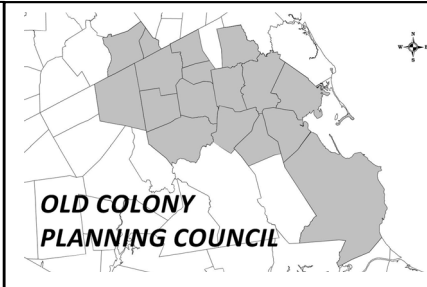


# OLD COLONY JOINT TRANSPORTATION COMMITTEE

*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.oldcolonyplanning.org](http://www.oldcolonyplanning.org) / [@OldColonyPC](https://twitter.com/OldColonyPC)



Thursday, November 3, 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 October 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 2023-2027 Transportation Improvement Program (TIP) Implementation
7. New Business
  - A. TransitMatters: Regional Rail on the South Shore and Greater Brockton
    - Guest Speaker: Ethan Finlan, TransitMatters
  - B. Old Colony Congestion Management Process (CMP)
    - Results of October 2022 Commuter Parking Utilization Survey
  - C. Old Colony 2050 Long Range Transportation Plan (LRTP)
    - Draft Public Survey
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 for more information.

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

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).

**November 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.”
- “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 for more information. Thank you.”

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

**Summary**

Public comments.

**November 3, 2022 Old Colony JTC Meeting  
Agenda Item 3  
Minutes of October 6, 2022 Meeting**

**Summary**

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

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

**Summary**

**FHWA publishes Vulnerable Road User Safety Assessment Guidance**

Secretary Buttigieg recently announced that the Federal Highway Administration published the [Vulnerable Road User Safety Assessment guidance](#). The Vulnerable Road User Safety Assessment is a new requirement in the Highway Safety Improvement Program under the Bipartisan Infrastructure Law. All States are required to develop a Vulnerable Road User Safety Assessment by November 15, 2023. The Vulnerable Road User Safety Assessment includes a quantitative analysis of vulnerable road user fatalities and serious injuries to identify areas as "high-risk" to vulnerable road users. The States will consult with local governments that represent the high-risk areas to identify a program of projects or strategies to reduce safety risks to vulnerable road users in these areas.

For background information and further clarification of the requirements for the Vulnerable Road User Safety Assessment, please visit:

[https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-10/VRU%20Safety%20Assessment%20Guidance%20FINAL_508.pdf)

**Virtual Design Public Hearing ADA Retrofits at Various Locations - Design Public Hearing - November 9, 2022 at 6 p.m.**

The proposed project consists of the reconstruction of existing pedestrian curb ramps to Americans with Disabilities Act (ADA) and Architectural Access Board (AAB) standards at various locations throughout MassDOT District 5, including the Towns of Fairhaven, Hingham, Norwood, Plymouth, Swansea, and Walpole. The ramps included in this project have been identified by MassDOT as priority locations of substandard pedestrian ramps based on an assessment of the entire District. The additional required work to reconstruct each curb ramp may include, but is not limited to, sidewalk and curb reconstruction (where it exists today), full depth pavement reconstruction and/or milling & overlay of the existing roadway in the intersections, and restoration of existing grass areas.

Attendees will have the opportunity to ask questions and offer comments during the meeting. This meeting will be recorded and transcribed by a stenographer. Visit [www.mass.gov/massdot-highway-design-public-hearings](http://www.mass.gov/massdot-highway-design-public-hearings) for more information and how to register.

**Bourne - Cape Cod Canal Bridges Program Virtual Public Information Meetings – November 15 and 17, 2022 at 6:00 p.m.**

A Live Virtual Public Information Meetings will be hosted on the MassDOT website below to present an overview of the proposed Cape Cod Bridges Program in Bourne, MA.

The proposed program consists of replacement of the Bourne and Sagamore bridges, as well as improvements to the approach roadway networks to address the multimodal deficiencies within the Cape Cod Canal area.

Project inquiries, written statements and other exhibits regarding the proposed undertaking may be submitted to Carrie Lavalley, P.E., Chief Engineer, via e-mail to [MassDOTMajorProjects@dot.state.ma.us](mailto:MassDOTMajorProjects@dot.state.ma.us) or via US Mail to Suite 6340, 10 Park Plaza, Boston, MA 02116, Attention: Major Projects, Project File No. 608020. Statements and exhibits intended for inclusion in the public meeting transcript must be emailed or postmarked no later than ten (10) business days after the meeting is posted to the MassDOT website listed below.

Attendees will have the opportunity to ask questions and offer comments during the meeting. This meeting will be recorded and transcribed by a stenographer. Visit [www.mass.gov/massdot-highway-design-public-hearings](http://www.mass.gov/massdot-highway-design-public-hearings) for more information and how to register.

### **Thriving Communities Program (TCP) Notice of Funding Opportunity**

Funded with \$25 million through the Consolidated Appropriations Act of 2022, the U.S. Department of Transportation's (DOT) new Thriving Communities Program (TCP) aims to ensure that disadvantaged communities adversely or disproportionately affected by environmental, climate, and human health policy outcomes have the technical tools and



organizational capacity to compete for federal aid and deliver quality infrastructure projects that enable their communities and neighborhoods to thrive.

