

OLD COLONY JOINT TRANSPORTATION COMMITTEE

*Advising the Old Colony Metropolitan Planning Organization (MPO)
and the Old Colony Planning Council (OCPC)*

C/o Old Colony Planning Council, 70 School Street, Brockton, MA 02301

Phone: 508-583-1833 / www.ocpcrpa.org / [@OldColonyPC](https://twitter.com/OldColonyPC)



Thursday, August 5, 2021, 12:00 P.M. to 1:00 P.M.

Join Zoom Virtual Meeting

<https://zoom.us/join>

Meeting ID: 864 0620 0269

Passcode: 734734

Dial by your location

+1-646-518-9805 or +1-646-558-8656

Meeting ID: 864 0620 0269

Passcode: 734734

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of June 3, 2021 Meeting
4. Communications
5. Reports
 - A. Brockton Area Regional Transit Authority (BAT)
 - B. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
 - C. South Coast Rail (SCR) Project
6. Old Business
 - A. FFY 2021-2025 Transportation Improvement Program (TIP) Implementation
7. New Business
 - A. Draft Old Colony Public Participation Plan (PPP)
 - Review and Endorsement
 - B. Road Safety Audits (RSAs) at Multiple Locations
 - Project Status and Update
 - C. Old Colony Active Transportation Study
 - Project Status and Update
 - D. Old Colony Climate Change Vulnerability Transportation Assessment
 - Project Status and Update
8. Other Business
 - A. Community Local Technical Assistance Studies
 - B. Staff Reviews on ENFs, EIRs and NPCs
 - C. Regional Concerns and Local Community Transportation Issues
9. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background. Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833 Ramal 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

August 5, 2021 Old Colony JTC Meeting
Agenda Item 1
Call to Order and Introductions

Summary

Call to order, Introductions, and Accessibility Statement and Title VI Nondiscrimination Statement.

Accessibility Statement and Title VI Nondiscrimination Statement

To be read by the Chair at the start of each meeting:

- “This meeting is accessible to people with disabilities. Microphones or telephones will be used by all speakers. Large- print materials are available upon advance request. If you would like either of these accommodations, please contact Mary Waldron at 508-583-1833 Extension 202.”
- “The Notice of Nondiscrimination Rights and Protections to Beneficiaries with regard to the Federal “Title VI/ Nondiscrimination” Protections and the State Nondiscrimination Protections is posted in this meeting room and is available on the Old Colony Planning Council Website. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information. Thank you.”

August 5, 2021 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 3
Minutes of June 3, 2021 Meeting

Summary

Old Colony JTC to consider approval of June 3, 2021 Old Colony JTC Meeting Minutes.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

Correspondence from Gregory Enos, Town Administrator, Avon, to Mary-Joe Perry, Director, MassDOT District 5 regarding Traffic Calming Solutions for Route 28/ Main Street in Avon, MA (June 2, 2021)

Correspondence from David Gagne, Town Administrator, West Bridgewater, to Massachusetts Department of Transportation seeking authorization to implement a 24-hour Heavy Commercial Vehicle Exclusion on Scotland Street (July 12, 2021)

Statewide Bicycle Survey

This summer, MassDOT is conducting a bicycle survey of Massachusetts residents. MassDOT is seeking information from bicyclists across the Commonwealth to learn more about why and when people ride a bike, how the pandemic affected the ways in which people bike, and what people expect their future biking habits to look like. This survey is currently open and will be accepting responses through August 19, 2021. The survey is available at this link:

https://mbta.qualtrics.com/jfe/form/SV_aVIOKilg9swZcNw

Baker-Polito Administration Announces \$6.5 Million to Municipalities in Shared Streets and Spaces Program Funding Awards

The program provides technical and funding assistance to help Massachusetts municipalities conceive, design, and implement changes to curbs, streets, plazas, and parking areas in support of public health, safe mobility, renewed commerce, and community betterment. Funding is being provided to 77 cities and towns for new traffic safety measures, trail connections, bikeshare stations, bus facilities, and areas for outdoor dining and community activities. Of note are the following awards:

- Plymouth received \$193,000.00 to make safety improvements at five vulnerable intersections, including signal upgrades, new crosswalks, and ADA-compliant ramps.
- Whitman received \$184,022.30 to install curb extensions, ADA-compliant ramps and crosswalks, new shade trees, new benches, and new bike parking at the intersection of Washington Street at South Avenue/Temple Street (Route 27), in the heart of Whitman Center.

<https://www.mass.gov/news/baker-polito-administration-announces-65-million-to-municipalities-in-shared-streets-and-spaces-program-funding-awards>

MassDOT Announces Over \$6 Million in Complete Streets Funding Program Awards

MassDOT has announced awards to 18 communities as part of round one of the Fiscal Year 2022 Complete Streets Funding Program. These grant awards will be used to fund local multimodal infrastructure projects that improve travel for bicyclists, pedestrians, public transit users, and people using other forms of transportation. Of note is the following award:

- East Bridgewater received \$372,531 for the installation of new sidewalks, bicycle racks, Rectangular Rapid Flashing Beacons, tactile warning panels, and speed feedback signs at various locations.

Approximately, 40 percent of the total award dollars will fund projects located in Environmental Justice communities. Environmental Justice communities are determined using U.S. Census data and are defined by the Commonwealth as communities in which the median household income is equal to or less than 65 percent of the statewide median, 25 percent or more of the residents identify as a race other than white, or 25 percent or more of households have no one over the age of 14 who speaks English only or very well.

Municipalities may apply for up to \$400,000 in construction project funding in one application. Examples of project elements that can be implemented through the program include sidewalks, multimodal paths, bicycle lanes, improved street lighting, and pedestrian signalization at crosswalks or intersections. For more information about the Complete Streets Funding Program, visit www.masscompletestreets.com.

Board of Selectmen
Steven P. Rose, Chairman
Eric S. Beckerman, Clerk
Jason L. Suzor, Associate

Gregory S. Enos
Town Administrator

Town of Avon Massachusetts

Town Offices
Buckley Center 02322
(508) 588-0414
Fax (508) 559-0209



June 2, 2021

Ms. Mary-Joe Perry, District Highway Director
MassDOT, District 5
1000 County Street
Taunton, MA 02780

Re: Traffic Calming Solutions for Route 28/Main Street in Avon, MA

Dear Ms. Perry:

I hope this letter finds you in good health and spirits. I am writing to request a review of the current safety conditions along Main Street (Route 28) in Avon. One item that has come to light during COVID-19, nationally and locally, is the uptick in complaints regarding speeding and other vehicle traffic concerns.

As a small town with various state roads dissecting the corridor, we see our share of truck and commuting traffic. The state and other regional agencies have recognized these issues with the current project at Harrison Boulevard and Pond Street. In addition, thank you for the approval by the Project Review Committee of the Route 28, Spring Street and Harrison Boulevard project and initial design.

Recently, Avon Police Chief Bukunt requested through the Avon Board of Selectmen to lower the speed limit to 30 MPH from Walmart to the Randolph line. That memo and meeting minutes are attached and hoping that can be added on for a review. Additionally, we have been working with MBTA on bus stop locations as well that are in areas of concern with some buses blocking intersections/park entrances.

Other areas of concerns are a section of sidewalk that is impassable due to the various signs and poles impeding access during snowstorms; lack of crosswalk detail in downtown that makes it difficult to see the crosswalks (see attached idea) as well as seeking a crosswalk near the downtown post office. This becomes a problem as there is a lack of parking at this location. Residents park on opposite side of street and must cross the four lanes of traffic to get to the post office.

Finally, another area of concern is the high speed at and around downtown where traffic goes to two lanes from four lanes with cars speeding up to "beat" the other vehicle at the light in the center of town at two different locations. We are hoping to have discussions on any traffic

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calming solutions that may be applicable (turn only lanes, small island to reduce number of lanes, speed limit reductions, etc.).

As we look back on COVID, we are looking at addressing some of these issues that have come up that impact our downtown businesses and residents. We are grateful for the news of the upcoming repairs to the sidewalks on Main Street just past downtown. This will greatly increase the walkability of our downtown area. Hopefully, with your assistance, we can start discussing ways to better improve the safety of our downtown as we seek better access to the various parks and local businesses.

Thank you for your consideration and hopefully we can set up some time for a discussion.

Sincerely,

A handwritten signature in black ink, appearing to read "Gregory Enos".

Gregory Enos
Town Administrator

cc: Board of Selectmen
OCPC
Representative Galvin
Senator Timilty



Town Of Avon
Police Department
150 Main Street, Avon, MA 02322
Telephone 508 583-6677 Fax 508 587-8727



Jeffrey J. Bukunt
Chief of Police

Denis Linehan
Deputy Chief of Police

To: Administrator Greg Enos
From: Chief Jeffrey J. Bukunt
Date: November 9, 2020
Re: Review of MA. Department of Public Works Special Speed Regulation 331

I wanted to follow-up on our conversation in regard to conducting a review of Special Speed Regulation 331. SSR 331 was originally promulgated on March 21, 1966, revising and amending Special Speed Regulation 48, established on June 18, 1952. This Special Speed Regulation established speed limits for Route 28, at the northern limits of Milton and the southern limits of Wareham, MA. in accordance with the provisions of Section 18 of Chapter 90 of the General Laws.

SSR 331, established over 54 years ago, designated speed limits based upon existing infrastructure, conditions and other factors that were considered at that time. Operation of a motor vehicle at a rate of speed in excess of these limits is deemed prima facie evidence that such speed is greater than is reasonable and proper (although not taking into account weather or other conditions which may impact what is deemed reasonable). Speeding is also a primary crash causation factor across the globe. Although I am not in possession of data of median or average speeds, anecdotally, I believe that the stretches in question warrant consideration for reduced speeds. The overall goal of setting the speed limit is almost always to increase safety within the context of retaining reasonable mobility. A previous speed study would likely offer further evidence of same. A typical speed study would produce a statistical analysis on the average speed, 85th percentile speed and pace speeds. In speaking with DPW Director Bill Fitzgerald, I understand that the Old Colony Planning Council may be looking at conducting Road Safety Audits in Avon in 2021. U.S. Department of Transportation methodologies for setting speed limits are typically designed to result in recommended speed limits that:

- Are related to crash risk;
- Provide a reasonable basis for enforcement;
- Are fair in the context of traffic law; and
- Are accepted as reasonable by a majority of road users.

The environment has changed along this stretch of roadway in that there are more businesses situated directly along RT 28 in Avon, as well as more traffic control devices (lights, crosswalks, etc.).



Town Of Avon Police Department

150 Main Street, Avon, MA 02322
Telephone 508 583-6677 Fax 508 587-8727



As entering Avon from the north, travelling southerly from the Randolph line, SSR 331 sets a speed limit of 40 mph. This limit continues for .22 miles, decreasing to a 30 mph limit adjacent to St. Michael's Church, where a posted 30 mph sign is located. There are several businesses located in the 40-mph zone, including but not limited to Avon's Best Pizza, K-9 Ranch Inc., Vee's Fashions, Town Food Mart, On-Target Firearms Training and Kelly Contracting. Demarco Park is located in the 40-mph zone. There is no warning for motorists of a reduction of speed prior to the 30-mph sign and Demarco Park crosswalk. Based upon the number of businesses in the area, the number of motorists routinely slowing and turning into / departing the businesses, along with the presence of pedestrians, crosswalks and bus stops, I believe that the 40-mph stretch may no longer be reasonable.

Rt. 28 becomes a 30-mph zone in front of St. Michaels Church, and continues for .24 miles through the town square southerly, where many established businesses are located, along with traffic control devices and a fork in the road at W. Main St. At the intersection of Bartlett St, slightly north of the Avon Town Offices, the speed changes to a 40-mph zone, which remains to the Brockton line, a distance of approximately 1.16 miles.

When we look at traveling northerly along Rt. 28 from the Brockton line, initially the two-lane roadway in Avon seems adequate to support the 40-mph zone, despite the prevalence of businesses / commercial properties on either side of the roadway. As the road continues into Avon, it is the set of lights adjacent to Walmart, where I believe it may no longer be reasonable. Starting at that set of lights, the businesses are more congested in this stretch that also includes the traffic lights at Harrison Blvd. and a flashing light further beyond.

The businesses in this stretch, include but are not limited to, Walmart, O'Reilly Auto Parts, Dunkin Donuts, CC Technologies, Avon Gas, (currently vacant 11 Memorial – formerly ICS), Super Petroleum, Avon Financial Center, Avon Chapter VFW, Church of the Living God, Big Jim's Liquors, East Main St. Cemetery, Tri-Town Landscaping Materials, Avon Town Offices, US Neptune, and Just Smash It. We have seen a number a fatal motor vehicle crashes along this stretch in recent years, and many of the businesses have a steady stream of vehicles entering and exiting the roadway throughout daytime and evening hours.

