

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, February 3, 2022, 12:00 P.M. to 1:00 P.M.

Held Virtually via Zoom

Join Zoom Virtual Meeting

<https://zoom.us/join>, or

Join By Phone: +1-646-518-9805 or +1-646-558-8656

Meeting ID: 829 1622 1251

Passcode: 734734

AGENDA

1. Call to Order, Accessibility Statement, Title VI Notice of Protection, and Introductions
2. Public Comments
3. Minutes of January 6, 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. Performance Based Planning
 - Highway Safety Performance Measure Targets (PM1)
 - B. Old Colony Freight Management and Action Plan
 - Project Update and Regional Freight Discussion
 - C. Road Safety Audits at Multiple Locations
 - FFY 2022 Project 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).

February 3, 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.”

February 3, 2022 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

**February 3, 2022 Old Colony JTC Meeting
Agenda Item 3
Minutes of January 6, 2022 Meeting**

Summary

Old Colony JTC to consider approval of January 6, 2022 Old Colony JTC Meeting Minutes.

February 3, 2022 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

Multi-Family Zoning Requirement for MBTA Communities

Join a Virtual Webinar hosted by Massachusetts Executive Office of Housing and Economic Development (EOHED) to learn more about the Multi-Family Zoning Requirement for MBTA Communities on **February 10, 2022 at 2:30 PM.**

Enacted as part of the economic development bill in January 2021, new Section 3A of M.G.L. c. 40A (the Zoning Act) requires that an MBTA community shall have at least one zoning district of reasonable size in which multi-family housing is permitted as of right and meets other criteria set forth in the statute:

- Minimum gross density of 15 units per acre; Not more than ½ miles from a commuter rail station, subway station, ferry terminal or bus station, if applicable; No age restrictions; and Suitable for families with children.

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86886730491?pwd=aIBIZFRUTnRnMTU0OVlscnB2Mk5rdz09>

Password: 321301

Route 24 Over Canton Street Bridge Replacement Virtual Design Public Hearing

A Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Route 24 Over Canton Street Bridge replacement project in Randolph, MA. on **February 10, 2022 at 6:00 PM**. Attendees will have the opportunity to ask questions and offer comments during the meeting.

MassDOT proposes to replace the superstructures of two single-span bridges carrying Route 24 over Canton Street using accelerated bridge techniques in order to limit major roadway impacts to two weekend closures. The proposed bridges will match the footprint of the existing bridges and maintain existing clearance. Existing sidewalks and striped shoulders on both sides of Canton Street underneath the bridges will remain. The project proposes new safety barriers and deck drains on the bridge, as well as repairs to the concrete abutments.

Please note this meeting will be recorded and transcribed by a stenographer. Visit www.mass.gov/massdot-highway-design-public-hearings for more information and how to register. For a direct link, please visit www.virtualmeeting.link/Rt24-Randolph

Route 138 (Washington Street) Corridor Improvements Project Virtual Design Public Hearing

A Virtual Design Public Hearing will be hosted on the MassDOT website below to present the design for the proposed Route 138 (Washington Street) Corridor Improvements project in **Stoughton, MA. on February 16, 2022 at 6:00 PM.** Attendees will have the opportunity to ask questions and offer comments during the meeting.

The purpose of this project is to improve traffic safety and operation of Route 138. The project consists of milling and overlay of the existing pavement, limited widening at some locations, adding turning lanes at intersections, new pavement markings, sidewalk reconstruction and new sidewalk, and traffic signal and signage replacement. Pedestrian accommodations consist of 6-foot-wide sidewalks (on both sides of the street, except north of York Street which is on one/west side only). Bicycle accommodations consisting of a 7-foot-wide buffered bike lane on each side of the street are in accordance with applicable design guides.

Please note this meeting will be recorded and transcribed by a stenographer. Visit www.mass.gov/massdot-highway-design-public-hearings for more information and how to register.

MA Safe Routes to School Networking Call

On **March 16, 2022, at 10:00 AM**, please join for the last of three MA Safe Routes to School (SRTS) Networking Calls! This is a virtual space where SRTS champions like you can connect to share ideas, troubleshoot problems, brainstorm solutions, learn about new SRTS resources, and grow their networks across the Commonwealth. The topic of discussion for the third networking call will be launching Walking School Buses/Bike Trains and how to sustain them over time.

MA Safe Routes to School encourages municipal staff, school staff, alliance partners, community members, parents/guardians, and anyone else interested in Safe Routes to School to join us for our last Networking Call of the school year.

For additional information, please visit:

<https://www.mass.gov/event/ma-safe-routes-to-school-networking-call-2022-03-16t100000-0400-2022-03-16t104500-0400>

To register, please visit:

<https://us02web.zoom.us/meeting/register/tZMpdempqj8jH9ScIczvXIAiPXUSuCK6Ow8M>

Release of the 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) NOFO

The Notice of Funding Opportunity (NOFO) has been released for the FY2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grants program. See below and attached for more information.

The Bipartisan Infrastructure Law (BIL) appropriated \$1.5 billion to be awarded by the U.S. Department of Transportation for National Infrastructure Investment grants under RAISE. This is the first year of the RAISE Transportation Discretionary Grants program under the BIL. The grant program funds will be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. The FY 2022 RAISE NOFO and related information, including initial FAQs, is now available on the RAISE website: <https://www.transportation.gov/RAISEgrants>.

The application deadline is April 14, 2022 at 5:00 PM Eastern Daylight Time (EDT). The NOFO is expected to be published in the Federal Register by Friday, February 4, 2022.

To provide technical assistance to stakeholders, DOT will host a series of webinars during the FY 2022 RAISE grant application period. For information and to register, please visit the RAISE webinar series webpage at <https://www.transportation.gov/RAISEgrants/outreach>. If you have any questions, please email RAISEgrants@dot.gov

MassDOT Safe Speeds Webpage with Resources

Massachusetts Department of Transportation (MassDOT) has just launched a new Safe Speeds webpage with resources and information on speed management in Massachusetts. Keeping people safe on Massachusetts roadways is MassDOT's priority.

One life lost or altered by a serious injury on any roadway is unacceptable. In Massachusetts and across the US, the speed that people drive can make a big difference on the safety of our roadways. Higher speed increases the risk of a fatal or serious crash and reduces the likelihood of survival. Every mph matters: each 1 mph increase that a person drives can be attributed to a 3% increase in potential loss of life. Safe vehicle speeds make streets better for everyone, whether you are traveling by car, wheelchair, bicycle, stroller, foot, or bus. MassDOT is committed to helping realize safer speeds across the Commonwealth to prevent serious crashes. Our goal is zero fatalities and serious injuries.