The TCP is designed to provide technical assistance, planning, and capacity building support to advance a pipeline of transportation and community revitalization activities that increase mobility, reduce pollution from transportation sources, expand affordable transportation and housing options, improve health outcomes, facilitate efficient land use, preserve or expand jobs, and enhance connections to health care, education, and food security to benefit disadvantaged populations and communities. The Thriving Communities Program will support and build local capacity to improve project acceleration, access to and management of Federal funding, and deployment of local hiring, workforce development and inclusive community engagement practices. The TCP facilitates the planning and development of transportation and community revitalization activities and provides tools to ensure that under-resourced communities can access the historic funding provided in the [Bipartisan Infrastructure Law](#) (BIL).

The Thriving Communities Program Notice of Funding Opportunity (NOFO) is now available on [Grants.gov](#). You can find it by searching Opportunity Number DOT-TCP-FY22-01.

**Applications in response to the NOFO must be submitted by 11:59 p.m. on November 22, 2022.** As a reminder, you **must** complete the Grants.gov registration process before submitting the final application, which can take several weeks to finalize. Applicants are encouraged to start the Grants.gov registration process now. Visit the [How to Apply](#) page for more information.

If a prospective TCP applicant is experiencing delays related to the SAM.gov/UEI/Grants.gov registration, one solution is for that entity (“intended applicant”) to partner with another eligible applicant (“submitting applicant”) with an active Grants.gov account to submit on behalf of the intended applicant. DOT does not require an active UEI at the time of application but does require an active UEI to be a recipient of Federal funds, if awarded.

If an applicant pursues this option, DOT encourages the applicant to:

1. Identify the intended applicant [organization name and location] upon whose behalf the submitting applicant is acting at the top of the application narrative.
2. Note – the submitting applicant does NOT have to serve as the recipient / administrative agent of the grant, if awarded.

For more information, please visit: <https://www.transportation.gov/grants/thriving-communities>

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

**Summary**

Brockton Area Transit to provide report.

**November 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.

**November 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 October 2022, work conducted involved continued fencing installation in eight communities on Fall River & Middleborough Secondary Lines and New Bedford Main Line; utilizing Cotley Street in Berkley to access right-of-way (ROW) for various project activities; 24-hour track work in New Bedford; 24-hour crossing work in Freetown; overnight crossing work in New Bedford; shoulder closure on Route 140 Southbound in Taunton for curb and sidewalk installation; daytime track work in Berkley, Lakeville, Middleborough, Raynham, and Taunton; overnight road work and lane closures for crossing work in Taunton; daytime and nighttime work at the Fall River Depot site; a detour in Fall River for bridge work; daytime and overnight roadwork on Route 105 in Middleborough, 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](https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_30)

**November 3, 2022 Old Colony JTC Meeting**  
**Agenda Item 6A**  
**FFY 2023-2027 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 2023 PROJECTS:**

- DUXBURY – BRIDGE REPLACEMENT ROUTE 3 (PILGRIMS HIGHWAY) NB/SB OVER FRANKLIN STREET
  - 25% Package received by MassDOT (2/22/2022).
  - Design Public Hearing held October 6, 2022.
  - Cost Estimate is \$30,575,483
  
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2
  - MassDOT comments on the 75% Package returned to the Design Engineer (6/21/2022).
  - Design Public Hearing held February 16, 2022.
  - Cost Estimate for AC Phase 1 is \$9,264,000 (Total cost is \$12,128,352).

- 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 \$4,242,977.

<b>FFY 2024 PROJECTS:</b>
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- 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 \$3,074,203.
- BROCKTON – CITYWIDE SYSTEMIC COUNTERMEASURES AND SAFE SYSTEMS IMPLEMENTATION (609410)
  - Project is in the preliminary design phase Cost Estimate is \$3,074,203.
  - Cost Estimate is \$4,000,000.
- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
  - 25% Package received by MassDOT (11/15/2021).



- Design Engineer Reports Updated Data Collection and Analysis Required for 25% Design (8/26/2022).
- Cost Estimate is \$2,251,087.
  
- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - Project is in the preliminary design phase.
  - Cost Estimate is \$ \$2,062,345.
  
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2
  - MassDOT comments on the 75% Package returned to the Design Engineer (6/21/2022).
  - Design Public Hearing Scheduled for February 16, 2022.
  - Cost Estimate for AC Phase 2 is \$2,864,352 (Total cost is \$12,128,352).

<b>FFY 2025 PROJECTS:</b>
---------------------------

- 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).
  - Design Engineer Reports Updated Data Collection and Analysis Required for 25% Design (8/26/2022).

- Cost Estimate is \$4,536,000.
- 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 \$6,938,302.

<b>FFY 2026 PROJECTS:</b>
---------------------------

- 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 \$5,374,667.
- AVON - INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD (611979)
  - 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 \$4,200,000.

- DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)
  - Project is in the preliminary design phase.
  - Cost Estimate is \$2,688,000.
  
- 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 \$5,232,158; AC Phase 2 is \$6,316,184 and will be programmed in FFY 2027 of FFY 2023-2027 TIP (Total cost is \$10,311,020).

<b>FFY 2027 PROJECTS:</b>
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- BROCKTON – INTERSECTION IMPROVEMENTS AT CRESCENT STREET (ROUTE 27) / QUINCY STREET / MASSASOIT BOULEVARD (606143)
  - Project is in the preliminary design phase.
  - Cost Estimate is \$6,148,928.

- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506) AC Phase 2 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 \$5,232,158; AC Phase 2 is \$6,316,184 and will be programmed in FFY 2027 of FFY 2023-2027 TIP (Total cost is \$10,311,020).
  
- DUXBURY – BRIDGHE REPLACEMENT – POWDER POINT AVENUE OVER DUXBURY BAY (612006)
  - Advance Construction in multiple phases in FFYs 2027, 2028, 2029, and 2030.
  - Project is in the preliminary design phase.
  - Cost Estimate is \$157,257,710.

<b>CURRENTLY UNPROGRAMMED PROJECTS IN FFY 2023-2027 TIP</b>
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- 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 - INTERSECTION IMPROVEMENTS, ROUTE 18 (BEDFORD STREET) AT ROUTE 123 (BROCKTON AVENUE) (612770)
  - Currently not programmed.
  - Project approved by the MassDOT Project Review Committee (PRC) on 5/12/2022.
  - Project is in the preliminary design phase.
  - Cost Estimate is \$5,387,025
  
- 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.
  
- 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 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.
  
- 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
- HANOVER – CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET, AND SILVER STREET (612769)
    - Currently not programmed.
    - Project approved by the MassDOT Project Review Committee (PRC) on 5/12/2022.
    - Project is in the preliminary design phase.
    - Cost Estimate is \$6,156,600

- 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.

**November 3, 2022 Old Colony MPO Meeting**  
**Agenda Item 7A**  
**TransitMatters: Regional Rail on the South Shore**

**Summary**

TransitMatters is dedicated to improving transit in and around Boston by offering new perspectives, uniting transit advocates, and informing the public. We utilize a high level of critical analysis to advocate for plans and policies that promote convenient, effective, and equitable transportation for everyone.

Their vision is to make a sustainable, equitable, and reliable public transportation system accessible to everyone in Metropolitan Boston by advancing proven best practices as well as high-impact, low-cost initiatives.

**October 6, 2022 Old Colony MPO Meeting**  
**Agenda Item 7B**  
**Old Colony Congestion Management Process (CMP)**  
**Results of October 2022 Commuter Parking Utilization Study**

**Summary**

Between October 25<sup>th</sup> and 27<sup>th</sup>, members of Old Colony Planning Council's Transportation Department conducted its bi-annual Congestion Management Process (CMP) data collection at 15 MBTA Commuter Rail stations and five MassDOT Park & Ride lots. At the beginning of the COVID-19 pandemic, utilization at the visited facilities was extremely low. Over time, the utilization has increased each and last month continued that trend. While overall utilization is between 40-50% of pre-pandemic levels, it is trending back in the direction of pre-pandemic levels and gives hope for the future.

All 15 Commuter Rail stations experienced an increase of utilization, ranging from 4% higher utilization at the Holbrook/Randolph station to 56% higher at the Abington station. Before the pandemic, all 15 stations yielded vehicle totals in the hundreds. The October 2021 data collection saw the return of triple digit counts at six of the stations, April 2022 yielded eight stations in the hundreds, and last month had 11 stations with over 100 vehicles. It was announced that the Plymouth station would reopen in July, however that did not occur, and it

is uncertain if that station will ever be used again. Even with people working remotely or hybrid, there is a clear increase in workers utilizing the commuter rail.

The Park & Ride lots had a different result; there was only one increase in utilization from April at one location, and overall, there was a decrease from April's count. The lone increase was experienced at the Plymouth lot on Route 3, and a 10% increase was yielded. The West Bridgewater lot, which historically has been well utilized, had under 100 vehicles for the second time since the pandemic and had not been experienced before the pandemic (dating back to 2001). This is likely due to the change in provided bus service at this location. The previous service (Bloom bus) provided four morning and four afternoon peak trips, both inbound and outbound. The new service (Plymouth & Brockton) provides six inbound and six outbound trips spread throughout the day and is less ideal for commuters who need bus service at this lot for their work commute.

[Attachment\(s\)](#)

PowerPoint Presentation

EDISON  
BUILDING  
1883

# Old Colony Congestion Management Process: Results of October 2022 Commuter Parking Utilization Survey

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Shawn Bailey

Senior Transportation Planner

November 2, 2021 Old Colony JTC Meeting






# Commuter Rail Parking Trends


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- Anticipated a continued increase in utilization.
  - Every count since April 2020 has increased over the previous count.
- Plymouth station still closed.
  - Expected reopening on July 5, 2022.
- October 2022 was 48% below October 2019.
  - Dating back to April 2020, the counts were 60%, 71%, 89%, 89%, and 98% below October 2019.

