WB	Washburn St/Exit 27	0.05	3.13
Mansfield	I-95	SB	I-495/Exit 12	0.57	3.14
Fall River	I-195	EB	MA-24/Exit 14A	0.36	3.15
New Bedford	I-195	WB	Coggeshall St/Exit 28	0.15	3.22
Attleboro	I-95	NB	I-295/Exit 4	0.13	3.42
Westport	I-195	WB	MA-88/Exit 16	0.39	3.53
North Attleborough	I-95	NB	Robert Toner Blvd/Exit 7	0.19	3.62
Fall River	I-195	EB	MA-24/Exit 14B	0.48	4.14
Fall River	I-195	EB	MA-24/Exit 14B	0.39	4.3
Attleboro	I-95	NB	I-295/Exit 6	1.42	4.8
Seekonk	I-195	WB	MA/RI State Border	0.55	5.08

Interstate Travel Time Reliability (ITTR)

In addition to TTTR, data for Interstate Travel Time Reliability (ITTR) is also available for the SMMPO region. This data is, however, calculated differently and results in a **percentage of all person-miles traveled that were reliable**. The data provides insight into the performance of the interstate highways in the SMMPO region for all vehicles rather than just trucks. **In 2023, MassDOT set new goals for statewide performance of 74% in two years and 76% in four years from a baseline of 84.2%.** The SMMPO adopted these goals in 2023 to be used for continual monitoring of the congestion management network. Using these goals, the SMMPO region has been analyzed compared to Massachusetts statewide performance and are visible in Table 3.

Table 3: Interstate Travel Time Reliability for SMMPO Region and Massachusetts

Interstate Reliable Person Miles Traveled	2021	2022	2023	2024	2025
Massachusetts Statewide Performance	84.2%	78.4%	75%	73.8%	69.8%
SMMPO Performance (INRIX Data)	99.5%	96.9%	98.9%	96.7%	96.6%

The FHWA defines **reliable roadways as those that have a level of travel time reliability (LOTTR) lower than 1.50**.¹ In the same way TTTR is calculated, LOTTR is calculated by dividing the 95th percentile travel time (slower conditions) by the 50th percentile travel time (usual conditions) to produce a LOTTR ratio. Any segments with a ratio above 1.50 are deemed as “unreliable” when calculating the total percentage of miles traveled that are reliable. The higher the percentage of reliable miles traveled, the lower the LOTTR ratio. SMMPO has had high reliability in recent years since 2021. An interactive map of 2025 problem locations can be found by clicking on [this link here](#). Roadways that were above MassDOT thresholds set for Massachusetts (76% or 4-year target) appear in the Table 4.

Table 4: Interstate Travel Time Reliability Problem Areas in 2025

Community	Roadway	Direction	Intersection	Length (Miles)	ITTR
Attleboro	I-295	NB	Exit 4B	0.81	1.59
Attleboro	I-95	NB	Robert Toner Blvd/Exit 7	1.00	1.66
Attleboro	I-95	NB	Robert Toner Blvd/Exit 7	0.19	1.76
Mansfield	I-495	NB	I-95/Exit 33	0.54	1.82
Attleboro	I-95	NB	I-295/Exit 6	1.42	1.87
Attleboro	I-95	NB	I-295/Exit 6	0.13	1.92

¹ <https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system#p-1>

Non-Interstate Travel Time Reliability (TTR)

In addition to ITTR and TTTR, data for Travel Time Reliability (TTR) is also available for the SMMPO region. This data is calculated differently and results in a **percentage of all person-miles traveled that were reliable**. The data provides insight into the performance of the non-interstate highways in the SMMPO region.

Table 5: Non-Interstate Travel Time Reliability for SMMPO Region and Massachusetts

Non-Interstate Reliable Person Miles Traveled	2021	2022	2023	2024	2025
Massachusetts Statewide Performance	87.9%	87%	86.1%	88.1%	83.2%
SMMPO Performance (INRIX Data)	91.9%	91.4%	92%	93.9%	91.7%

FHWA **defines reliable roadways as those that have a level of travel time reliability (LOTTR) lower than 1.50.**² In the same way TTTR is calculated, LOTTR is calculated by dividing the 95th percentile travel time (slower conditions) by the 50th percentile travel time (usual conditions) to produce a LOTTR ratio. Any segments with a ratio above 1.50 are deemed as “unreliable” when calculating the total percentage of miles traveled that are reliable. An interactive map of 2025 problem areas can be found by clicking [this link here](#). The higher the percentage of reliable miles traveled, the lower the LOTTR ratio. Roadways with a LOTTR greater than or equal to 1.5 and greater than 0.1 mile in length are shown in Table 6.

² <https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system#p-1>

Table 6: Non-Interstate Travel Time Reliability Problem Areas in 2025

Community	Roadway	Direction	Intersection	Length (miles)	LOTTR (2025)
Fall River	Pleasant St	SB	Troy St/4th St	0.10	1.5
New Bedford	MA-18	NB	Sawyer St	0.11	1.5
Norton	MA-123	WB	I-495	0.23	1.5
New Bedford	MA-18	NB	Ashely Blvd	1.45	1.53
New Bedford	MA-140	SB	US-6/Kempton St	0.90	1.53
Dartmouth	US-6	EB	Hathaway Rd	0.22	1.53
Attleboro	MA-123	WB	MA-118/Emory St/Park St	1.62	1.54
Taunton	US-44	EB	MA-24	1.16	1.55
Lakeville	MA-105	NB	I-495	0.15	1.56
Fall River	4TH ST	SB	I-195	0.10	1.57
Attleboro	MA-118	NB	MA-123/Pleasant St	1.13	1.58
Fall River	US-6	WB	MA-79/MA-138/Davol St	0.70	1.58
Fall River	US-6	EB	MA-79/MA-138/Davol St	0.29	1.58
Taunton	MA-140	NB	Danforth St	0.92	1.59
Taunton	MA-140	NB	US-44/MA-138/Court St/Winthrop St	0.19	1.6
New Bedford	MA-18	NB	Sawyer St	0.20	1.62
Attleboro	MA-123	EB	MA-152/Main St	1.14	1.62
New Bedford	JFK Memorial Hwy	NB	US-6	0.11	1.63
Attleboro	MA-123	EB	MA-118/Emory St/Park St	0.11	1.63
Bridgewater	MA-28	SB	US-44/Harding St	4.40	1.63
Taunton	MA-140	NB	US-44/Church Grn	0.12	1.64
Fairhaven	US-6	WB	MA-18/NB Fairhaven Bridge	0.87	1.64
New Bedford	Shawmut Ave/ Airport Rd	SB	Hathaway Rd	1.05	1.65
Fall River	MA-81	NB	I-195	1.04	1.65
New Bedford	MA-18	SB	US-6	0.34	1.65
Attleboro	MA-152	NB	Park St	1.42	1.68

Table 6 (cont.): Non-Interstate Travel Time Reliability Problem Areas in 2025

Community	Roadway	Direction	Intersection	Length (miles)	LOTTR (2025)
New Bedford	US-6	EB	MA-18/NB Fairhaven Bridge	0.35	1.68
New Bedford	US-6	WB	MA-18/NB Fairhaven Bridge	0.25	1.69
Fall River	US-6	EB	Robeson St	0.70	1.7
Mansfield	N Main St	SB	Crocker St	0.13	1.72
Taunton	Williams St	NB	US-44/Winthrop St	0.18	1.73
Taunton	MA-140	SB	US-44/MA-138/Court St/Winthrop St	0.95	1.73
Taunton	MA-138	SB	US-44/MA-140/Main St/Winthrop St	0.15	1.74
New Bedford	MA-18	SB	I-195	0.17	1.75
New Bedford	US-6	EB	MA-18/NB Fairhaven Bridge	0.13	1.75
New Bedford	US-6	EB	NB Fairhaven Bridge	0.86	1.75
New Bedford	US-6	WB	County St	0.22	1.76
Taunton	MA-140	NB	MA-24	0.40	1.79
Norton	MA-123	EB	MA-140/Mansfield Ave/Taunton Ave	2.37	1.83
Fall River	MA-138	NB	US-6/President Ave	0.42	1.86
Mansfield	Mansfield Ave	SB	Crocker St	0.26	1.9
Raynham	MA-24	SB	US-44/Exit 20	0.30	1.97
Attleboro	MA-123	EB	US-1 ALT/Newport Ave	1.30	2.04
Attleboro	MA-123	WB	MA/RI State Border	1.30	2.14
Raynham	MA-24	SB	I-495/Exit 14	1.29	2.17
Fall River	MA-79	SB	US-6/MA-138	0.76	2.19
Raynham	MA-24	SB	US-44/Exit 13	2.59	2.26
Attleboro	MA-1A	SB	RI/MA State Border	0.17	2.4
Norton	MA-123	WB	MA-140/Mansfield Ave/Taunton Ave	1.70	2.42
Somerset	US-6	EB	MA-79/Brightman St	0.45	3.36

Additional consideration has been given to smaller road segments that experience congestion but total less than 0.1 mile in length. These congestion issues are more likely to be caused by intersections nearby rather than large scale congestion issues.

