

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 4, 2022, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom

Join Zoom Virtual Meeting

<https://zoom.us/join>

Meeting ID: 829 1622 1251

Passcode: 734734

Dial by your location

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

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of June 2, 2022 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 2022-2026 Transportation Improvement Program (TIP) Implementation
7. New Business
 - A. Bipartisan Infrastructure Law (BIL) Funding Opportunities
 - Safe Streets for All (SS4A) Program
 - Reconnecting Communities Pilot (RCP) Program
 - B. Post-Pandemic Traffic Trends Report
 - Review of Traffic Patterns Following Pandemic
 - C. Old Colony FFY 2024 Long Range Transportation Plan (LRTP)
 - Development of Goals, Objectives, and Planning Scenarios
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 4, 2022 Old Colony JTC Meeting Agenda Item 1

Call to Order, Accessibility Statement, Title VI Notice of Protection, 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 4, 2022 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

**August 4, 2022 Old Colony JTC Meeting
Agenda Item 3
Minutes of June 2, 2022 Meeting**

Summary

Old Colony JTC to consider approval of June 2, 2022 Old Colony JTC Meeting Minutes.

August 4, 2022 Old Colony JTC Meeting

Agenda Item 4

Communications

Summary

USDOT - Technical Assistance and Capacity Building

As part of DOT's Thriving Communities Initiative, the USDOT recently introduced two new technical assistance and capacity building resources: a [DOT Navigator](#) and the [Thriving Communities Program](#). Together, these efforts will help to create a pipeline of diverse and transformative community-driven infrastructure projects across the country designed to drive inclusive economic growth, build resiliency, and ensure that every place has a chance to thrive.

The [DOT Navigator](#) is a new **one-stop shop** to access the array of resources across the Department that are designed to **provide technical assistance and help grantees navigate** the grant application, transportation planning, project delivery, funding and financing, and implementation processes. Available now in a beta version, the DOT Navigator includes a set of fact sheets and information to help those new to federal grant programs understand key requirements, gain tips for successful applications, and better navigate commonly required processes and terminology. Over the coming months, the site will continue to be built out to improve user interface, enable search functions, and provide additional helpful resources. The DOT Navigator does not itself provide technical assistance but makes it easier to find available resources and contacts.

<https://www.transportation.gov/dot-navigator>

The [Thriving Communities Program](#) (TCP), which will be launching later this Fall, will provide technical assistance and capacity building to **enable under resourced communities to identify, develop and deliver transformative transportation projects**. This includes community planning and project development of infrastructure projects that increase affordable transportation options, enhance economic opportunity, reduce environmental burdens, improve access and quality of life, and provide other benefits to underserved communities. DOT is partnering with the Department of Housing and Urban Development, who will provide complementary technical assistance as part of the Thriving Communities program to improve the coordination of housing and transportation planning to advance residents' access to opportunity and increase housing supply. Program Notices of Funding Opportunity to solicit capacity builders will be published later this Fall by each agency.

<https://www.transportation.gov/grants/thriving-communities>

New PROTECT Formula Program, \$7.3 Billion from Bipartisan Infrastructure Law (BIL) to Help Communities Build Resilient Infrastructure

The U.S. Department of Transportation's Federal Highway Administration (FHWA) recently announced new guidance and \$7.3 billion in formula funding to help states and communities better prepare for and respond to extreme weather events like wildfires, flooding, and extreme heat.

“In every part of the country, climate change is impacting roads, bridges, and rail lines that Americans rely on--endangering homes, lives and livelihoods in the process,” said **U.S. Transportation Secretary Pete Buttigieg**. “Using funds from President Biden’s Bipartisan Infrastructure Law, we're launching this unprecedented effort to help communities protect their transportation infrastructure from extreme weather and improve routes that first responders and firefighters need during disasters.”

The new **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)** Formula Program funding is available to states over five years to make transportation infrastructure more resilient to future weather events and other natural disasters by focusing on resilience planning, making resilience improvements to existing transportation assets and evacuation routes, and addressing at-risk highway infrastructure. In general, eligible projects include highway and transit projects, bicycle and pedestrian facilities, and port facilities including those that help improve evacuations or disaster relief.

Eligible resilience improvements can involve adapting existing transportation infrastructure or new construction to keep communities safe by bolstering infrastructure’s ability to withstand extreme weather events and other physical hazards that are becoming more common and intense. Eligible project choices may include the use of natural or green infrastructure to buffer future storm surges and provide flood protection, as well as aquatic ecosystem restoration. PROTECT projects can also help improve the resilience of transportation networks that serve traditionally underserved and underrepresented communities, particularly during natural disasters and evacuations.

For more information, please see [FHWA's website](#) and [fact sheet](#). The Bipartisan Infrastructure Law established both the PROTECT Formula and Discretionary Grant Programs. A Notice of Funding Opportunity for the PROTECT Discretionary Grant Program will be released later this year.

https://www.fhwa.dot.gov/environment/sustainability/resilience/policy_and_guidance/protect_formula.pdf

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/protect_fact_sheet.cfm

Baker-Polito Administration Announces \$5.54 Million in Complete Streets Funding Program Awards

BOSTON - About 60% of total award dollars will fund projects in environmental justice communities.

The Baker-Polito Administration announced \$5.54 million has been awarded to 16 communities as part of the Fiscal Year 2023 Round 1 of grants for the Complete Streets Funding Program. These grant awards will be used by recipient municipalities to fund local multimodal infrastructure projects that improve travel for bicyclists, pedestrians, public transit users, and people using other forms of transportation. This is the thirteenth overall grant round for this program since the Administration launched the program in 2016.

A “Complete Street” is one that enables safe, convenient, and comfortable travel for users of all ages and abilities regardless of their mode of transportation. Administered by MassDOT, the Complete Streets Funding Program aims to teach communities about Complete Streets and encourage the integration of Complete Streets into regular local planning practices. Since the launch of the Complete Streets Funding Program in 2016, 252 municipalities have worked through the program to adopt a local Complete Streets policy and 222 have advanced even further to develop an approved Complete Streets Prioritization Plan. A representative from each municipality registered with the program also attends a training course to learn about Complete Streets.

“The Complete Streets Funding Program has now awarded over \$83 million in total funding through 444 technical assistance and construction awards since 2016 to support municipalities

in their ongoing efforts to improve their transportation infrastructure, build safe, convenient and easily accessible transportation networks and to facilitate economic development opportunities,” **said Governor Charlie Baker.** “This program continues to advance mobility and connectivity throughout the Commonwealth.”

“Complete Streets are for everyone and provide important opportunities for communities to achieve their unique needs and goals,” **said Lieutenant Governor Karyn Polito.** “Programs like this support safe connectivity and increased economic activity throughout local neighborhoods and we look forward to seeing this progress in the future.”

“MassDOT is pleased to continue to work with municipal leaders to encourage the installation of infrastructure to help make for ‘Complete Streets’ everywhere,” **said Transportation Secretary and CEO Jamey Tesler.** “We want everyone in every city and town in the Commonwealth to have sidewalks, crosswalks, and other features which make it easy and safe to get to where they want to go.”

Today’s announcement regarding the Complete Streets Funding Program provides funding to the following communities:

1. **Easthampton** received **\$286,000.00** to improve crossing connections along Holyoke Street. Intersections will be upgraded to include ADA compliant curb ramps, rectangular rapid flashing beacons, and high visibility pavement markings. Sidewalks will also be replaced or added along the north side of East Green Street and the south side of Allen Street.

2. **Franklin** received **\$89,700.00** to install rectangular rapid flashing beacons at the Southern New England Trunk Line Trail crossing and at the existing crosswalk on Lincoln Street, as well as add bicycle parking in several locations.
3. **Gardner** received **\$400,000.00** to install a multi-use path. The path will connect Gardner Veterans Arena along Crystal Lake to the existing National Grid Power Substation.
4. **Georgetown** received **\$395,618.00** to install/improve rectangular rapid flashing beacons, speed feedback signs, crosswalk stripping, and curb ramps along North Street.
5. **Holbrook** received **\$398,807.00** for pedestrian improvements, rectangular rapid flashing beacons, and street trees along North and South Franklin Streets.
6. **Holliston** received **\$399,693.85** to install and repair sidewalks, curb ramps, crosswalks, and rectangular rapid flashing beacons on Central Street, as well as install bicycle parking at Holliston Grill and place speed feedback signs on Woodland Street and Norfolk Street.
7. **Kingston** received **\$399,599.00** to implement pedestrian improvements at the intersection of Route 106, Route 27, and Evergreen Street.
8. **Lincoln** received **\$268,865.00** for an extension of a shared use path to a community farm along Codman Road.
9. **Milton** received **\$277,577.70** for intersection improvements at the Brook Road, Central Avenue, and Reedsdale Road intersection near Route 28.
10. **North Andover** received **\$397,271.00** to reconstruct the intersection of Chadwick Street, High Street, and North Street.

11. **Oxford** received **\$224,000.00** to install sidewalks and ADA compliant ramps from Sigeorney Street to Freemont Street and reconstruct sidewalks on Main Street. Feedback signs will also be installed on Main Street and Sutton Avenue.
12. **Pepperell** received **\$400,000.00** to add sidewalks, crosswalks, rectangular rapid flashing beacons, and improve the overall geometry of the roundabout at Routes 111 and 113.
13. **Raynham** received **\$400,000.00** for a shared use path with accessible ramps, crosswalks, and rectangular rapid flashing beacons. The shared use path will provide pedestrian and bicycle access to the Raynham Senior Center, the Public Safety Building, and the Borden Colony Play fields.
14. **Sandwich** received **\$400,000.00** to resurface the intersection at Forestdale Road and Meetinghouse Road, to add bicycle lanes, reconstruct sidewalks, and add countdown crosswalk signals.
15. **Taunton** received **\$400,000.00** for improvements on Weir Street between First Street and Harrison Street. Improvements include the addition of painted bicycle lanes, road resurfacing, and reconstructed sidewalks.
16. **Tewksbury** received **\$400,000.00** to fill pedestrian network gaps between Fiske Street and Andover Street.

Approximately 60 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, visit the [Complete Streets Funding Program website](#).

For more news and updates: follow [MassDOT on Twitter](#).

<https://www.mass.gov/news/baker-polito-administration-announces-554-million-in-complete-streets-funding-program-awards>

Remote meeting extension for local boards signed into law

On July 16, Lt. Governor. Karyn Polito, as acting governor, signed legislation to extend key pandemic-era accommodations, including remote local government meeting authorizations, through March 31, 2023.

The House and Senate had passed the bill on July 14, with an emergency preamble that allowed it to take effect immediately once it was signed. Polito signed the bill in her role as acting governor because Gov. Charlie Baker was out of state.

Cities and towns again have the option to hold public meetings remotely, following the same guidelines that have been in place since the COVID public health emergency was first declared in March 2020. The previous extension of the remote meeting authorizations expired on July 15.

Chapter 22 of the Acts of 2022 also includes the following pandemic-related provisions and authorizations related to public boards and town meetings, all of which were MMA priorities for this year and are now extended through March 31, 2023:

- **Open town meeting quorums:** The bill would allow select boards, in consultation with their town moderator, to lower quorum requirements for open town meetings to not less than 10% of the existing quorum level. The quorum provision includes a seven-day notification requirement before any select board vote.

- Remote representative town meetings: The bill would permit representative town meetings to once again have the option to meet remotely, if approved by the select board and town moderator, as well as the town meeting when it meets.

Source: <https://www.mma.org/remote-meeting-extension-for-local-boards-signed-into-law/>

August 4, 2022 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit (BAT)

Summary

Brockton Area Transit to provide report.

August 4, 2022 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 4, 2022 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.

South Coast Rail consists of 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 and it will deliver service to the South Coast by late 2023.

Full Build plans to extend Commuter Rail service to continue travel on the Stoughton branch of the Providence/Stoughton line, connecting to more communities in the region. Doing so would result in reconstructing the Canton Center and Stoughton stations to accommodate two rail lines.

In June and July 2022, work conducted involved continued fencing installation in eight communities on Fall River and Middleborough Secondary Lines; utilizing Cotley Street in Berkley to access right-of-way (ROW) for various project activities; 24-hour work at the new Middleborough Station site; 24-hour track work in Berkley, Fall River, and Raynham; 24-hour culvert work in Freetown; 24-hour excavation work in Taunton; 24-hour crossing work in Berkley, Freetown, and Lakeville; a detour in Fall River for bridge work; and improvements to the CSX Rail Yard in Middleborough.

Additional work done included daytime construction at station sites, layover sites, and along the right-of-way from Middleborough to New Bedford as well as along the right-of-way from Berkley to Fall River. There was also overnight and daytime transportation of soils by truck to designated project sites as well as detours for various project activities.

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 4, 2022 Old Colony JTC Meeting
Agenda Item 6A
FFY 2022-2026 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 2022 PROJECTS:

- AVON & STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
 - Construction bids opened 11/23/2021. Low bid was \$6,595,610 submitted by PJ Keating Company of Lunenburg, MA.
 - Cost Estimate is \$7,339,593.

- PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
 - Construction bids opened 2/1/2022. Low bid was \$8,857,852 submitted by A R Belli Inc. of Newtonville, MA.
 - Cost Estimate is \$ 10,160,995.

FFY 2023 PROJECTS:

- 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).
 - Proposed for FFY 2024 in FFY 2023-2027 TIP.
 - Cost Estimate is \$2,135,071.
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
 - 75% Package received by MassDOT (4/19/2022).
 - Design Public Hearing held February 16, 2022.
 - Cost Estimate for AC Phase 1 is \$6,971,447 (Total cost is \$11,485,518).
- STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)
 - MassDOT comments on the 100% Package returned to the Design Engineer (3/24/2021).

- Cost Estimate is \$4,596,463.

FFY 2024 PROJECTS:

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
 - 25% Package received by MassDOT (11/15/2021).
 - Cost Estimate is \$2,523,420.
- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ \$2,141,666.
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
 - 75% Package received by MassDOT (4/19/2022).
 - Design Public Hearing Scheduled for February 16, 2022.
 - Cost Estimate for AC Phase 2 is \$4,514,071 (Total cost is \$11,485,518).

FFY 2025 PROJECTS:

- 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 \$4,704,000.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - 25% Resubmission 1 Package received by MassDOT (2/25/2022).
 - Design Public Hearing Held on May 12, 2022.
 - Cost Estimate is \$5,754,468.

FFY 2026 PROJECTS:

- ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)
 - MassDOT comments on the 25% Package returned to the Design Engineer (as of 9/6/2021).
 - Cost Estimate is \$2,900,232.

- 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.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506) AC Phase 1 of 2
 - MassDOT comments on the 25% Package returned to the Design Engineer (5/7/2020).
 - Project is in the preliminary design phase.
 - AC Phase 1 is \$5,464,471; AC Phase 2 is \$6,496,312 and will be programmed in FFY 2027 of FFY 2023-2027 TIP (Total cost is \$11,960,783).

CURRENTLY UNPROGRAMMED PROJECTS IN FFY 2022-2026 TIP

- ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A. FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (612525)
 - Currently not programmed.
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$3,786,625.

- ABINGTON & BROCKTON - PEDESTRIAN AND BICYCLE IMPROVEMENTS ON ROUTE 123 (609520)
 - Currently not programmed.
 - 25% Package received by MassDOT (7/9/2021).
 - Cost Estimate is \$3,129,363 (\$20,029,176 from 25% Design Submission).

- AVON - CORRIDOR IMPROVEMENTS ON ROUTE 28 (610804)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$4,002,001.

- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
 - Currently not programmed, but to be included in FFY 2026 of the FFY 2023-2027 TIP.
 - Project is in the preliminary design phase.
 - The Notice to Proceed (NTP) to begin work on the contract has been issued. (7/14/2021).
 - Cost Estimate is \$3,750,000.

- BROCKTON - IMPROVEMENTS ON FOREST AVENUE, FROM WEST STREET TO BREER STREET (612526)
 - Currently not programmed.
 - Project approved by the MassDOT Project Review Committee (PRC) on 10/21/2021.
 - Project is in the preliminary design phase.
 - Pre-25% Design Scoping Meeting Held 4/8/2022.
 - Cost Estimate is \$8,778,450.

- 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).
 - Proposed for FFY 2027 in FFY 2023-2027 TIP.
 - Cost Estimate is \$5,520,744.

- BROCKTON - INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET (612262)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$ 7,465,375.

- DUXBURY - BRIDGE REPLACEMENT, D-14-010 (48H & 48J), ROUTE 3 (PILGRIM HIGHWAY)
NB/SB Over Franklin Street (605294)
 - Currently not programmed, but to be included in FFY 2023 of the FFY 2023-2027 TIP.
 - 25% Package Resubmission 1 received by MassDOT (as of 2/22/2015).
 - Cost Estimate is (\$30,575,483)

- DUXBURY - BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER
DUXBURY BAY (612006)
 - Currently not programmed, but to be included as Advance Construction with phases in FFYs 2027 through 2030 of the FFY 2023-2027 TIP.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$157,257,710.

- 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 - 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.

- EASTON - IMPROVEMENTS ON FOUNDRY STREET (ROUTE 106/123) (612269)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Pre-25% Design Meeting held March 1, 2022
 - Cost Estimate is \$ 14,315,773.

- EASTON - RECONSTRUCTION AND RELATED WORK ON ROUTES 138 AND 123, FROM BELMONT STREET TO DEPOT STREET (612617)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$13,437,675

- 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)
 - MassDOT comments on the 25% Package returned to the Design Engineer (as of 9/7/2021).
 - Project is in the preliminary design phase.
 - Design Public Hearing Held on June 16, 2022.
 - Cost Estimate is \$29,272,890.

August 4, 2022 Old Colony MPO Meeting
Agenda Item 7A
Bipartisan Infrastructure Law (BIL) Funding Opportunities

- **Safe Streets for All (SS4A)**
- **Reconnecting Communities Pilot (RCP) Program**

Summary

Safe Streets for All (SS4A) Program

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

Who Can Apply for SS4A?

- Metropolitan planning organizations;
- Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;

- Federally recognized Tribal governments; and
- Multijurisdictional groups comprised of the above entities.

Eligible Activities Under SS4A

- Develop or update a comprehensive safety action plan (Action Plan).
- Conduct planning, design, and development activities in support of an Action Plan.
- Carry out projects and strategies identified in an Action Plan.

Safety Action Plans

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, which allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.

- **Policy and process** changes that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, which will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Implementation Plans

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.

- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.
- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.
- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.

- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

Reconnecting Communities Pilot (RCP) Program

The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years.

It is the first-ever program to help reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

Eligible Facilities

A highway, including a road, street, or parkway or other transportation facility, such as a rail line, which creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.

RCP Planning Grants

Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

Who Can Apply?

- States
- Units of local government
- Federally recognized Tribal governments
- Metropolitan planning organizations
- Nonprofit organizations

Capital Construction Grants

Capital construction grants may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility.

Who is eligible to apply for capital construction grant funding?

- **Facility Owner**

- The Facility Owner of the eligible facility under consideration must serve as the recipient for capital construction grants. This is likely to be a State or local government agency with jurisdiction for transportation.
- A Facility Owner must satisfy other eligibility requirements to receive a planning grant.
- Partnerships between the Facility Owner and the other entities listed as eligible planning grant applicants.

Eligible Capital Construction Grants

- Removal, retrofit, or mitigation of an existing eligible facility.
- Replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community.

Old Colony Planning Council is currently working with municipalities and the Massachusetts Department of Transportation on identifying opportunities and coordination for applying for Safe Streets for All (SS4A) and Reconnecting Communities Pilot (RCP) Program Grants. For more information, contact Bill McNulty at wmcnulty@ocpcrpa.org or (774) 539-5103.



Bipartisan Infrastructure Law (BIL) Grant Funding Opportunities

Safe Streets for All (SS4A) Grants
Reconnecting Communities Grants

A photograph of a city street scene. On the left, there is a row of red brick buildings with white columns and steps leading to the entrances. A black metal railing runs along the steps. In the foreground, a street sign on a wooden post reads "ANTHONY PL". The street is lined with trees, and a blue car is parked on the right. The sky is clear and blue.


Safe Streets for All (SS4A)

What is SS4A?

The [Bipartisan Infrastructure Law](#) (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over the next 5 years. In fiscal year 2022 (FY22), up to \$1 billion is available. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.


The SS4A program supports Secretary of Transportation Pete Buttigieg's National Roadway Safety Strategy and the Department's goal of zero deaths and serious injuries on our nation's roadways.

Who Can Apply for SS4A?

- Metropolitan planning organizations;
 - Counties, cities, towns, and transit agencies or other special districts that are subdivisions of a State;
 - Federally recognized Tribal governments; and
 - Multijurisdictional groups comprised of the above entities.
- 



Eligible Activities Under SS4A

- Develop or update a comprehensive safety action plan (Action Plan).
 - Conduct planning, design, and development activities in support of an Action Plan.
 - Carry out projects and strategies identified in an Action Plan.
- 

Action Plans

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity** considerations developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Supplemental

- Additional analysis
- Expanded data collection and evaluation using integrated data
- Testing Action Plan concepts before project and strategy implementation
- Feasibility studies using quick-build strategies that inform permanent projects in the future (e.g., paint, plastic bollards)
- Follow-up stakeholder engagement and collaboration
- Targeted equity assessments
- Progress report development
- Complementary planning efforts such as speed management plans, accessibility and transition plans, racial and health equity plans, and lighting management plans

Implementation Plans

- **Applying low-cost roadway safety treatments** system-wide, such as left- and right-turn lanes at intersections, centerline and shoulder rumble strips, wider edge lines, high-friction surface treatments, road diets, and better signage along high-crash urban and rural corridors.
- **Identifying and correcting common risks** across a network, such as improving pedestrian crosswalks by adding high-visibility pavement markings, lighting, and signage at transit stops, in a designated neighborhood, or along a busy public transportation route.
- **Transforming a roadway corridor** on a High-Injury Network into a Complete Street with safety improvements to control speed, separate users, and improve visibility, along with other measures that improve safety for all users.
- **Installing pedestrian safety enhancements and closing network gaps** with sidewalks, rectangular rapid-flashing beacons, signal improvements, and audible pedestrian signals for people walking, rolling, or using mobility assisted devices.
- **Working with community members in an identified problem area** to carry out quick-build street design changes informed by outreach and user input.

Implementation Plans

- **Supporting the development of bikeway networks** with bicycle lanes for different roadway volumes and speeds that are safe for people of all ages and abilities.
- **Carrying out speed management strategies** such as implementing traffic calming road design changes, addressing speed along key corridors through infrastructure, conducting education and outreach, setting appropriate speed limits, and making strategic use of speed safety cameras.
- **Creating safe routes to school and public transit services** through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.
- **Promoting the adoption of innovative technologies or strategies to promote safety** and protect vulnerable road users in high-traffic areas where commercial motor vehicles (CMVs), pedestrians, bicyclists, motorcyclists, etc. interact.
- **Conducting education campaigns to accompany new or innovative infrastructure**, such as roundabouts, pedestrian hybrid beacons, or pedestrian-only zones.

Implementation Plans

- **Implementing standard and novel data collection and analysis technologies and strategies** to better understand vulnerable road user (pedestrian/bicycle/transit rider) network gaps and to collect exposure data.
- **Deploying advanced transportation technologies**, such as the installation of connected intersection-based safety solutions and vehicle-to-infrastructure (V2I) advisory speed limit systems (e.g., Intelligent Speed Assistance [ISA]).
- **Combating roadway departure crashes** through enhanced delineation, shoulder widening, rumble strips, and roadside safety improvements.
- **Evaluating and improving the safety of intersections** by considering innovative design changes, improved delineation, and advanced warning.
- **Improving first responder services** with improved crash data collection, formalizing street names and addressing, and enhancing emergency vehicle warning systems.
- **Unifying and integrating safety data across jurisdictions** where local agencies share their crash, roadway inventory, and traffic volume data to create an analytic data resource.

SS4A Overview: Funding

Grant Type	Political subdivision of a State	Federally recognized Tribal Government	MPO or joint application	Cost share/match
Expected Action Plan Grant Size*	\$200,000 - \$1M	\$200,000 - \$1M	\$200,000 - \$5M	<ul style="list-style-type: none"> • 80% Federal 20% local match • In-kind contributions allowed • Not more than 15% of funds can be awarded to projects in a single State in a given fiscal year • <i>Tribal applications are not counted toward the State cap</i> • <i>No set-aside for rural areas or other grantee categories</i>
Expected Implementation Grant Size*	\$5M - \$30M	\$3M - \$30M <i>(also applies to rural applicants)</i>	\$5M - \$50M <i>(\$3M - \$50M for rural applicants)</i>	

**Note these are expected sizes, and applicants may request more or less funding*



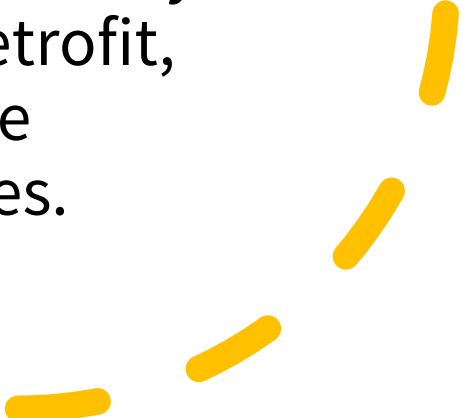
A stylized sun graphic on the left side of the slide. It features a solid yellow circle at the bottom left, with several short, thick yellow dashes forming an arc above it, suggesting rays of light. The background is a gradient from orange at the top to white at the bottom, with a large white semi-circle on the right side.

Reconnecting Communities Pilot (RCP Program

What is the Reconnecting Communities Pilot

The [Bipartisan Infrastructure Law \(BIL\)](#) established the new Reconnecting Communities Pilot (RCP) discretionary grant program, funded with \$1 billion over the next 5 years.