I believe a review is in order, to consider a partial speed zone modification recommendation / request to the Commonwealth of Massachusetts Department of Public Works and any other authority recommended. I would suggest leaving as is, the 40-mph zone from the Brockton line to the set of lights at Walmart. I would recommend modifying to 30 mph the section of Rt. 28 from Walmart to the Randolph town line, a distance of 1.22 miles of the 1.62 miles of Rt. 28 in Avon.

Although we proactively engage in speed enforcement, far too many operators exceed the posted speed limits, including those operating large commercial vehicles. Avon has seen an increase in the number of businesses since the current zones were adopted more than 50 years ago. Several businesses, like Walmart, see a very significant number of vehicles. Other businesses experience traffic of high



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frequency / short-term visits, such as our two gas /service stations or Dunkin Donuts, which has a drive-through, which at times can trigger slowed or stopped vehicles onto RT 28.

Please find the attached copy of Special Speed Regulation 331 for your review. The State or the Old Colony Planning Council may also be able to provide additional supporting documentation to Director Fitzgerald. I can tell you that our officers typically respond to and investigate 300-400 crash investigations in Avon and conduct well over 2000 hours of targeted traffic enforcement activities. I can look into specific crashes associated with Rt. 28, however, according to the DOT's Federal Highway Administration, factors to be considered in selecting a speed limit can usually be influenced by geometric design features of the road and roadside development/activity. DOT adds that "drivers tend to select operating speeds based on the visual scene presented to them. Therefore, the speed limit and design of the road must work in concert if desired operating speeds are to be achieved".

Thank you for your time and please feel free to contact me with questions or concerns.



Office of the
Town Administrator
Town Hall
65 North Main Street
West Bridgewater, MA 02379

July 12, 2021

Massachusetts Department of Transportation
Highway Division
Ten Park Plaza
Boston, MA 02116

Re: Heavy Commercial Vehicle Exclusion

To Whom It May Concern,

The Town of West Bridgewater is seeking your authorization to implement a 24-hour Heavy Commercial Vehicle Exclusion on Scotland Street. At their November 18, 2020 meeting, the Board of Selectmen voted to approve said Exclusion on Scotland Street. Scotland Street lies entirely within the Town of West Bridgewater.

Due to the high volume of commercial vehicles utilizing Scotland Street as a “cut through street”, as evidenced by the accompanying traffic study conducted by Old Colony Planning Council, the Board determined this is the correct action to take. The exclusion will lessen the detrimental effect that commercial vehicle traffic has had on the residents residing on Scotland Street. The alternate route for commercial vehicle traffic would be traveling down Bridgewater’s Elm Street to Route 104 and onto Route 24.

Enclosed is the aforementioned Traffic Engineering Report indicating heavy commercial vehicles greatly exceed 5% of the vehicular traffic on Scotland Street and a map indicating Scotland Street (excluded street) and Bridgewater’s Elm St, Route 104 and Route 24 (alternate route). Also enclosed is a formal letter of support from the Town of Bridgewater noting they are in favor of the alternate route and they assume the responsibility for the installation and maintenance of the appropriate signage on Elm Street.

Additionally, the Town of West Bridgewater fully assumes the responsibility for the installation and maintenance of the appropriate signage on Scotland Street, and will await your approval before doing so. Attached is a copy of the Board of Selectmen’s official vote to amend the

Town's Traffic Rules and Orders to include a 24-hour Heavy Commercial Vehicle Exclusion for Scotland Street in its entirety.

Please reach out to me if you have any questions or concerns.

Thank you.



David L. Gagne
Town Administrator

cc: Board of Selectmen
Anne Iannitelli, Town Clerk
Chris Iannitelli, DPW Director
Victor Flaherty, Police Chief
Charles Kilmer, AICP, Assistant Director/Transportation Program Manager, OCPC
Michael Dutton, Bridgewater Town Manager

Traffic Conditions (Traffic Volumes, 85th Percentile Speed, and Percentage of Heavy Vehicles) on
 Scotland Street (West Bridgewater) and Elm Street (Bridgewater), 2011 and 2020

Location	Average Weekday Volume		85th Percentile Speed	% Heavy Vehicle	
	2011	2020		2011	2020
Scotland Street, south of South Elm Street	1,264	2,559	39 MPH	5.4%	13.4%
Scotland Street, at Bridgewater Town Line	1,460	2,359	46 MPH	11.7%	21.1%
Elm Street, north of Route 104, Bridgewater	1,498	4,310	36 MPH	8.0%	22.1%

August 5, 2021 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

August 5, 2021 Old Colony JTC Meeting

Agenda Item 5B

Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 5C
South Coast Rail Project

Summary

The South Coast Rail (SCR) project will restore commuter rail service between Boston and southeastern Massachusetts by the end of 2023. Taunton, Fall River, and New Bedford are the only major cities within 50 miles of Boston that do not currently have commuter rail service to Boston. SCR will reconnect this region to jobs and generate economic development. Construction began in 2020.

South Coast Rail will be completed in two phases. Phase 1 will provide a one-seat ride by extending the existing Middleborough/Lakeville commuter rail line from Boston to Taunton, Fall River, and New Bedford. It will deliver service to the South Coast by late 2023.

2020 was a busy year for the SCR project with early action work being completed to prepare for construction and operation of the system. Early action items included demolitions of future station sites, culvert repairs/construction, grade crossing improvements, and railroad bridge reconstruction.

In June and July 2021, installation of new track was conducted at multiple locations, continued tree clearing from Myricks Junction in Berkley heading south, replacing multiple culverts, installation of soldier piles and precast panels for retaining walls on the Fall River line, replacing the railroad bridge over Assonet River in Lakeville, and work at multiple railroad grade crossings that resulted in street closures.

Additional work done included site preparation, drainage and utility installation, and material delivery at stations and layover sites along the railroad right-of-way from Middleborough to New Bedford and on the Fall River Secondary.

If anyone is interested in signing up for weekly updates on the South Coast Rail project, please click on the following link to enter an email address:

https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_30

August 5, 2021 Old Colony JTC Meeting
Agenda Item 6A
FFY 2021-2025 Transportation Improvement Program (TIP)
Implementation

Summary

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

FFY 2021 PROJECTS:

- AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)
 - Construction bids opened on March 2, 2021. Low bid was \$3,998,824.70 was submitted by George R. Cairns & Sons Inc. of Windham, NH.
 - Cost Estimate is \$4,969,007.

- EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)
 - Bids opened on January 12, 2021. Low bid was \$10,134,494 submitted by RJV Construction Corporation of Canton, MA.
 - Cost Estimate is \$10,502,923.

- STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
 - Bids opened on July 7, 2021. Low bid was \$2,624,673 submitted by Aqua Line Utility Inc. of Weymouth, MA.
 - Design Public Hearing held June 17, 2020.
 - Cost Estimate is \$3,171,443 (TFPCC Cost increased to \$4,650,151 via TIP Amendment 2).

FFY 2022 PROJECTS:

- AVON & STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
 - Plans, Specifications, and Estimate (PS&E) Resubmission 2 received by MassDOT (5/7/2021).
 - Cost Estimate is \$6,314,880.

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
 - 25% Package Resubmission 1 received by MassDOT (7/9/2021).
 - MassDOT comments on 25% Package provided to Design Engineer (10/19/2020).
 - Cost Estimate is \$3,232,320.

- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
 - Plans, Specifications, and Estimate (PS&E) Resubmission 1 received by MassDOT (6/2/2021).
 - Cost Estimate is \$10,088,920.

FFY 2023 PROJECTS:

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,523,420.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
 - 25% Package Resubmission 1 received by MassDOT (10/13/2020).
 - Cost Estimate for AC Phase 1 is \$5,244,574 (Total cost is \$13,351,414).

- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
 - 100% Package received by MassDOT (12/23/2020).
 - Cost Estimate is \$3,799,916.

FFY 2024 PROJECTS:

- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,220,987.

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
 - 25% Resubmission 1 Package received by MassDOT (10/13/2020).
 - Cost Estimate for AC Phase 2 is \$8,106,840 (Total cost is \$13,351,414).

FFY 2025 PROJECTS:

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,900,232.

- BROCKTON - INTERSECTION IMPROVEMENTS AT LYMAN STREET/ GROVE STREET/ SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)
 - 25% Resubmission 1 Package received by MassDOT (12/24/2019).
 - Cost Estimate is \$4,872,000.

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,784,000.

CURRENTLY UNPROGRAMMED PROJECTS IN FFY 2021-2025 TIP

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,129,363.

- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - The Notice to Proceed (NTP) to begin work on the contract has been issued. (7/9/2021).
 - Cost Estimate is \$3,750,000.

- BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)
 - Currently not programmed.
 - 25% Package received by MassDOT (as of 5/4/2015).
 - Cost Estimate is \$5,520,744.

- EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET (611968)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,500,000.

- EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18) (611976)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,500,000.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - Currently not programmed in FFY 2021-2025 TIP, but is programmed in FFY 2025 of the upcoming FFY 2022-2026 TIP.

- MassDOT comments on the 25% Package returned to the Design Engineer (as of 1/23/2019).
- Cost Estimate is \$5,137,918.

- EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE) (608585)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$4,025,000.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
 - Currently not programmed in FFY 2021-2025 TIP, but is programmed in FFYs 2026 and 2027 of the upcoming FFY 2022-2026 TIP.
 - 25% Package received by MassDOT (as of 5/7/2020).
 - Project is in the preliminary design phase.
 - Cost Estimate is \$9,586,036.

- KINGSTON - BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY) (608615)
 - Currently not programmed.
 - Project is in the preliminary design phase.

- Cost Estimate is \$12,788,000.
- PEMBROKE - INTERSECTION IMPROVEMENTS AT WASHINGTON STREET AND SCHOOSSETT STREET (611978)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,500,000.
- STOUGHTON - INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET (611981)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$2,300,000.
- STOUGHTON - RECONSTRUCTION OF TURNPIKE STREET (607214)
 - 25% Package received by MassDOT (6/1/2021).
 - Project is in the preliminary design phase.
 - Cost Estimate is \$25,461,705.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 7A
Draft Old Colony Public Participation Plan (PPP)
Review and Endorsement

Summary

The update of the Old Colony Public Participation Plan (PPP) updates the previous 2017 plan. It documents the guidelines for the MPO's public outreach efforts, establishes the process to solicit and engage public involvement in MPO activities and transportation decision making, and ensures that the process is pro-active inclusive, and accessible. It ensures early, continuous, and meaningful opportunities for all to have input including traditionally underrepresented and underserved populations (low-income, minority, Limited English Proficient, LEP, persons with disability). The PPP is based on guidelines provided by MassDOT as well as federal guidelines. It changes over time based on evaluation of outreach effectiveness (changes in technology, communication techniques, and public feedback). It is reviewed and updated Every 5 years (but also periodically reviewed and updated). The draft plan is currently in a 45-day comment period and available on-line at the OCPC website for public review and comment. Staff will document comments and revise the draft appropriately based on public comment.

The PPP covers MPO activities and the following products: Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long Range Transportation Plan (LRTP), Corridor Studies, Road Safety Audits and Local Transportation Assistance. The PPP also satisfies the public hearing requirements pertaining to the development of the Program of Projects (POP) for the Section 5307, Urbanized Area Formula Program for BAT. The PPP update includes three new discussions not included in the previous version; 1. Remote Meetings and accessibility 2. The establishment of Measures of Effectiveness 3. The Establishment of the OCPC Reflection, Opportunity, and Action (ROA) Task Force.

The update of the Old Colony Public Participation Plan updates the previous 2017 plan. It documents the guidelines for the MPO's public outreach efforts, establishes the process to solicit and engage public involvement in MPO activities and transportation decision making, and ensures that the process is pro-active inclusive, and accessible. It ensures early, continuous, and meaningful opportunities for all to have input including traditionally underrepresented and underserved populations (low-income, minority, Limited English Proficient, LEP, persons with disability).

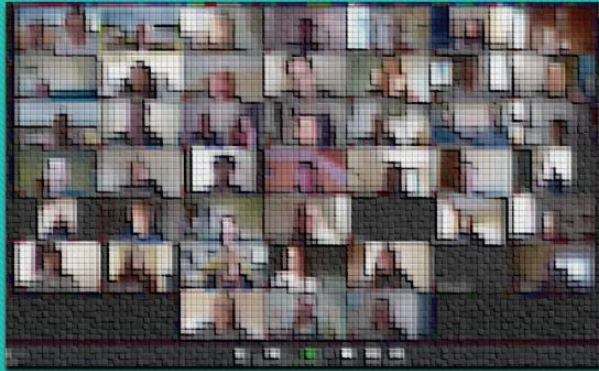
The PPP is based on guidelines provided by MassDOT as well as federal guidelines. It changes over time based on evaluation of outreach effectiveness (changes in technology, communication techniques, and public feedback). It is reviewed and updated Every 5 years (but also periodically reviewed and updated). A 45-day comment period is required for PPP updates.

The PPP covers MPO activities and the following products: Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), Long Range Transportation Program (LRTP), Corridor Studies, Road Safety Audits, and Local transportation Assistance. What is new in the 2021 PPP Update? 1. Remote meetings and accessibility, 2. The establishment of Measures of Effectiveness, and 3. The Establishment of the OCPC Reflection, Opportunity, and Action (ROA) Task Force.