Learn more about speed management and resources to implement speed management at:
<https://www.mass.gov/safe-speeds>

February 3, 2022 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.

February 3, 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.

February 3, 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 January 2022, work conducted involved continued 24-hour bridge and track work at Turner Street in Fall River; fencing installation in six communities on Fall River and Middleborough Secondary Lines; utilizing Cotley Street in Berkley to access right-of-way (ROW) for various project activities; and railroad work at Myricks Street in Berkley (conduit, drainage, grubbing, and roadbed work).

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 to the Middleborough, Taunton, & Fall River sites.

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

February 3, 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)
 - Project has been advertised for construction bids by MassDOT (12/11/2021). Bid opening scheduled for 1/19/2022.
 - Plans, Specifications, and Estimate (PS&E) Resubmission 1 received by MassDOT (6/2/2021).
 - 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).
 - Cost Estimate is \$2,135,071.
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
 - 25% Package Resubmission 1 received by MassDOT (10/13/2020).
 - Design Public Hearing Scheduled for 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
 - 25% Resubmission 1 Package received by MassDOT (10/13/2020).
 - 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)
 - MassDOT comments on the 25% Package returned to the Design Engineer (as of 1/23/2019).
 - 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
 - 25% Package received by MassDOT (as of 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 (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.
- 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.
 - 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.
 - 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).
 - 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-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY (612006)
 - Currently not programmed.
 - Project is in the preliminary design phase.
 - Cost Estimate is \$34,500,00.

- 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.
 - Cost Estimate is \$ 14,315,773.
- 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.
 - Cost Estimate is \$29,272,890.

February 3, 2022 Old Colony JTC Meeting
Agenda Item 7A
Performance Based Planning
▪ **Highway Safety Planning Targets (PM1)**

Summary

In 2016, the Federal Highway Administration (FHWA) established a rule requiring all State DOTs and MPOs to establish performance measures in three areas: Improving Highway Safety (PM1); Maintaining Pavement and Bridges in States of Good repair (PM2); and Reducing Congestion, Improving System Efficiency and Freight Movement (PM3). Metropolitan Planning Organization's were given the option of adopting statewide performance targets or establishing their own. The Old Colony MPO has opted each year to adopt the statewide targets established by the Massachusetts Department of Transportation.

The required performance measures under PM1 are as follows:

- Fatalities (Total Count and Rate)
 - Five Year Average of Total Fatalities
 - Rate of Fatalities per 100,000,000 Vehicle Miles traveled (PM1)
- Serious Injuries (Total Count and Rate)
 - Five Year Average of Serious Injuries
 - Rate of Serious Injuries per 100,000,000 Vehicle Miles traveled (PM1)

- Combined Non-Motorized Fatalities and Serious Injuries

The attached data sheet summarizes the 2021 Rolling Averages and established 2022 Targets, along with performance in the Old Colony Region since 2014. On January 18, 2022, the Old Colony Metropolitan Organization (MPO) voted to adopt the MassDOT statewide targets for 2022.

For more information about these targets or performance-based planning, please contact Bill McNulty at wmcnulty@ocpcrpa.org or (508) 583-1833 x207.



2022 Safety Performance Measures

Performance Measures Background

- In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act.

PM1

- Improving safety

PM2

- Maintaining pavement and bridge condition

PM3

- Improving efficiency of the system and freight movement
- Reducing traffic congestion
- Reducing emissions

Required Performance Measures under PM1

Fatalities (total count and rate)

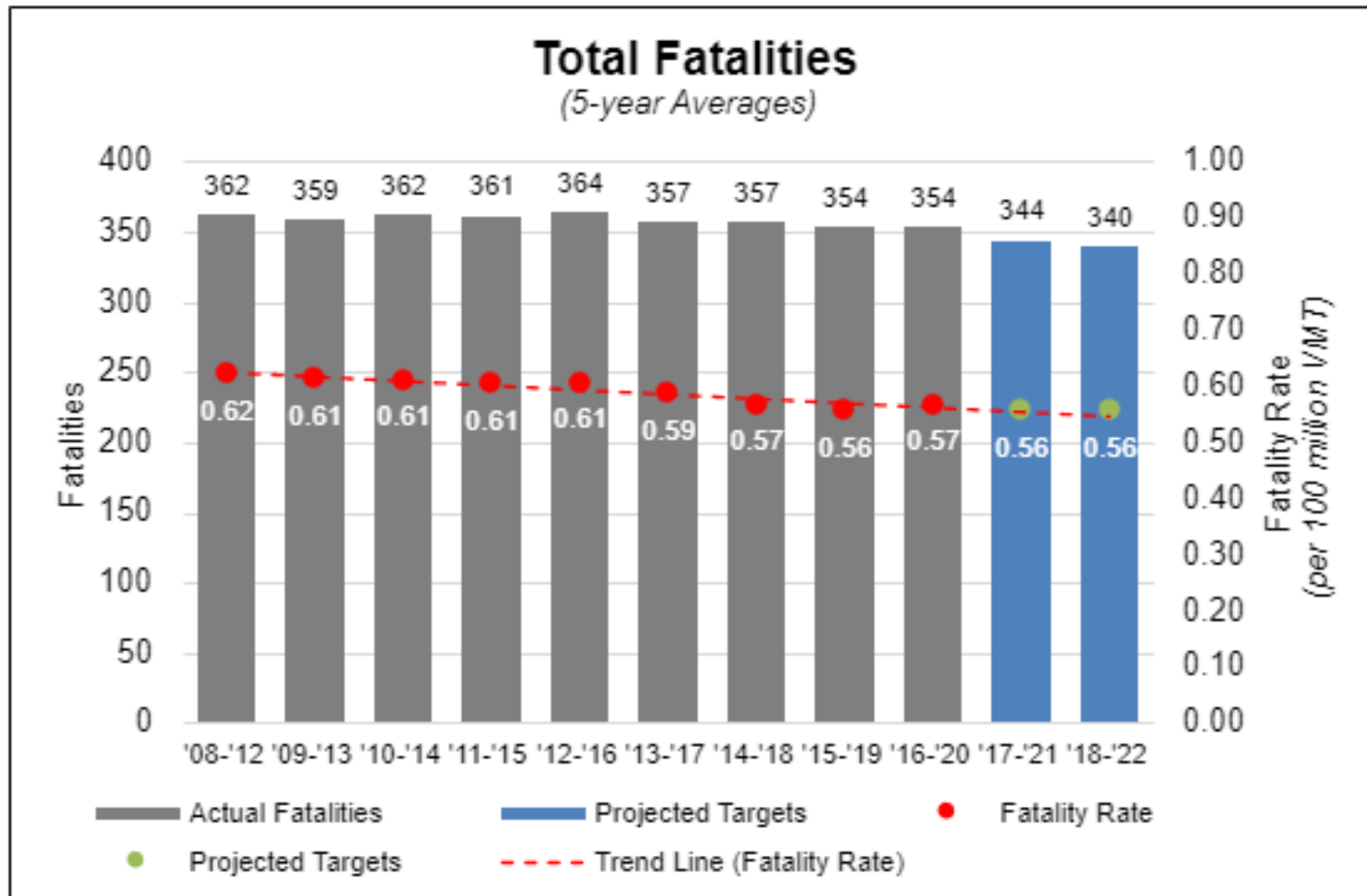
- Five-year average of total fatalities
- Rate of fatalities per 100,000,000 vehicle miles traveled (VMT)