It is the first-ever program to help reconnect communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.





Eligible Facilities

A highway, including a road, street, or parkway or other transportation facility, such as a rail line, that creates a barrier to community connectivity, including barriers to mobility, access, or economic development, due to high speeds, grade separations, or other design factors.



RCP Planning Grants

Planning grants may be used to study the feasibility and impacts of removing, retrofitting, or mitigating an existing eligible facility or to conduct planning activities necessary to design a project to remove, retrofit, or mitigate an existing eligible facility.

- Who is eligible to apply for planning grant funding?
 - States
 - Units of local government
 - Federally recognized Tribal governments
 - Metropolitan planning organizations
 - Nonprofit organizations



Planning Grant Activities


- Planning studies of: current traffic patterns on the eligible facility proposed for removal, retrofit, or mitigation and the surrounding street network; transportation network capacity; alternative roadway designs or other uses for the right-of-way; impacts to the mobility of freight and people; impacts to the safety of the traveling public; cost; anticipated economic impacts and environmental impacts both human and natural.
- Public engagement activities to provide the public opportunities to provide input into a plan to remove and convert an eligible facility.
- Other transportation planning activities required in advance of a project to remove, retrofit, or mitigate an existing eligible facility to restore community connectivity, as determined by DOT.

Capital Construction Grants

- Capital construction grants may be used for projects for which all necessary studies and other planning activities have been completed to remove, retrofit, mitigate, or to replace an existing eligible facility.
- Who is eligible to apply for capital construction grant funding?
- Facility Owner
 - The Facility Owner of the eligible facility under consideration must serve as the recipient for capital construction grants. This is likely to be a State or local government agency with jurisdiction for transportation.
 - A Facility Owner must satisfy other eligibility requirements to receive a planning grant.
- Partnerships between the Facility Owner and the other entities listed as eligible planning grant applicants.



Eligible Capital Construction Grants

- Removal, retrofit, or mitigation of an existing eligible facility.
 - Replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community.
- 



Questions?

Bill McNulty, PTP

wmcnulty@ocpcrpa.org

Direct Line: (774) 539-5103

Safe Streets For All (SS4A)

<https://www.transportation.gov/grants/SS4A>

Reconnecting Communities Pilot (RCP)

<https://www.transportation.gov/grants/reconnecting-communities>

August 4, 2022 Old Colony MPO Meeting
Agenda Item 7B
Post Pandemic Traffic Trends Report
▪ **Review of Traffic Trends Following Pandemic**

Summary

Traffic in the Old Colony Region reached near pre-pandemic levels since Spring 2021, with only two months since March 2021 (April 2021 and January 2022) experiencing more than 5% less than the Average Daily Traffic (ADT) of the baseline year (2019) on a monthly basis. January 2022 was 8.8% below January 2019 and March was just 0.6% less than March 2019, just the second time since the beginning of the pandemic that the monthly ADT traffic was under 1% less than the baseline. It was hoped that the trend would continue into April, but between surging gas prices and COVID cases increasing again, that did not happen. Traffic increased in April (by roughly 21,000 vehicles over March) and May (by roughly 16,500 vehicles over April), but not at the levels experienced in 2019.

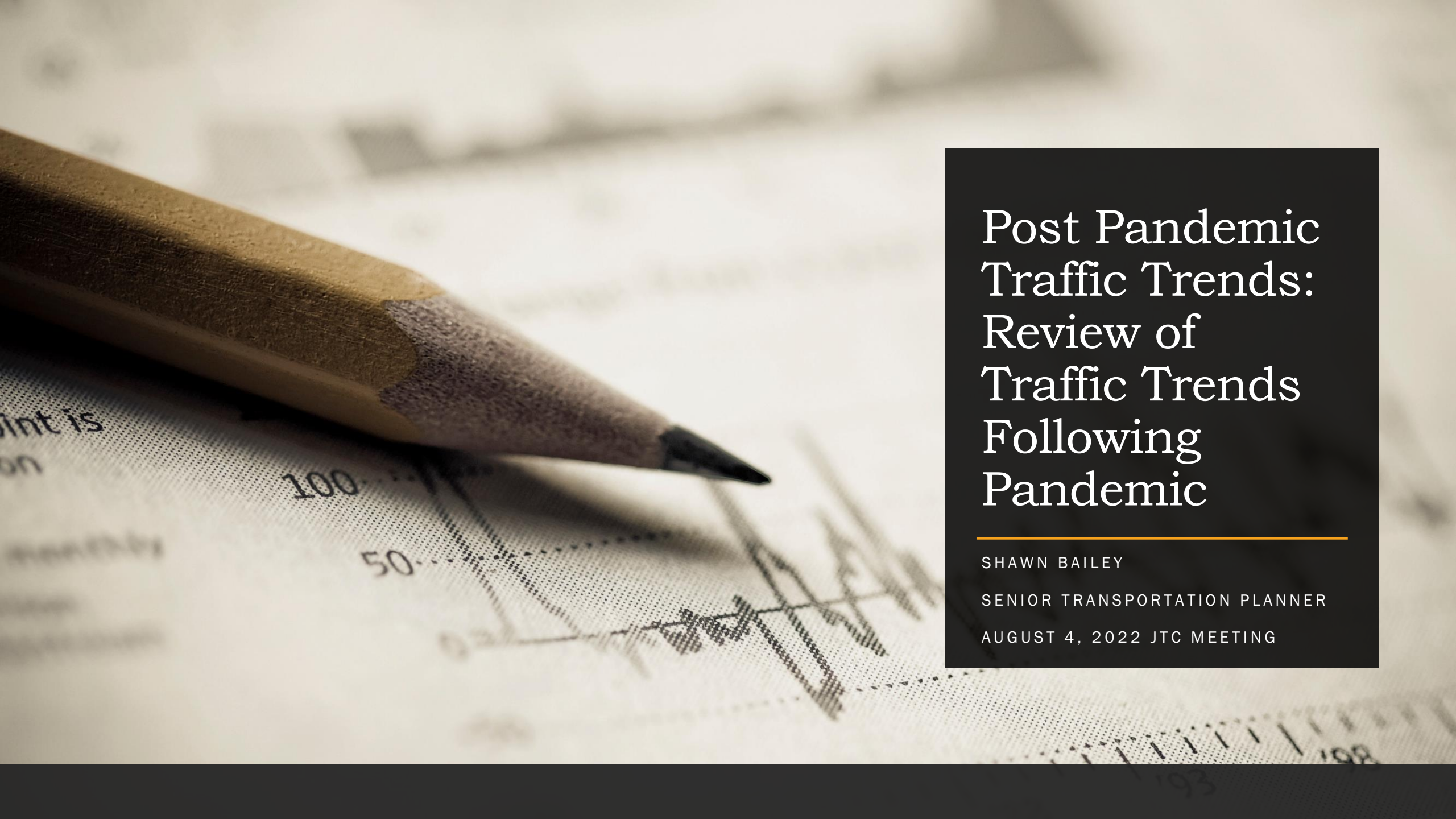
Despite the increase not being as great, traffic on Easter and Memorial Day were higher on each holiday than in 2021 (Easter was 8.4% higher and Memorial Day was 10.1% higher). It is possible that in Brockton, more specifically in the BAT service area, that more people turned to the bus to get to their trips. BAT reported that June yielded 72% of pre-COVID ridership, which is higher than their monthly average, and previous high, of 60%. There are three MassDOT projects (one which is already completed and two others that are ongoing) that have

and are affecting multiple locations utilized in this project. Route 3 and Route 24 are being resurfaced, which affected the Plymouth location for one month, has affected the Bridgewater and Brockton locations since mid-June, and will affect the Avon location in the near future.

OCPC is evolving this analysis with other programs to analyze traffic trends and volumes, such as the MassDOT Traffic Counting Program, OCPC's LTA Program, and our continued Road Safety Audit Program. This was decided due to there being and will be gaps in the data collection for this project in MassDOT's MS2 Transportation Data Management System. Anyone who is interested in seeing OCPC's webpage for this project is invited to visit it at http://ocpcrpa.org/traffic_during_covid.html. It will be updated with the final graphs in the presentation and kept in place as a resource.

Attachment(s)

PowerPoint Presentation



Post Pandemic Traffic Trends: Review of Traffic Trends Following Pandemic

SHAWN BAILEY

SENIOR TRANSPORTATION PLANNER

AUGUST 4, 2022 JTC MEETING

Traffic Update

Smaller than usual increases in April (~21,000 vehicles) and May (~16,500 vehicles).

- Compared to ~32,000 vehicles in April 2019 and ~25,000 vehicles in May 2019.

Besides January, traffic in 2022 has been within 5% of baseline.

New factors affecting traffic.

Multiple locations have suspended data input.