The PPP also satisfies the public hearing requirements pertaining to the development of the Program of Projects (POP) for the Section 5307, Urbanized Area Formula Program for BAT

The collage consists of eight rectangular images arranged horizontally. From left to right: 1. A screenshot of the Old Colony Planning Council website showing a road and trees. 2. A 'Subscribe to our Weekly Newsletter' form with fields for email, first name, last name, job title, and organization. 3. A newspaper article from 'The Enterprise' titled 'S To Light Up Countertop'. 4. The Twitter logo. 5. A poster titled 'Regional Transportation Plan Update' with a colorful illustration of a town. 6. A photograph of a public meeting with people gathered around a table. 7. A photograph of a civic advisory group meeting with a man presenting to a group. 8. A photograph of a public event with people looking at information stands.

<p>The Old Colony Planning Council website (Old Colony MPO section)</p>	<p>OCPC ENews letter via email and social media</p>	<p>Public Media (including English and non-English newspaper radio stations and TV stations)</p>	<p>Social media, such as Twitter and Facebook</p>	<p>Posters, display boards, brochures fact sheets and flyers</p>	<p>Public meeting public hearings, open houses, and work shops</p>	<p>Civic advisory, working groups, social clubs and events such as CV Society, Down town Assoc CoC</p>	<p>Public Events, info-stands at events (COC, Minority Business Groups)</p>
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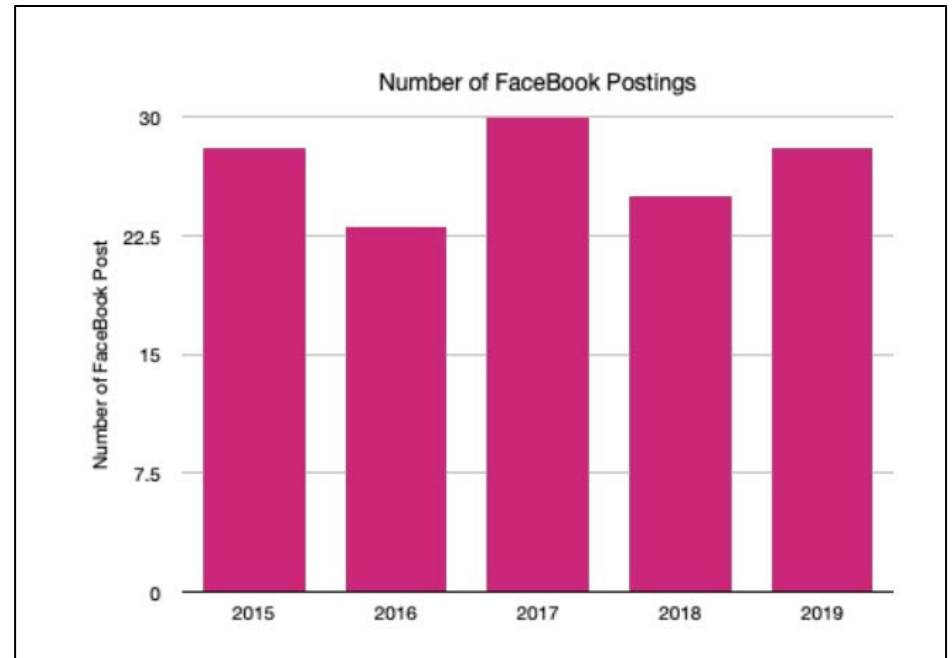
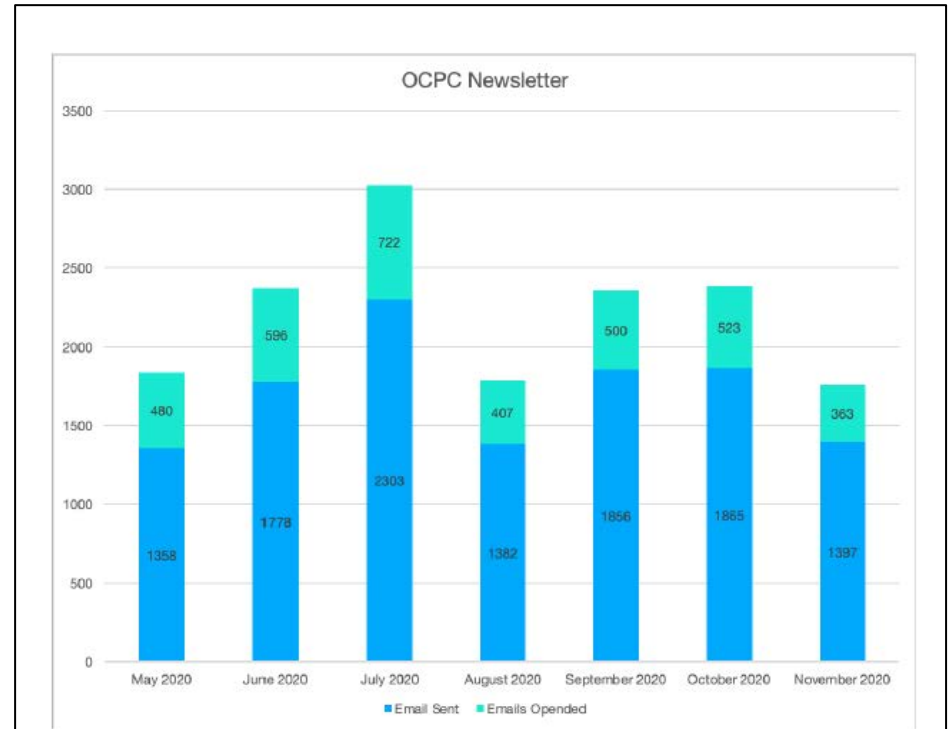
Measure of Effectiveness

Measuring Public Participation Engagement

Old Colony Planning Council

70 School Street Brockton MA 02301

Prepared Under MassDOT Contract #112307



August 5, 2021 Old Colony JTC Meeting
Agenda Item 7B
FFY 2021 Road Safety Audits at Multiple Locations
Project Status and Update

Summary

Through Task 3300 of the FFY 2021 Old Colony MPO Unified Planning Work Program (UPWP), Old Colony Planning Council is conducting Road Safety Audits at Multiple Locations throughout the region.

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.

To date, the following Road Safety Audits have been completed under this program:

- **Abington:** Route 123 at Rockland Street and Elm Street
- **Abington:** Route 139 at Chestnut Street and Old Randolph Street
- **Brockton:** Main Street at Nilsson Street
- **Brockton:** Main Street at Forest Avenue

- **Brockton:** Forest Avenue between Belmont Street and Gordon Street
- **Easton:** Turnpike Street at Depot Street
- **Hanover:** Route 53 at Broadway
- **Kingston:** Route 27 at Lake Street
- **Plymouth:** Commerce Way at Industrial Park Road
- **Plymouth:** Commerce Way at Industrial Park Road
- **Stoughton:** Pearl Street at School Street
- **West Bridgewater:** West Street at Manley Street

Additional locations to be completed this program year:

- **Bridgewater:** Route 104 at High Street and Pond Street
- **Brockton:** Pearl Street at Torrey Street
- **East Bridgewater:** Central Street at Union Street and North Union Street
- **West Bridgewater:** Route 106 between and Including Prospect Street and Market Basket Intersections

For information about this Road Safety Audits at Multiple Locations Study, please direct inquiries to Project managers Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 x207 or Ray Guarino (rguarino@ocpcrpa.org) x212.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 7C
Old Colony Active Transportation Study
Project Status and Update

Summary

The purpose of the OCPC Active Transportation Study is to understand how the Old Colony Planning Council Region can improve the bicycle and pedestrian network for increased utility for transportation purposes, including commuting and recreational uses. This study provides an analysis of the bicycle, pedestrian, and transit network within a connectivity and safety context. As a result of this study, it is intended that OCPC will work on the development of safety and improvement projects that can be advanced by the region's communities to the MassDOT Highway Division project development process for statewide funding resources.

This study builds upon previous study by OCPC including the Old Colony Bicycle and Pedestrian Connectivity and Livability Study 2018, 2013, and 2011 (available on-line at <http://www.ocpcrpa.org/reports.html>). The study process includes bicycle level of service (BLOS) and pedestrian level of service (PLOS), based on the (comfort-level) method developed for the Highway Capacity Manual for bicycle travel. Safety analysis is included utilizing MassDOT crash clusters and crash history analysis as well as sidewalk gap analysis. A discussion

of the Safe Routes to School Program and the Complete Streets Program in Massachusetts is also included.

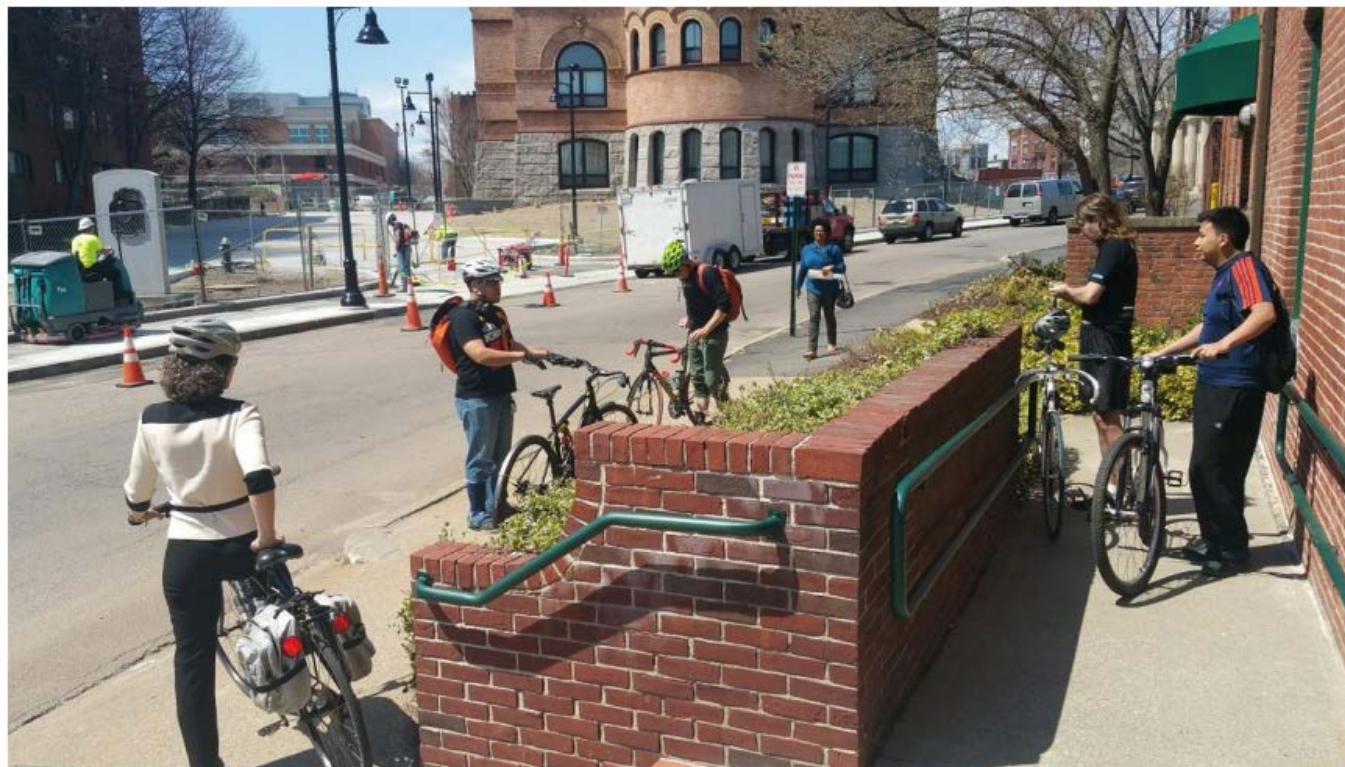
A story map (interactive map) will be developed on the OCPC website along with a PowerPoint presentation to make information available to the public regarding programmed projects as well as potential projects for bicycle and pedestrian improvements in the OCPC region.