Serious Injuries (total count and rate)

- Five-year average of serious injuries
- Rate of serious injuries per 100,000,000 VMT

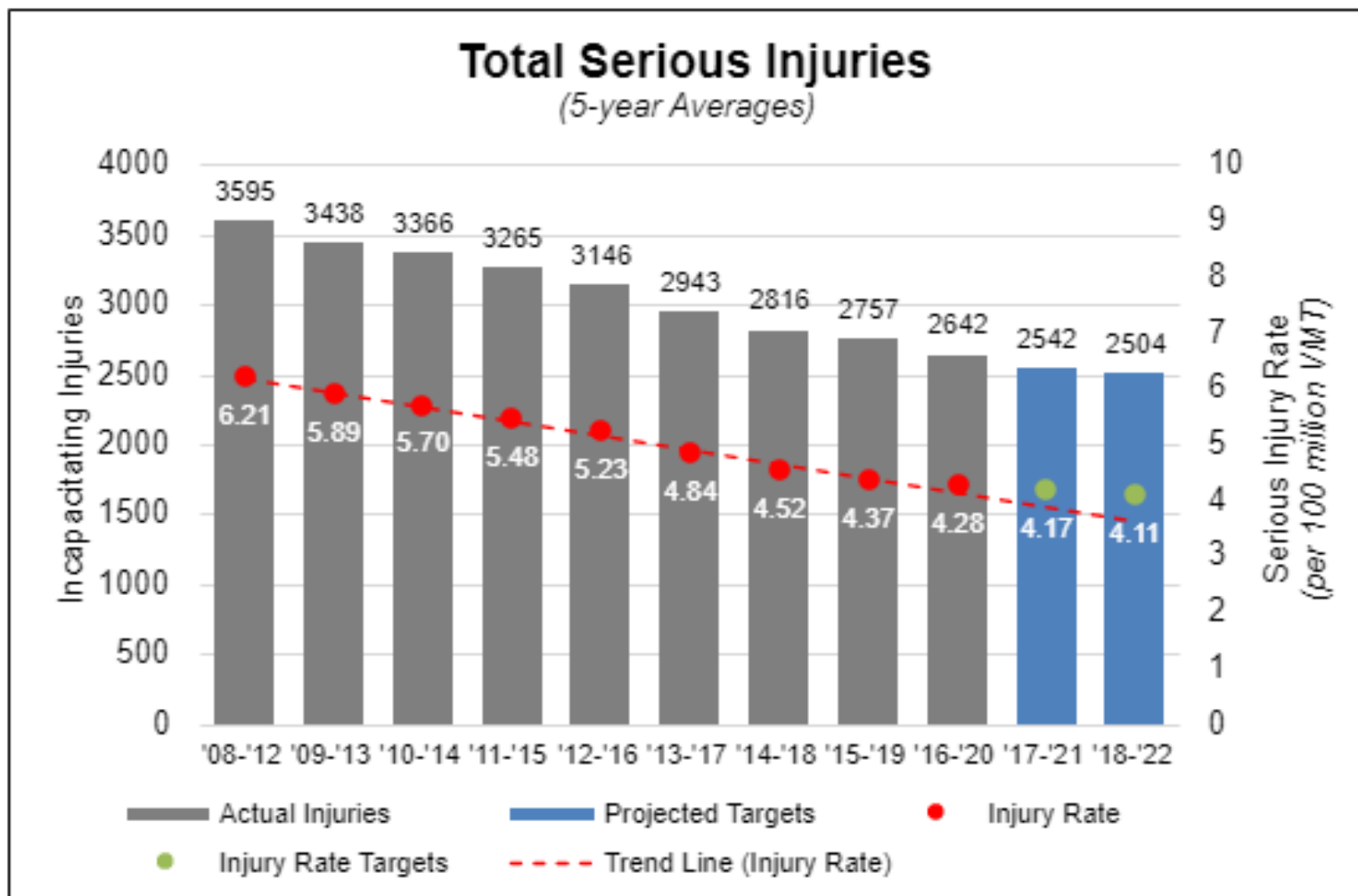
Combined Non-Motorized Fatalities and Serious Injuries