Extracted data from MassDOT' MS2 Transportation Data Management System -

<https://mhd.ms2soft.com/tcds/tsearch.asp?loc=Mhd&mod=>

Seven MassDOT Locations

Avon – Route 24, south of Harrison Boulevard

Bridgewater – Route 24, at West Bridgewater Line

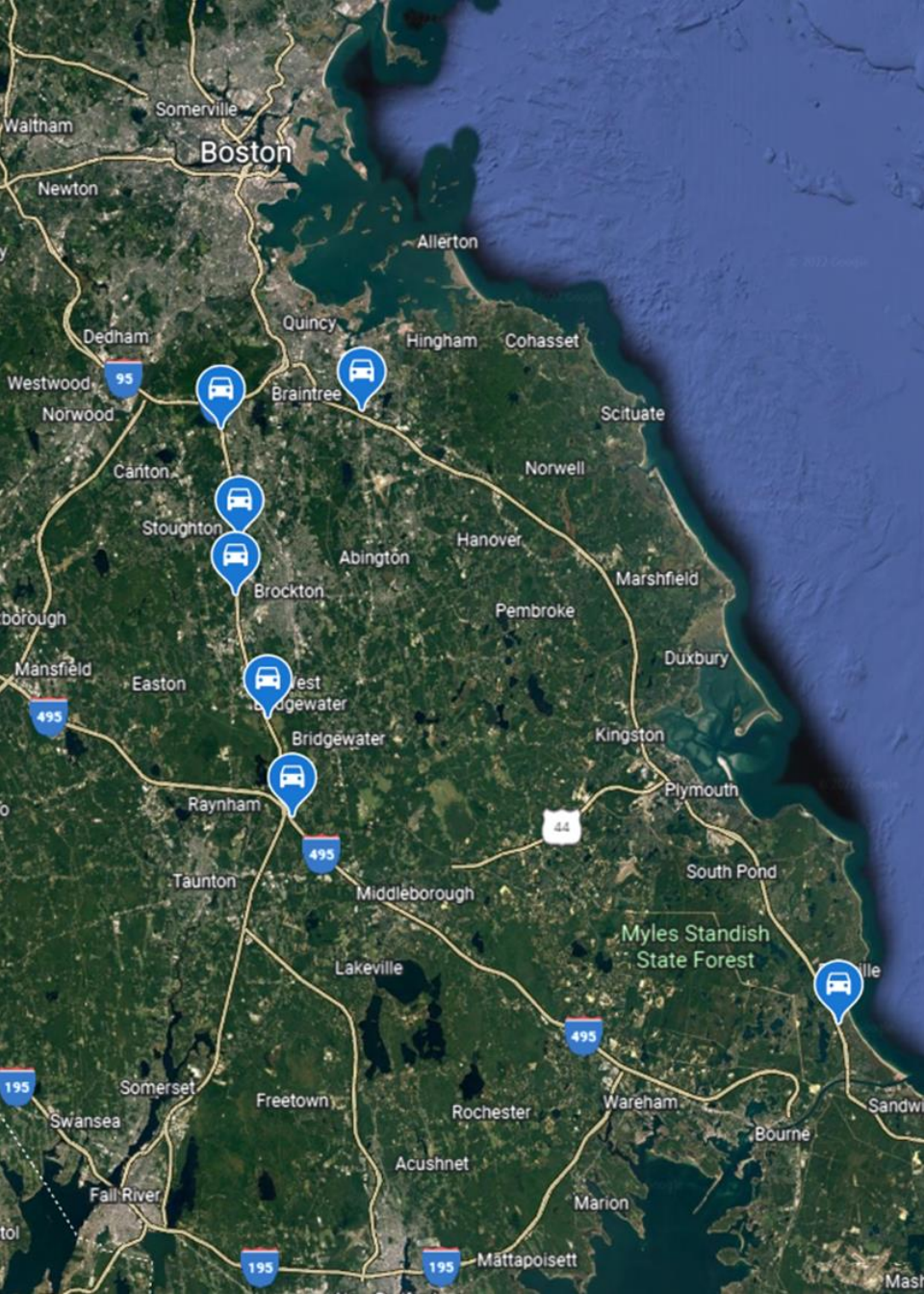
Brockton – Route 24, north of Route 123

Plymouth – Route 3, north of Bourne Line

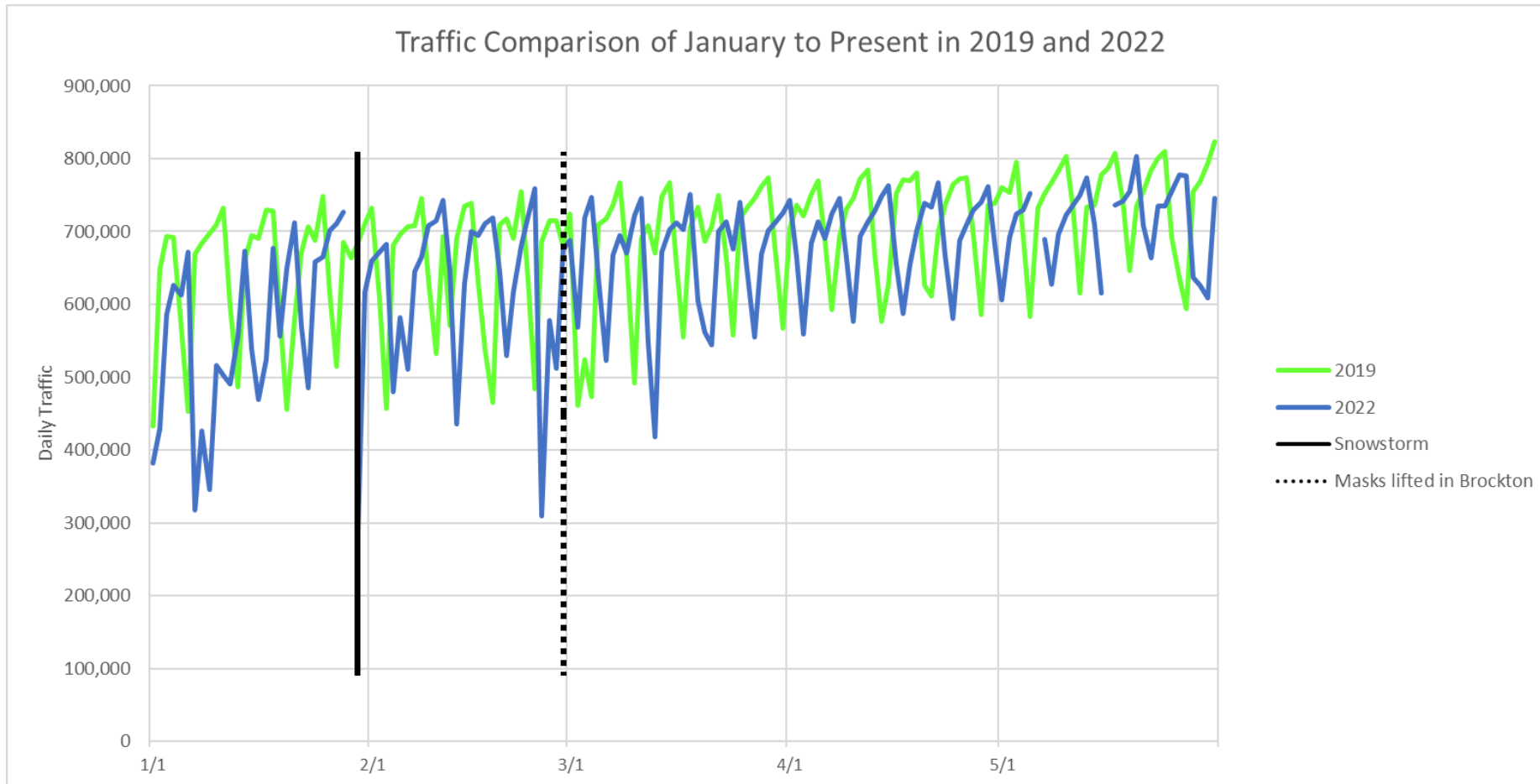
Randolph – Route 24, south of Interstate 93