# October Commuter Rail Results

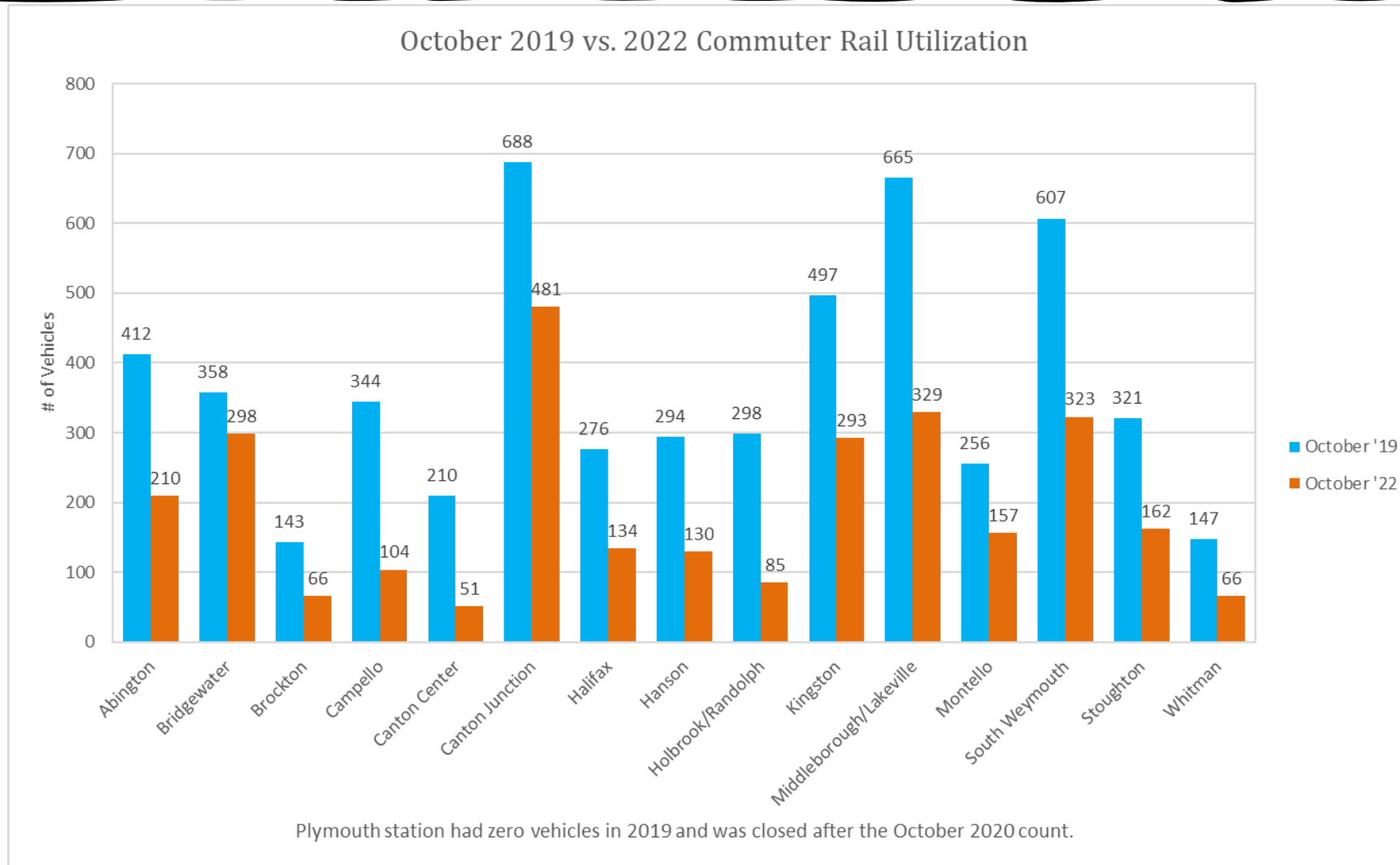
Location	Total Spaces	 Spaces	Bicycle Spaces	Total Parked	 Parked	Bicycles Parked	Survey Date	Staff Initials	Total Utilization	 Utilization	Bicycle Utilization	
<b>Providence/Stoughton Line</b>												
Canton Junction	762	12	48	481	1	5	10/27/22	KM	63.12%	8.33%	10.42%	
Canton Center	215	4	10	51	0	2	10/27/22	KM	23.72%	0.00%	20.00%	
Stoughton	311	10	13	162	0	3	10/27/22	KM	52.09%	0.00%	23.08%	
<b>Middleborough/Lakeville Line</b>												
Holbrook/Randolph	362	14	24	85	0	2	10/27/22	SB	23.48%	0.00%	8.33%	
Montello	351	12	36	157	1	1	10/27/22	SB	44.73%	8.33%	2.78%	
Brockton (BAT Facility)	323	11	52	66	1	1	10/27/22	SB	20.43%	9.09%	1.92%	
Campello	552	11	26	104	0	0	10/27/22	SB	18.84%	0.00%	0.00%	
Bridgewater	499	10	28	298	0	2	10/26/22	SB	59.72%	0.00%	7.14%	
Middleborough/Lakeville	769	13	8	329	0	0	10/26/22	SB	42.78%	0.00%	0.00%	
<b>Kingston/Plymouth Line</b>												
South Weymouth	636	13	28	323	1	0	10/25/22	AV	50.79%	7.69%	0.00%	
Abington	404	9	12	210	0	7	10/25/22	AV	51.98%	0.00%	58.33%	
Whitman	199	7	12	66	0	1	10/25/22	AV	33.17%	0.00%	8.33%	
Hanson	428	8	14	130	0	0	10/26/22	GL	30.37%	0.00%	0.00%	
Halifax	412	10	19	134	0	0	10/26/22	GL	32.52%	0.00%	0.00%	
Kingston	1,030	22	32	293	0	0	10/25/22	RG	28.45%	0.00%	0.00%	
<b>Total Providence/Stoughton Line</b>	<b>1,288</b>	<b>26</b>	<b>71</b>	<b>694</b>	<b>1</b>	<b>10</b>			<b>53.88%</b>	<b>3.85%</b>	<b>14.08%</b>	
<b>Total Middleborough/Lakeville Line</b>	<b>2,856</b>	<b>71</b>	<b>174</b>	<b>1,039</b>	<b>2</b>	<b>6</b>			<b>36.38%</b>	<b>2.82%</b>	<b>3.45%</b>	
<b>Total Kingston/Plymouth Line</b>	<b>3,109</b>	<b>69</b>	<b>117</b>	<b>1,156</b>	<b>1</b>	<b>8</b>			<b>37.18%</b>	<b>1.45%</b>	<b>6.84%</b>	
<b>Total All Stations</b>	<b>7,253</b>	<b>166</b>	<b>362</b>	<b>2,889</b>	<b>4</b>	<b>24</b>			<b>39.83%</b>	<b>2.41%</b>	<b>6.63%</b>	