Fatalities



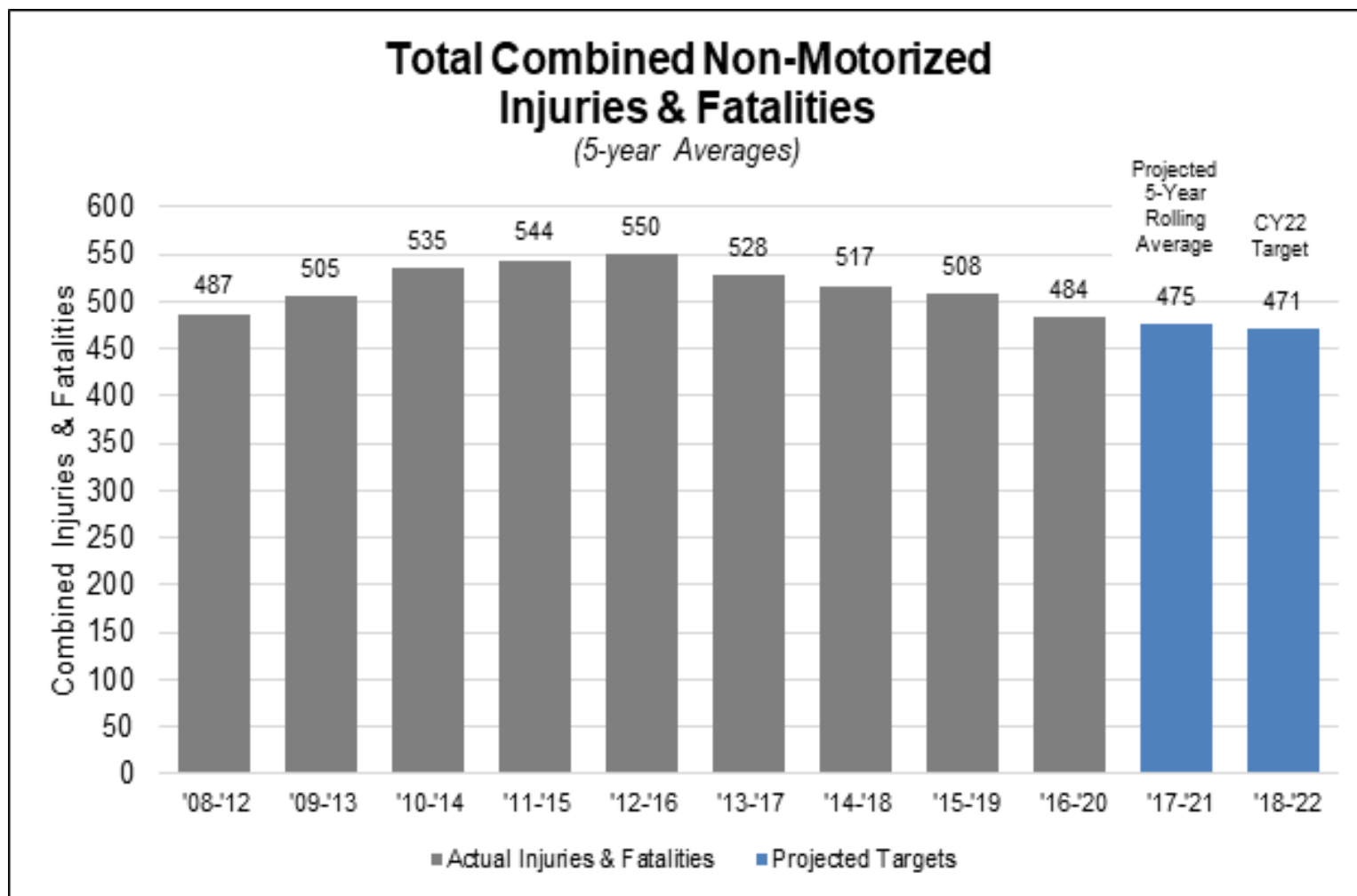
- Due to reduced vehicle miles traveled (VMT) related to the pandemic, 2020 data was disregarded given the unique circumstances surrounding data from that year.
- CY22 projections are based on a 2.5% reduction in fatalities from CY21

Serious Injuries



- Due to unpredictable fluctuations between 2019 and 2020 data and an overall decreasing trendline, a 3% reduction in annual serious injuries from 2018 to 2021, and a 4% annual reduction from 2021 to 2022, were assumed to calculate the 2022 target.

Non-Motorized Fatalities and Serious Injuries



- To project the non-motorist fatality and serious injuries for 2022, a 2% reduction was estimated. Overall, this translated to a 2022 5-year average of 471 fatalities and serious injuries combined for non-motorists.



Summary

Measure	2021 Rolling Average	2022 Target
Total Fatalities	Reduce the number of total fatalities to 344	Reduce the number of total fatalities to 340
Fatality Rate	Reduce the fatality rate to 0.56 per 100 million VMT	Reduce the fatality rate to 0.56 per 100 million VMT
Total Serious Injuries	Reduce the total number of serious injuries to 2,542	Reduce the total number of serious injuries to 2,504
Serious Injuries Rate	Reduce the serious injuries rate to 4.17 per 100 million VMT	Reduce the serious injuries rate to 4.11 per 100 million VMT
Combined Non-Motorized Fatalities and Serious Injuries	Reduce the number of non-motorist fatalities and injuries to 475	Reduce the number of non-motorist fatalities and injuries to 471



MPO Action

- All MPOs are required to either endorse MassDOT's safety targets, or establish their own region-specific targets, by the end of February 2022
- A vote to endorse MassDOT's targets signals that the MPO is committed to using the regional planning process to advance statewide safety goals and move toward the statewide targets

Old Colony

Old Colony Planning Council (OCPC)

Fatalities

	2014	2015	2016	2017	2018	2019*	2020*
Total Annual Fatalities	28	28	23	30	22	25	23
5 Year Average Fatalities	27.4	28.2	27.6	29	26.2	25.6	24.6
Non-Motorist Fatalities	10	7	3	6	2	6	6
VMTS (in 100,000,000)	39.14	38.85	38.91	34.95	37.65	36.96	30.58
Fatality Rate	0.72	0.72	0.59	0.86	0.58	0.68	0.75
5 Year Average Rate	0.72	0.74	0.71	0.76	0.69	0.68	0.69

Serious Injuries

	2014	2015	2016	2017	2018	2019*	2020*
Total Annual Serious Injuries	240	268	262	206	230	197	175
5 Year Average Serious Injuries	289	278.4	269.6	252.6	241.2	232.6	214
Non-Motorist Serious Injuries	31	21	25	21	21	29	20
VMTS (in 100,000,000)	39.14	38.85	38.91	34.95	37.65	36.96	30.58
Serious Injury Rate	6.13	6.90	6.73	5.89	6.11	5.33	5.72
5 Year Average Serious Injury Rate	7.62	7.27	6.98	6.64	6.36	6.21	5.98

Non-Motorist Fatalities and Serious Injuries

	2014	2015	2016	2017	2018	2019*	2020*
Non-Motorist Fatalities and Serious Injuries	41	28	28	27	23	35	26
Non-Motorist Fatalities and Serious Injuries 5 Year Average	35	34.8	34.2	32	29.4	28.2	27.8

[MPO Action](#)

February 3, 2022 Old Colony JTC Meeting
Agenda Item 7B
Old Colony Freight Management and Action Plan
▪ **Project Update and Regional Freight Discussion**

Summary

The ongoing freight planning study efforts are focusing on a number of tasks based on FHWA guidelines in freight planning. These guidelines include integrating freight planning into the overall planning process, identify and plan for long-term freight needs, develop specific long-range transportation projects, identify potential funding sources for those projects.