OCPC Active Transportation Study

Pedestrian and Bicycle
Connectivity in the OCPC
Region

August 2021



OLD COLONY
PLANNING COUNCIL

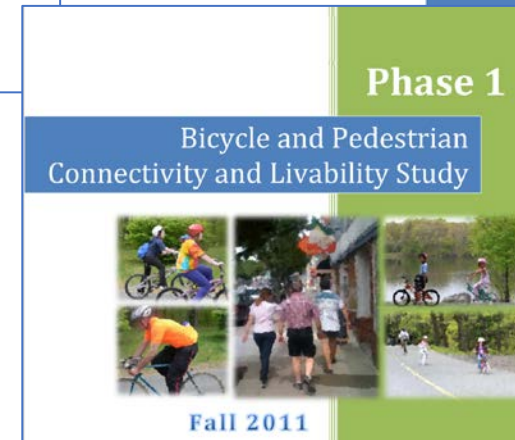
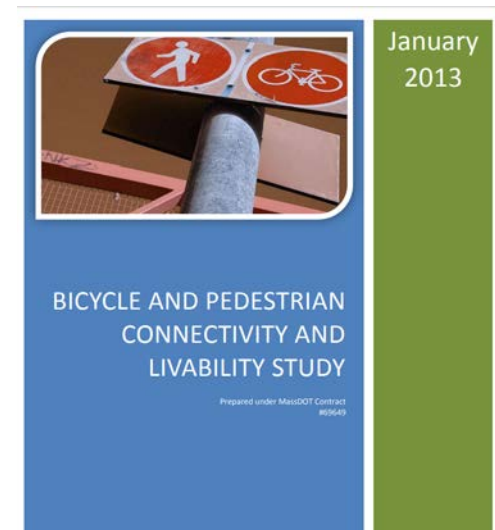
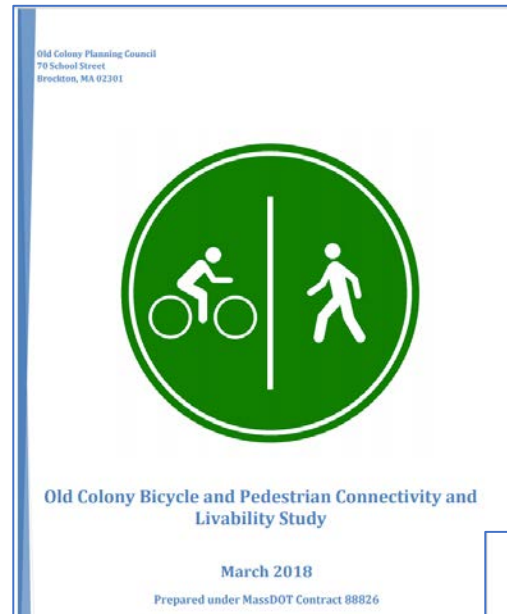
OCPC Active Transportation Study

Purpose: Improve Pedestrian and Bicycle Connectivity in the OCPC Region

Improve Connectivity	Improve the OCPC bicycle and pedestrian network in the region for commuting and recreational uses. (including intermodal connectivity between walking and transit, bus stops and passenger rail.)
Gap Analysis	Provide an analysis of the bicycle, pedestrian, and transit network of the region and within each community for connectivity and safety . (Where are the gaps in the system?)
Build on Previous Study	Build on Previous OCPC regional pedestrian and bicycle studies, and latest design, policies, techniques.
Develop Specific Projects	Develop specific safety and improvement projects for advancement to the MassDOT Highway Division project development process for statewide funding resources. (Such as TIP funding.) Opportunities to enhance/expand the network?

OCPC Active Transportation Study

Previous Study



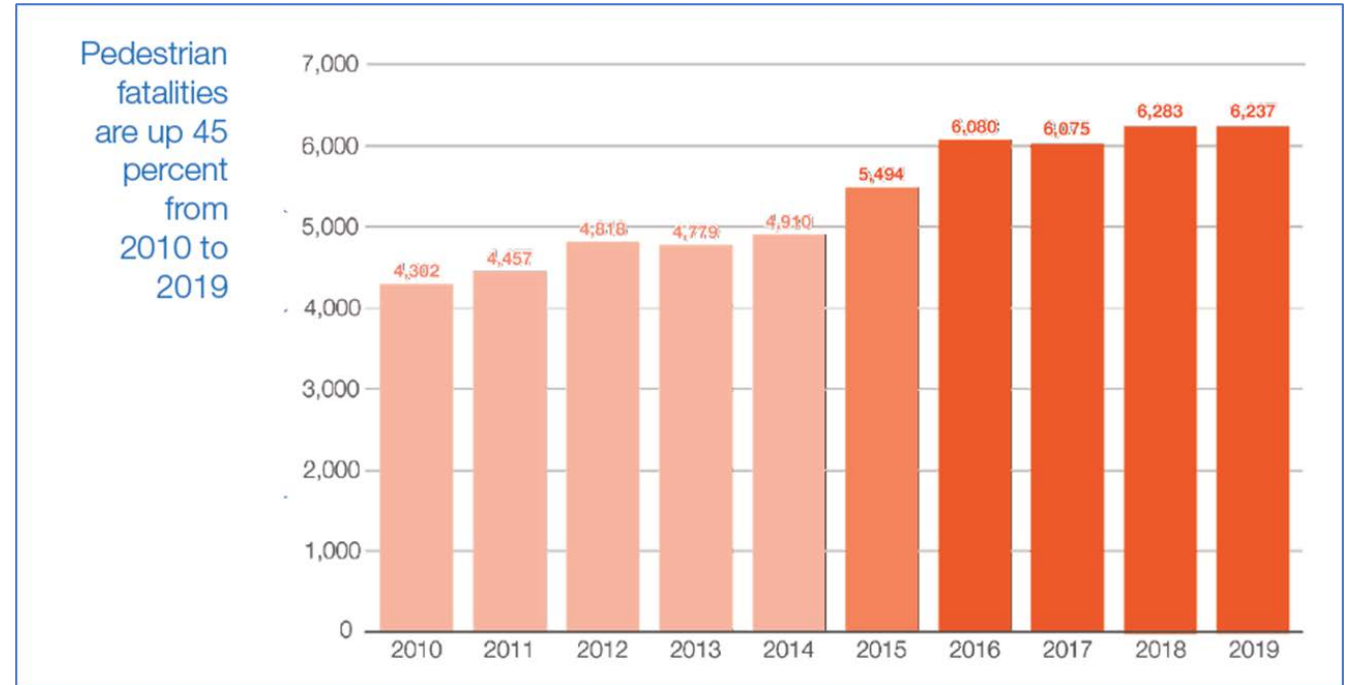
OCPC Reports link:
<http://www.ocpcrpa.org/reports.html>

OCPC Active Transportation Study

Pedestrian Safety

DANGEROUS BY DESIGN 2021*

- The number of people struck and killed each year has grown by 45 percent between 2010 and 2019, and 2018 and 2019 saw the highest numbers of pedestrian deaths since 1990.
- Between 2010 and 2019, drivers struck and killed 53,435 people while walking throughout the United States, more than 14 people per day on average.



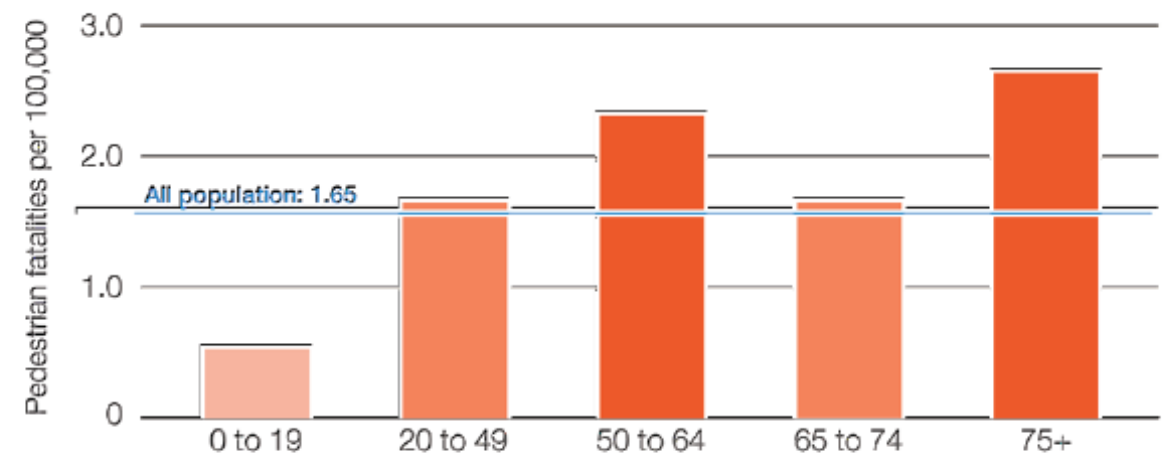
*<https://smartgrowthamerica.org/wp-content/uploads/2021/03/Dangerous-By-Design-2021-update.pdf>

OCPC Active Transportation Study

DANGEROUS BY DESIGN 2021 - The most vulnerable populations

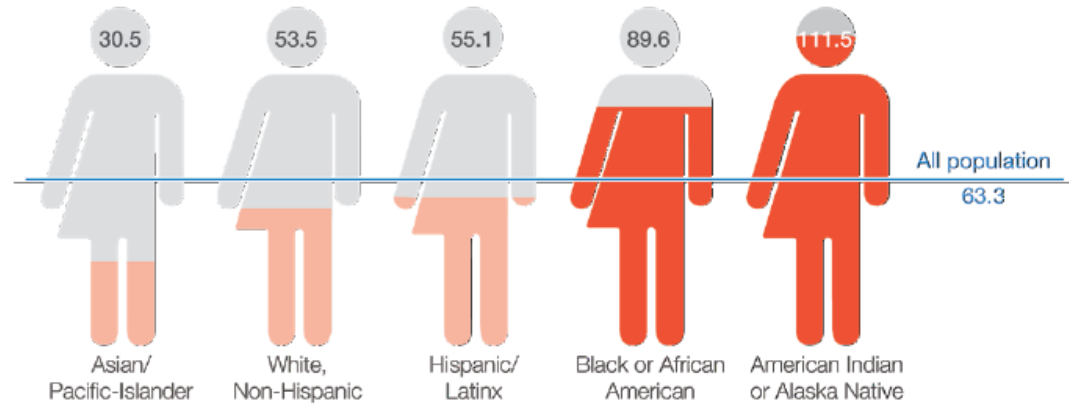
- Older adults, Black or African American and American Indian or Alaska Native people, and people walking in low-income communities continue to be disproportionately represented in fatal crashes involving people walking.

Pedestrian fatalities per 100,000 people by age (2010-2019)

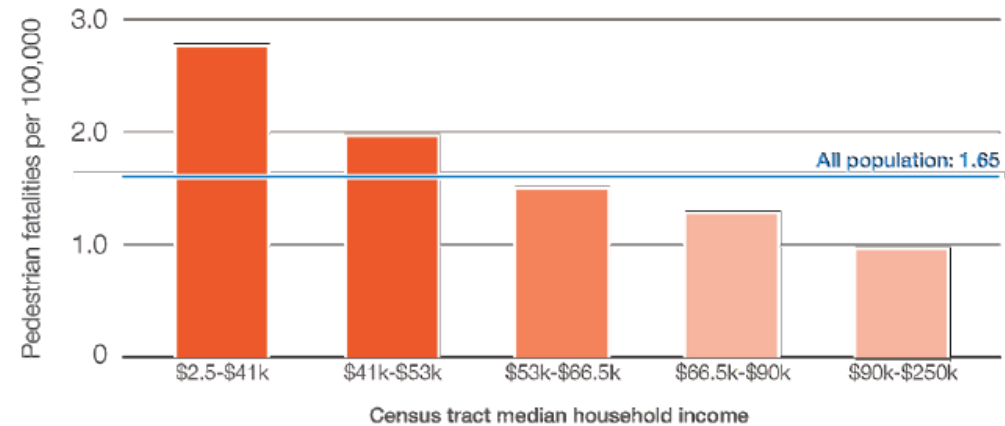


OCPC Active Transportation Study

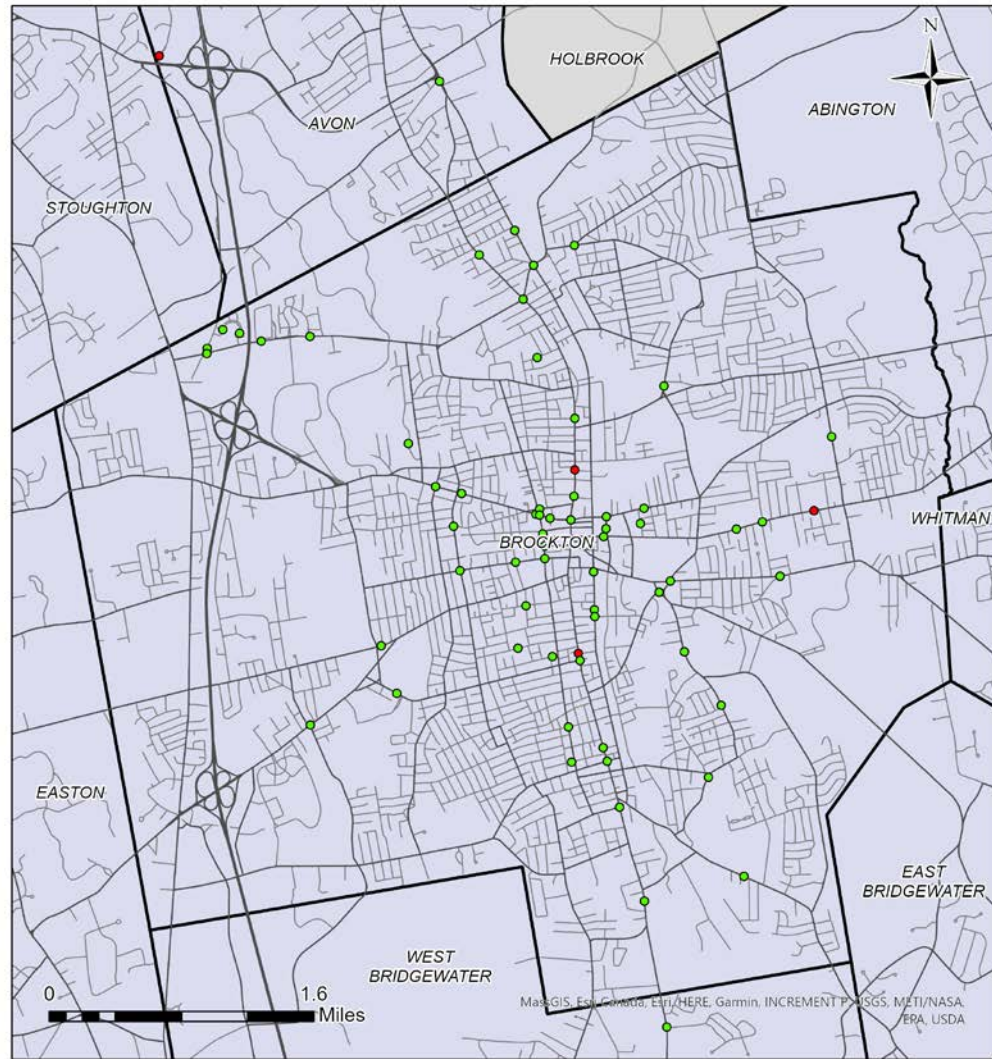
Relative pedestrian danger by race and ethnicity (2010-2019)