Table 7: Non-Interstate Travel Time Reliability Problem Areas in 2025 Under 0.1 Miles

Community	Roadway	Direction	Intersection	Length (Miles)	LOTTR
New Bedford	JFK Memorial Hwy	SB	US-6	0.09	1.5
Mansfield	Highland Ave	NB	Allen St	0.04	1.5
Taunton	Highland St	NB	Florence St	0.06	1.5
New Bedford	JFK Memorial Hwy	SB	Brock Ave/Cove Rd	0.05	1.5
Fall River	MA-81	NB	I-195	0.07	1.53
Carver	MA-58	NB	Plymouth St	0.03	1.55
Fall River	4Th St	NB	I-195	0.06	1.56
Fall River	Rodman St	NB	2nd St	0.04	1.57
Taunton	US-44	EB	MA-140/Summer St	0.04	1.57
New Bedford	JFK Memorial Hwy	NB	Cove St	0.08	1.58
Carver	MA-58	SB	Plymouth St	0.03	1.58
Taunton	Oak St	WB	Highland St	0.07	1.58
Taunton	Highland St	SB	US-44/Winthrop St	0.06	1.58
Attleboro	MA-123	WB	MA-118/Emory St/ Park St	0.07	1.58
Swansea	US-6	WB	MA-118/Milford Rd/ Swansea Mall Dr	0.08	1.58
Fall River	MA-138	NB	US-6/President Ave	0.02	1.59
Fall River	Hartwell St	SB	Rodman St	0.03	1.6
Middleborough	MA-18	NB	US-44/Rt-28/Harding St/W Grove St	0.05	1.6
New Bedford	JFK Memorial Hwy	SB	Brock Ave/Cove Rd	0.08	1.62
New Bedford	MA-140	SB	US-6/Kempton St	0.02	1.63
Fall River	Borden St	NB	2nd St	0.04	1.67
Taunton	MA-138	NB	US-44/MA-140/Main St/Winthrop St	0.06	1.67
Swansea	US-6	EB	MA-118/Milford Rd/ Swansea Mall Dr	0.08	1.69
Fall River	MA-81	SB	I-195	0.10	1.7
New Bedford	Pleasant St	NB	Elm St	0.04	1.7
Attleboro	Mill St	EB	Rt-152/S Main St	0.02	1.7
Taunton	Highland St	SB	US-44/Winthrop St	0.07	1.7
Attleboro	MA-123	WB	MA-152/Main St	0.06	1.7

Table 7 (cont.): Non-Interstate Travel Time Reliability Problem Areas in 2025 Under 0.1 Miles

Community	Roadway	Direction	Intersection	Length (Miles)	LOTTR
Fairhaven	US-6	WB	MA-240/Sconticut Neck Rd	0.10	1.7
New Bedford	Cove Rd	WB	Rodney French Blvd	0.05	1.71
New Bedford	Pleasant St	NB	US-6/Kempton St/Mill St	0.09	1.71
Fall River	Hartwell St	SB	Rodman St	0.08	1.71
Attleboro	Mill St	EB	Union St	0.04	1.71
Attleboro	MA-123	WB	Read St	0.04	1.71
Taunton	US-44	WB	MA-140/Summer St	0.04	1.72
Mansfield	MA-106	WB	MA-140	0.09	1.75
New Bedford	Shawmut Ave/ Airport Rd	NB	New Bedford Regional Airport	0.01	1.76
Fall River	Rodman St	SB	Hartwell St	0.05	1.77
Mansfield	MA-140	NB	MA-106/Chauncy St	0.04	1.77
New Bedford	Shawmut Ave/ Airport Rd	SB	Hathaway Rd	0.07	1.78
Fall River	I-195 Ramp	NB	Plymouth Ave	0.02	1.78
Attleboro	Mill St	WB	Rt-152/S Main St	0.02	1.78
Attleboro	Mill St	WB	MA-152/S Main St	0.04	1.78
Mansfield	MA-106	EB	MA-140	0.09	1.78
Dartmouth	Faunce Corner Rd	NB	US-6/State Rd	0.04	1.8
New Bedford	Rockdale Ave	NB	US-6/Kempton St	0.04	1.8
Mansfield	N Main St	NB	MA-106/Chauncy St	0.01	1.82
Norton	MA-140	NB	Main St/Library Sq	0.03	1.82
Fairhaven	US-6	EB	MA-240/Sconticut Neck Rd	0.10	1.82
Mansfield	Crocker St	EB	Mansfield Ave	0.01	1.83
Mansfield	Mansfield Ave	SB	Crocker St	0.01	1.83
Fall River	4Th St	SB	Borden St	0.02	1.83
Fairhaven	MA-240	NB	US-6/Huttleston Ave	0.10	1.86
Attleboro	MA-123	EB	MA-118/Emory St/ Park St	0.06	1.86
New Bedford	Cove Rd	EB	Rodney French Blvd	0.05	1.88
Attleboro	MA-118	NB	Rt-123/Pleasant St	0.03	1.89
New Bedford	US-6	EB	MA-140/Brownell Ave	0.06	1.89
Taunton	Highland St	NB	US-44/Winthrop St	0.07	1.91
Attleboro	Wall St	WB	Rt-123/County St	0.04	2

Table 7 (cont.): Non-Interstate Travel Time Reliability Problem Areas in 2025 Under 0.1 Miles

Community	Roadway	Direction	Intersection	Length (Miles)	LOTTR
Mansfield	Crocker St	EB	N Main St	0.01	2
New Bedford	Cove Rd	EB	Rockdale Ave/Orchard St	0.03	2
New Bedford	JFK Memorial Hwy	NB	Brock Ave/Cove Rd	0.05	2
New Bedford	Rockdale Ave	SB	US-6/Kempton St	0.04	2
New Bedford	Cove Rd	WB	Rockdale Ave/Orchard St	0.03	2
Mansfield	Highland Ave	SB	MA-106/Chauncy St	0.04	2
New Bedford	Rockdale Ave	SB	Cove Rd	0.04	2
Fairhaven	MA-240	SB	Bridge St	0.04	2.01
Mansfield	MA-140	SB	MA-106/Chauncy St	0.03	2.02
New Bedford	MA-140	NB	US-6/Kempton St	0.03	2.05
Norton	MA-140	SB	Main St/Library Sq	0.03	2.05
Dighton	Center St	WB	Williams St	0.05	2.07
Dartmouth	Faunce Corner Rd	SB	US-6/State Rd	0.04	2.09
Taunton	US-44	WB	MA-104/Dean St	0.03	2.12
New Bedford	US-6	WB	MA-140/Brownell Ave	0.06	2.14
Mansfield	N Main St	SB	Rt-106/Chauncy St	0.01	2.17
Mansfield	Highland Ave	SB	Allen St	0.01	2.17
Mansfield	Crocker St	EB	N Main St	0.02	2.2
Mansfield	N Main St	SB	MA-106/Chauncy St	0.02	2.22
Mansfield	Allen St	WB	Highland Ave	0.05	2.25
Fall River	MA-138	NB	Rt-79	0.03	2.32
Fairhaven	MA-240	SB	US-6/Huttleston Ave	0.10	2.43
Mansfield	Mansfield Ave	SB	Oakland St	0.02	2.5
Swansea	MA-118	SB	US-6	0.04	2.8
Attleboro	MA-1A	SB	RI/MA State Line	0.02	2.83
New Bedford	Shawmut Ave/ Airport Rd	SB	New Bedford Regional Airport	0.01	5.75

Intersection LOS

SMMPO staff continually compile a comprehensive database consisting of all the signalized intersections in the region. For each intersection, the database provides the current LOS from a capacity analysis based on recent traffic volumes (turning movement counts), the existing lane configuration, and operational characteristics including signal timing and phasing. Each of the levels of service (A through F) represents an average delay for all vehicles traveling through the intersection during a peak travel period of the day. It is calculated by a capacity analysis using techniques defined in the Highway Capacity Manual (HCM). Table 8 defines the level of service for signalized and unsignalized intersections based on the calculated average delay in seconds per vehicle while the table below lists and ranks the intersections within the SMMPO region that are considered congested based on levels of service E and F.

Table 8: Level of Service Definitions

LOS	Signalized Intersection Delay per Vehicle (Seconds)	Unsignalized Intersection Delay per Vehicle (Seconds)
A	= < 10	= < 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

In the SMMPO region, the following 73 intersections had a level of service E or F for the PM Peak hours that are typically aligned with evening commuting times:

Table 9: Level of Service Problem Intersections

Community	Intersection	Year	Delay (Seconds)	Level of Service (LOS)
Attleboro	Toner Blvd / I-95NB Ramps	2019	106	F
Attleboro	Highland Ave. (Rte. 123) / Washington St. (Rte. 1)	2024	61	E
Attleboro	Highland Ave. (Rte. 123) / Newport Ave. (Rte. 1A)	2024	1181	F
Attleboro	Washington St. (Rte. 1) / May St.	2024	534	F
Attleboro	Washington St. (Rte. 1) / Route 1A Con-nector	2024	84	F
Attleboro	Washington St. (Rte. 1) / Brown St.	2025	74	E
Dartmouth	GAR Highway (Rte. 6) / Reed Rd.	2021	58	E
Dartmouth	Faunce Corner Rd. / Hawthorn Medical Driveway	2023	101	F
Dartmouth	Faunce Corner Rd. / Cross Rd. / Faunce Corner Crossing Driveway	2023	253	F

Table 9(cont.): Level of Service Problem Intersections

Community	Intersection	Year	Delay (Seconds)	Level of Service (LOS)
Dartmouth	Dartmouth St. / Rogers St.	2024	58	E
Dartmouth	Allen St. / Slocum Rd.	2024	492	F
Dartmouth	GAR Highway (Rte. 6) / Slocum Rd.	2025	465	F
Fairhaven	Huttleston Ave. (Rte. 6) / Main St.	2018	118	F
Fairhaven	Huttleston Ave. (Rte. 6) / Alden Rd.	2024	75	E
Fairhaven	Huttleston Ave. (Rte. 6) / Route 240 / Sconticut Neck Rd.	2024	94	F
Fall River	William S. Canning Blvd. / Newton St. / Market Basket	2018	79	E
Fall River	South Main St. / Globe St. / Broadway (Globe 4 Corners)	2021	144	F
Fall River	Brayton Ave. / Route 24 NB Ramp (2 in-tersections)	2022	127	F
Fall River	Brayton Ave. / Stevens St. / Crossroads at 24	2024	75	E
Fall River	Eastern Ave. / New Boston Rd.	2025	65	E
Fall River	Stafford Rd. / Brayton Ave. / Winthrop St.	2025	66	E
Fall River	Plymouth Ave. / Rodman St.	2025	70	E
Fall River	Pleasant St. / Seneca Dr. / Troy St.	2025	119	F
Fall River	Brayton Ave. / Eastern Ave. / Martine St. / DeValle St.	2025	227	F
Fall River	Eastern Ave. / Bedford St.	2025	160	F
Fall River	Eastern Ave. / Locust St.	2025	120	F
Fall River	Eastern Ave. / Pleasant St.	2025	89	F
Lakeville	Bedford St.(Rte. 18) / Rhode Island Rd. (Rte. 79)	2017	69	E
Mansfield	Route 140 / Norfolk St (Home Depot Dwy)	2015	60	E
Mansfield	Chauncy St. (Rte. 106) / North Main St.	2024	71	E
Mansfield	Chauncy St. (Rte. 106) / Route 140	2024	522	F
Mansfield	Chauncy St. (Rte. 106) / Copeland Dr.	2024	101	F
Mansfield	Route 140 / School St.	2024	514	F
Mansfield	Copeland Dr. / School St. / West St.	2017	166	F
Middleborough	Route 44 / Plympton St. (Rte.105)	2024	121	F
Middleborough	West & East Grove St. (Rte. 28) / South Main St. (Rte. 105)	2025	280	F