The elements and process of the Freight Study include:

1. Freight Self-Assessment

- Identify the key freight facilities and modes (truck, rail, port, air), industries, freight generators
- Understand freight transportation needs (issues such as truck routes, bottlenecks/congestion, truck exclusions, physical constraints, crash locations and safety)
- Identify the major freight players in the region

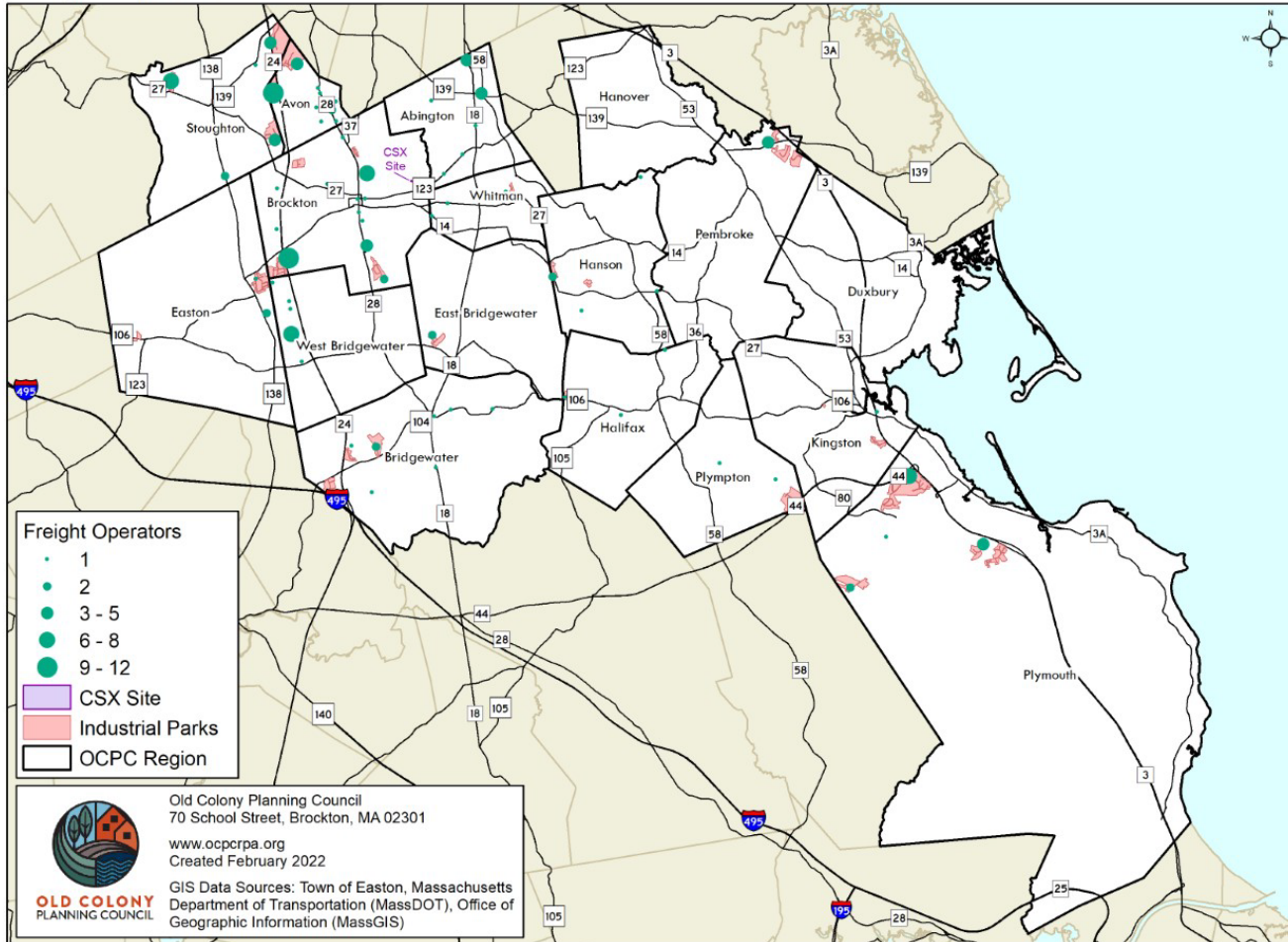
2. Identify action freight related strategies, policies, and projects specific to the region that could be implemented into the MPO's plans and programs.
3. Integrate Freight Plan with the region's Long Range Transportation Plan

Discussions included in the study and report include:

- ❖ Consider existing MassDOT performance measures and targets
- ❖ Review rest area locations for long-distance truck drivers in the region, and the requirements of Jason's Law
- ❖ Identify possible traffic bottlenecks and safety concerns
- ❖ Freight project identification

Freight Operators in the OCPC region

Freight Operations



Attachments:
Map of Freight providers in the OCPC Region



OCPC Freight Planning and Action Study Update



OLD COLONY
PLANNING COUNCIL

Study tasks
and process
based on
FHWA
guidelines
(what we plan to
accomplish)



Self- Assessment (Freight Profile)

What is the freight transportation infrastructure? The physical and operational attributes available for each modal system, key routes and facilities, industry use, physical condition, and traffic volumes.

Commodity flow summary that describes the tonnage and value of freight shipments moving into, out of, through, and within the region.

Other transportation-related factors, such as economic development, land-use, safety, and environmental impacts. The combination of these components provides an illustration of what the regional freight system is, how it is being used, and how it impacts the community (and vice versa).

Freight Planning Issues - Discussions

How is the system network used, and what are its weaknesses or congestion/bottlenecks? What about locations on the network that are safety concerns (compile truck crashes).

Develop mapping – major roadways, inter-modal connectors, railroads, inter-modal terminals, port facilities, and airports. Map the congestion, bottlenecks and flag locations where safety is a problem.

Review aggregate commodity flow data. The Freight Analysis Framework and CFS are available from FHWA and BTS providing commodity flow profiles for states. These geographic levels are larger than an MPO region, they can provide general characteristics for the region, key commodities, mode shares, and inbound/outbound.

Summarize key socioeconomic data. Review key regional trends in employment and population growth including types of employment and overall growth throughout the region. (Census Bureau or Bureau of Economic Analysis, state sources).

Review rest area locations for long-distance truck drivers in the region, and the requirements of Jason's Law.

Consider MassDOT performance measures and targets

Performance Measures adopted by MassDOT and Old Colony MPO

❖ Safety

- Number and rate of fatalities on all public roads.
- Number and rate of serious injuries on all public roads.
- Number of non-motorized fatalities and serious injuries on all public roads.