# 10-Year Commuter Rail Utilization

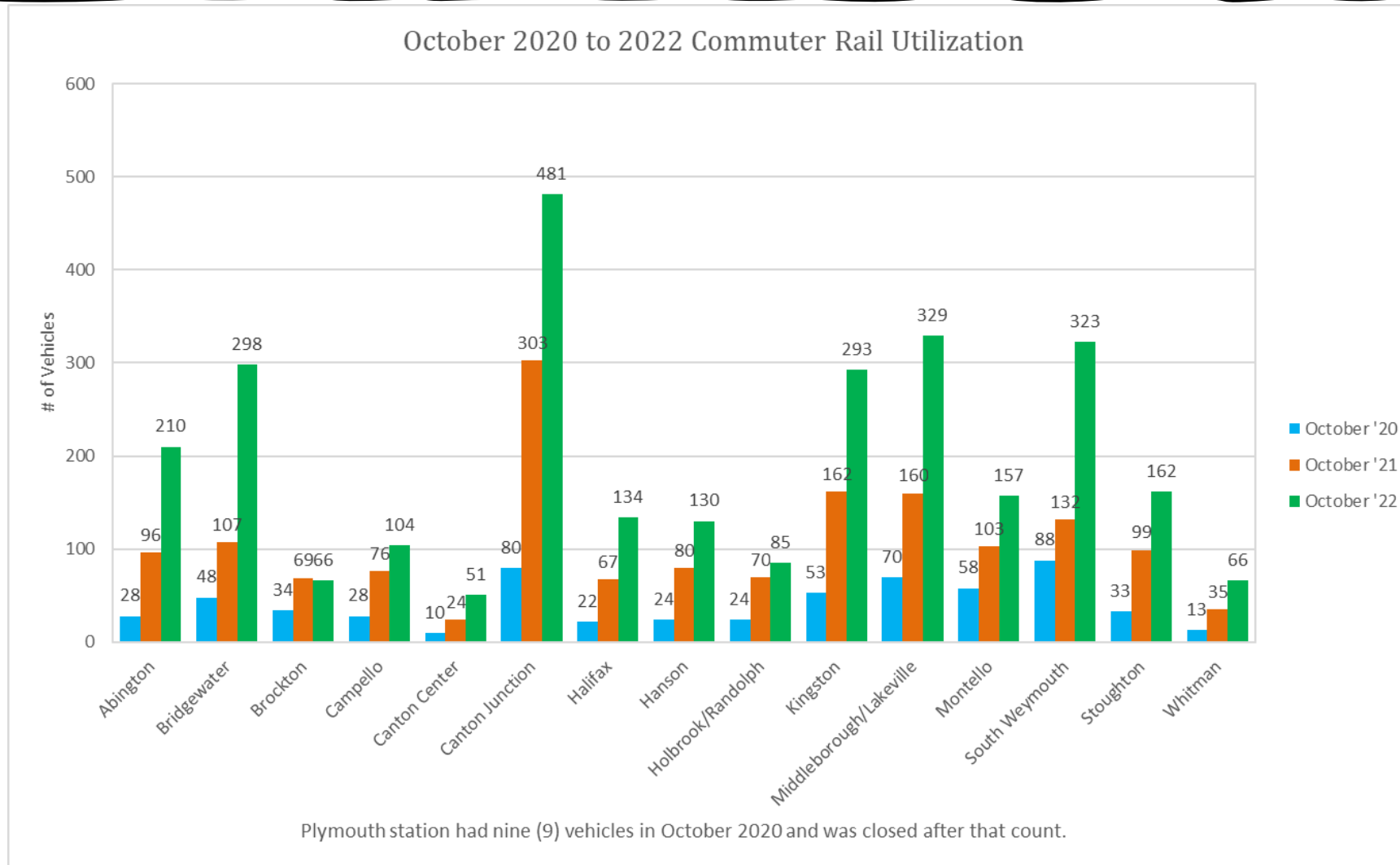
Location	Total Spaces																									
		Spaces	Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22		
<b>Providence/Stoughton Line</b>																										
Canton Junction	762	12	542	598	618	650	649	708	711	687	721	669	686	583	561	635	542	688	12	80	84	303	396	481		
Canton Center	215	4	132	158	158	192	184	189	165	181	173	182	202	187	192	190	193	210	0	10	8	24	44	51		
Stoughton	323	10	237	255	275	307	354	307	282	356	296	301	275	326	321	329	326	321	3	33	32	99	130	162		
<b>Middleborough/Lakeville Line</b>																										
Holbrook/Randolph	362	14	198	201	197	228	233	238	251	271	247	258	250	284	287	267	309	298	2	24	29	70	82	85		
Montello	351	12	125	131	132	130	134	148	155	158	165	163	151	174	162	290	203	256	23	58	63	103	130	157		
Brockton (BAT Centre)	323	11	176	149	162	172	205	204	190	160	166	160	160	174	194	155	178	143	0	30	34	69	63	66		
Campello	552	11	142	158	157	167	185	204	195	183	176	208	189	189	224	226	281	344	5	28	24	76	78	104		
Bridgewater	499	10	296	368	357	271	334	328	280	314	344	337	348	376	363	390	296	358	13	48	76	107	194	298		
Middleborough/Lakeville	769	13	428	450	433	475	453	547	500	540	484	550	515	564	594	685	641	665	18	70	65	160	233	329		
<b>Kingston/Plymouth Line</b>																										
South Weymouth	636	13	272	271	249	421	298	329	333	331	314	304	347	405	416	498	467	607	2	88	89	132	222	323		
Abington	404	9	232	237	253	278	294	290	316	326	322	334	349	358	357	367	375	412	0	28	27	96	135	210		
Whitman	199	7	119	118	136	170	155	157	155	180	178	181	167	192	193	122	111	147	0	13	12	35	55	66		