Table 9(cont.): Level of Service Problem Intersections

Community	Intersection	Year	Delay (Seconds)	Level of Service (LOS)
New Bedford	Kempton St. / Mill St. / Pleasant St. / Route 6 / Purchase St. / Sixth St. (Octo-pus)	2019	187	F
New Bedford	Mt. Pleasant St. / Nash Rd.	2023	70	E
New Bedford	Brownell Ave. / Kempton St. / Route 6 / Route 140	2023	69	E
New Bedford	Hathaway Rd. / Shawmut Ave.	2024	57	E
New Bedford	Allen St. / Rockdale Ave.	2024	60	E
New Bedford	JFK Highway / Elm St.	2024	557	F
New Bedford	Kings Hwy. / Kings Plaza Dr. / Stop & Shop Dr.	2024	588	F
New Bedford	Acushnet Ave. / Ashley Blvd. / Belair St.	2018	60	F
North Attleborough	E. Washington St. (Rte. 1) / Elmwood St.	2017	216	F
North Attleborough	E. Washington St. (Rte. 1) / Elm St.	2023	61	E
North Attleborough	S. Washington St. (Rte. 1) / Allen Ave. West / Fashion Crossing	2024	128	F
North Attleborough	S. Washington St. (Rte. 1A) / E. Washington St. (Rte. 1) / Hoppin Hill Rd. (Rte. 120)	2025	1156	F
Norton	East Main St. (123)/Leonard St.	2023	120	F
Norton	E & W Main St (Rte. 123) / Mansfield & Taunton Ave. (Rte. 140)	2017	240	F
Plainville	East Bacon St. (Rte. 106) / Washington St. (Rte. 1)	2019	110	F
Plainville	Taunton St. (Rte. 152) / Washington St. (Rte. 1)	2024	84	F
Raynham	Broadway (Rte. 138) / I-495NB Ramps	2024	79	E
Raynham	Broadway (Rte. 138) / I-495SB Ramps	2024	79	E
Raynham	Route 44 / South St. West	2025	79	E
Seekonk	Fall River Ave. (Rte. 114A) / I-195 EB (2 intersections)	2015	147	F
Seekonk	Fall River Ave. (Rte. 114A) / I-195 WB (2 intersections)	2015	225	F
Seekonk	Taunton Ave. (Rte. 44) / Arcade Ave.	2024	88	F

Table 9(cont.): Level of Service Problem Intersections

Community	Intersection	Year	Delay (Seconds)	Level of Service (LOS)
Seekonk	Fall River Ave. (Rte. 114A) / County St.	2025	103	F
Seekonk	Fall River Ave. (Rte. 6) / Mink St. (Rte. 114A) / Sams Club	2017	148	F
Somerset	Wilbur Ave. (Rte. 103) / Lees River Rd.	2024	62	E
Somerset	Wilbur Ave. (Rte. 103) / Brayton Point Rd.	2024	170	F
Swansea	GAR Highway (Rte. 6) / Maple Ave.	2024	209	F
Swansea	GAR Highway (Rte. 6) / Swansea Mall Dr. (Rte. 118)	2025	80	F
Taunton	County St. (Rte. 140) / Gordon Owen Riverway	2022	61	E
Taunton	Main St. & Church Green (Rte. 44) / Summer St. (Rte. 140)	2022	186	F
Taunton	Broadway (Rte. 138) / Washington St. / St. Mary's Sq.	2019	226	F
Taunton	Winthrop St. (44)/North Walker St.	2023	63	E
Taunton	Bay St./Dever Dr.	2023	79	E
Taunton	Myles Standish Blvd./Robert W Boyden Rd.	2023	99	F
Taunton	Dean St. (Rte. 44) / Longmeadow Rd. / Owen Riverway	2017	90	E
Taunton	Washington St. / Oak St. / Tremont St.	2017	274	F
Wareham	Cranberry Hwy (Rte. 28) / Toby Rd / Tow Rd	2018	120	F

Not all intersections experiencing delays are experiencing the same level of the delay even though they are ranked as LOS E or F. In prioritizing future congestion projects, the severity of delay will need to be examined especially in cases where delay is exceeding several minutes.

Bottleneck Identification

Another method applied to analyze the efficiency of movement throughout the region involves examining areas where bottlenecks occur. These areas are the most likely to lead to slow downs for vehicles throughout the region. SMMPO staff used the RITIS data probe analytics suite to identify areas within the region where bottlenecks occur. The bottlenecks identified originate within the SMMPO region but may extend outside of the region. While many of these bottlenecks impact larger segments of roadway, the segments identified below are the most impacted throughout the year and result in the greatest number of delays. For the purposes of analysis, the top 25 bottlenecks ranked by total delay - which combines speed drops, average daily traffic, incidents, among other things in a propriety formula provided by INRIX data within the RITIS Suite - was developed and is displayed in Table 10. The letters d, h, and m are used in Table 10 to represent the words days, hours, and minutes. This metric considers the impact of bottlenecks on all vask hehicles rather than simply individual users. SMMPO staff have also examined data for each segment in previous years through quarterly reports to analyze those bottlenecks that are recurring or may be the result of new construction.

As shown in the screenshot in Figure 2, a full map of speed trends in areas impacted by each bottleneck can be found by clicking the following link: [Bottleneck Map Link](#).

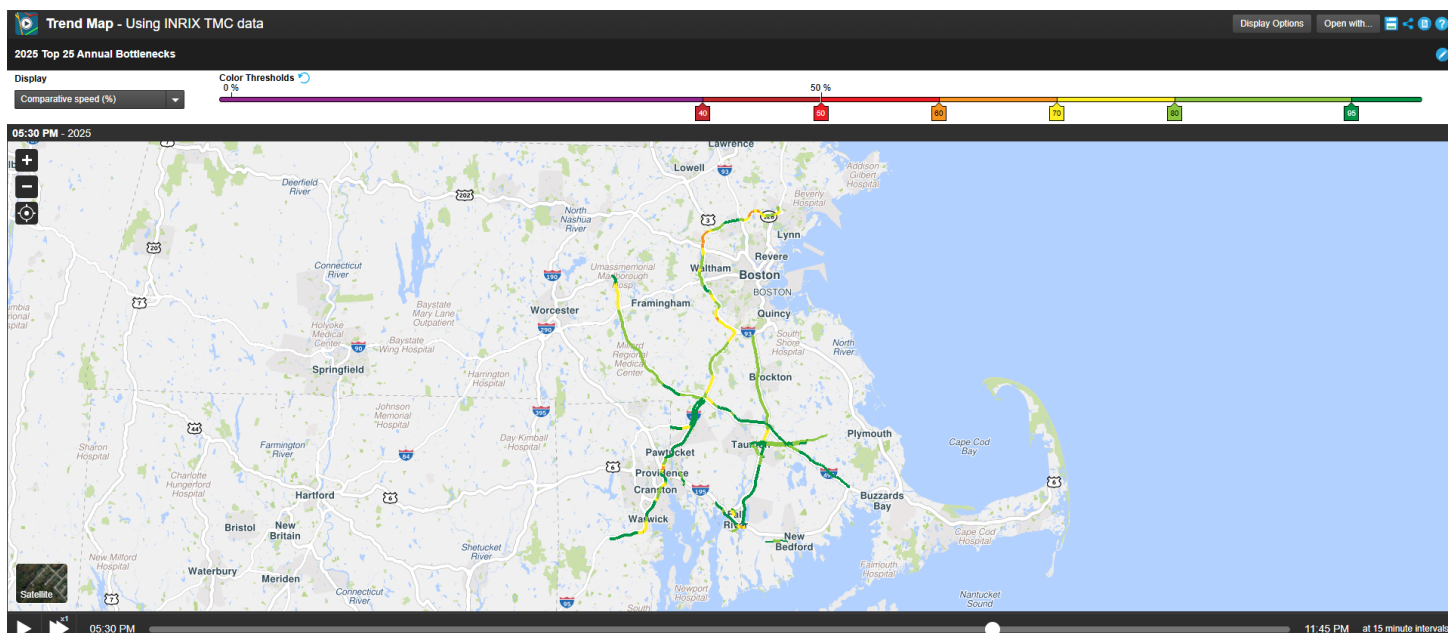


Figure 2: A screenshot of a map in the RITIS Platform showing Bottlenecks in the SMMPO Region

Table 10: Top 25 Bottlenecks in the SMMPO Region for 2025

Rank	Head Location	Community	Previous Years	Average Max Length (Miles)	Average Daily Duration	Total Annual Duration	Total Delay
1	I-95 S I-495/EXIT 6	Mansfield	2023 (#1), 2024 (#1)	4.55	2 h	30 d 12 h 17 m	229,455,064
2	I-95 N I-495/EXIT 6	Mansfield	2023 (#3), 2024 (#27)	5.67	30 m	7 d 18 h 33 m	74,086,411
3	I-95 N @ ROBERT TONER BLVD/EXIT 5	North Attleborough	2023 (#15), 2024 (#16)	2.13	32 m	8 d 5 h 29 m	57,811,923
4	MA-24 S @ US-44/EXIT 13	Raynham	2023 (#8), 2024 (#4)	3.85	25 m	6 d 8 h 58 m	40,023,075
5	US-6 W @ CROSS RD	Dartmouth	2023 (#48), 2024 (#20)	1.24	2 h 24 m	36 d 17 h 55 m	28,235,177
6	I-495 N @ I-95/EXIT 13	Mansfield	2023 (#10), 2024 (#6)	1.9	35 m	8 d 23 h 48 m	28,050,794
7	US-6 E @ MA-79/MA-138/DAVOL ST	Fall River	2023 (#37), 2024 (#35)	0.19	15 h 12 m	231 d 4 h 56 m	24,914,800
8	MA-114A S @ RHODE ISLAND/MA STATE LINE	Seekonk	2023 (#6), 2024 (#7	0.16	8 h 12 m	124 d 21 h 22 m	24,197,234
9	I-95 S @ I-295/EXIT 4	Attleboro	2023 (#74), 2024 (#3)	2.8	25 m	6 d 13 h 56 m	22,277,707
10	I-495 S @ I-95/EXIT 13	Mansfield	2023 (#11), 2024 (#10)	3.35	16 m	4 d 4 h 59 m	18,358,904
11	MA-24 N @ US-44/EXIT 13	Raynham	2023 (#32), 2024 (#9)	2.77	19 m	4 d 21 h 18 m	16,343,548
12	I-495 N @ MA-24/EXIT 7	Raynham	2023 (#25), 2024 (#14)	4.74	13 m	3 d 8 h 14 m	16,168,103
13	MA-138 S @ US-6/PRESIDENT AVE	Fall River	2023 (#49), 2024 (#58)	0.52	2 h 39 m	40 d 7 h 54 m	15,665,290
14	MA-24 N @ I-195/EXIT 3	Fall River	2023 (#66), 2024 (#48)	0.93	41 m	10 d 11 h 58 m	15,578,538
15	MA-138 N @ US-6/PRESIDENT AVE	Fall River	2023 (#69), 2024 (#51)	0.17	8 h 2 m	122 d 5 h 59 m	15,357,817
16	US-6 E @ HATHAWAY RD	Dartmouth	2023 (#18), 2024 (#18)	0.44	5 h 13 m	79 d 8 h 14 m	14,607,610
17	I-195 E @ SANFORD RD/EXIT 8	Westport	2023 (#558), 2024 (#418)	1.45	21 m	5 d 13 h 40 m	14,184,411
18	MA-114A S @ COUNTY ST	Seekonk	2023 (#12), 2024 (#17)	1.14	1 h 58 m	30 d 3 h 41 m	12,575,218
19	US-44 E @ MA-105/PLYMPTON ST	Middleborough	2023 (#13), 2024 (#23)	0.35	5 h 9 m	78 d 13 h 6 m	11,183,214
20	US-44 W @ MA-140/SUMMER ST	Taunton	2023 (#26), 2024 (#8)	0.56	3 h 34 m	54 d 9 h 50 m	11,162,550
21	US-44 W @ MA-24/AMVETS MEMORIAL HWY	Raynham	2023 (#56), 2024 (#33)	3.83	32 m	8 d 4 h 23 m	10,335,924
22	MA-140 N @ US-44/MA-138/COURT ST/WINTHROP ST	Taunton	2023 (#39), 2024 (#32)	0.24	4 h 37 m	70 d 7 h 45 m	9,980,586
23	MA-138 N @ MA-79/BRIGHTMAN ST	Fall River	2023 (#377), 2024 (#200)	1.11	55 m	14 d 3 h 24 m	9,975,242
24	I-295 N @ I-95/EXIT 2	Attleboro	2023 (#54), 2024 (#26)	0.83	1 h 12 m	18 d 9 h 21 m	9,369,356
25	MA-140 S @ MA-24/AMVETS MEMORIAL HWY	Taunton	2023 (#30), 2024 (#74)	1.18	32 m	8 d 5 h 49 m	9,019,255