❖ Infrastructure

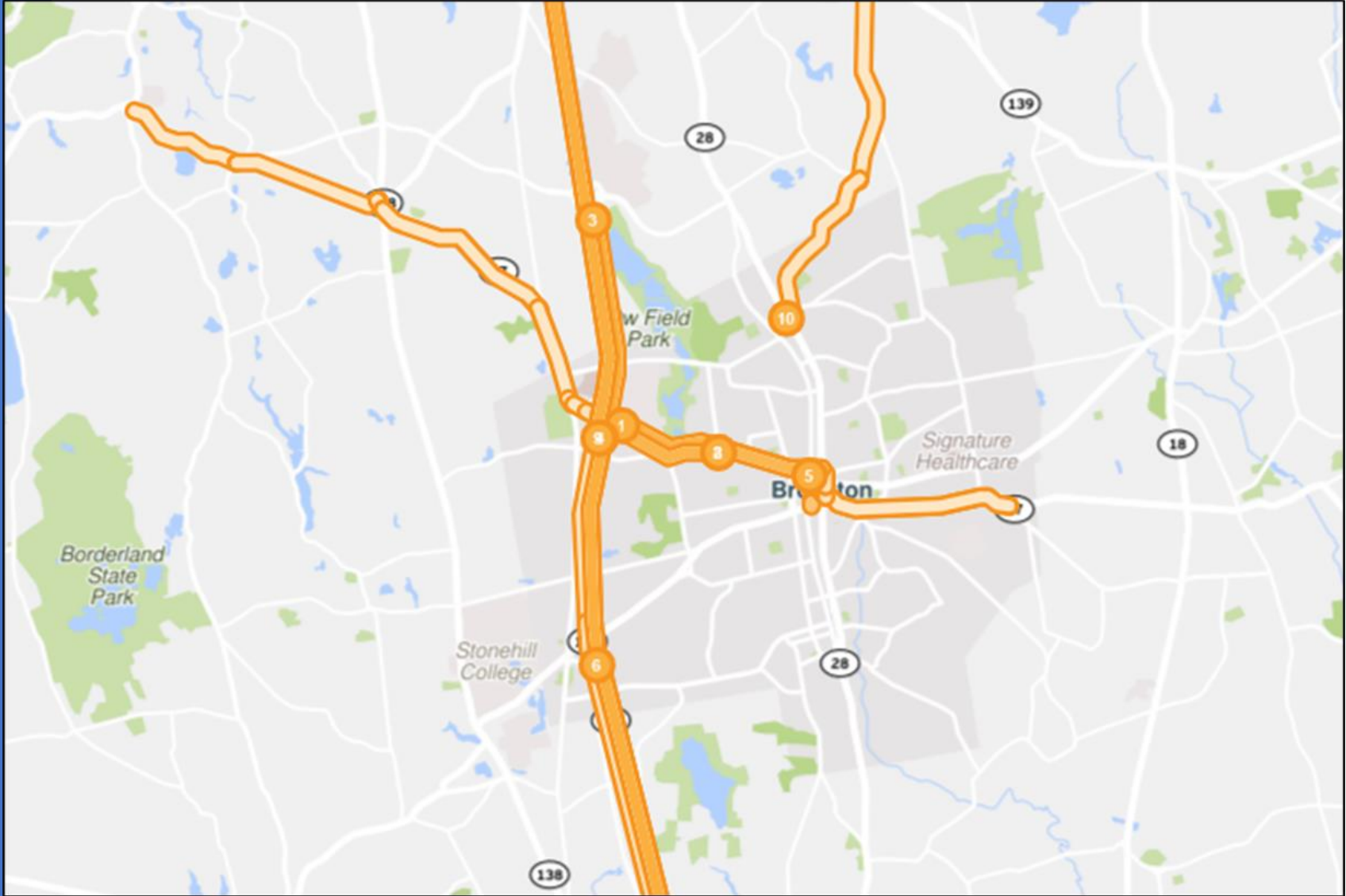
- Percent of Interstate pavements in good/poor condition.
- Percent of non-Interstate NHS pavements in good/poor condition.
- Percent of NHS bridge deck area in good/poor condition.