Raynham – Interstate 495, south of Route 24

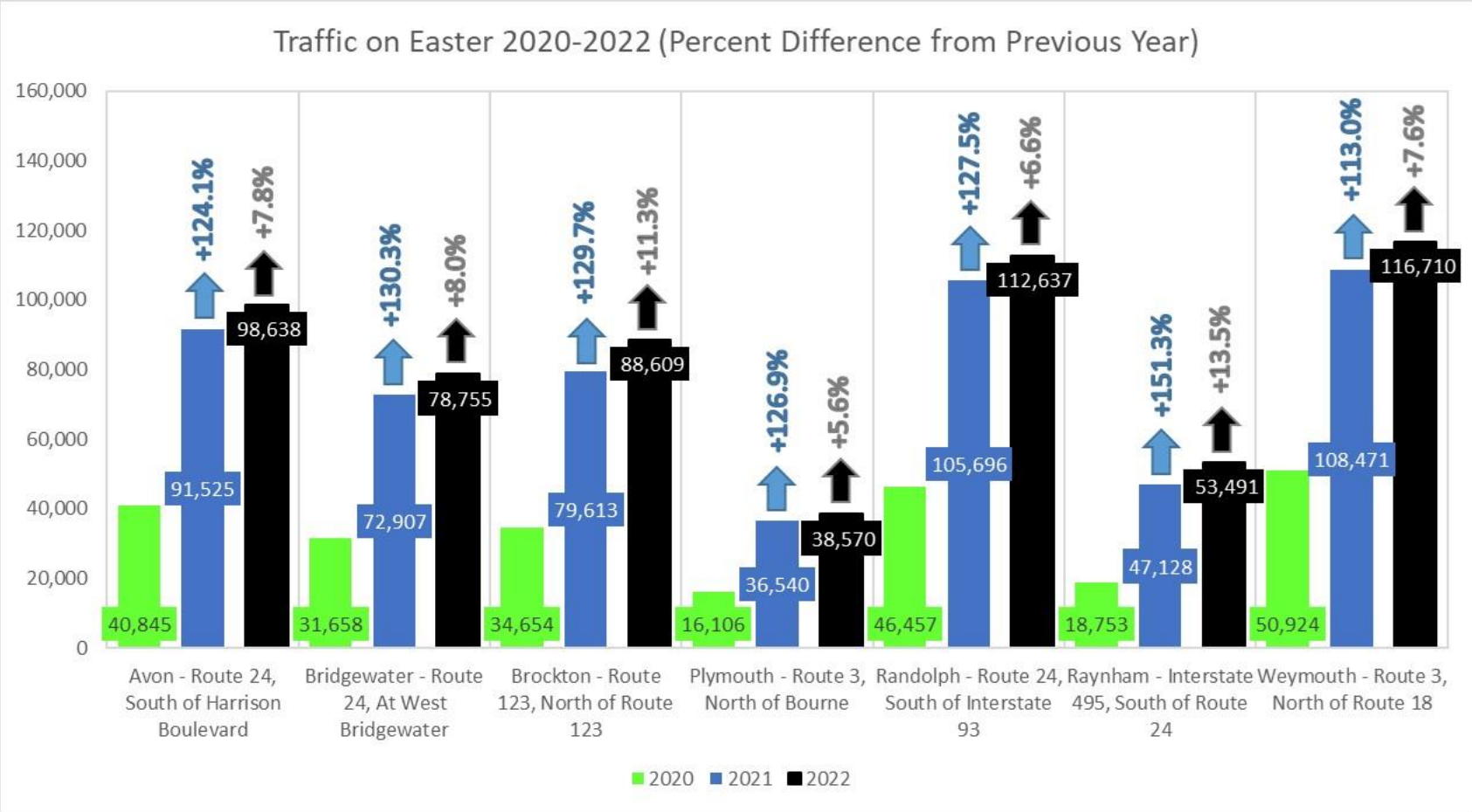
Weymouth – Route 3, north of Route 18



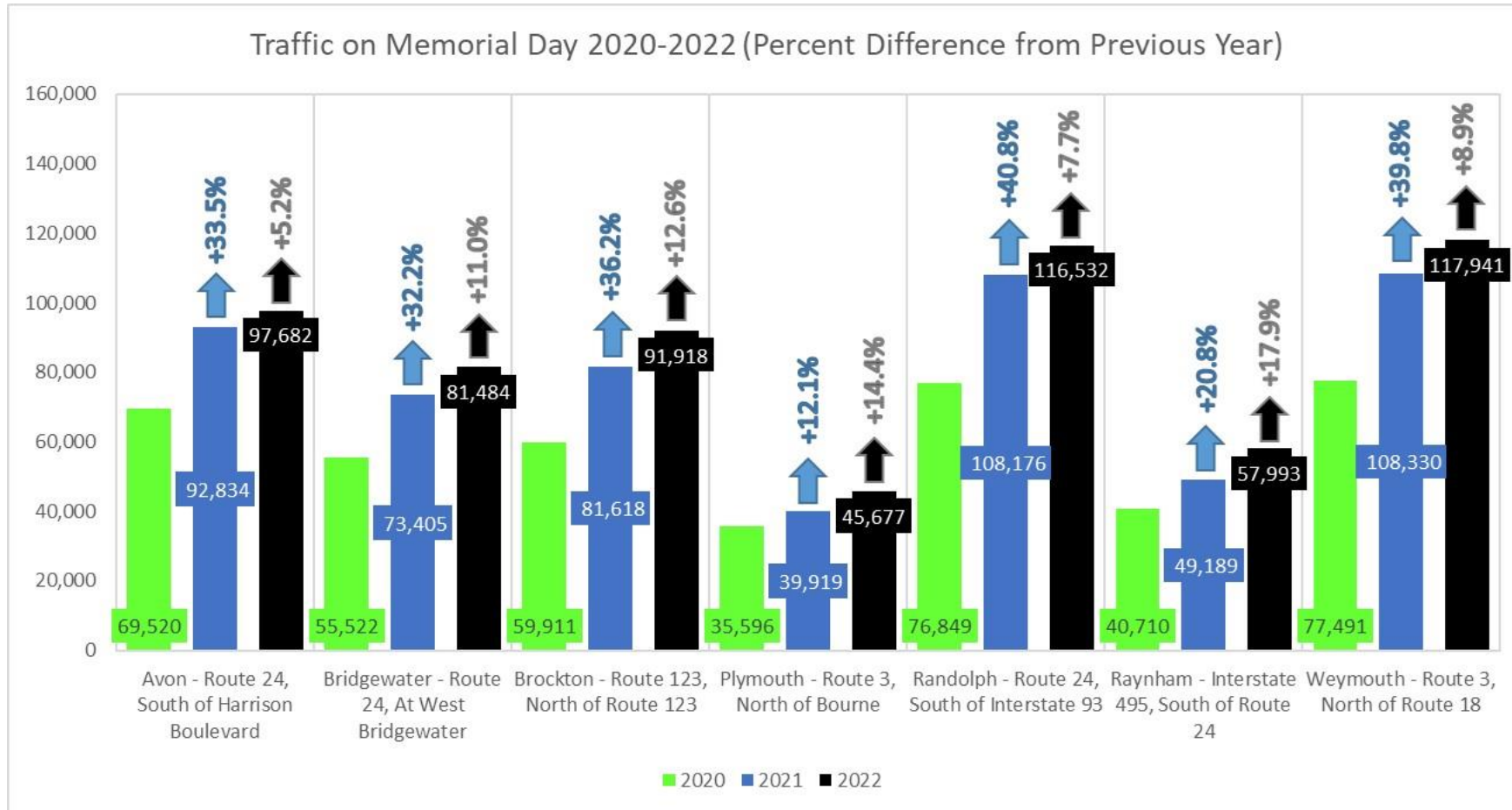
2022 Traffic with Special Events



Easter Traffic

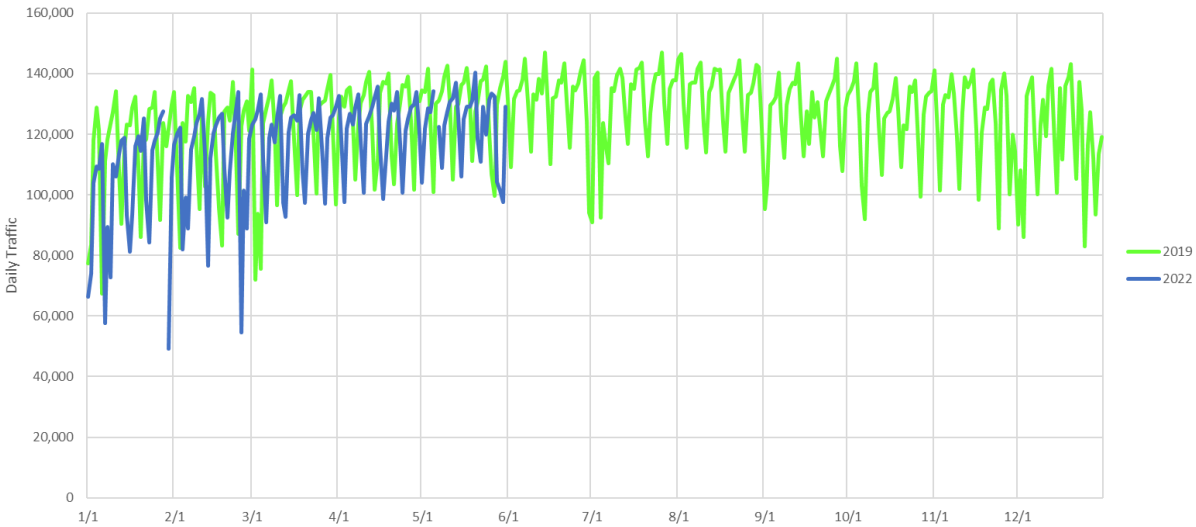


Memorial Day

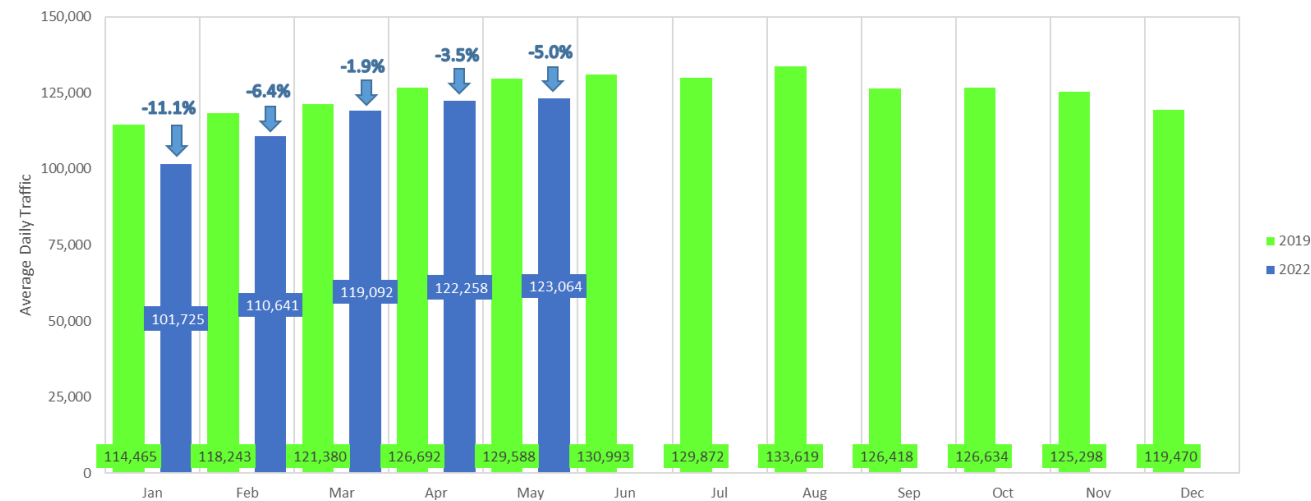


Avon – Route 24, south of Harrison Boulevard

Daily Traffic: Route 24, South of Harrison Boulevard - Avon

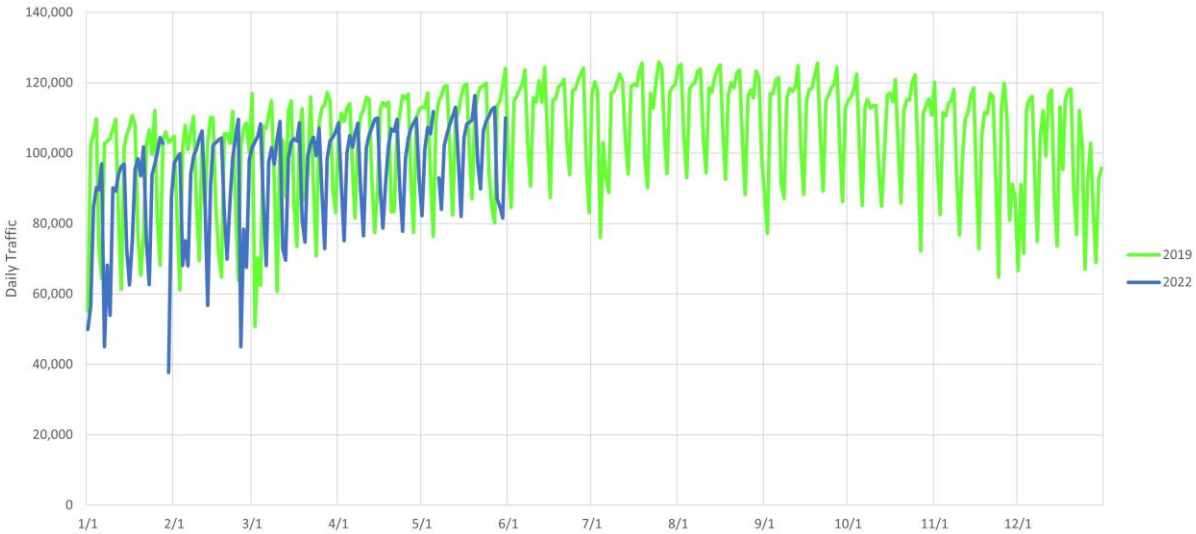


Average Daily Traffic: Route 24, South of Harrison Boulevard - Avon

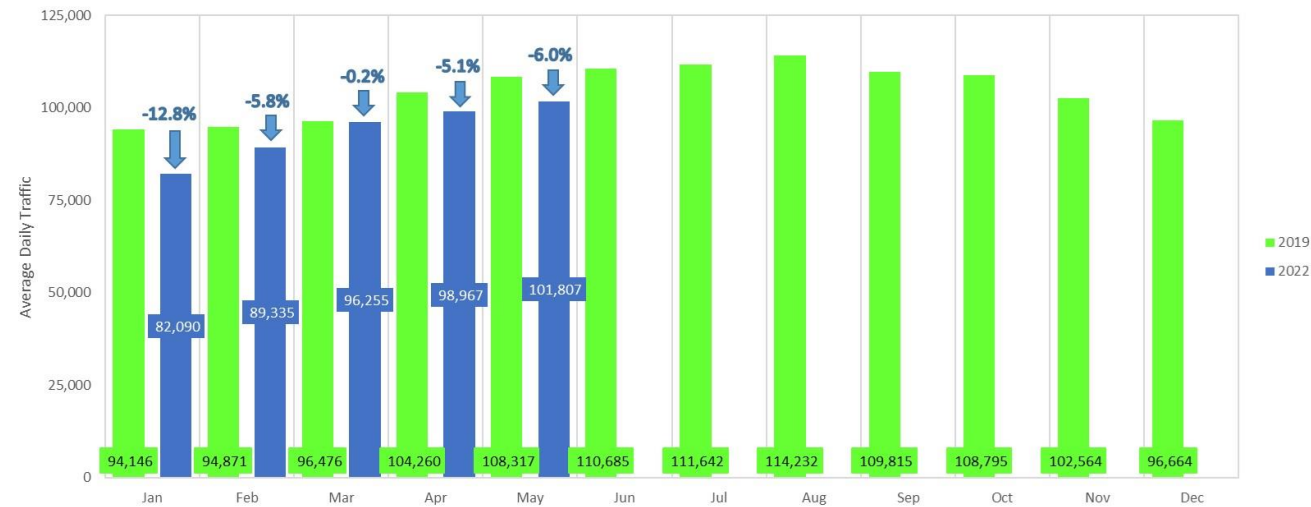


Bridgewater – Route 24, at West Bridgewater Line

Daily Traffic: Route 24, at West Bridgewater Town Line - Bridgewater

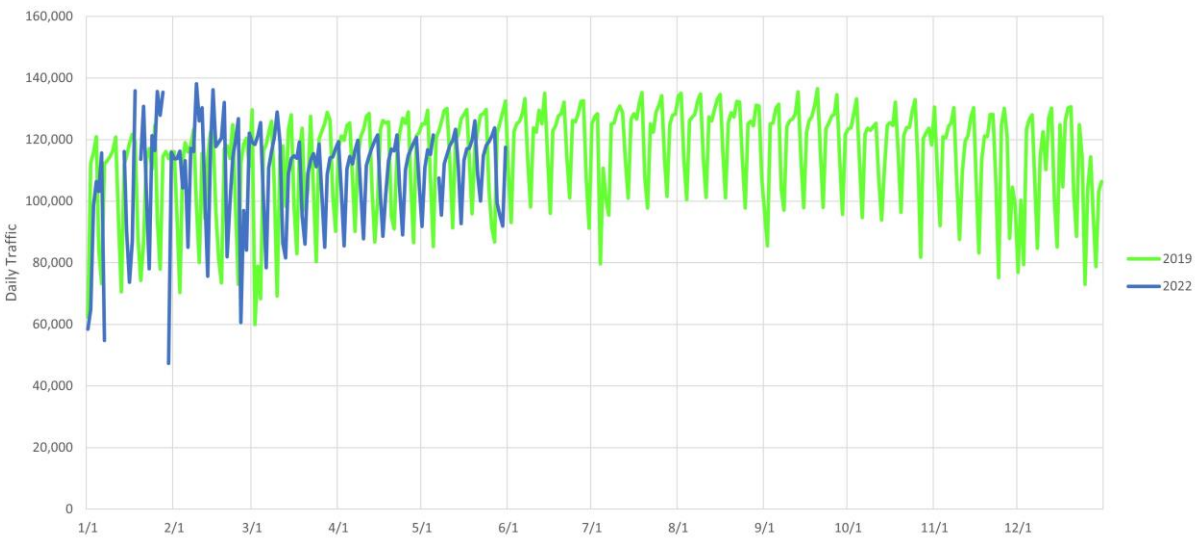


Average Daily Traffic: Route 24, at West Bridgewater Town Line - Bridgewater



Brockton – Route 24, north of Route 123

Daily Traffic: Route 24, North of Route 123 - Brockton

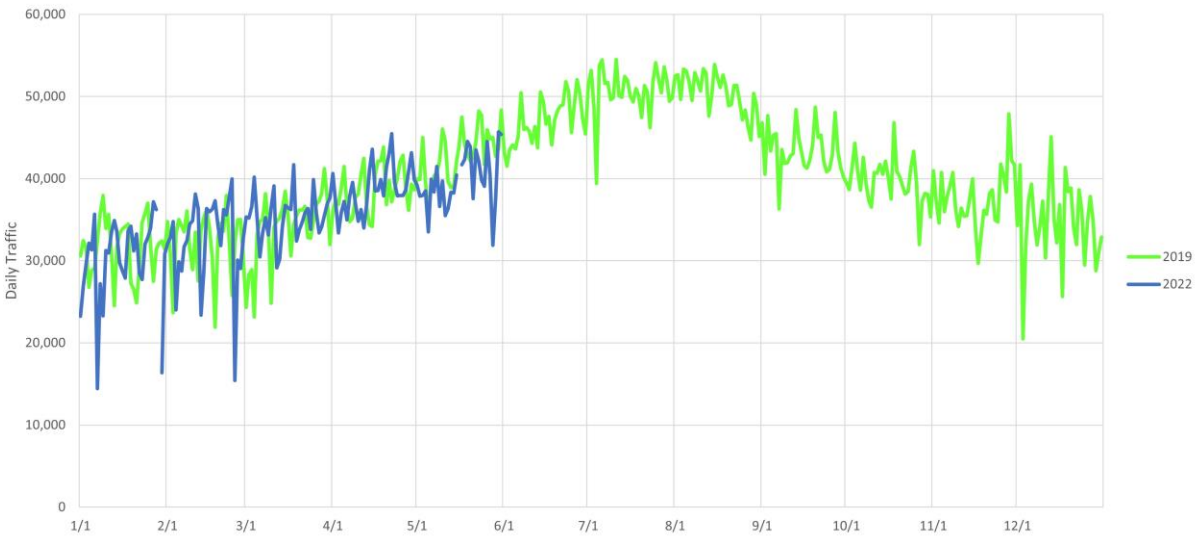


Average Daily Traffic: Route 24, North of Route 123 - Brockton

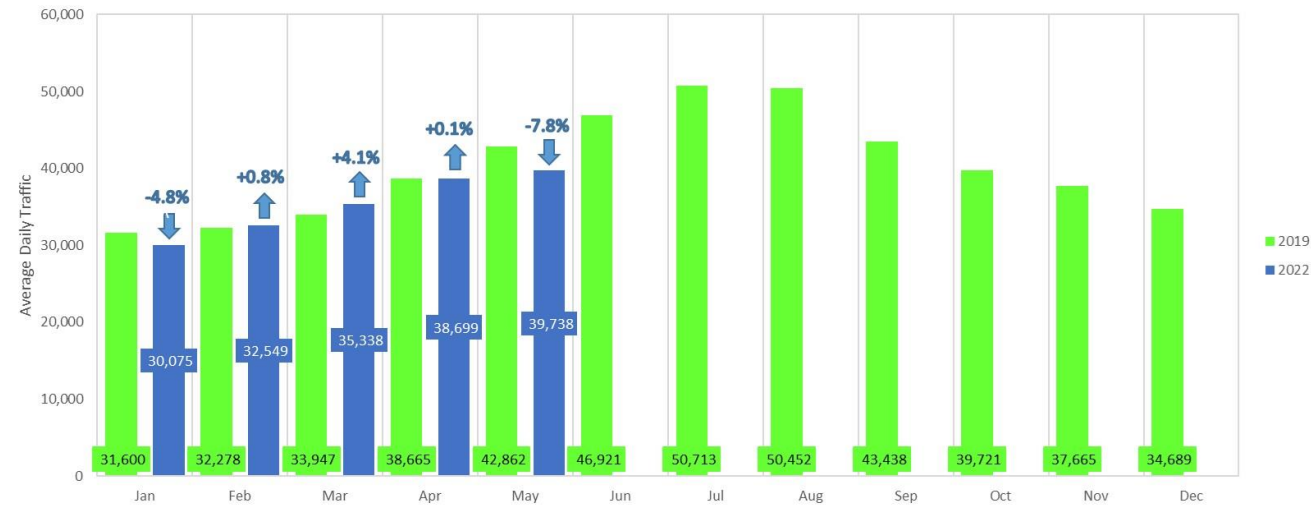


Plymouth – Route 3, north of Bourne Line

Daily Traffic: Route 3, North of Bourne Town Line - Plymouth

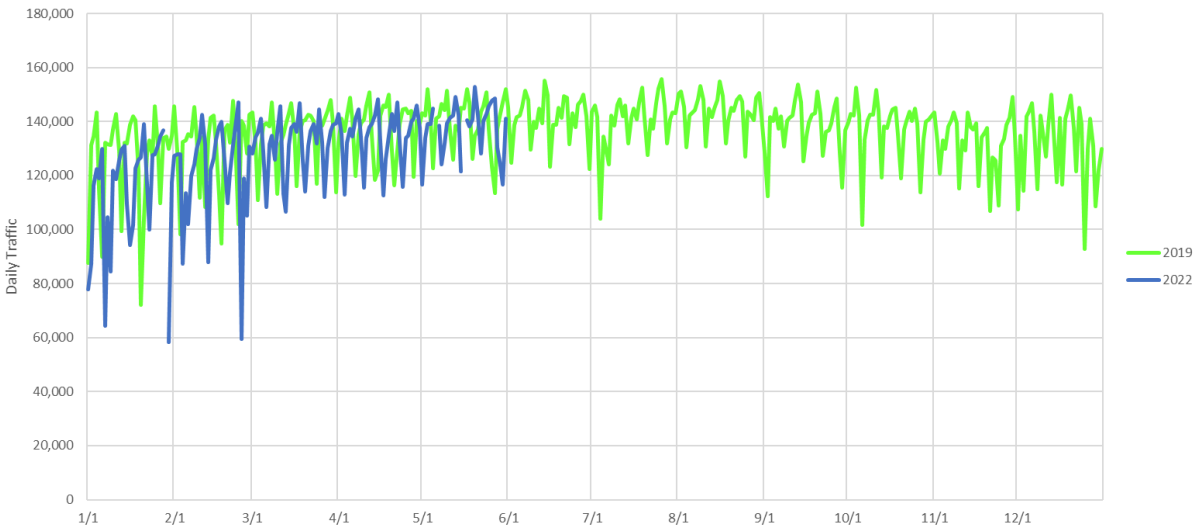