Segments included in the bottleneck analysis account primarily for highway traffic conditions and delays. Bottlenecks are combined and represented as segments as traffic develops and are recorded throughout the day. The primary cause of such bottlenecks is when traffic is constrained either by construction, lane closures, car crashes, merging and diverging lanes, or the end of lanes on the highway.

In addition to identifying top bottlenecks by delay, SMMPO staff has identified the number of events at each bottleneck that contributed to delays. Reported events occur on all INIRX TMC segments impacted by the bottleneck head and may stretch out of the SMMPO region. These segments are also aggregated when identifying primary causes of congestion. A table of reported roadway events and primary causes for each bottleneck can be viewed in Table 11.

Table 11: Bottleneck Contributing Factors in 2025

Rank	Head Location	Community	Agency Reported Events	Top Congestion Category (Excluding Recurrent)	Recurrent Congestion
1	I-95 S @ I-495/EXIT 6	Mansfield	566	Incidents: 28.48%	13.63%
2	I-95 N @ I-495/EXIT 6	Mansfield	801	Incidents & Work Zone: 15.68%	36.99%
3	I-95 N @ ROBERT TONER BLVD/EXIT 5	North Attleborough	1,262	Incidents: 17.21%	34.05%
4	MA-24 S @ US-44/EXIT 13	Raynham	177	Incidents: 41.72%	11%
5	US-6 W @ CROSS RD	Dartmouth	6	Signals: 71.66%	2.76%
6	I-495 N @ I-95/EXIT 13	Mansfield	92	Incidents: 30.12%	4.89%
7	US-6 E @ MA-79/MA-138/DAVOL ST	Fall River	13	Unclassified: 50.84%, Work Zone: 12.83%	0.03%
8	MA-114A S @ RHODE IS-LAND/MA STATE LINE	Seekonk	3	Signals: 33.55%	50.53%
9	I-95 S @ I-295/EXIT 4	Attleboro	277	Incidents: 28.90%	13.70%
10	I-495 S @ I-95/EXIT 13	Mansfield	108	Incidents: 47.29%	0.91%
11	MA-24 N @ US-44/EXIT 13	Raynham	78	Incidents: 29.06%	0.01%
12	I-495 N @ MA-24/EXIT 7	Raynham	70	Incidents: 22.73%	2.55%
13	MA-138 S @ US-6/PRESIDENT AVE	Fall River	2	Unclassified: 86.87%, Weather 6.61%	0.05%
14	MA-24 N @ I-195/EXIT 3	Fall River	16	Incidents: 38.56%	0%
15	MA-138 N @ US-6/PRESIDENT AVE	Fall River	1	Unclassified: 36.61%, Work Zone: 8.98%	13.45%
16	US-6 E @ HATHAWAY RD	Dartmouth	8	Signals: 73.12%	6.44%
17	I-195 E @ SANFORD RD/EXIT 8	Westport	54	Work Zone: 26.49%	0%
18	MA-114A S @ COUNTY ST	Seekonk	0	Signals: 76.42%	1.35%
19	US-44 E @ MA-105/PLYMPTON ST	Middleborough	13	Unclassified: 38.63%, Signals: 23.18%	16.96%
20	US-44 W @ MA-140/SUMMER ST	Taunton	5	Signals: 46.19%	23.11%
21	US-44 W @ MA-24/AMVETS MEMORIAL HWY	Raynham	6	Unclassified: 40.85%, Signals: 24.68%	0.12%
22	MA-140 N @ US-44/MA-138/COURT ST/WINTHROP ST	Taunton	14	Unclassified: 36.14%, Signals 6.37%	34.56%
23	MA-138 N @ MA-79/BRIGHTMAN ST	Fall River	2	Unclassified: 42%, Work Zone: 8.72%	9.21%
24	I-295 N @ I-95/EXIT 2	Attleboro	15	Incidents: 36.46%	0%
25	MA-140 S @ MA-24/AMVETS MEMORIAL HWY	Taunton	4	Signals: 42.65%	0.92%

Many of the roadways that appear in the ranking lists have been subject to major changes in the years before 2025. While RITIS is a great tool for reviewing potential causes of congestion it is not always perfect especially in the case of Bottlenecks 13, 15,19, 22, and 23. Additional explanations for each bottleneck are provided below to provide better insight than the category “Unclassified”:

- #13 MA-138 S @ US-6/PRESIDENT AVE: Impacted by roadwork associated with MassDOT Project 608049 Fall River Corridor Improvements on Route 79/Davol Street
- #15 MA-138 N @ US-6/PRESIDENT AVE: Impacted by roadwork associated with MassDOT Project 608049 Fall River Corridor Improvements on Route 79/Davol Street
- #19 US-44 E @ MA-105/PLYMPTON ST: Known traffic issue especially with lane drop around intersection with lane drop
- #22 MA-140 N @ US-44/MA-138/COURT ST/WINTHROP ST: Impacted by roadwork associated with MassDOT Project 605888 Taunton Interchange improvements at Routes 24 and 140
- #23 MA-138 N @ MA-79/BRIGHTMAN ST: Impacted by roadwork associated with MassDOT Project 608049 Fall River Corridor Improvements on Route 79/Davol Street

Municipal Survey

A short survey was conducted with members of the Joint Transportation Planning Group (JTPG) and Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) to gain feedback on those locations in municipalities that regularly experience congestion but may not be documented when looking at other resources. Table X contains the locations reported by municipalities that experience congestion within communities.

Table 12: Self-Reported Congestion Locations Reported by Municipal Staff

Community	Congestion Location	Additional Details
Fairhaven	Howland Road at Main Street	The signalized intersection causes congestion. Also, much of the traffic is taking a left turn toward Howland Road/New Bedford. If the New Bedford Bridge is unexpectedly closed, there can be congestion here. For routine closures, the traffic is usually not bad (even during peak hours)
Fairhaven	Route 6 at New Bedford/Fairhaven Bridge	Occasional backups during peak hours when bridge opens to marine traffic. Left turns into plazas along Route 6 also can create momentary backups.
Westport	Old County Toad at Green Street	Morning school traffic causes congestion in this area
Acushnet	Main Street at Crompton Street and South Main Street	4-way stop at location causes long queues along both sides of Main Street
Dighton	Center Street at Bristol County Agricultural High School	Issues with congestion especially during morning drop-off and afternoon dismissal
Swansea	Hortonville Road at Milford Road	School related traffic to both middle and high schools
Swansea	Hortonville Road at Main Street	School traffic backlog
Swansea	Route 6 at Route 136	Traffic volume coming off I-195 heading toward Warren, Rhode Island
Swansea	Route 103 (Wilbur Avenue) at Gardners Neck Road	Inadequate signal to allow traffic going onto Wilbur Ave from Gardners Neck. Also intersection of New Gardners Neck and Wilbur causes backup at this location.

Table 12(cont.): Self-Reported Congestion Locations Reported by Municipal Staff

Community	Congestion Location	Additional Details
Fall River	Quequechan Street at Quarry Street	Congestion due to the lack of a traffic light at Walmart, sometimes vehicles attempting to turn into or out of Walmart hold up traffic. Additional issues with large trucks trying to pass on this narrow roadway.
Middleborough	Route 28	Upgrades needed on Route 28 Corridor for public safety and several large-scale developments along the corridor that will increase traffic
Somerset	Route 103 at Brayton Point Road	Intersection geometry is outdated; heavy turning movements; signal timing limitations; large truck traffic; I-195 interchange traffic; nearby intersections compound the problem
Somerset	GAR Highway (Route 6) and Lee's River Avenue	High traffic volumes; heavy turning movements; signalized intersection capacity; closely spaced commercial driveways (stop & go); crash related delays; pedestrian crossings

Transit Usage

In the SMMPO region, single occupancy vehicle-use is the dominant form of transportation to work making up a huge portion of commuting trips for workers in the region with about 76% of total commutes across the region:

Table 13: American Community Survey Estimates for Driving Alone in the SMMPO Region

Municipality	2024 ACS 5-Year Estimate (Total)	2024 ACS 5-Year Estimate (Drove Alone)	2024 ACS 5-Year Estimate (% of To-tal)
Acushnet	5,219	4259	81.6%
Attleboro	24,647	17795	72.2%
Berkley	3,811	3156	82.8%
Carver	5,815	12235	80.1%
Dartmouth	15,275	3422	77.2%
Dighton	4,433	6078	78.4%
Fairhaven	7,753	34446	78.9%
Fall River	43,658	3494	70.9%
Freetown	4,928	10701	83.4%
Lakeville	6,887	33467	75.2%
Mansfield	12,831	11667	68.1%
Marion	2,533	6702	68.7%
Mattapoisett	3,629	5999	72.1%
Middleborough	12,738	5666	78.5%
New Bedford	44,504	5911	72.1%
North Attleborough	17,132	6815	73.8%
Norton	9,756	6087	71.0%
Plainville	5,002	22852	75.3%
Raynham	8,321	6750	78.8%
Rehoboth	7,218	3711	74.2%
Rochester	3,163	5135	88.3%
Seekonk	8,198	4780	69.4%
Somerset	9,235	2138	84.4%
Swansea	8,573	2838	78.2%
Taunton	30,348	10190	80.0%
Wareham	11,825	2524	79.8%
Westport	8,566	9614	81.3%

One of the most effective means of congestion reduction is mode shift from single occupancy motor vehicle use to other modes especially transit.