Pedestrian fatalities per 100,000 people by census tract MHI (2010-2019)



Non-Motorist Crashes 2017



- Severity**
- Fatal injury
 - Non-fatal injury
- Legend**
- Municipality
 - Roads
 - OCPC Region

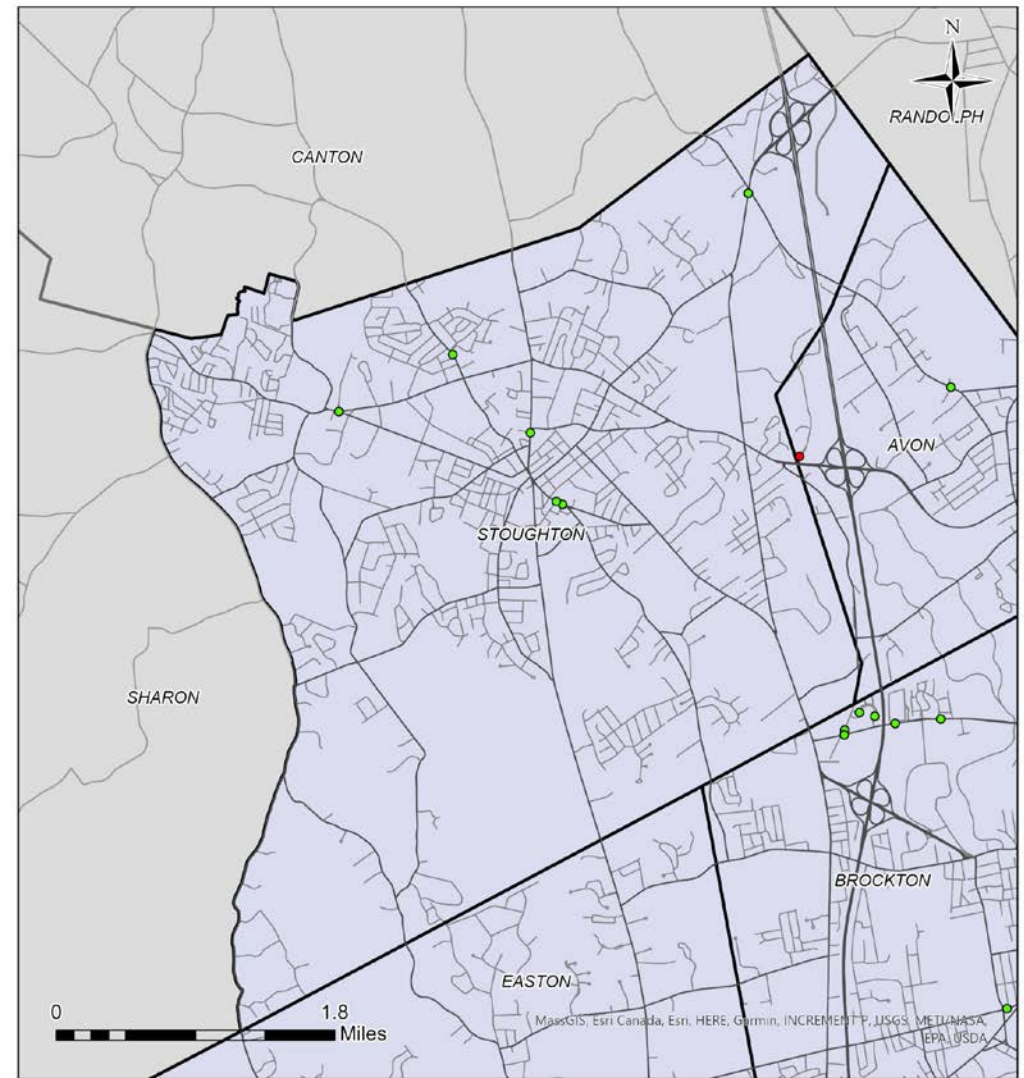


Old Colony Planning Council
70 School Street, Brockton, MA 02301

www.ocpcrpa.org
Created June 2021

GIS Data Sources
Department of Transportation (MassDOT), Office of
Geographic Information (MassGIS)

Non-Motorist Crashes 2017



- Severity**
- Fatal injury
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- Municipality
 - Roads
 - OCPC Region



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Department of Transportation (MassDOT), Office of
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OCPC Active Transportation Study

Streets that have wide lanes that allow room for mistakes, lack high-visibility crosswalks, have wide intersections that encourage drivers to make turns without slowing, and have long distances between intersections, encourage higher speeds—regardless of how low speed limits are set. People will cross even in dangerous conditions when the nearest safe crosswalk requires a long detour, especially when there are destinations or transit stops along the road.

Safe design gives drivers visual cues to slow down, narrower travel lanes naturally slow traffic, high-visibility, signalized crosswalks make drivers aware of pedestrians, refuge islands and extended curbs shorten the distance to cross the street. Decreasing the distance between intersections also helps reduce speeds. Adding signalized crosswalks in the middle of long blocks slows traffic and provides valuable new connections where people already want to walk. Eliminating right turn “slip” lanes in favor of right-angle turns produces slower, safer turns and shorter crossing distances for pedestrians.

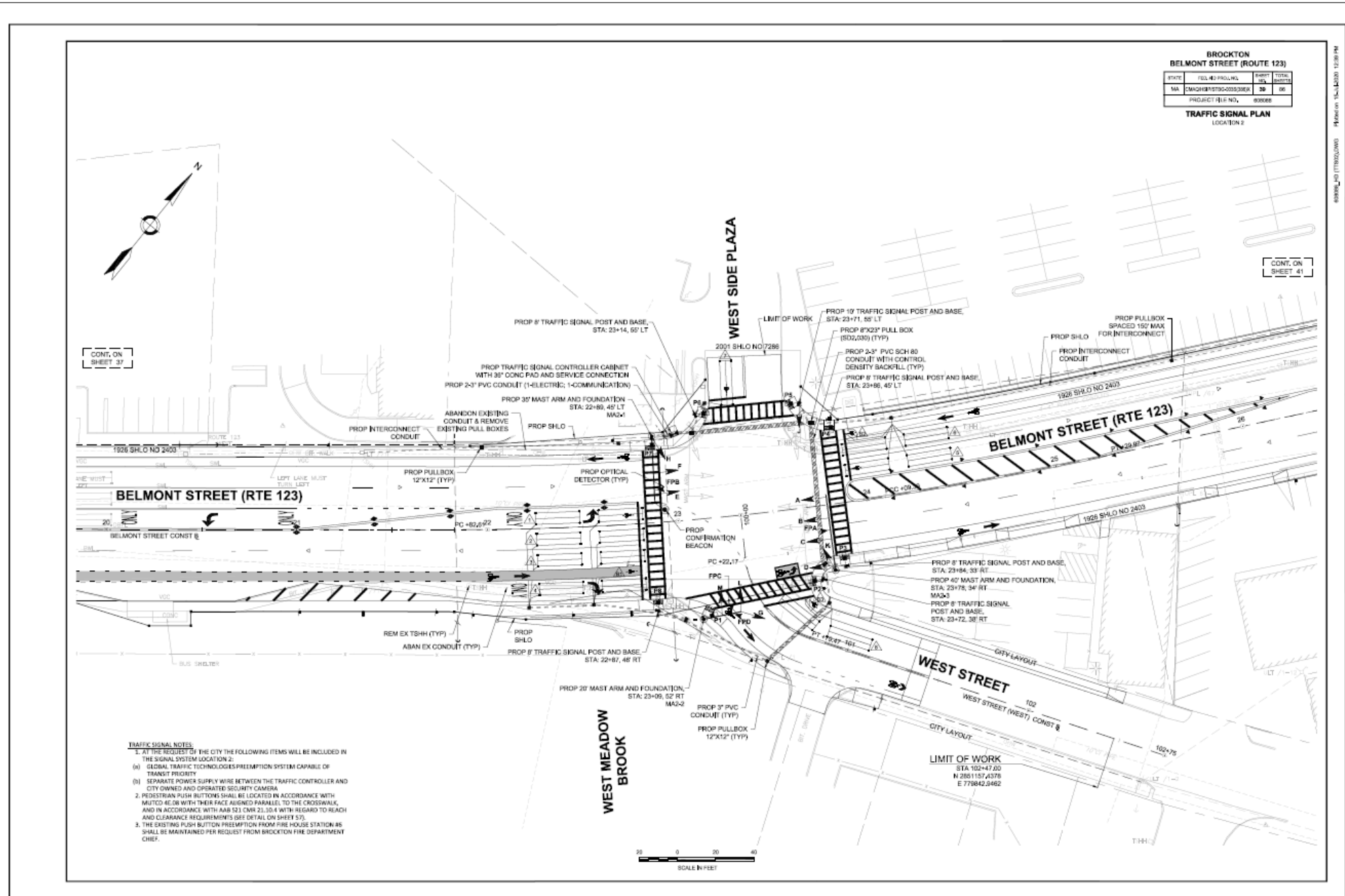
DANGEROUS BY DESIGN 2021

We know many of the factors responsible for these pedestrian crashes that result in injury and deaths.



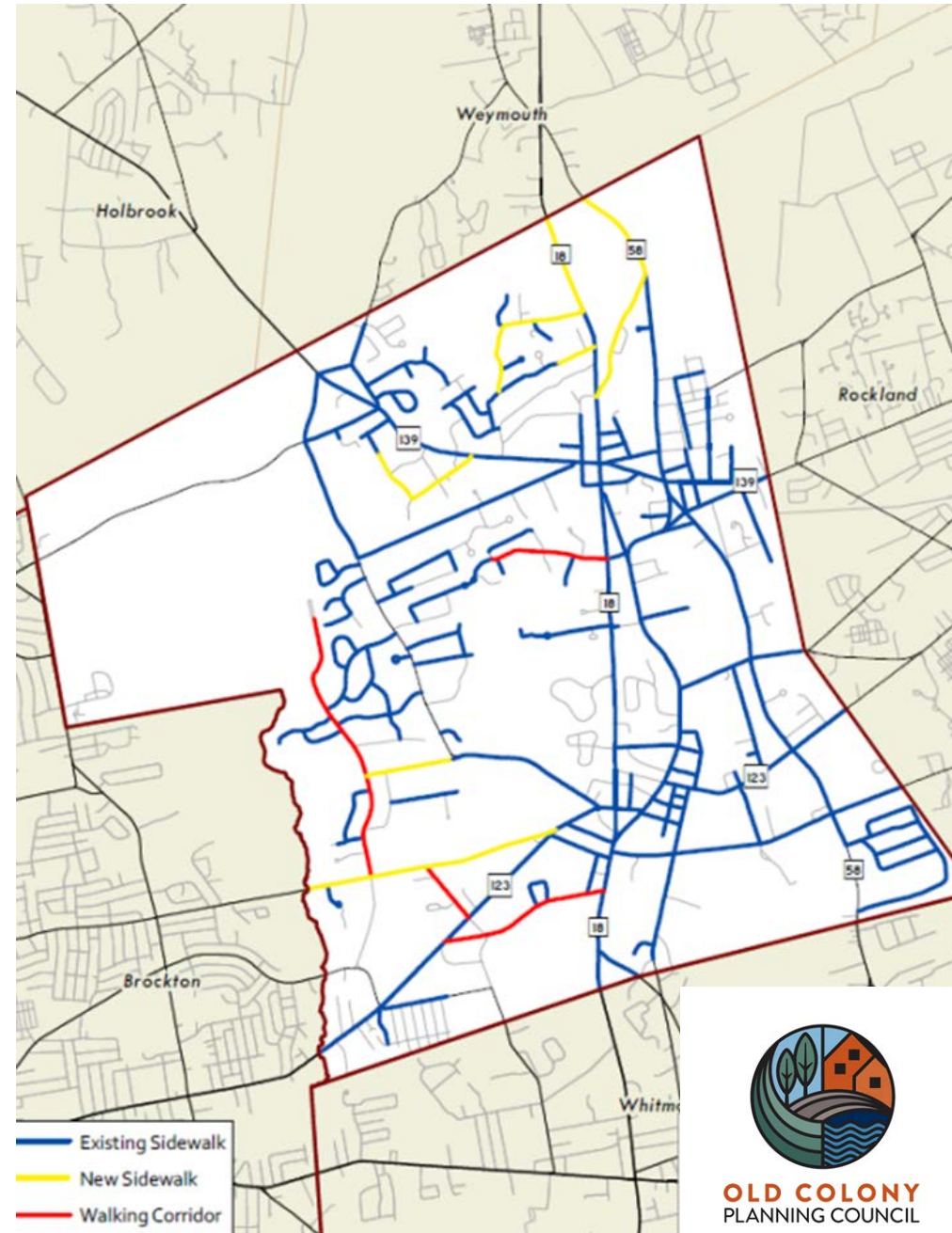
MassDOT Proj 608808
 BROCKTON- CORRIDOR
 IMPROVEMENTS ON ROUTE 123
 (BELMONT STREET), FROM
 ANGUS BEATON DRIVE TO WEST
 STREET