❖ System performance

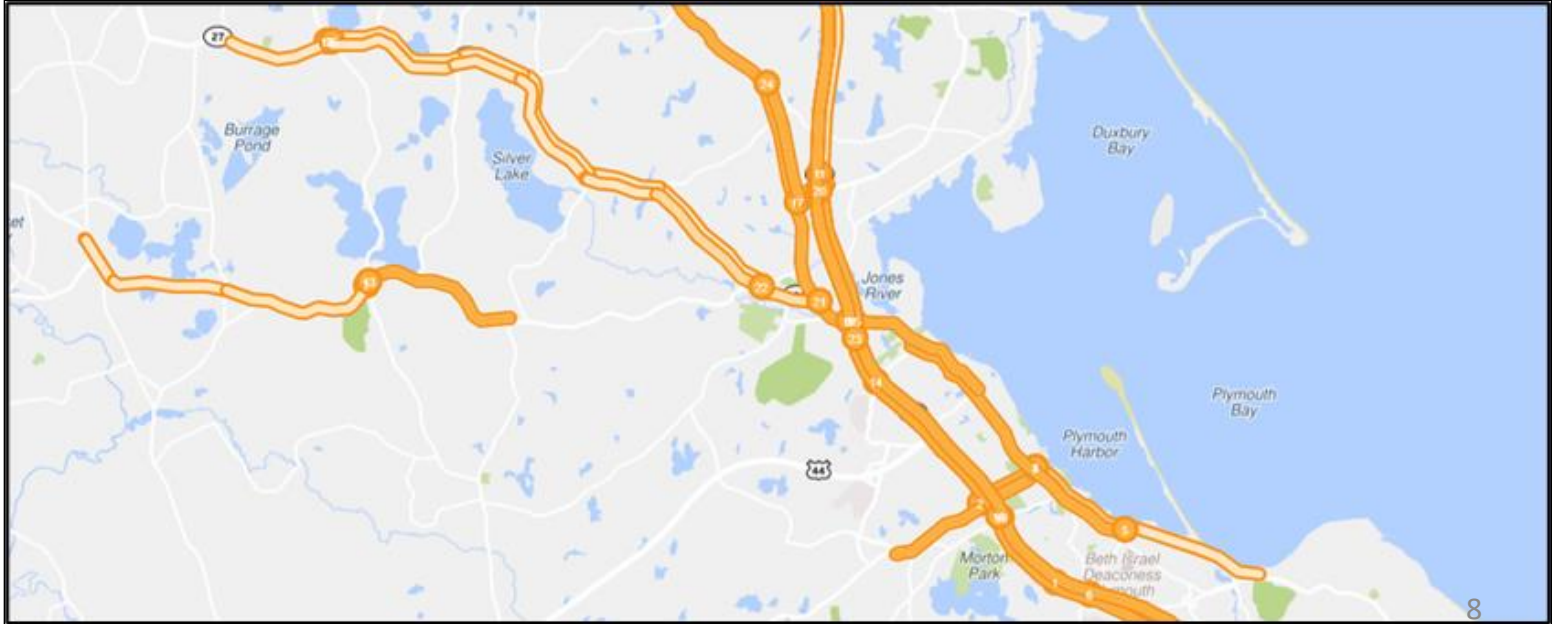
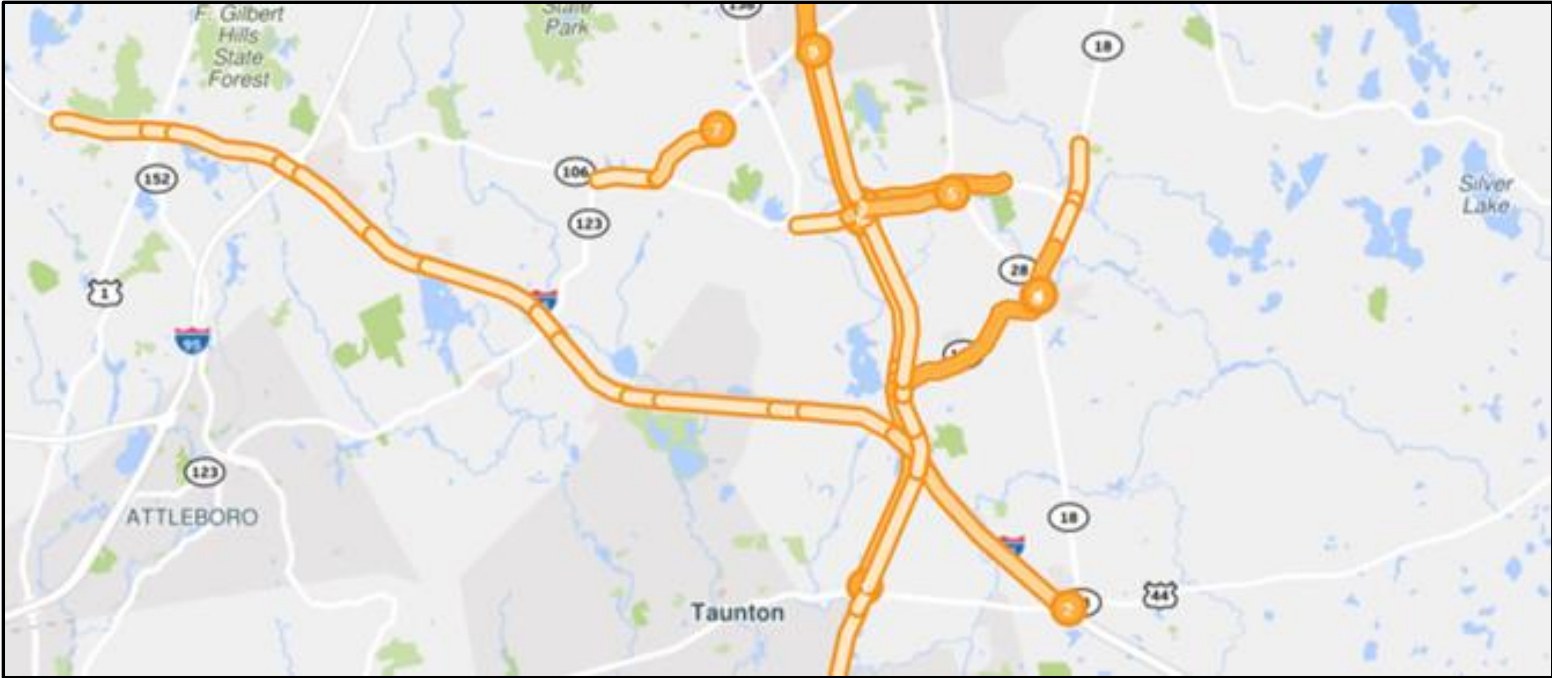
- Truck Travel Time Reliability (TTTR) index: This measure is calculated by dividing the 95th percentile truck travel time on a road segment by the 50th percentile travel time.

Work with MassDOT to develop/compile TTTR for Truck Routes
(Although TTTR is specific for trucks, all PM are important for freight movement)

Using Regional Integrated Transportation Information System (RITIS) to identify bottlenecks and congestion



Using Regional Integrated Transportation Information System (RITIS) to identify bottlenecks and congestion



Truck parking shortages are a national safety concern along with the associated safety risks.