Making transit a primary mode choice for travelers presents challenges in a region like the SMMPO as land uses and density patterns vary widely from municipality to municipality. Focused attention in the urban core areas like Attleboro, Fall River, New Bedford, and Taunton while also serving our smaller less dense communities, has been a long time focus of the two regional transit authorities (RTAs) in the SMMPO region; the Greater Attleboro Taunton Regional Transit Authority (GATRA) and Southeastern Regional Transit Authority (SRTA).

Additionally, commuters living in the SMMPO region may utilize the Massachusetts Bay Transit Authority (MBTA) commuter rail stops that have recently been added as part of the MBTA's South Coast Rail expansion with new service added in crucial areas like Fall River and New Bedford. The Rhode Island Public Transit Authority (RIPTA) also operates lines that reach into the SMMPO region in communities that border Rhode Island. There has been a steady increase in ridership on both SRTA and GATRA transit lines throughout the SMMPO region since recovery from the COVID-19 Pandemic and the introduction of fare-free transit on fixed routes. These are both valuable steps toward shifting travel from single occupancy vehicles.

Despite these gains, across the SMMPO Region, percentages of workers above 16 utilizing public transit during their typical commute represent a smaller portion of commuters as shown in Table 14.

Table 14: American Community Survey Estimates for Public Transit in the SMMPO Region

Municipality	2024 ACS 5-Year Estimate (Total)	2024 ACS 5-Year Estimate (Public Transit)	2024 ACS 5-Year Estimate (% of To-tal)
Acushnet	5,219	42	0.8%
Attleboro	24,647	592	2.4%
Berkley	3,811	0	0.0%
Carver	5,815	52	0.9%
Dartmouth	15,275	76	0.5%
Dighton	4,433	0	0.0%
Fairhaven	7,753	47	0.6%
Fall River	43,658	786	1.8%
Freetown	4,928	54	1.1%
Lakeville	6,887	55	0.8%
Mansfield	12,831	475	3.7%
Marion	2,533	33	1.3%
Mattapoisett	3,629	44	1.2%
Middleborough	12,738	25	0.2%
New Bedford	44,504	1202	2.7%
North Attleborough	17,132	480	2.8%
Norton	9,756	117	1.2%
Plainville	5,002	20	0.4%
Raynham	8,321	366	4.4%
Rehoboth	7,218	79	1.1%
Rochester	3,163	9	0.3%
Seekonk	8,198	303	3.7%
Somerset	9,235	28	0.3%
Swansea	8,573	69	0.8%
Taunton	30,348	152	0.5%
Wareham	11,825	35	0.3%
Westport	8,566	26	0.3%

Many communities throughout the SMMPO region have more limited transit access than the denser urban cores so it is reasonable that availability is one of the driving factors in transit utilization. Other effective means of shifting workers to public transit usage include:

- Frequent service at all transit stops (15 minutes or less headways)
- Ensure that riders are not left waiting for long stretches or unsure about when the next bus may come
- On-time transit performance
- Ensures that riders can reliably reach their destinations on time, especially when commuting to a job
- Early, late, and weekend service for workers on non-traditional shifts
- Several large employers in the SMMPO region operate off normal business hours, this ensures employees working these non-traditional shifts have the option to utilize transit
- Regional connectivity between transit agencies
- Currently switching between GATRA, SRTA, and other RTA services is not seamless and may lead to rider confusion discouraging people from utilizing transit services
- Transit stops with shelters and other amenities
- A small minority of bus stops in the SMMPO offer bus shelters and may discourage transit use or make locations of bus stops availability less visible overall

Annual publications by MassDOT track the performance of the two RTAs in the SMMPO region as part of the Massachusetts Budget Act. Recent Automatic Vehicle Location (AVL) system data for GATRA was made available for the calendar year 2025 Data for SRTA is available for SFY2024 (July 1, 2023-June 30, 2024) in official statewide reporting.

Table 15: GATRA On-Time Performance by Service (CY 2025)

Month	GATRA Fixed Route (2025)	GATRA Microtransit (2025)	GATRA Dial-A-Ride (2025)
January	80.00%	88.36%	97.39%
February	83.00%	87.25%	97.55%
March	83.00%	88.67%	97.01%
April	82.00%	87.66%	96.27%
May	80.00%	84.90%	94.67%
June	80.00%	88.45%	95.31%
July	82.00%	87.07%	95.50%
August	80.00%	86.86%	95.38%
September	79.00%	87.36%	95.79%
October	79.00%	86.69%	96.09%
November	79.00%	89.61%	96.44%
December	78.00%	88.41%	95.78%

Table 16: SRTA On Time Performance by Service (SFY 2024)

Month	SRTA Fixed-Route (SFY2024)	SRTA Demand Response (SFY2024)
July (2023)	88.00%	95.00%
August	88.00%	96.00%
September	86.00%	95.00%
October	85.80%	94.91%
November	87.10%	99.70%
December	85.50%	95.67%
January (2024)	90.70%	96.01%
February	91.00%	96.46%
March	90.00%	96.01%
April	91.00%	96.00%
May	89.00%	95.00%
June	90.00%	95.00%

The SMMPO region is fortunate to be serviced by two transit authorities demonstrating a commitment to enhancing options for travel around the region. There is always room for improvement in on-time performance and investments in the SMMPO region should reflect transit improvements like those listed earlier in this section.

Park and Ride Usage

SMMPO staff keep detailed reporting on utilization rates at the region's Park and Ride lots. Data is collected monthly at each of the official lots and can be seen in Table 17.

Table 17: Park and Ride Lot Utilization for 2025

Community	Address	Total Parking Spaces	2025 Utilization Total
Freetown	10 Gramp Deane Road, Assonet, MA 02702	32	78.65%
Raynham	980 MA-138, Raynham, MA 02767	80	29.27%
Wareham	15 Maple Springs Rd, Wareham, MA 02571	120	6.39%
Mattapoisett	93 North St, Mattapoisett, MA 02739	80	25.00%
New Bedford - Mt Pleasant	1038-1048 Mt. Pleasant St, New Bedford, MA 02745	229	30.75%
Somerset - Slade's Ferry	86 Slade's Ferry Ave, Somerset, MA 02726	80	24.58%
Somerset - Wilbur Ave	1759 Wilbur Ave, Somerset, MA 02725	149	31.54%

Many of these lots are not serviced directly by transit services in the region and are likely used as carpooling meeting spots for the region's commuters. Rates of carpooling vary from community to community but represent about 9% or 28,129 of all commutes for workers in the SMMPO region. This presents a great reduction in the number of cars on the roadway during peak commuting hours. A full breakdown of each community is available in Table 18.

Table 18: 2024 ACS 5-Year Estimates for Carpooling in the SMMPO Region

Municipality	2024 ACS 5-Year Estimate (Total)	2024 ACS 5-Year Estimate (Carpooled)	2024 ACS 5-Year Estimate (% of Total)
Acushnet	5,219	287	5.5%
Attleboro	24,647	1,898	7.7%
Berkley	3,811	141	3.7%
Carver	5,815	302	5.2%
Dartmouth	15,275	871	5.7%
Dighton	4,433	430	9.7%
Fairhaven	7,753	574	7.4%
Fall River	43,658	6,592	15.1%
Freetown	4,928	276	5.6%
Lakeville	6,887	358	5.2%
Mansfield	12,831	680	5.3%
Marion	2,533	127	5.0%
Mattapoissett	3,629	131	3.6%
Middleborough	12,738	777	6.1%
New Bedford	44,504	6,765	15.2%
North Attleborough	17,132	874	5.1%
Norton	9,756	361	3.7%
Plainville	5,002	210	4.2%
Raynham	8,321	191	2.3%
Rehoboth	7,218	563	7.8%
Rochester	3,163	101	3.2%
Seekonk	8,198	525	6.4%
Somerset	9,235	240	2.6%
Swansea	8,573	1,046	12.2%
Taunton	30,348	2,519	8.0%
Wareham	11,825	579	4.9%
Westport	8,566	711	8.3%

Carpooling rates in the SMMPO region take up a sizeable portion of commuting trips when compared to other modes; connecting park and rides to more transit service and near job centers will likely improve rates of carpooling and further reduce congestion in the region.

Pedestrian and Bicycle Utilization

Every roadway user is a pedestrian at the beginning or the end of their journey. If you drive a car to work, the end of your journey still involves walking from your parking space into your workplace. While the SMMPO region has a low percentage of commuters travelling by bike or walking to work which is to be expected given the land use patterns outside of the downtown cores in the region, these totals do not account for the beginning and end of commutes that may be accomplished by biking or by walking.

In areas outside of downtown cores where homes and amenities are widely spread out, transit routes in the SMMPO region are not robust enough to connect people to many places they need to go. Expanding bicycle and pedestrian infrastructure in coordination with transit routes is an essential component to filling these gaps and safely and efficiently connecting transit riders to routes and destinations. This can increase access to jobs in suburban regions, such as industrial parks, for low- and moderate- income households and those without access to a vehicle and increases opportunity for social and economic mobility. Bicycle infrastructure is also a crucial component of mixed-use and transit-oriented districts (TOD), where many of these amenities are located within biking and walking distance of each other, and the need for use of a motor-vehicle is ultimately reduced.