Work on the project includes resurfacing and box cut widening along Route 123 to provide a consistent roadway cross section, bicycle accommodating shoulders and accessible sidewalks. Traffic signals will be reconstructed to provide ADA accessible elements.

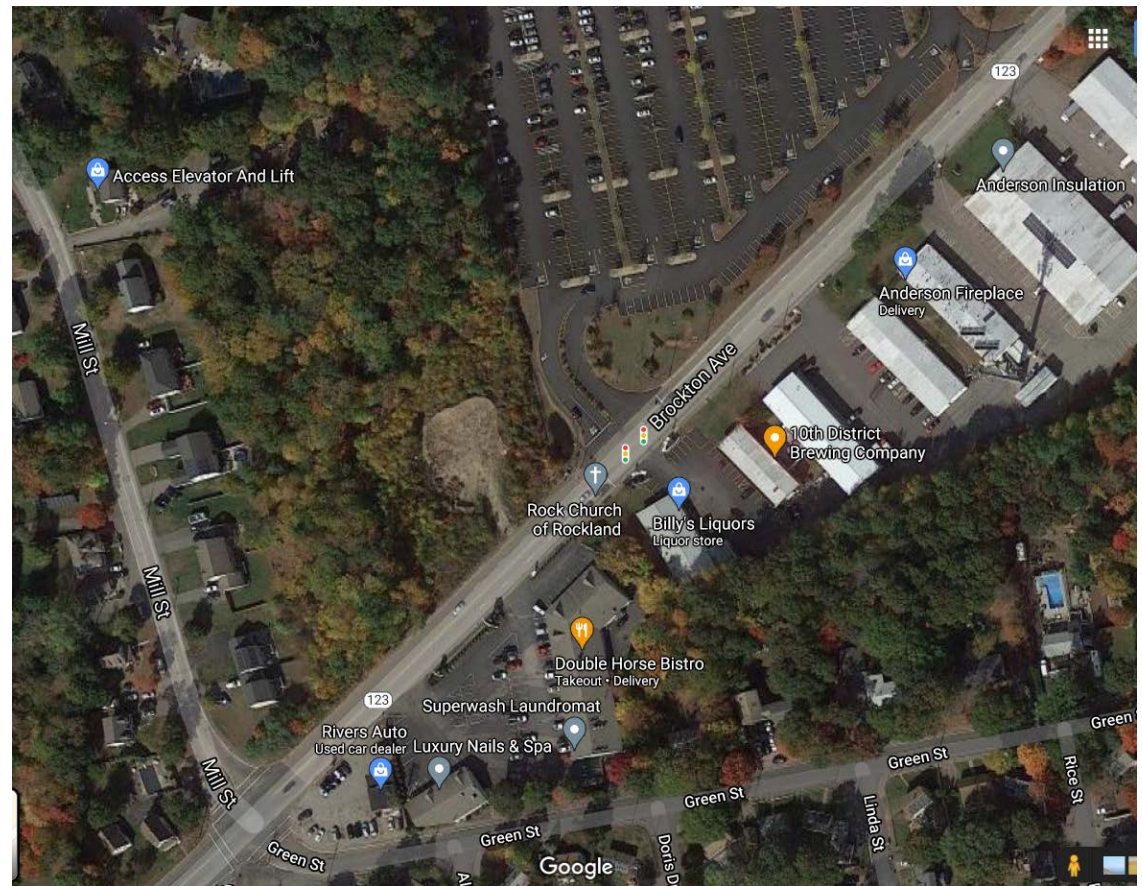


OCPC Active Transportation Study

Sidewalk Gap Analysis
(Previous Study)

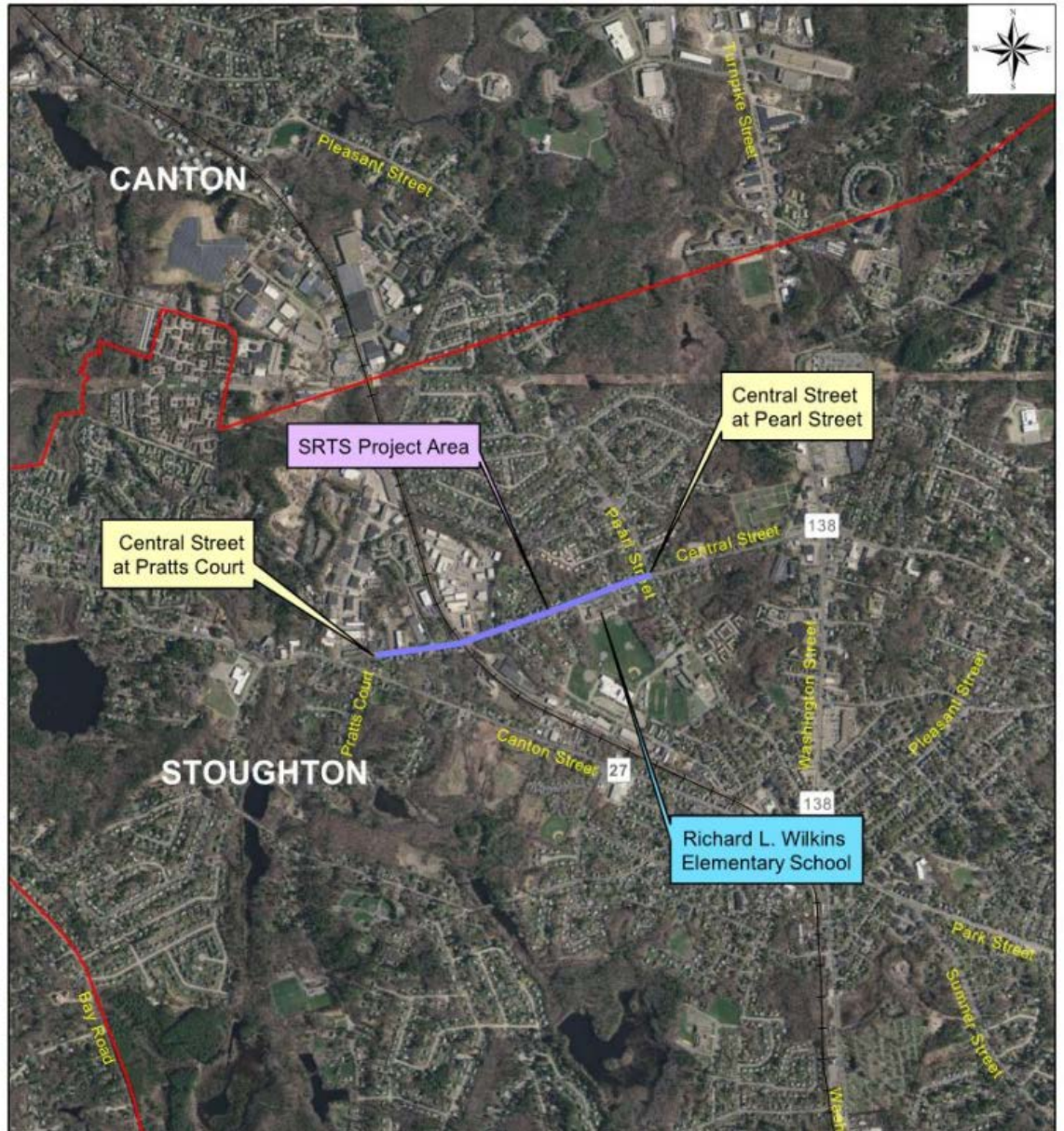


MassDOT Proj. 609520 BROCKTON- ABINGTON- PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123



MassDOT Proj. 608829 STOUGHTON- IMPROVEMENTS AT RICHARD L. WILKINS ELEMENTARY SCHOOL (SRTS)

- Shared Use Path along the southerly side of Central Street
- ADA compliant wheelchair ramps
- New pavement, new pavement markings and signs
- Rectangular rapid flashing beacons
- New school zone flashing warning beacons
- Construct off-road Pick-up / Drop-off Area (22 spaces) in front of School
- Install new drainage structure and improve existing
- Minor widening of Central Street to accommodate 5-foot bicycle lanes in each direction



Bicycle Level-of Service

A nationally-used formulaic measure of on-road bicyclist comfort level as a function geometry/conditions developed by a consultant for the Highway Capacity Manual. (On-line calculator)

Through lanes per direction:	Do not include medians, turn lanes, or continuous-left-turn lanes.
Width of outside travel lane, to outside stripe (in feet):	Width of right-most travel lane, excluding striped paved shoulders, bike lanes, and marked parking stalls.
Paved shoulder, bike lane, OR marked parking area, outside lane stripe to pavement edge (in feet):	Besides a paved shoulder or a bike lane, this width may also be marked (striped or hashed) parking stalls. For diagonal parking, use the perpendicular distance from the end of the parking stripes to the pavement edge. This calculator does not work when there are BOTH bike lanes and parking stalls - please see the reference for this case.
Bi-directional Traffic Volume (in ADT):	Daily average. Assumed Directional factor (0.565) and Peak Hour Factor (0.091) values are used in a conversion to peak 15-minute volume.
Percentage of heavy vehicles:	As defined in the Highway Capacity Manual.
Percentage of road segment with occupied on-street parking:	Exclude driveways. Either one side or an average of both sides may be considered at a time.
Percentage of segment with sidewalks:	Again, either one side or an average of both sides may be considered.
Sidewalk width (in feet):	If a sidepath bike trail exists instead of a sidewalk, use its width.
Sidewalk buffer/parkway width (in feet):	Average distance from pavement edge to sidewalk edge. Include any gutter pan width.
Buffer/parkway average tree spacing (in feet):	Between tree trunks.