Average Daily Traffic: Route 3, North of Bourne Town Line - Plymouth

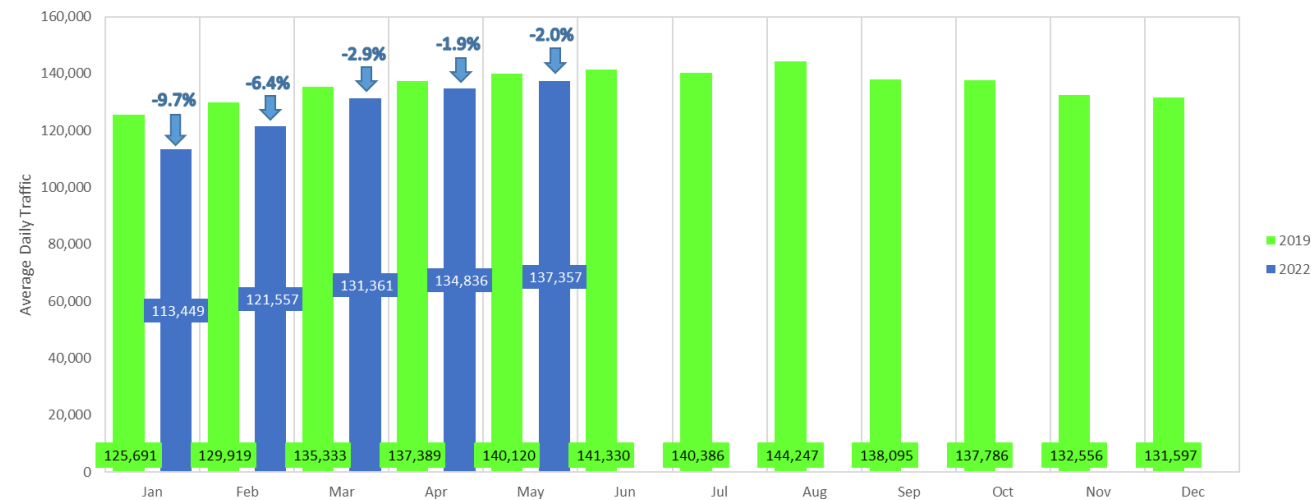


Randolph – Route 24, south of Interstate 93

Daily Traffic: Route 24, South of Route 93 - Randolph

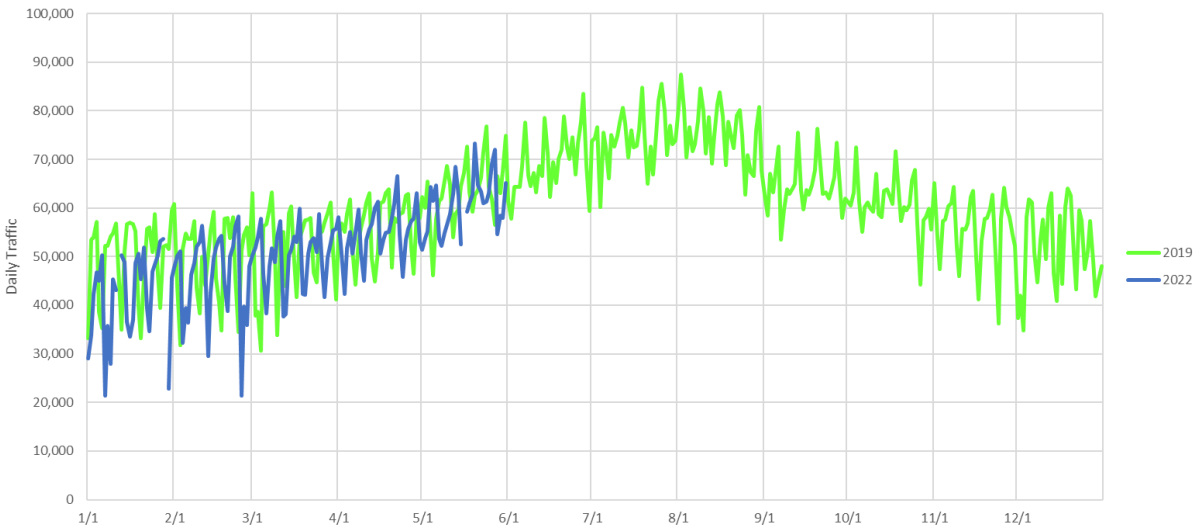


Average Daily Traffic: Route 24, South of Route 93 - Randolph

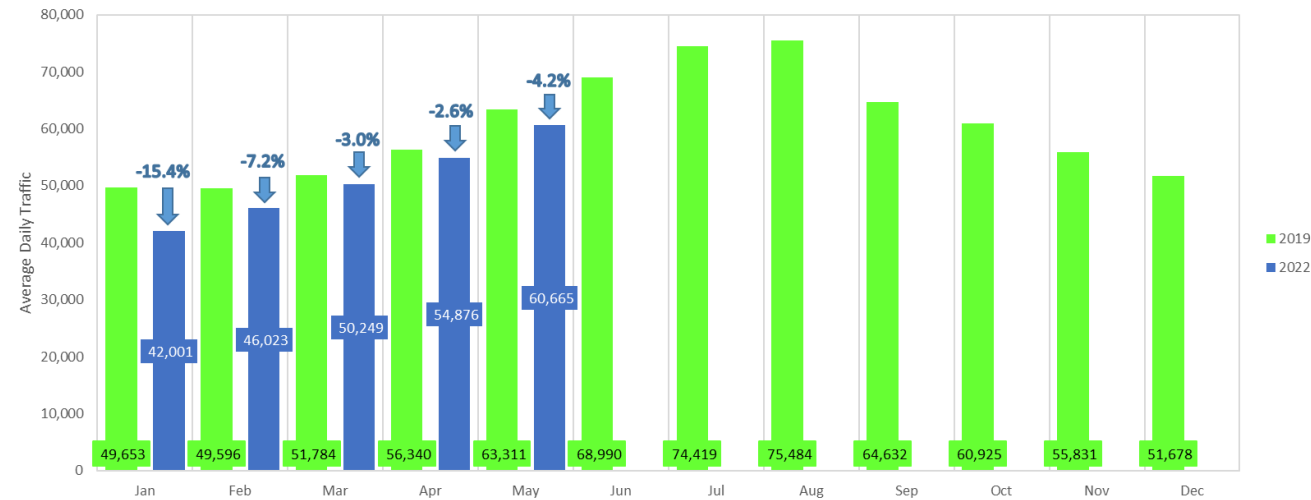


Raynham – Interstate 495, south of Route 24

Daily Traffic: Route 495, South of Route 24 - Raynham

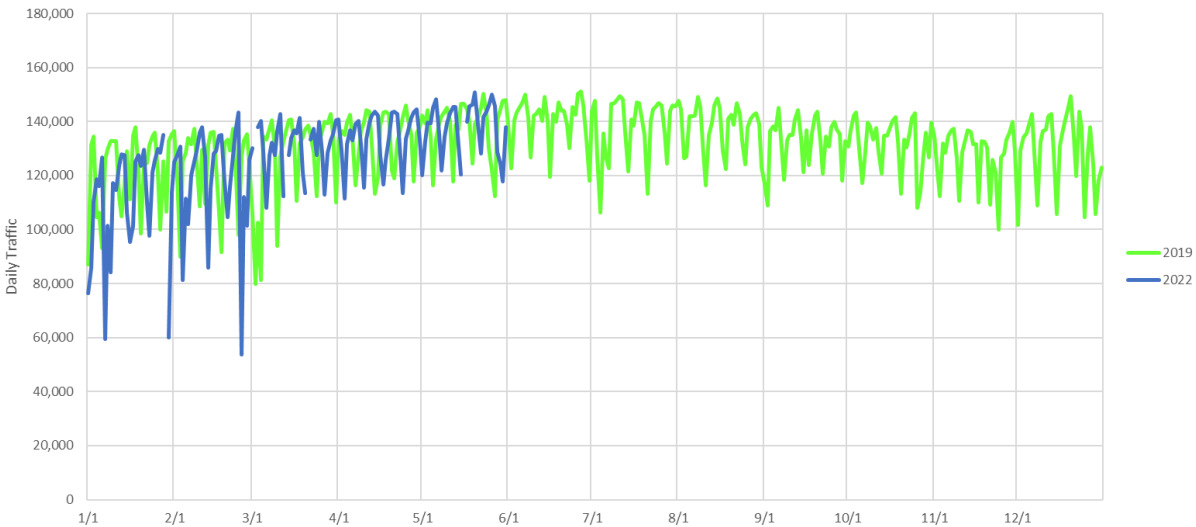


Average Daily Traffic: Route 495, South of Route 24 - Raynham

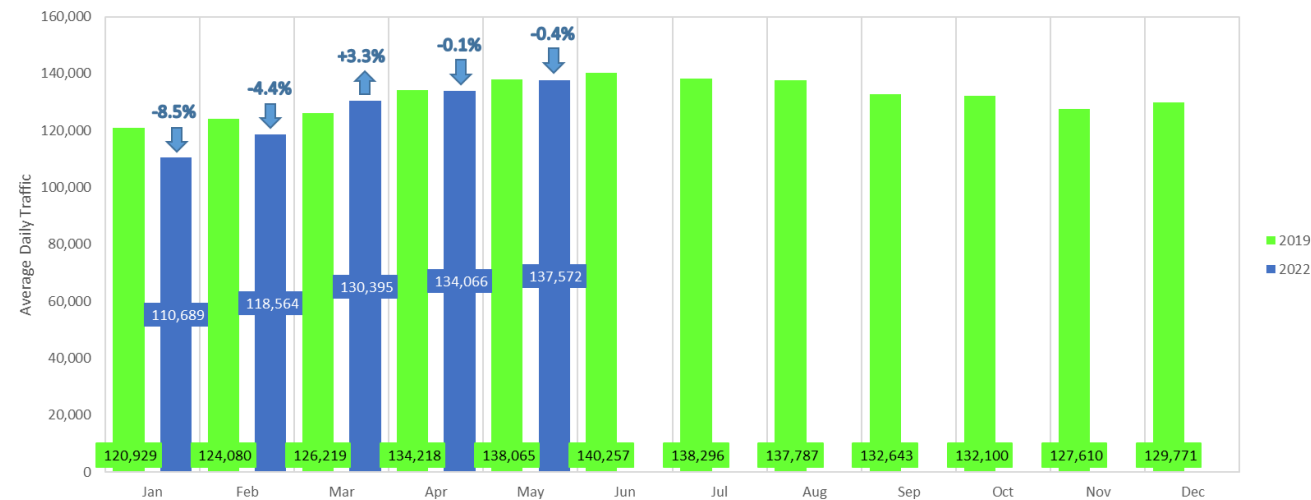


Weymouth – Route 3, north of Route 18

Daily Traffic: Route 3, North of Route 18 - Weymouth

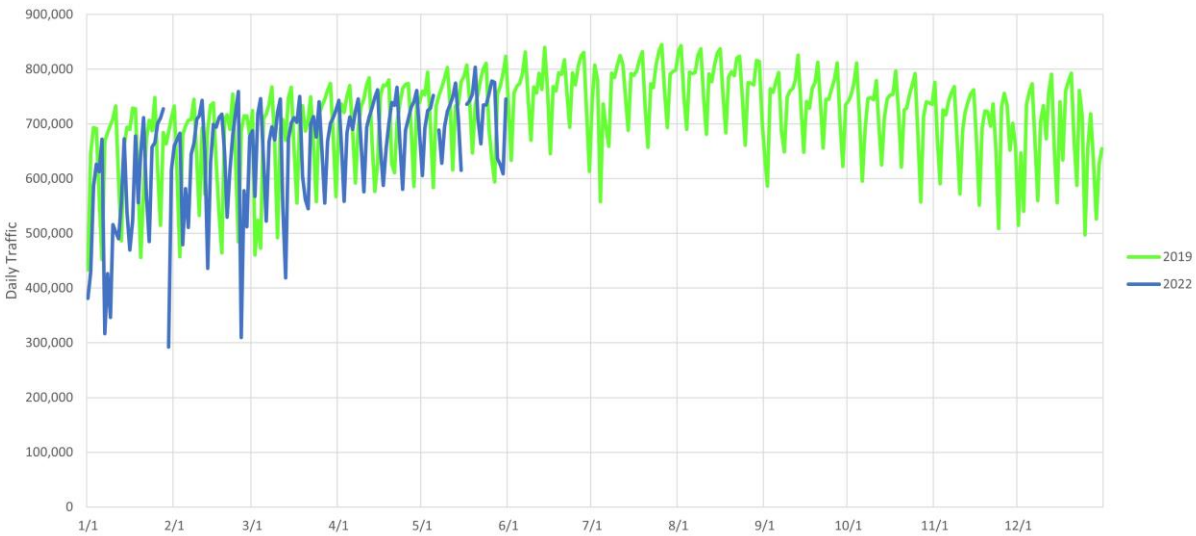


Average Daily Traffic: Route 3, North of Route 18 - Weymouth

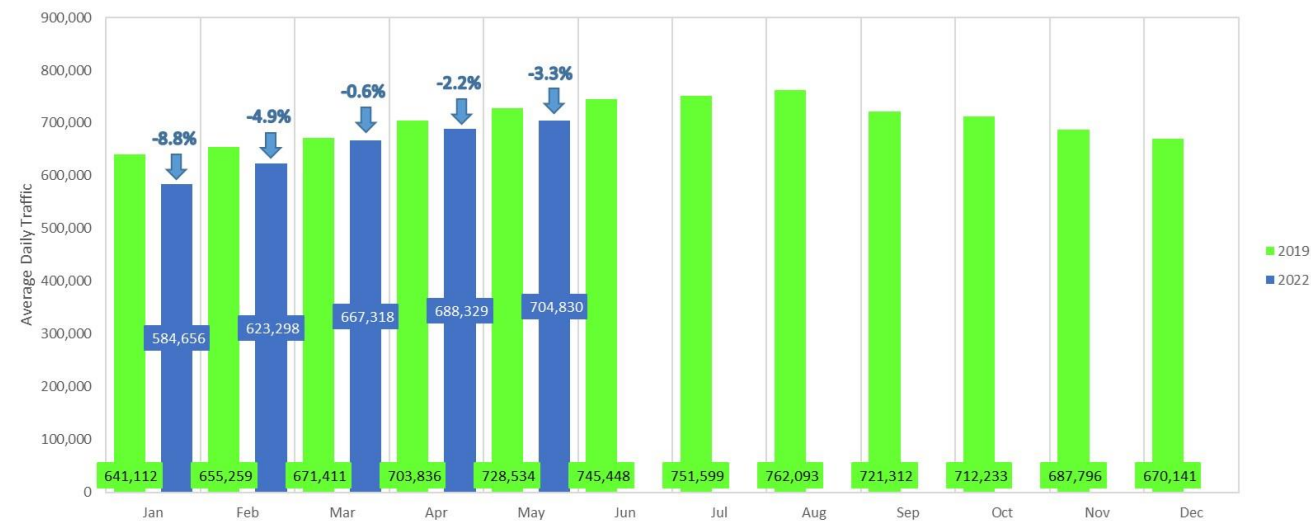


All Locations Combined

Daily Traffic - All Locations

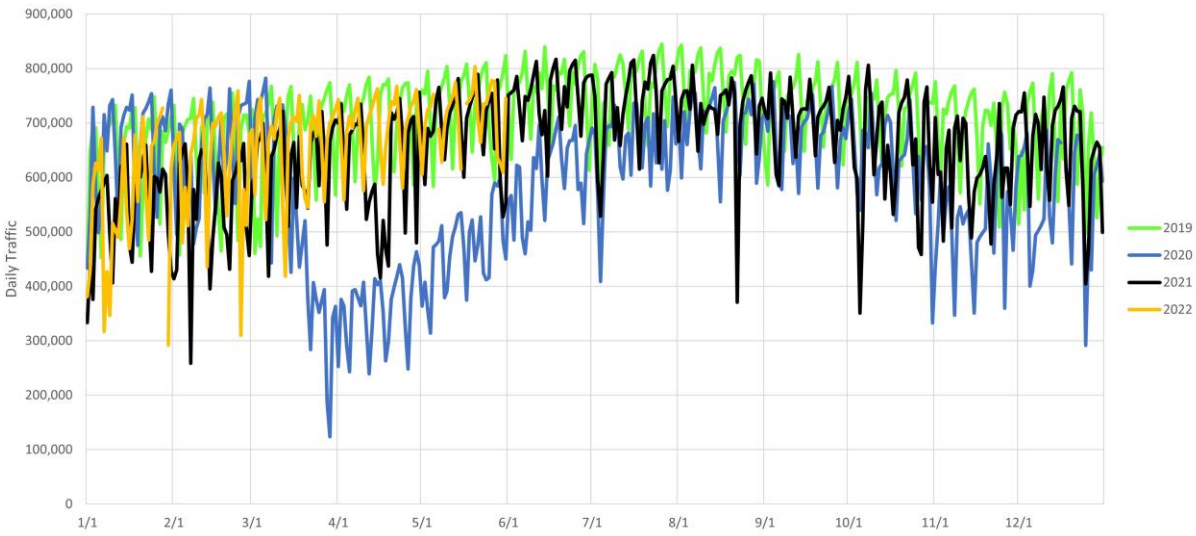


Average Daily Traffic - All Locations

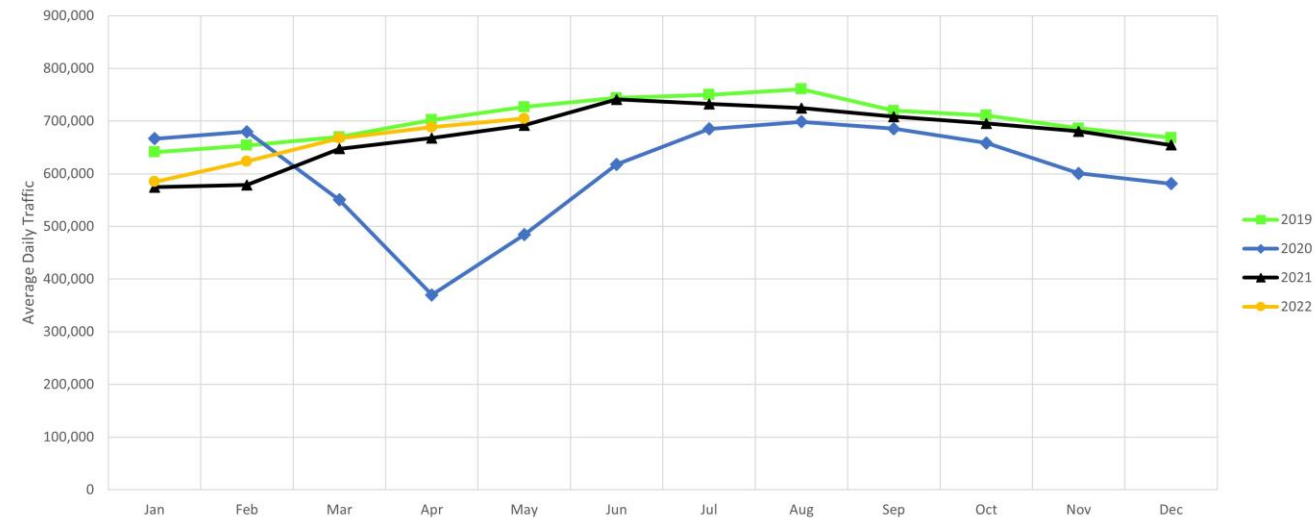


All Locations Combined (2019- Present)

Daily Traffic - All Locations (2019 - Present)



Average Daily Traffic - All Locations (2019 - Present)



Reason for Evolution of Study

Three State Projects on Two Highways

- Project 604223: Resurfacing and Related Work (Completed)
 - Route 3 in Bourne and Plymouth.
 - Affected one study location (no data for a month).
- Project 608496: Resurfacing and Related Work (Ongoing)
 - Route 24 in Avon and Stoughton (Funded Through OCPC FFY 2022 TIP).
 - Will affect one study location.
- Project 608820: Pavement Preservation and Related Work (Ongoing)
 - Route 24 in Brockton, West Bridgewater, Bridgewater, and Raynham.
 - Affects two study locations (no data since 6/20).

OCPC Will Continue On

Other Traffic Measuring Programs/Projects

- MassDOT Traffic Counting Program
- OCPC LTA Program
- Before/After ATR Locations
- Upcoming Route 18 Corridor Study
- Road Safety Audits at Multiple Locations Program
- MassDOT MS2 System

Will continue to monitor the MassDOT permanent count locations if/when they resume operation.

Traffic Trends Recent Results/Looking Ahead

April and May saw increases over previous month, but less than baseline.

- Gas prices surged in early spring likely played a role.
- COVID cases have increased, yet no restrictions implemented.

BAT reported increased ridership in June 2022.

- 72% of pre-COVID ridership compared to their monthly average of 60%.

Depending on length of MassDOT projects, possibly the last update.