Table 19: American Community Survey Estimates for Walking and Biking in the SMMPO Region

Municipality	2024 ACS 5-Year Estimate (Total)	Walked 2024 ACS 5-Year Estimate	Walked 2024 ACS 5-Year Estimate (% of Total)	Biked 2024 ACS 5-Year Estimate	Biked 2024 ACS 5-Year Estimate
Acushnet	5219	47	0.9%	0	0.0%
Attleboro	24647	370	1.5%	123	0.5%
Berkley	3811	15	0.4%	0	0.0%
Carver	5815	0	0.0%	0	0.0%
Dartmouth	15275	550	3.6%	0	0.0%
Dighton	4433	13	0.3%	0	0.0%
Fairhaven	7753	93	1.2%	39	0.5%
Fall River	43658	1572	3.6%	0	0.0%
Freetown	4928	64	1.3%	10	0.2%
Lakeville	6887	200	2.9%	48	0.7%
Mansfield	12831	167	1.3%	103	0.8%
Marion	2533	127	5.0%	0	0.0%
Mattapoisett	3629	0	0.0%	0	0.0%
Middleborough	12738	115	0.9%	51	0.4%
New Bedford	44504	1024	2.3%	89	0.2%
North Attleborough	17132	137	0.8%	0	0.0%
Norton	9756	351	3.6%	0	0.0%
Plainville	5002	0	0.0%	20	0.4%
Raynham	8321	75	0.9%	0	0.0%
Rehoboth	7218	383	5.3%	0	0.0%
Rochester	3163	0	0.0%	0	0.0%
Seekonk	8198	25	0.3%	0	0.0%
Somerset	9235	18	0.2%	0	0.0%
Swansea	8573	26	0.3%	0	0.0%
Taunton	30348	516	1.7%	121	0.4%
Wareham	11825	71	0.6%	35	0.3%
Westport	8566	17	0.2%	0	0.0%

Steady progress is being made to connect bike facilities and sidewalks in the SMMPO

region. The most recent SMMPO Regional Bicycle Plan and SMMPO Regional Pedestrian Plan were completed in 2024. Steps to improve connections in the region are well outlined in these documents. Critical goals listed in these plans related to congestion planning include:

Regional Pedestrian Plan

- Prioritize connections that would enhance quality of life for transit users and underserved communities
- Improve air quality and regional resilience by reducing reliance on personal vehicles for short trips
- Increase municipal resources and funding to achieve a state of good repair and fill gaps in the pedestrian network

Regional Bicycle Plan

- Advance the adoption of traffic calming infrastructure or other safety improvements along bicycle and pedestrian corridors or unsafe roadway crossings
- Explore opportunities to support used bike refurbishment and free or low-cost equitable distributions in the region such as Mattapoisett's Bike for All program, which distributes refurbished bikes to children and adults along the South Coast region
- Assist GATRA and SRTA in planning, procuring, and locating bike racks for bus stops
- Collaborate with and encourage the MBTA to allow bicycles to be taken on peak-hour trains, and enhance bike or other micro mobility storage amenities, such as multipurpose storage lockers at MBTA stations
- Prioritize bike infrastructure improvements that connect to transit routes and help make bicycling and transit more viable transportation options
- Plan for and construct bicycle infrastructure on planned roadway upgrades in the vicinity of existing or proposed senior and multifamily housing developments and mixed-use districts
- Provide technical assistance to communities in planning bicycle networks, or the creation of active transportation plans, transit plans, micro mobility plans, or other planning related to active transportation infrastructure

These are critical steps in reducing reliance on personal vehicles in the SMMPO region. As part of tracking success on these goals, SMMPO staff have been installing counters on some of the most popular paths around the region to monitor utilization. Data collection efforts began in April 2025, so data is representative of April 2025-April 2026. Locations selected for this analysis were based on highest daily traffic and proximity to connected infrastructure (sidewalks, transit, job centers, etc.) to get a sense for how users may respond to the availability of bike and pedestrian infrastructure. This analysis includes:

Table 20: Usage data on regional shared-use paths

Site	Total traffic	Daily Average	Average week days	Average weekend traffic	Daily Median	Peak Count	Peak day of the week
Mattapoisett - Goodspeed Island Road	255,319	646	587	797	561	2150	Saturday
Mansfield - Lincoln Road Crossing	124,660	316	291	379	311	1061	Saturday
Norton Rail Trail crossing at East Main Street (Route 123)	68,317	177	154	237	153	617	Saturday

Further information on monthly, weekly, and hourly rates of travel can be seen in Figures 3, 4, and 5.

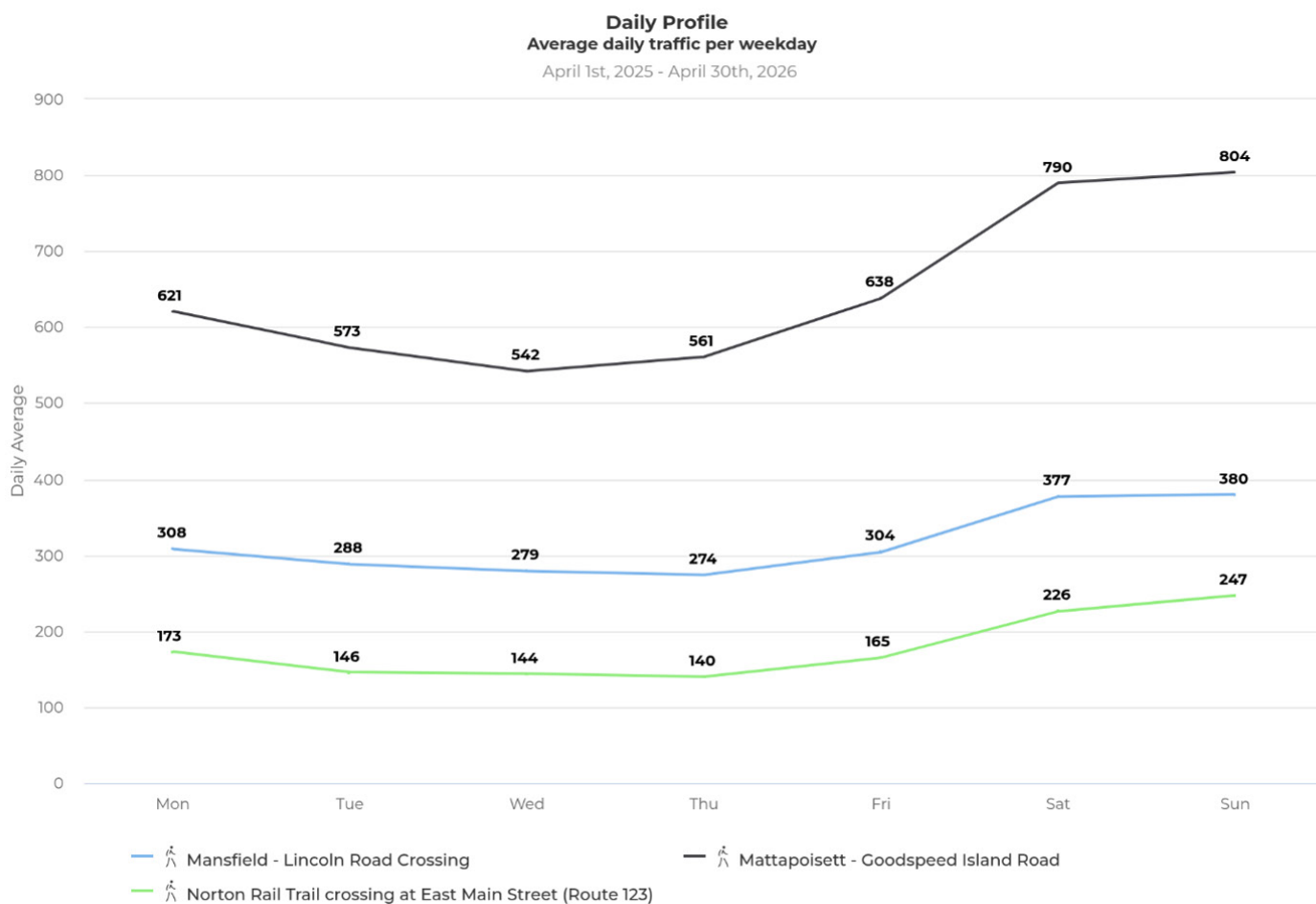


Figure 3: Average Daily Traffic per weekday for bicyclists and pedestrians for three locations



Figure 4: Hourly Traffic per weekday for bicyclists and pedestrians for three locations

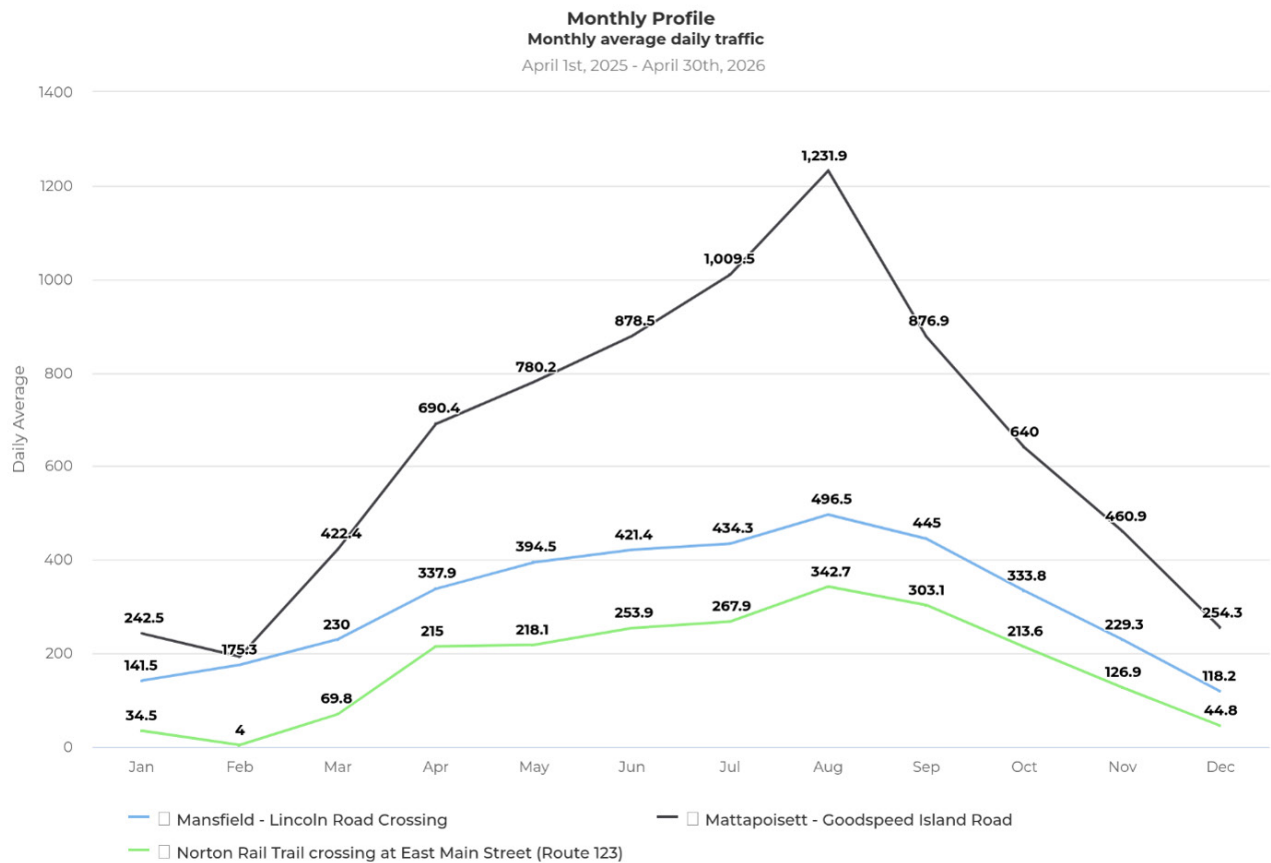


Figure 5: Average Monthly Traffic per weekday for bicyclists and pedestrians for three locations

As may be expected, monthly ridership seems to follow the trends in weather with the winter months experiencing the lowest ridership at each location and gradually picking up in the warmer months. Utilization also tends to increase toward the end of the week as more people may use these paths for recreational purposes rather than commuting. However, when looking at hourly ridership trends, there is a gradual increase in morning commuting hours, though this may be attributable to people biking for exercise in the morning before the day gets warmer.