Through lanes per direction - 1 to 3 (2 to 6 lane roads)

Width of outside travel lane, to outside stripe - 10 to 16 feet

Paved shoulder or bike lane, outside lane stripe to pavement edge - 0 to 10 feet (no rumble strips)

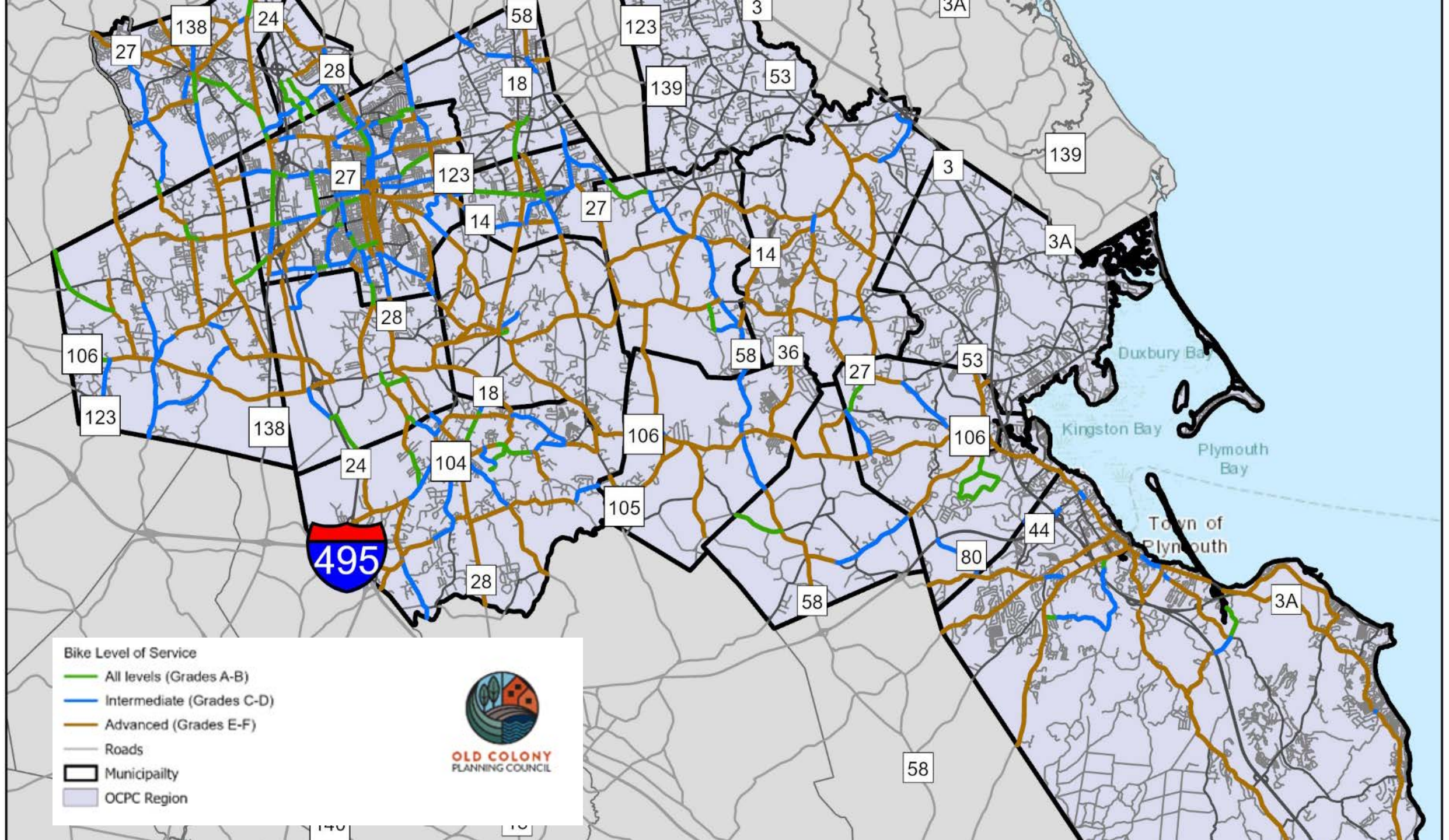
Bi-directional traffic volume - 550 to 36,000 ADT (Average Daily Traffic)

Posted speed limit - 25 to 50 mph

Percentage of heavy vehicles - 0 to 10%

FHWA's pavement condition rating - 5 (very good) to 2 (poor)

A range of development types and parking conditions (Percent of parking)



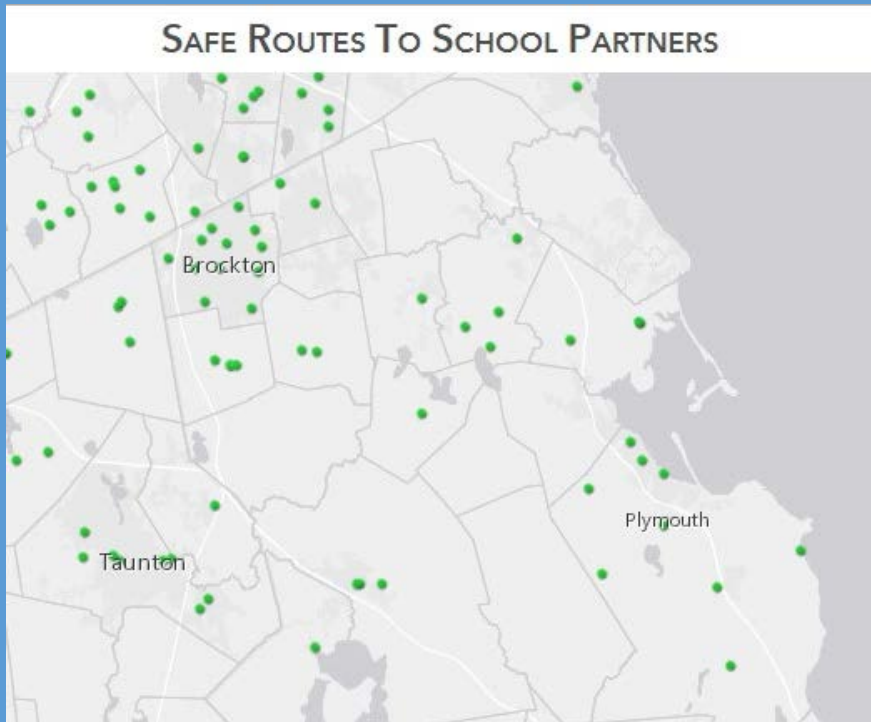
Bike Level of Service

-  All levels (Grades A-B)
-  Intermediate (Grades C-D)
-  Advanced (Grades E-F)
-  Roads
-  Municipality
-  OCPC Region



OLD COLONY
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OCPC Active Transportation Study *Safe Routes to School Communities*



OCPC Safe Route to School Communities
Abington
Avon
Brockton
Duxbury
East Bridgewater
Easton
Halifax
Hanson
Pembroke
Plymouth
Stoughton
West Bridgewater

OCPC Communities Not Yet Enrolled in SRTS
Bridgewater
Hanover
Kingston
Plympton
Whitman

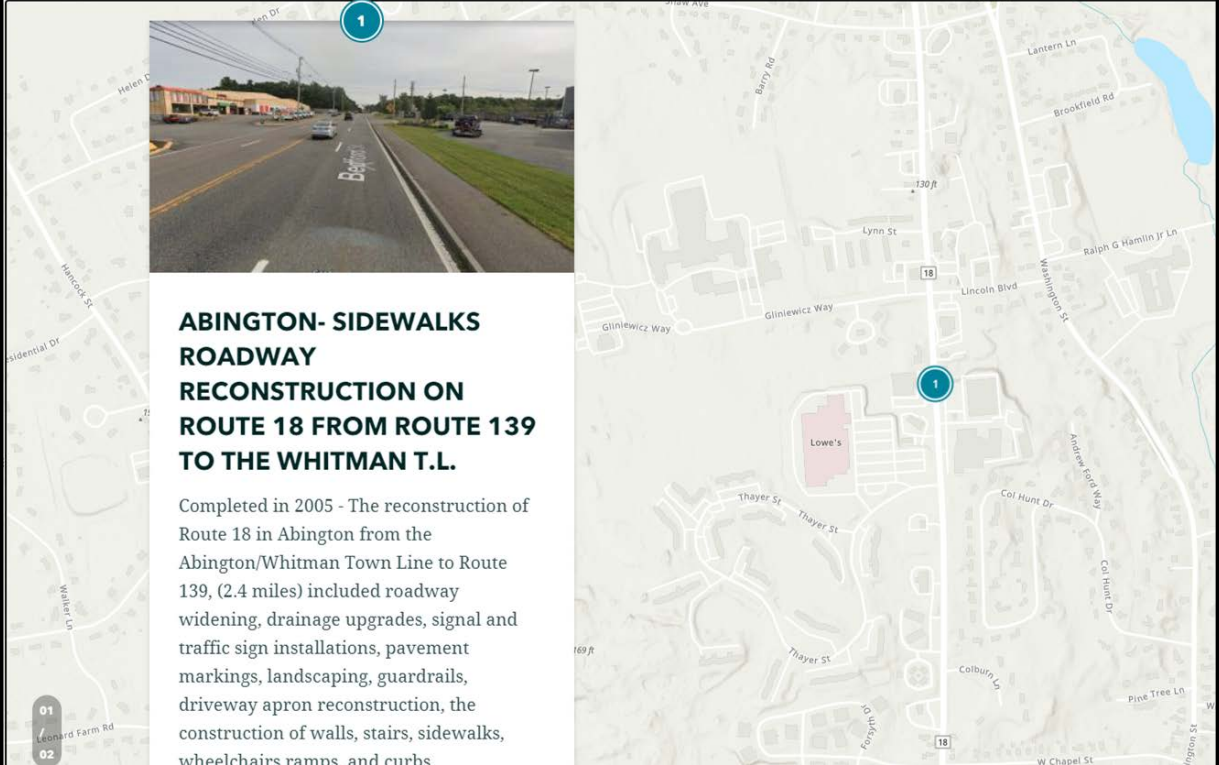
OCPC Active Transportation Study *Complete Streets Communities*

Community	Registered	Approved Policies	Approved Prioritization Plan	Approved Projects
Abington	✓	✓	✓	✓
Avon	✓	✓		
Bridgewater	✓	✓	✓	✓
Brockton	✓	✓	✓	
Duxbury	✓	✓		
East Bridgewater	✓	✓	✓	✓
Easton	✓	✓	✓	✓
Halifax	✓	✓	✓	
Hanover	✓	✓	✓	
Hanson	✓	✓	✓	✓
Kingston				
Pembroke	✓	✓		
Plymouth	✓	✓	✓	✓
Plympton				
Stoughton	✓	✓	✓	✓
West Bridgewater	✓	✓	✓	✓
Whitman	✓	✓	✓	✓

OCPC Active Transportation Study - What's coming next?

- OCPC On-Line -
 - Story Map (interactive Map)
 - Planned Improvements (TIP)
 - Potential Improvements (not yet programmed)
- Draft Report

Active Transportation Study OCPC



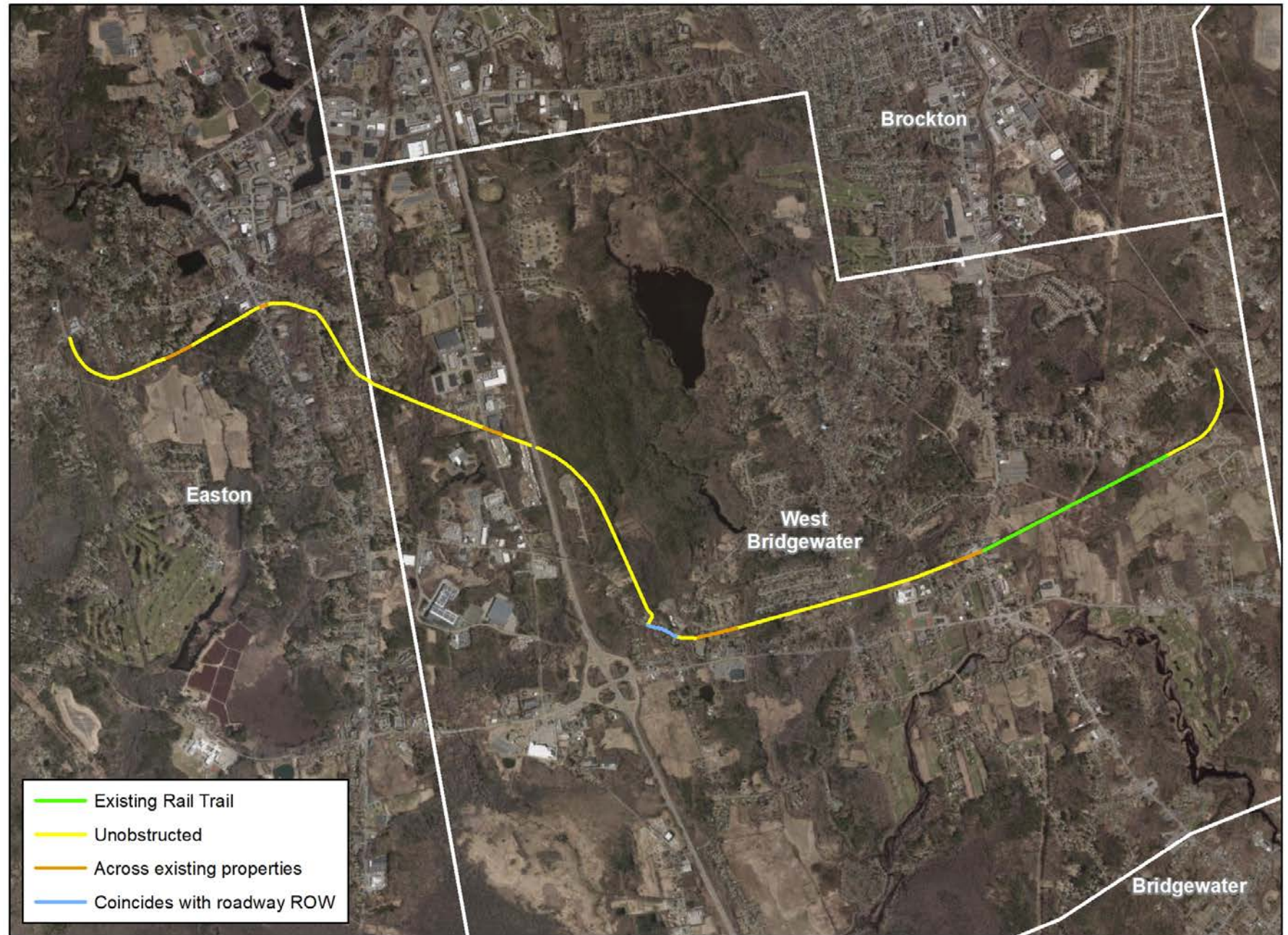
ABINGTON- SIDEWALKS ROADWAY RECONSTRUCTION ON ROUTE 18 FROM ROUTE 139 TO THE WHITMAN T.L.