Hanson	428	8	211	224	279	238	226	230	247	306	244	270	274	266	271	309	259	294	8	24	20	80	97	130		
Halifax	412	10	202	176	209	202	212	224	205	153	194	215	211	238	223	265	255	276	2	22	23	67	96	134		
Kingston	1,030	22	333	290	287	313	316	405	363	440	404	408	402	410	420	501	441	497	11	53	43	162	242	293		
Plymouth	96	4	0	0	1	0	3	1	6	0	0	1	2	2	8	1	0	0	0	9	N/A	N/A	N/A	N/A		
<b>Total Providence/Stoughton Line</b>	<b>1,300</b>	<b>26</b>	<b>911</b>	<b>1,011</b>	<b>1,051</b>	<b>1,149</b>	<b>1,187</b>	<b>1,204</b>	<b>1,158</b>	<b>1,224</b>	<b>1,190</b>	<b>1,152</b>	<b>1,163</b>	<b>1,096</b>	<b>1,074</b>	<b>1,154</b>	<b>1,061</b>	<b>1,219</b>	<b>15</b>	<b>123</b>	<b>124</b>	<b>426</b>	<b>570</b>	<b>694</b>		
<b>Total Middleborough/Lakeville Line</b>	<b>2,856</b>	<b>71</b>	<b>1,365</b>	<b>1,457</b>	<b>1,438</b>	<b>1,443</b>	<b>1,544</b>	<b>1,669</b>	<b>1,571</b>	<b>1,626</b>	<b>1,582</b>	<b>1,676</b>	<b>1,613</b>	<b>1,761</b>	<b>1,824</b>	<b>2,013</b>	<b>1,908</b>	<b>2,064</b>	<b>61</b>	<b>258</b>	<b>291</b>	<b>585</b>	<b>780</b>	<b>1,039</b>		
<b>Total Kingston/Plymouth Line</b>	<b>3,205</b>	<b>73</b>	<b>1,369</b>	<b>1,316</b>	<b>1,414</b>	<b>1,622</b>	<b>1,504</b>	<b>1,636</b>	<b>1,625</b>	<b>1,736</b>	<b>1,656</b>	<b>1,713</b>	<b>1,752</b>	<b>1,871</b>	<b>1,888</b>	<b>2,063</b>	<b>1,908</b>	<b>2,233</b>	<b>23</b>	<b>237</b>	<b>214</b>	<b>572</b>	<b>847</b>	<b>1,156</b>		
<b>Total All Stations</b>	<b>7,361</b>	<b>170</b>	<b>3,645</b>	<b>3,784</b>	<b>3,903</b>	<b>4,214</b>	<b>4,235</b>	<b>4,509</b>	<b>4,354</b>	<b>4,586</b>	<b>4,428</b>	<b>4,541</b>	<b>4,528</b>	<b>4,728</b>	<b>4,786</b>	<b>5,230</b>	<b>4,877</b>	<b>5,516</b>	<b>99</b>	<b>618</b>	<b>629</b>	<b>1,583</b>	<b>2,197</b>	<b>2,889</b>		