Reporting on these locations is valuable in measuring the success of interventions to better connect bicycle and pedestrian infrastructure though it cannot be decisively stated why people are using the paths (commuting, recreation, etc.) without further surveying people on the path. However, the presence of longer, off-road connections may attract people to walk and bike no matter the use and further enhance safe connections.

Critical Freight Networks

As part of the update to MassDOT's Freight Plan updates, SMMPO staff was asked to identify roadways that would serve as critical freight network in both urban and rural areas.

MassDOT designated approximately 17.4 miles of roadway to be included as critical urban freight corridors, and 7.16 miles of roadway to be included as rural freight corridors throughout the SMMPO region. Roadways were designated as urban or rural based on existing urbanized areas (UZAs) as designated by the US Census Bureau. Because the SMMPO region does not experience congestion on the level of some of the other MPOs in the Commonwealth, MassDOT providing the opportunity to identify critical freight corridors in the SMMPO region is critical for future project planning. Inclusion on these lists give roadways listed above a better chance at utilizing funds directed at freight movement and congestion in the SMMPO region and future projects.

Criteria for selection included:

- Roadways that experienced a high number of trucks (150+ or >5% heavy trucks, 500+ or >5%light trucks)
- Connected existing industrial parks to major highways
- Near existing areas with truck travel time reliability issues

Using these metrics, the Rural and Urban Freight Corridors were proposed to both MassDOT and the SMMPO board and approved are shown in Table 21 and Table 22 respectively.

Table 21: Critical Rural Freight Corridors in the SMMPO Region

Route Number	Street Name	Town	Start	End	Length (Miles)	Justification
Rte. 18	Bedford St	Middleborough	Ocean Spray Dr	Tinkham Lane	0.05	Small section of larger urban corridor not in UZA, is technically a rural corridor
Rte. 28	Wareham St	Middleborough	Pine St	M326689 NB (Road Inventory Name)	2.59	High truck volumes in the area and provides alternative for Route 495 in heavy traffic times, several industrial proper-ties along roadway
Rte. 79	Myricks St	Berkley	Old My-ricks St	County St	1.96	High truck volumes along the area and provides connection further north to Route 140
Rte. 58	North Main St	Carver	Ramp-Rte. 58 to Rte. 44 WB / Ramp-Rte. 44 WB to Rte. 58	Rte. 44	0.46	Connection out of the region and to Route 44 to access other towns for smaller in-dustrial area
N/A	Spring St	Carver	Ramp-Rte. 44 WB to Spring St / Ramp-Spring St to Rte. 44 WB	Rte. 44	0.40	Area experi-ences high truck traffic and con-nects rural area to Route 44
Rte. 58	Rte. 58	Carver/ Middleborough	Tremont St	Beach St	0.70	Area experiences high truck traffic and connects rural area to Route 44

Table 22: Critical Urban Freight Corridors in the SMMPO Region

Route Number	Street Name	Municipality	Start	End	Length (Miles)	Justification
N/A	Airport Rd	Fall River	Commerce Dr.	North Main St. Rotary	0.16	Connection to Fall River City Pier / Fall River Industrial Park / Amazon Distribution Center
N/A	Braley Rd	New Bedford	Rte. 140 NB Ramps	Theodore H. Rice Blvd.	0.16	Connection to New Bedford Industrial Park and Distribution Centers
N/A	Bay St	Taunton	I-495 NB Ramps	Crane Ave. North	0.42	Connection to Taunton Industrial Park and Distribution Centers, close prox-imity to the highway
N/A	Central St	Fall River	Davol St.	Ferry St.	0.47	Connection to Fall River Pier/Freight Terminals / Ferry Services to Block Island
N/A	Toner Blvd	N. Attleboro	I-95 Over-pass	John L. Di-etsch Blvd.	0.21	Connection to North At-tleborough Industrial Park, Close proximity to the highway
N/A	S. Main St	Freetown	Rte. 79 SB Ramps	Narrows Rd.	0.78	Connection to Distribution Centers, close proximity to the highway
Rte. 136	J. Reynolds Rd	Swansea	Kingsley Way	G.A.R. Hwy. (Rte. 6)	0.53	Connection to Distribu-tion Centers, close proximity to the highway
Rte. 140	Rte. 140	Mansfield	I-95 Over Rte. 140	I-495 NB to Rte. 140 NB Ramps	1.76	Connection to Mans-field Industrial Park and Distribution Cen-ters, close proximity to Route 140 that connects to the interstate
Rte. 18/28	Bedford St	Middleboro	Campanelli Dr.	Middlebor-ough Rotary	0.59	Connection to Middleborough Industrial Park and Distribution Centers
SR18	JFK HWY	New Bedford	I-195 Over-pass	Elm St.	1.28	Connection to New Bedford City Pier/Freight Terminals (Fishing) / Ferry Services to Islands
	Spring St	Carver	Freedom Trail	Rte. 44 EB Ramps	0.22	Connection to Industrial Park and Distribution Centers, close proximity to the highway
Rte. 28	Cranber-ry Hwy	Wareham	Tobey Rd.	Rosebrook Way	0.75	Connection to Industrial Park and Distribution Centers, close proximity to the highway
Rte. 44	Harding St	Middleboro	Middlebor-ough Rotary	I-495 Over-pass	0.28	Connection to Middleborough Industrial Park and Distribution Centers
Rte. 18/28	Bedford St	Middleboro	Kenneth Welch Dr.	Ramp-Rte. 495 SB to Rte. 18	0.91	Connection to Lakeville Business Park, large number of truck movements observed in area heading toward rotary
Rte. 58	Rte. 58	Carver	Rte. 28/ Cranberry Hwy	Rte. 495 On/Off Ramps	0.28	Provides support for high truck volume area to connect to Route 495 to Cape/Islands
Rte. 28	Cranber-ry Hwy	Rochester/ Wareham	M397143	M326689 NB	0.55	Provides support for high truck volume area to connect to Route 495 to Cape/Islands, and existing waste center on roadway, bumps against UZA boundary and continues in Critical Rural Corridor
Rte. 140	Mans-field Ave	Norton	Reservoir St	Freeman St	1.32	Connection to broader Route 140 and Route 495 for an area with a high number of trucks relative to SMMPO region
Rte. 6	State Rd	Dartmouth	Rte. 177	Old West-port Rd	3.15	Critical area for commerce and experiences a high number of trucks on a daily basis, and connects to larger interstate sys-tems
Rte. 44	Taunton Ave	Seekonk	RI Line	Blanding Rd	2.38	Area experiences high truck traffic, close link to Rhode Island that is critical to region as Washington Bridge continues to be closed
Rte. 1	Washing-ton St	Plainville	Rte. 152	Rte. 495 Ramps	0.46	Area experiences high truck traffic and serves as connection to Route 495 via Route 1, value divided by 2 for split
Rte. 103	Wilbur Ave	Somerset	Lees River Ave	Rte. 195 Ramps	0.52	Experiences high truck volumes and connects Somerset and Seekonk to critical I-195 corridor

Air Quality

The SRPEDD Environmental Department, with partial funding through the SMMPO UPWP, are currently leading a Climate Pollution Reduction Grant (CPRG) project aimed at reducing planet warming emissions across the region.

The CPRG project has two main phases: a Preliminary Climate Action Plan (PCAP) phase and then a Comprehensive Climate Action Plan (CCAP) phase.

The PCAP is the first planning analysis and report produced through the CPRG process. It is designed to identify priority Greenhouse Gas (GHG) reduction sectors, and identify immediately actional priority climate pollution reduction measures. EPA requires the PCAP to contain the following elements:

- A GHG inventory
- Priority quantified GHG reduction measures
- A low-income and disadvantaged communities benefits analysis
- A review of authority to implement

The CCAP will build on the original research and initiatives in the PCAP, to analyze additional sectors and GHG reduction actions. The EPA requires the following elements to be included:

- A GHG inventory
- GHG emission projections
- GHG reduction targets
- Quantified GHG reduction measures
- A benefit analysis for the full geographic scope and population covered by the plan
- A low-income and disadvantaged communities benefits analysis
- A review of authority to implement
- A plan to leverage other federal funding
- A workforce planning analysis

Future versions of this plan will include results from the CPRG study to understand the impact of congestion on air quality in the SMMPO region and beyond. However, data continually collected as part of this CMP will be provided to help inform the conclusions of the CPRG. More information on this project can be found at this link: <https://srpedd.org/cprg/>

Strategies for Congestion Management

In the development of future regional studies such as the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP), the following strategies should be considered to address congestion problem areas identified in this plan.