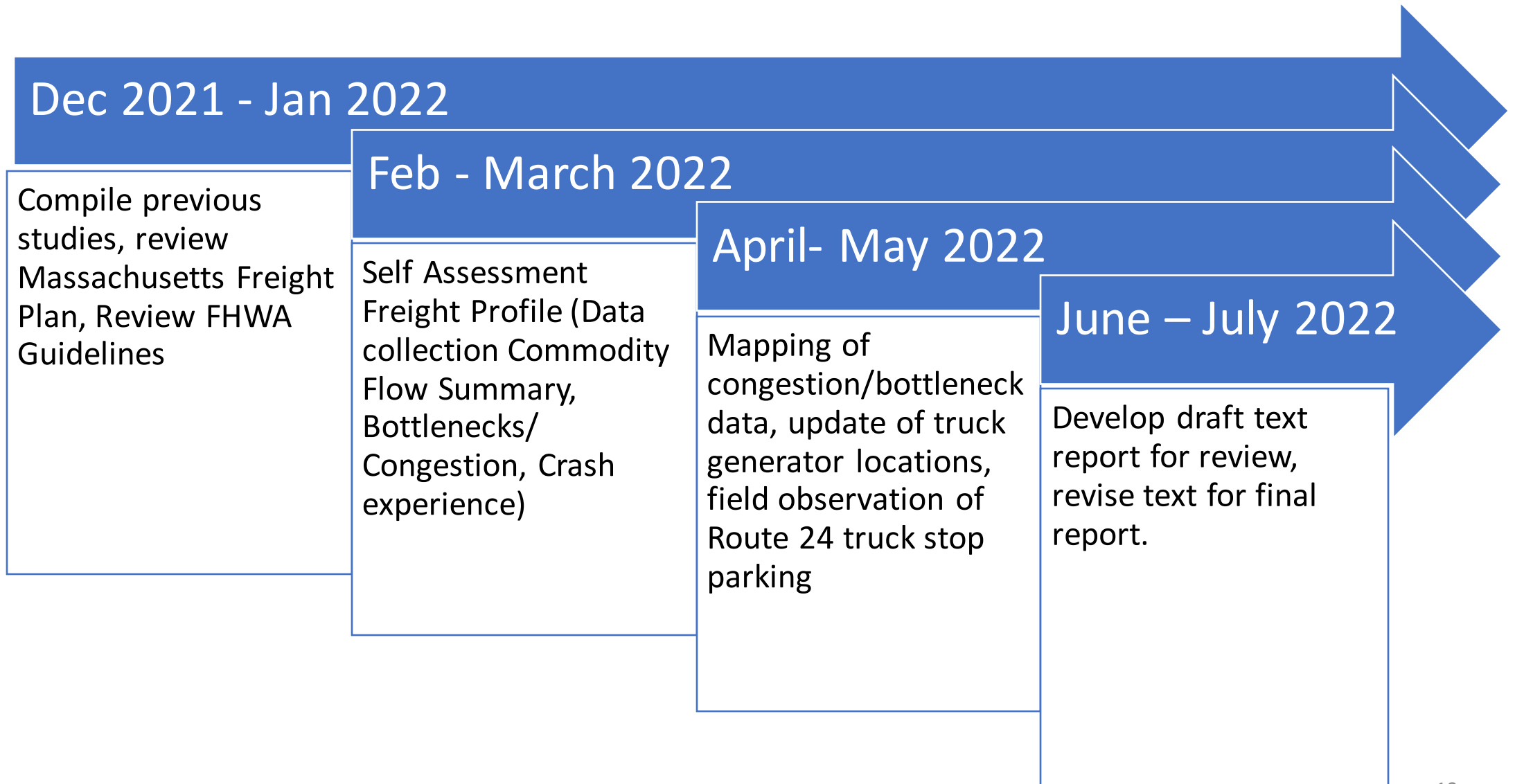
Section 1401 of MAP-21, “Jason’s Law,” addresses the commercial motor vehicle parking shortage at public and private facilities along the National Highway System (NHS). It directs the USDOT to survey and:

1. Evaluate the capability of each State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation;
2. Assess the volume of commercial motor vehicle traffic in each State; and
3. Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each State.

Route 24 Truck/Rest stop Bridgewater at I-495



OCPC Freight Planning and Action Study Timeline



Questions, Comments?

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February 3, 2022 Old Colony JTC Meeting
Agenda Item 7C
Road Safety Audits at Multiple Locations
FFY 2022 Project Update

Summary

Though the Old Colony MPO's FFY 2022 Unified Planning Work Program, Old Colony Planning Council is conducting Road Safety Audits at high crash locations throughout the region. This program builds upon the FFY 2021 program, through with OCPC prepared road safety audits at fifteen locations in Abington, Bridgewater, Brockton, East Bridgewater, Easton, Hanover, Kingston, Plymouth, Stoughton, and West Bridgewater.

In November 2021, OCPC prepared a Road Safety Audit for the intersection of Massapoag Avenue at Mill Street in Easton. Both potential short term lower cost improvements and longer-term capital improvement projects were identified through this Audit and included in the final report, which has been distributed to stakeholders.

Road Safety Audits are currently being scheduled for the following locations:

Abington

- Groveland Street and Linwood Street
- Central Street Corridor

Brockton

- Warren Avenue at Market Street
- West Chestnut Street at Southworth Street

Duxbury

- Summer Street (Route 53) at Franklin Street and High Street
- Congress Street (Route 14) at Franklin Street
- Tremont Street / Enterprise Street (Route 3A) at Tremont Street / Church Street (Route 139)

Old Colony Planning Council is collaborating with municipalities and MassDOT to schedule additional audits 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. Old Colony Planning Council uses the Road Safety Audit process to achieve safety performance goals of reducing the number of serious injuries and fatalities on the roadway network.

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

February 3, 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.

Old Colony Planning Council completed traffic data and safety analysis of Crescent Street (Route 27) at Quincy Street and Massasoit Boulevard and Centre Street (Route 123) at Quincy Street. Data along with analysis and findings have been distributed to the City of Brockton.

Technical assistance was provided to the Town of Easton, with peak hour turning movement counts conducted at Washington Street (Route 138) and Turnpike Street; Washington Street (Route 138) at Purchase Street; and Turnpike Street at Purchase Street. Data has been distributed to the Town.

Project Status Updates

Brockton

- Level of Service Analysis and Crash Rate Analysis of Three Belmont Street (Route 123) Intersections
Data Collection Planned

Kingston

- Technical Assistance with Identifying Thickly Settled Residential Areas
Analysis Underway

Plymouth

- Survey of Billington Street via Drone Program
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.

February 3, 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

EIR

EEA# 16383 - West Bridgewater - Lincoln Park (FEIR)

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.

For Copies: Jeffrey Bandini – jbandini@mcmahonassociates.com

Certificates

EEA # 16478 - 850 Bedford Street – Bridgewater

The Certificate states that this project **Does Not** require an Environmental Impact Report.

Public Notices

MassDEP - Notice of Combined Chapter 91 Waterways License/Permit and 401 Water Quality Certification – Hanover

Public notice is hereby given of the Combined Chapter 91 Waterways License/Permit and 401 Water Quality Certification Application by the Fireworks Site Joint Defense Group to conduct improvement dredging of approximately 4.5 acres of contaminated river bottom sediment approximately 3 feet in depth and to back fill the dredge footprint with an equivalent amount of clean fill material involving the installation and maintenance of a sheet pile cofferdam. The proposed project has been determined to be a Water-Dependent Use.

Notice of Application for a Chapter 91 Waterways Permit – Plymouth

Public notice is hereby given of the waterways application by the Town of Plymouth, Department of Marine & Environmental Affairs to authorize improvement dredging off 0 Spring Lane, in the municipality of Plymouth, in waters of Jenney Pond on Town Brook. The proposed project has been determined to be water-dependent.

February 3, 2022 Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.