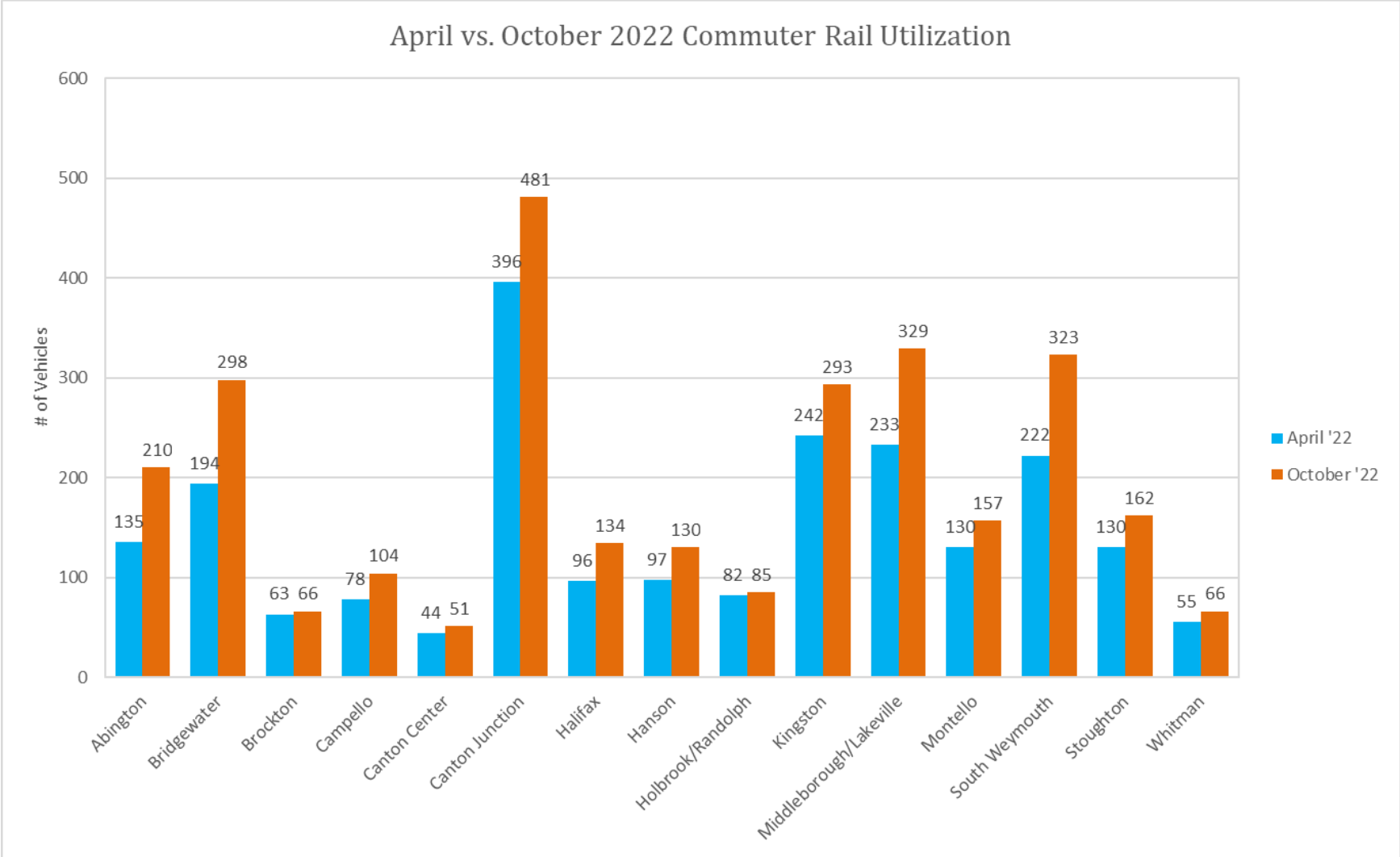
# Commuter Rail – October 2019 & 2022



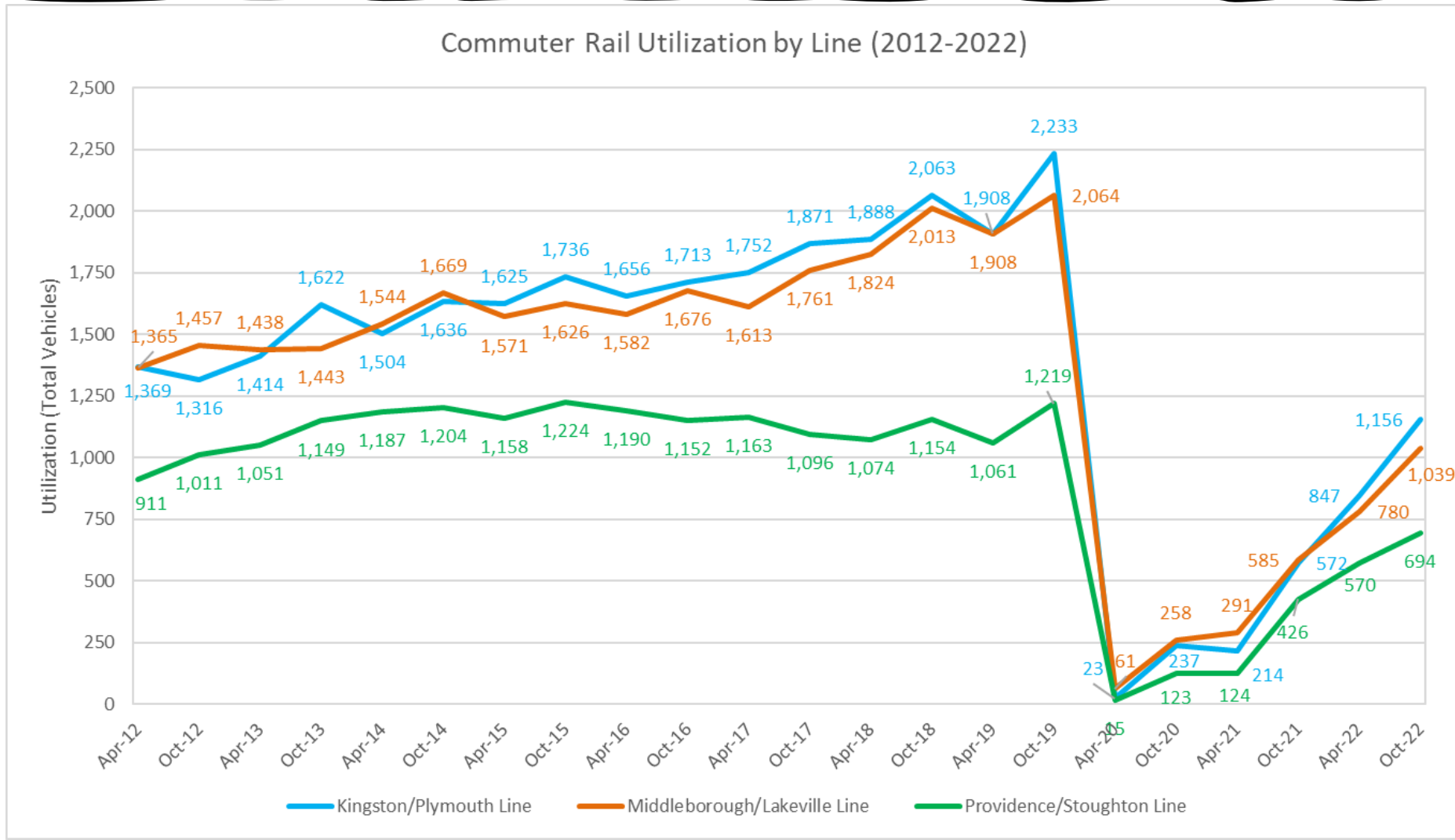