Regional Collaboration

- Continue to collaborate with neighboring planning agencies including the Cape Cod Commission, Boston Region MPO, Old Colony Planning Council, and Rhode Island Division of Statewide Planning
- Continue to work with partners at MassDOT and the FHWA to advance projects that will alleviate congestion in the SMMPO region
- Utilize TIP and other funding sources to make improvements to areas that experience identified congestion

Promotion of Travel Alternatives

Transit

- Collaborate with RTAs to increase travel to and from critical destinations in the region including medical facilities, job centers, major shopping centers, universities, major freight facilities, and tourist attractions
- Work with GATRA and SRTA to increase transportation options to and from park and ride lots
- Promote the use of transit to, from, and within the SMMPO region through educational materials and public service announcements
- Promote the use of the newly added MBTA stops in Fall River and New Bedford to further reduce congestion during commuting hours

Bicycle and Pedestrian

- Pursue the goals of the recently published Regional Bicycle and Regional Pedestrian Plans related to congestion
- Encourage projects to provide safe and interconnected bicycle and pedestrian facilities that connect critical destinations in communities including schools, libraries, community centers, shopping centers, and work opportunities

Optimize Signal Timings

- Modify signal timings at problem intersections to allow for better flow during congested hours
- Encourage the use of adaptive signal technology especially at problem intersections

Access Management

- Promote smart development to ensure safety along critical congestion corridors through proper access management and strategies such as:
 - Driveway dimensions and spacing
 - Safe turning lanes
 - Median treatments
 - Right-of-way-management

Geometric Improvements

- Improve geometry when possible at bottleneck locations to allow for better flow of traffic through congested locations, this may include addition of turn lanes, improving signal timing, and other remedies

Safety

- Encourage traffic calming in areas where applicable to reduce speeds and improve overall safety along multimodal corridors and encourage alternatives to single occupancy vehicle use
- Consider one-way conversions or physical barriers on roadways that experience high head-on crash volumes to simplify travel and prevent delays associated with frequent incidents

Land Use Development

- Encourage transit-oriented development in the SMMPO region to reduce dependency on automobiles and connect people to the places they want to travel to

Future Study

- Revisit creation of before and after “As-Built” studies at key congestion locations that utilize TIP Funding
- Implement travel time metrics into the TIP scoring matrix and project selection to prioritize congested locations for improvements
- Pursue other funding opportunities to alleviate congestion in the SMMPO region

Planned Congestion Improvement Projects

The Transportation Improvement Program (TIP) is a requirement of the Metropolitan Transportation Planning Process as described in the Metropolitan Planning Final Rule 23 CFR 450 section 324. The SMMPO is required to carry out a continuing, cooperative, and comprehensive performance-based regional multimodal transportation planning process, including the development of a long-range regional transportation plan (LRTP) and TIP, that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and intermodal facilities that support intercity transportation, including intercity bus facilities and commuter van pool providers) and that fosters economic growth and development and takes into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution.

The SMMPO developed a process and set of criteria to evaluate and prioritize the region's TIP projects. All projects included in the TIP have been evaluated and assigned a priority value or score. This process is used as a management tool to identify projects of regional priority and program them accordingly in the TIP. Each project is reviewed to evaluate the impact on, or sensitivity to, each of the criteria categories including Community Impact and Support, Maintenance and Infrastructure, Safety and Security, Mobility / Congestion, Livability / Sustainable Development, and Environmental and Resiliency, as well to assist in meeting performance targets for safety, pavement preservation, mobility, freight movement, traffic congestion and emissions. Through the evaluation criteria, we highlight and provide higher rankings to projects that have been identified in our LRTP to ensure that existing and future needs of the regional transportation system are prioritized, as well as advance federal transportation planning factors. Projects that address multiple categories are more likely to score higher points and be prioritized for construction. In total, there are 100 possible points that can be assigned to each project, but 20 of those points can be awarded specifically for congestion management. Projects scoring at least 10 points for congestion mitigation are listed in Table 23.

Table 23: Projects receiving TIP funds for Congestion Mitigation

TIP Year	Community	Project Description	Congestion Evaluation Criteria Points (Out of 20)
2025 & 2026	Lakeville	Reconstruction and related work on Rhode Island Road (Route 79), from the Taunton City Line to Clear Pond Road	10
2026	Dartmouth	Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road	11
2027	Plainville	Reconstruction of South Street (Route 1A), from Sharelene Lane to Everett Street, and related work	10
2027	Mansfield	Chauncy Street (Route 106) Improvements (Phase 2)	12
2028	New Bedford	Intersection improvements at Mount Pleasant and Nash Road	11

In addition to TIP funding for projects in the SRPEDD region, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding is available to mitigate the negative impact of congestion on communities. CMAQ provides federal funding for states to support projects and programs intended to improve air quality and reduce traffic congestion. CMAQ funds (80 percent federal / 20 percent non-federal) are used for transportation programs and projects that will contribute to the attainment of a National Ambient Air Quality Standard in ozone, small particulates matter and carbon monoxide non-attainment areas.³ The combination of these funding sources allow for projects related to congestion mitigation to happen with greater ease.

Table 24: Projects receiving CMAQ funds for congestion mitigation

Year	Community	Project Description
2026	Dartmouth	Corridor improvements on Route 6, from Faunce Corner Road to Hathaway Road
2026	Marion	Shared use path construction (Phase 1), from the Marion-Mattapoisett town line to Point Road
2027	Plainville	Reconstruction of South Street (Route 1A), from Sharelene Lane to Everett Street, and related work
2027	Norton	Intersection Improvements at West Main Street (Route 123), North Worcester Street and South Worcester Street
2028	Mattapoisett	Corridor improvements and related work on Main Street, Water Street, Beacon Street, and Marion Road
2028	Taunton	Taunton River Rail Trail construction
2030	Dartmouth	Corridor improvements on Dartmouth Street and Prospect Street

*Projects anticipating CMAQ Eligibility

Potential Congestion Improvement Projects

Any of the locations listed in the performance measures section of this report would benefit from congestion mitigation funding.

As part of this process, SMMPO staff have mapped all locations mentioned earlier in this report to be included in the TIP Scoring Criteria process. This ensures that locations that do not meet the standards of travel time metrics are accounted for when scoring projects. While congestion accounts only for part of the scoring criteria, it is well represented with other needs of the transportation system.

³ <https://www.mass.gov/doc/statewide-funding-programs-and-categories/download>

Congestion Mitigation Funding Sources

SMMPO staff with the assistance of MassDOT staff compiled a list of potential funding sources for congestion mitigation that municipalities may utilize. Many of these programs are ending current rounds at the time of this report but additional rounds and chances to apply may be coming.

State Programs

Local Bottleneck Reduction Program:

Funds innovative solutions to modernize traffic signals and address congestion bottlenecks on local roadways to improve traffic flow. The two main application type categories are signal equipment improvements and infrastructure/reconstruction projects. Applications are assessed primarily based on existing congestion and delay metrics. Applications accepted through the Fully Integrated Application (FIA) from Friday, August 7, 2026, with additional rounds anticipated.

Complete Streets:

Though not specifically focused on congestion, the safety/multimodal focus of this problem could address congestion-related issues. Eligible activities include intersection redesign, street reconfigurations and traffic calming, pedestrian crossing modifications, and pedestrian and bike network connections. Applications accepted through the Fully Integrated Application (FIA) from Friday, August 7, 2026 with additional rounds anticipated.

MassWorks:

Though the application has closed for FY27, this may be an interesting source in the future. MassWorks funds public infrastructure projects that supports and accelerates housing production, spurs private development, and creates jobs. This program is administered through the Executive Office of Economic Development, and you apply through Community One Stop for Growth.
Federal (80% Federal 20% State funded)

Better Utilizing Investments to Leverage Development (BUILD):

Though the application has closed for this round, this is a large program with strong potential to address congestion issues. Municipalities can still apply for capital or planning grants. Several of the evaluation criteria (described in detail in the NOFO) address congestion.

Infrastructure for Rebuilding America (INFRA):

The primary goal of this program is to fund surface transportation infrastructure projects of national or regional significance that improve the safety, efficiency, and reliability of the movement of people and goods ("Track 1") in addition to expanding safe, accessible public parking for commercial motor vehicles ("Track 2"). Track 1 applications close 7/1/2026 and Track 2 applications close 7/15/2026. Additional rounds may still occur.

Safe Streets for All (SS4A):

Though not specifically focused on congestion, the safety focus of this problem could address congestion-related issues. The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants for Action Plans, including supplemental safety planning and/or safety demonstration activities, and Implementation Grants. Implementation Grants are used to implement projects or strategies that are consistent with an existing Action Plan to address a roadway safety problem. Eligible projects and strategies can be infrastructural, behavioral, and/or operational activities. The SMMPO has received funds for demonstration projects that are currently underway.

Formula Sources

NHPP:

The National Highway Performance Program is a core Federal-aid formula source that could fund congestion relief when the project is on, or meaningfully benefits, the National Highway System. Eligible uses include construction, reconstruction, rehabilitation, preservation, and operational improvements on NHS segments; traffic monitoring, management, and control facilities and programs; and infrastructure-based ITS capital improvements. NHPP can also support certain non-NHS highway or transit improvements in the same corridor as a fully access-controlled NHS highway if they reduce delays, produce travel-time savings, improve regional traffic flow, and are more cost-effective than improving the access-controlled facility itself. Because NHPP is apportioned to states rather than awarded through a national NOFO, the key step is working through the State DOT and MPO programming process.

STBG:

The Surface Transportation Block Grant Program is one of the most flexible Federal-aid formula sources and is a strong fit for local or regional congestion relief projects. Eligible uses include highway, bridge, and tunnel construction; transit capital projects; infrastructure-based ITS capital improvements; operational improvements; traffic monitoring, management, and control facilities and programs; carpool/fringe parking projects; pedestrian and bicycle projects; and capital projects for bus rapid transit corridors or dedicated bus lanes. STBG funds are apportioned to states, with a portion suballocated by population to urbanized and other areas, so candidate projects should be advanced through the applicable MPO, regional, or State DOT process.

CMAQ:

The Congestion Mitigation and Air Quality Improvement Program is a particularly direct fit for congestion relief in air quality nonattainment or maintenance areas. CMAQ can fund transportation projects that reduce emissions and improve air quality, including traffic flow improvements such as signalization, HOV lanes, intersection improvements, turn lanes, transportation systems management and operations, ITS, incident and emergency response, real-time traffic/transit/multimodal traveler information, and strategies that shift trips to non-peak periods or other modes, increase vehicle occupancy, or reduce road demand through telecommuting, ridesharing, carsharing, shared micromobility, alternative work hours, or pricing.

NHFP:

The National Highway Freight Program could fund congestion relief where the congestion issue affects freight movement on the National Highway Freight Network or a designated freight corridor. The program's goals include reducing congestion and bottlenecks, improving reliability, supporting operational improvements, improving freight efficiency and productivity, and using technology to improve safety, efficiency, and reliability. This may be a good fit for truck bottlenecks, freight corridor operations, intermodal connector improvements, truck parking, freight signal/ITS improvements, or projects that improve the flow of freight into and out of eligible intermodal facilities.

Evaluation for Strategy Effectiveness

The CMP is an ongoing program that documents the region's mobility problem areas across all modes. The CMP contains the most recent performance monitoring information for the regional transportation system. The information and general analysis of the system, using the criteria defined in the CMP and LRTP processes, will provide the basis for SMMPO staff to make recommendations to both the JTPG and SMMPO boards regarding congestion mitigation and programming priorities.

By initiating the continuation of As-Built studies for successful and constructed TIP projects with at least 3 years of data before and after construction, SMMPO staff can better gauge effectiveness of CMP process as outlined in this document to be later implemented into future UPWPs and LRTPs.