Completed in 2005 - The reconstruction of Route 18 in Abington from the Abington/Whitman Town Line to Route 139, (2.4 miles) included roadway widening, drainage upgrades, signal and traffic sign installations, pavement markings, landscaping, guardrails, driveway apron reconstruction, the construction of walls, stairs, sidewalks, wheelchairs ramps, and curbs.

Potential Rail-to-Trail Right of Way

OCPC Active
Transportation
Study

*Potential
Improvements*



OCPC Active Transportation Study QUESTION, COMMENTS?

Contact Info:

Ray Guarino

Principal Transportation Planner

Old Colony Planning Council

70 School Street

Brockton, MA 02301

(508) 583-1833

rguarino@ocpcrpa.org



of the Safe Routes to School Program and the Complete Streets Program in Massachusetts is also included.

A story map (interactive map) will be developed on the OCPC website along with a PowerPoint presentation to make information available to the public regarding programmed projects as well as potential projects for bicycle and pedestrian improvements in the OCPC region.

August 5, 2021 Old Colony JTC Meeting

Agenda Item 7D

Old Colony Climate Change Vulnerability Transportation Assessment
Project Status and Update

Summary

The purpose of OCPC Climate Change Vulnerability Assessment study is to identify impacts of Climate Change on the region's transportation system, evaluate the impact of the stresses on the system, and develop projects and plans to manage and adapt to Climate Change, while integrating projects into transportation programming. This study builds upon previous studies by OCPC including storm water mapping and roadway drainage runoff, Hazard Mitigation and Municipal Vulnerability Preparedness plans, an Old Colony Regional Hazard Mitigation Plan, and an Old Colony 2010 Climate Change Transportation Impact Study.

Public outreach has included direct feedback from communities regarding the impact of Climate Change on the community and the priorities in dealing with the impacts of Climate Change as well as through the Municipal Vulnerability Preparedness Plans and process.

Massachusetts, Connecticut, Rhode Island, and the District of Columbia are the first in the nation to sign on to the Transportation Climate Initiative (TCI). TCI is a cap-and-trade system that caps the total amount of carbon dioxide released from vehicles using transportation fuels,

suppliers buy allowances based on auction, and the money raised is used by the states to reinvest in transportation technology that reduces carbon and GHG pollution. The Massachusetts Decarbonization Road Map, which outlines the plan for carbon reduction by 2050, and the Clean Energy and Climate Plan for 2030 are both available for public review online at www.mass.gov/2050Roadmap, and www.mass.gov/2030CECP.

The Draft Report for the Old Colony Climate Change Vulnerability Transportation Assessment along with a story map and PowerPoint presentation, are available on OCPC's website for public review. Our story map is an interact map that provides information on improvements in the region for addressing the impact of climate change.

Climate Change Vulnerability Transportation Assessment

Massachusetts Decarbonization Roadmap
The Executive Office of Energy and Environmental Affairs - identifying cost-effective and equitable strategies to ensure Massachusetts reduces greenhouse gas emissions by at least 85% by 2050 and achieve net-zero emissions.

- ❖ RoadMap to 2050 (decarbonization plan final report 2020)
 - www.mass.gov/2050Roadmap
- ❖ Clean Energy and Climate Plan CECP
 - www.mass.gov/2030CECP
 - Governor signed into law An Act Creating A Next-Generation Roadmap for Massachusetts Climate Policy, establishing the 2030 limit of 50% emissions reductions below the 1990 baseline requiring the EEA Secretary to set interim emissions limit and sector-specific sublimits every 5 years.
 - The Clean Energy and Climate Plan for 2030 (2030 CECP) details actions the Commonwealth will undertake through the next decade to ensure the 2030 emissions limit is met. The 2030 CECP is prepared in coordination with the development of the 2050 Decarbonization Roadmap.

06 / 08

4:02 PM 8/2/2021

August 5, 2021 Old Colony JTC Meeting
Agenda Item 8A
Community Local Technical Assistance Studies

Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2021 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

Old Colony Planning Council completed the following projects requested through the Local Highway Planning Technical Assistance Program:

- **Avon:** Traffic Data Collection and Analysis for Route 28 at East and West Spring Street, and Route 28 at Harrison Boulevard
- **East Bridgewater:** Traffic Study of East Street
- **Stoughton:** Traffic Study and Speed Analysis of Turnpike Street
- **Stoughton:** Traffic Study of Elm Street
- **Stoughton:** Traffic Study of Walnut Street

The Town of Plymouth has requested Old Colony Planning Council collect traffic counts on Commerce Way, which the Town will use for the pursuit of establishing special speed regulations (speed limits) for roadway in accordance with Massachusetts General Laws Chapter 90 Section 17. This request was the result of a Road Safety Audit of the roadway.

Project Status Updates

Duxbury

- Follow-Up Traffic Study: Travel Speeds on Various Roadways
Data analysis underway

Kingston

- Assistance with Heavy Commercial Vehicle Exclusion (HCVE) Request for Green Street
Ongoing analysis and technical assistance
- Heavy Commercial Vehicle Exclusion (HCVE) Feasibility Study for Smiths Lane
Data Collection planned

Plymouth

- Clark Road / Beaver Dam Road Traffic Speed Analysis
Additional Data collection planned
- Commerce Way Traffic Counts
Data collection planned for Fall 2021

Plympton

- Assistance with Heavy Commercial Vehicle Exclusion (HCVE) Request for Several Roadways
Data Analysis in progress

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.

August 5, 2021 Old Colony JTC Meeting
Agenda Item 8B
Staff Reviews on ENFs, EIRs, and NPCs

Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) staff report includes projects that are subject to Massachusetts Environmental Policy Act (MEPA) review under M.G.L. c. 30, sections 61-62H. The staff report provides information about proposed projects, proponent and MEPA points of contact, and comment period deadlines in order to provide the public with an opportunity to review and comment on any and all proposed projects. Information on the MEPA review process; project filing procedures; the staff directory; and information on current and past projects can be accessed at <http://www.mass.gov/eea/agencies/mepa/>.

Submitting Comments to MEPA

The Secretary of Energy and Environmental Affairs (EEA) accepts written comments on projects currently under MEPA review. Comments may be submitted electronically, by mail, via fax, or by hand delivery. Comments submitted to MEPA are public records and should be sent to the following address:

Secretary Kathleen Theoharides
EEA, Attn: MEPA Office
[Analyst Name], EEA No. _____
100 Cambridge Street, Suite 900
Boston, MA 02114

ENF

EEA #16409 – Former National Fireworks Site – Hanover/Hanover

An [Environmental Notification Form \(ENF\)](#) has been submitted to the MEPA Office on behalf of the Fireworks Site Joint Defense Group (FSJDG) c/o Pierce Atwood LLP for hazardous material remediation within Factory Pond at the former National Fireworks site which is regulated under the Massachusetts Contingency Plan (MCP). The preferred alternative would involve the installation of roughly 46,200 ft² (1,540 linear ft) of sheet pile to isolate 4.57 acres associated with the high metal density area (HMDA) in Factory Pond from the remainder of Factory Pond. The sheet pile wall will be designed at a height that would prevent overtopping during a 100-year storm. From there, the project entails dredging approximately 22,500 CY of material and backfilling 24,750 cy of material. Dredging operations will be performed in shallow water depth conditions (approximately 5 to 7 ft). Sediment dredging will likely start from the shoreline where a long-reach excavator can dredge nearshore sediment. Once

dredged, contaminated sediments would be processed at an on-site upland location prior to transportation offsite. The project will impact 199,000 sf of Land Under Water (LUW).

CERTIFICATES

EEA #16364 – Jenney Pond Dredging Project (Plymouth)

The Town of Plymouth seeks to perform sediment dredging of Jenney Pond (the “pond”), the upstream impoundment to the Jenney (Arms House) Pond Dam (No. MA00907). The town also seeks to replace the existing pedestrian footbridge (Town Brook Park footbridge) over the pond. Jenney Pond is a 4.5-acre impoundment fed by Town Brook that is upstream (south) of Jenney Grist Mill, off of Spring Lane in central Plymouth, Massachusetts. The pond can be visually and practically divided by the Town Brook Park footbridge into a northern section and a southern section. The section north of the footbridge receives the bulk of the sediment deposition, as this is where Town Brook enters the impoundment and flows downstream in a northerly direction towards the dam. This section is approximately one acre in area. The section south of the footbridge is approximately 3.5 acres in areas and does not appear to receive significant sediment deposition from Town Brook.

The primary goals of the Jenney Pond dredging project are to improve water quality and fish habitat in the pond by removing an estimated 6,350 cubic yards of sediment within the

northern section of the pond and installing fish habitat features including boulder piles, woody debris, and rootwads. Additionally, the existing pedestrian bridge over the pond will be removed and replaced with a new bridge in-kind.

The certificate states that this project does not require an Environmental Impact Report (EIR)

EEA #16373 – Aldana Road, Land Swap (Halifax)

The “sliver” (so-called, owned by DFG) is 39,120 sq. ft (0.898 acres) and runs along the south side of Aldana Rd. for a distance of 2,546+/- ft, with an average width of 15 ft. (Plan Bk 43 Pg 56). The “sliver” lies along the toe of the slope of Aldana Rd. The surface of Aldana Rd. is several feet higher than the adjacent wetland. The “sliver” is wetland but has negligible habitat value because of its long, very narrow configuration.

The Town of Halifax desires to acquire the “sliver” in order to create a safer layout at the location of a pronounced sharp curve in Aldana Rd., a gravel surfaced public way. This sharp curve is shown on Plan Bk 43 Pg 56.

The Town of Halifax is aware that wetlands along the toe of the slope of the south side of Aldana Rd may be impacted if the Town proceeds with any changes in the layout of Aldana Rd (i.e., roadway improvements). Currently the Town has no proposal for any such changes or improvements, no plans have been prepared, no funds have been approved, and the Town does not anticipate generating any such proposal within the next 5 years. The Town

understands that if or when the Town decides to make any changes to the layout of Aldana Rd and if those changes involve wetland impacts, the Town may need to submit an ENF to MEPA, as well as obtain any other required permits, regarding wetland impacts.

The Certificate states that this project does not require an Environmental Impact Report (EIR).

EEA #16383 – Lincoln Park – West Bridgewater

The proposed project is centered around the development of a 350,000 sf warehouse with other areas of the site, potentially being used for a 100,000 sf warehouse or expanded trailer parking area. The northern most corner of the property would be used in conjunction with a portion of the existing Lincoln Street layout for a 13,000 sf retail venue on roughly 1.5 acres of land.

Development of the project is predicated on the relocation of Lincoln Street to align with Crescent Street and other improvements to West Center Street (Route 106) that are proposed as part of the project. Access to the proposed project would be provided through four driveways, one on West Center Street (Route 106) and three on Lincoln Street. The proposed improvements at the intersection of West Center Street (Route 106) and Lincoln Street/Crescent Street would improve existing traffic conditions and offset any traffic impact of the proposed project. Aligning Lincoln Street with Crescent Street and placing those

approaches under traffic signal control would improve the safety of the two offset unsignalized intersection approaches. Providing additional capacity along West Center Street (Route 106) would improve the organization and flow of vehicles traveling to and from the Route 24 interchange. These proposed improvements represent a significant investment in the Town of West Bridgewater.

The project site has been designed to serve the needs of the development and the region and will be constructed in phases so as to ensure that the size of the project continues to be appropriate for the site needs in the future. The initial build program of 350,000 sf of warehouse would serve the immediate needs of the area. An appropriate amount of parking (528 spaces) and impervious area would accompany this portion of the development and allow for the eventual end user to operate efficiently. At an appropriate time, the potential for an additional 100,000 sf of warehouse and/or up to 13,000 sf of retail could also be constructed on the site and as such are included in this project review. The parking and impervious areas that would accompany the additional elements of the project would be designed to minimize environmental disturbance while meeting the needs of the specific development.

The Certificate states that this project requires an Environmental Impact Report (EIR).

PUBLIC NOTICE

City of Brockton – Notice of Availability of the Draft Resource Management Plan (Monponsett Pond) Report and Public Meeting

The report addresses the Resource Management Plan requirements of the May 21, 2019 amendment to the Administrative Consent Order (ACO). The ACO defines the RMP as recommending “metrics and procedures for Silver Lake diversions and Stump Brook Dam operations intended to improve Monponsett Pond’s water quality and ecosystem while maintaining Brockton’s drinking water supply reliability.”

A virtual public meeting to present the draft report will be held at 7:00 p.m. on August 3, 2021 via Microsoft Teams.

August 5, 2021 Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.