Page on OCPC website with data and interactive map will remain :

http://ocpcrpa.org/traffic_during_covid.html



Before / After Covid-19 Traffic Analysis

KYLE MOWATT

SENIOR TRANSPORTATION PLANNER

AUGUST 4, 2022 JTC MEETING

Abington – Washington Street (Route 18), north of Summer Street

	2019	2021
ADT	22,495	20,761
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	36 MPH	39 MPH
Heavy Vehicle %	8.7%	14.7%

Avon – Page Street, west of West High Street

	2019	2021
ADT	8,782	7,990
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	39 MPH	42 MPH
Heavy Vehicle %	5.8%	11.6%

Bridgewater – Bedford Street (Route 18/28), north of Cottage Street

	2018	2021
ADT	14,714	13,250
AM Peak Hour	8:00 AM	11:00 AM
PM Peak Hour	4:00 PM	2:00 PM
85% Speed	43 MPH	46 MPH
Heavy Vehicle %	8.3%	13.1%

Brockton – E. Ashland Street, at Abington Town Line

	2019	2021
ADT	10,554	8,520
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	42 MPH	44 MPH
Heavy Vehicle %	5.1%	11.7%

Duxbury – Powder Point Avenue, east of Weston Road

	2019	2021
ADT	2,457	2,766
AM Peak Hour	10:00 AM	11:00 AM
PM Peak Hour	2:00 PM	2:00 PM
85% Speed	31 MPH	33 MPH
Heavy Vehicle %	4.3%	7.6%

East Bridgewater – Bedford Street (Route 18), at Whitman Town Line

	2019	2021
ADT	18,735	15,213
AM Peak Hour	7:00 AM	8:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	46 MPH	49 MPH
Heavy Vehicle %	3.0%	3.1%

Easton – Lincoln Street, west of Center Street

	2019	2021
ADT	6,324	6,402
AM Peak Hour	8:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	30 MPH	31 MPH
Heavy Vehicle %	5.3%	4.9%

Halifax – Monponsett Street (Route 58), at Plympton Town Line

	2018	2021
ADT	6,249	5,820
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	48 MPH	51 MPH
Heavy Vehicle %	10.7%	23.9%

Hanover – Hanover Street (Route 139), east of Grove Street

	2019	2021
ADT	12,601	12,301
AM Peak Hour	8:00 AM	8:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	43 MPH	44 MPH
Heavy Vehicle %	5.9%	7.4%

Hanson – E. Washington Street (Route 58), east of W. Washington Street

	2019	2021
ADT	11,574	10,690
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	38 MPH	37 MPH
Heavy Vehicle %	13.8%	6.5%

Kingston – Main Street (Route 106), west of Elm Street

	2018	2021
ADT	14,443	13,276
AM Peak Hour	7:00 AM	8:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	38 MPH	40 MPH
Heavy Vehicle %	5.9%	12.2%

Pembroke – Curve Street, west of Center Street (Route 14)

	2019	2021
ADT	4,370	3,496
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	30 MPH	31 MPH
Heavy Vehicle %	6.1%	4.8%

Plymouth – Court Street (Route 3A), north of Cherry Street

	2019	2021
ADT	13,297	12,754
AM Peak Hour	11:00 AM	8:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	37 MPH	37 MPH
Heavy Vehicle %	11.1%	11.1%

Plympton – Main Street (Route 58), at Carver Town Line

	2018	2021
ADT	9,249	9,010
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	48 MPH	48 MPH
Heavy Vehicle %	11.8%	23.3%

Stoughton – Park Street (Route 27), north of Turnpike Street

	2019	2021
ADT	21,254	15,987
AM Peak Hour	8:00 AM	7:00 AM
PM Peak Hour	4:00 PM	4:00 PM
85% Speed	42 MPH	43 MPH
Heavy Vehicle %	6.0%	6.2%

West Bridgewater – N. Main Street (Route 28), north of Matfield Street

	2019	2021
ADT	14,741	13,733
AM Peak Hour	8:00 AM	7:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	42 MPH	41 MPH
Heavy Vehicle %	11.9%	14.6%

Whitman – Bedford Street (Route 18), at Abington Town Line

	2019	2021
ADT	16,955	13,430
AM Peak Hour	7:00 AM	7:00 AM
PM Peak Hour	5:00 PM	4:00 PM
85% Speed	43 MPH	43 MPH
Heavy Vehicle %	10.6%	7.1%



Shawn Bailey

Senior Transportation Planner

sbailey@ocpcrpa.org

(774) 539-5124

Kyle Mowatt

Senior Transportation Planner

kmowatt@ocpcrpa.org

(774) 539-5097

Questions? Comments?

August 4, 2022 Old Colony MPO Meeting

Agenda Item 7C

Old Colony FFY 2024 Long Range Transportation Plan

▪ Development of Goals, Objectives, and Planning Scenarios

Summary

Old Colony Planning Council has begun development of the Old Colony Metropolitan Planning Organization's (MPO) FFY 2024 Long Range Transportation Plan. As such, the following Goals of the Plan have been identified:

- **Safety:** A safe transportation system that minimizes risk of serious injury to motorized and vulnerable users of the system and helps the Region and Commonwealth move towards its Vision Zero goals
- **Transparency and Equity:** An open and inclusive planning process that ensures representation and access to all persons
- **Economic Vitality:** A transportation network that fosters and supports a robust and diverse economy in the Old Colony Region
- **Security:** A transportation system that maintains security for physical infrastructure and the users of the system.
- **Accessibility:** A transportation system that ensures access and mobility for all motorized and vulnerable system users

- **A Clean Environment:** A transportation system that is not only protected but enhanced through energy conservation and smart, green practices
- **Resiliency:** A transportation system that is sustainable and resilient
- **State of Good Repair:** A planning process that prioritizes maintenance and keeping physical infrastructure in a state of good repair
- **Efficiency:** A transportation system that minimizes financial and environmental costs associated with congestion and delay

Planning Scenarios

During development of the Beyond Mobility: the statewide Massachusetts 2050 Transportation Plan, it was identified how these recent trends have already had a substantial impact on how people live, work, and travel in the Commonwealth, and how these trends could continue to affect the state through 2050.

- Climate Change
- The Future of Work
- Population Trends
- Housing and Economy
- Prosperity
- Technology

The Old Colony Long Range Transportation Plan will present how these factors have affected the region, and how acceleration, maintenance of the status quo, or a reversal of trends through 2050 could affect the region.

If you have any questions about these Goals of the Plan, or these Draft Planning Scenarios, please contact LRTP Project Manager Bill McNulty at wmcnulty@ocpcrpa.org or (774) 539-5103.




Old Colony Long Range Transportation Plan: 2024-2050

- Goals of the Plan
- Planning Scenarios



Safety

A safe transportation system that minimizes risk of serious injury to motorized and vulnerable users of the system and helps the Region and Commonwealth move towards its Vision Zero goals.





Transparency and Equity

An open and inclusive planning process
that ensures representation and access to
all persons





Economic Vitality

A transportation network that fosters and supports a robust and diverse economy in the Old Colony Region





Security

A transportation system that maintains security for physical infrastructure and the users of the system.





Accessibility

A transportation system that ensures access and mobility for all motorized and vulnerable system users





A Clean Environment

A transportation system that is not only protected but enhanced through energy conservation and smart, green practices

A large, solid orange circle occupies the left side of the slide, partially cut off by the edge.


Resiliency

A transportation system that is sustainable and resilient.





State of Good Repair

- A planning process that prioritizes maintenance and keeping physical infrastructure in a state of good repair.
- 



Efficiency

A transportation system that minimizes financial and environmental costs associated with congestion and delay

Transportation Planning Scenarios: 2024-2050

Factors Affecting the Region's Future

Climate
Change

The Future
of Work

Population
Trends

Housing and
Economy

Prosperity

Technology

Climate Change

What Could Happen If Current Trends...

Accelerate

- Frequent Coastal Flooding
- Additional 30 Days of Extreme Heat
- Increase in urban flash flooding
- Managed Evacuation of Vulnerable Areas
- Increased Frequency and Severity of Storms

Maintained at Current Pace

- Tidal Flooding
- Increased density in vulnerable areas
- Increased burden on utilities, infrastructure
- Increased severity of storms

Plateau of Reverse

- Sea level rise slows
- Coastal adaption through regulation and action
- Utilities and infrastructure continue to struggle

The Future of Work

What Could Happen If Current Trends...

Accelerate

- Flexible schedules become the standard
- Reduction on peak hour congestion
- Managed Evacuation of Vulnerable Areas
- Labor shortage worsens
- Broadband access becomes societal constraint

Maintained at Current Pace

- Flexible hours a differentiator for employers
- Drive alone commutes more common
- Businesses that rely on foot traffic struggle
- Essential worsens demand childcare and housing provisions
- Training/gateways to address labor shortage
- Increased telepresence in medicine and higher education

Plateau of Reverse

- Flexible schedules the exception
- Gradual return to peak congestion
- Businesses that rely on foot traffic close
- Office and lab/research uses compete for space
- Increased pressure to build around transit

Population Trends

What Could Happen If Current Trends...

Accelerate

- Population shrinks as emigration outweighs immigration
- Median age of population continues to increase
- Transportation needs for seniors becomes acute
- Increase in number of adults per household
- More wage earners = increased household income
- Vehicle sharing increases

Maintained at Current Pace

- Current age distribution maintained
- Slow population increase
- Housing stock stressed as seniors age in place
- Gen-X and Millennials Inherit Boomer Wealth
- Household size, age, and wealth vary widely by community
- Increased demand for co-living among adults

Plateau or Reverse

- Immigration declines in younger cohorts
- Population grows steadily as immigration outweighs emigration
- Population becomes younger and more diverse
- Aging burden isolated to Berkshires and Cape Cod
- Young adults choose to live alone longer

Housing and Economy

What Could Happen If Current Trends...

Accelerate

- Construction slows; housing demand sours
- Housing prices continue to rise sharply
- Substantial gentrification and displacement
- Shift of labor to urban areas accelerates
- Companies abandon suburbs or mixed-use districts

Maintained at Current Pace

- Housing demand continues to outpace construction
- Most development in less affluent communities
- Some gentrification displacement
- Employment growth primarily in urban core
- Some employment spillover into suburban areas

Plateau of Reverse

- Housing production ramped up to meet demand
- Upzoning near mass transit in affluent communities
- Employment shift to Gateway Cities and Suburbs
- Companies seek amenity-rich suburban locations

Prosperity

What Could Happen If Current Trends...

Accelerate

- Booming knowledge economy
- Low-income persons priced out of mobility
- Increased ROI on Education, but Education out of reach for many
- Increased congestion, deterioration of infrastructure
- Productivity and wealth highly concentrated
- Wide housing instability
- “Permanent Underclass” formed

Maintained at Current Pace

- Strong knowledge economy
- Quality of transportation proportional to cost
- Healthy ROI on education; steady access
- Opportunity concentrated in credentialed fields
- Limited number of areas see high-income jobs
- Combination of low home ownership and high rents results in large segment of population with no savings

Plateau of Reverse

- Diversifying economy
- Land use and investment lower transportation costs
- Reduced ROI on education results in some colleges closing
- Minority home ownership increases
- More neighborhoods generating wealth and prosperity

Technology

What Could Happen If Current Trends...

Accelerate

- Automation replaces low-wage jobs
- High demand for vocational skills
- E-commerce impedes mobility in dense areas
- Big box stores close; small neighborhood scale stores increase
- Clean-grid energy on-track to overtake fossil fuels

Maintained at Current Pace

- Automation augments labor, increases output
- Omnichannel approach to retail keeps stores open
- E-Commerce coexists with other mobility
- Challenge to find clean energy to meet demand
- Clean energy generated by landowners
- Natural gas continues to be dominant grid energy source

Plateau of Reverse

- Labor productivity slows; manufacturing weakens
- High demand for vocational skills
- E-Commerce becomes frictionless
- Small brick-and-mortar businesses close
- Inability to meet clean energy demand



Questions?

Bill McNulty, PTP

wmcnulty@ocpcrpa.org

(774) 539-5103



August 4, 2022 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 2022 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

The Town of Hanover has requested a traffic study of Grove Street and surrounding area, to evaluate how recent changes to permitted traffic flow has affected these roadways and intersection. Data collection will commence in September, with analysis of data to follow.

Project Status Updates

Hanover

- Grove Street Traffic Study
Data Collection Planned for Fall 2022

Kingston

- Pembroke Street (Route 27) at Lake Street Traffic Study
Data Collection Planned for Fall 2022

Plymouth

- Aerial Inventory of Multiple Locations (OCPC Drone Program)
Locations and Dates to be Finalized

Stoughton

- Pedestrian Safety and Walkability Audit of Pleasant Street (Route 139) and Lowe Avenue
Audit to be scheduled

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

**August 4, 2022 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 #16577 – Easton Warehouse – Easton

The project proposes a development of an approximately 101,200-square foot warehouse building that will contain a small amount of office space and approximately 109 vehicle parking spaces (a reduction of 72 spaces) with 7 tractor trailer truck storage and 7 loading docks. The proposed building will be devoted to traditional warehouse uses and will not serve as a last-mile fulfillment center, though a tenant has not yet been secured. The location of this facility is proposed on Route 138 where the mini-golf and driving range are located.

EEA #16578 – Owl Ridge Estates – Easton

A six single-family lot residential subdivision is proposed on 3.6 acres in the northern and central portions of the site. The subdivision has been designed as a cluster – open space subdivision to leave most of the forested land on the site intact. This subdivision will include an access drive (Owl Ridge Road), utilities to be installed under the roadway, a stormwater management system, lawns and landscaped areas and individual Title 5 septic systems. The

proposed location of Owl Ridge Estates is at 58 Mill Street which is located just south of Borderland State Park.

NPC

EEA #16067 – Upland Road Solar Facility - Plympton

Reduction in impacted area to rare species habitat. Total site acreage reduction from 206 to 197.2

Certificates

EEA #13940 – ADM Tihonet Mixed Use Development – Carver, Plymouth, Wareham

The certificate states that this project adequately and properly complies with MEPA.

EEA #16558 – Lake Shore Center Phase 4 – Bridgewater

The certificate states that this project **REQUIRES** an Environmental Impact Report (EIR).

EEA #16067 – Upland Road Solar Facility – Plympton

The certificate states that this project **DOES NOT** require an Environmental Impact Report (EIR).

Public Notice

Notice of Application for a Chapter 91 Waterways Permit – Duxbury

The application is in regard to the Town of Duxbury performing beach and dune nourishment along the shoreline off Bay Avenue, Gurnet Road and Ocean Road.

August 4, 2022 Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.