# Commuter Rail - October 2020 to 2022



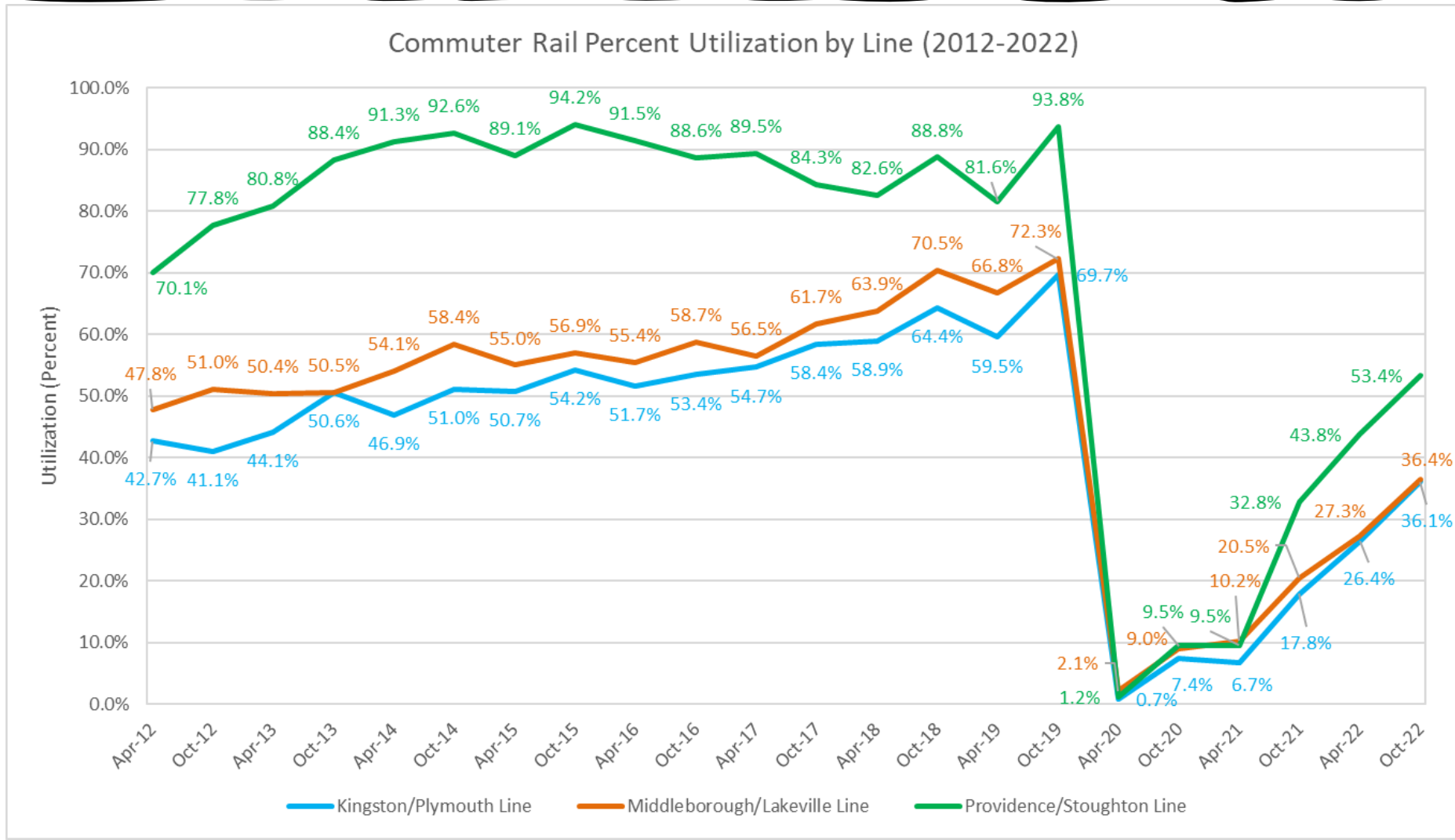
# Commuter Rail - April to October



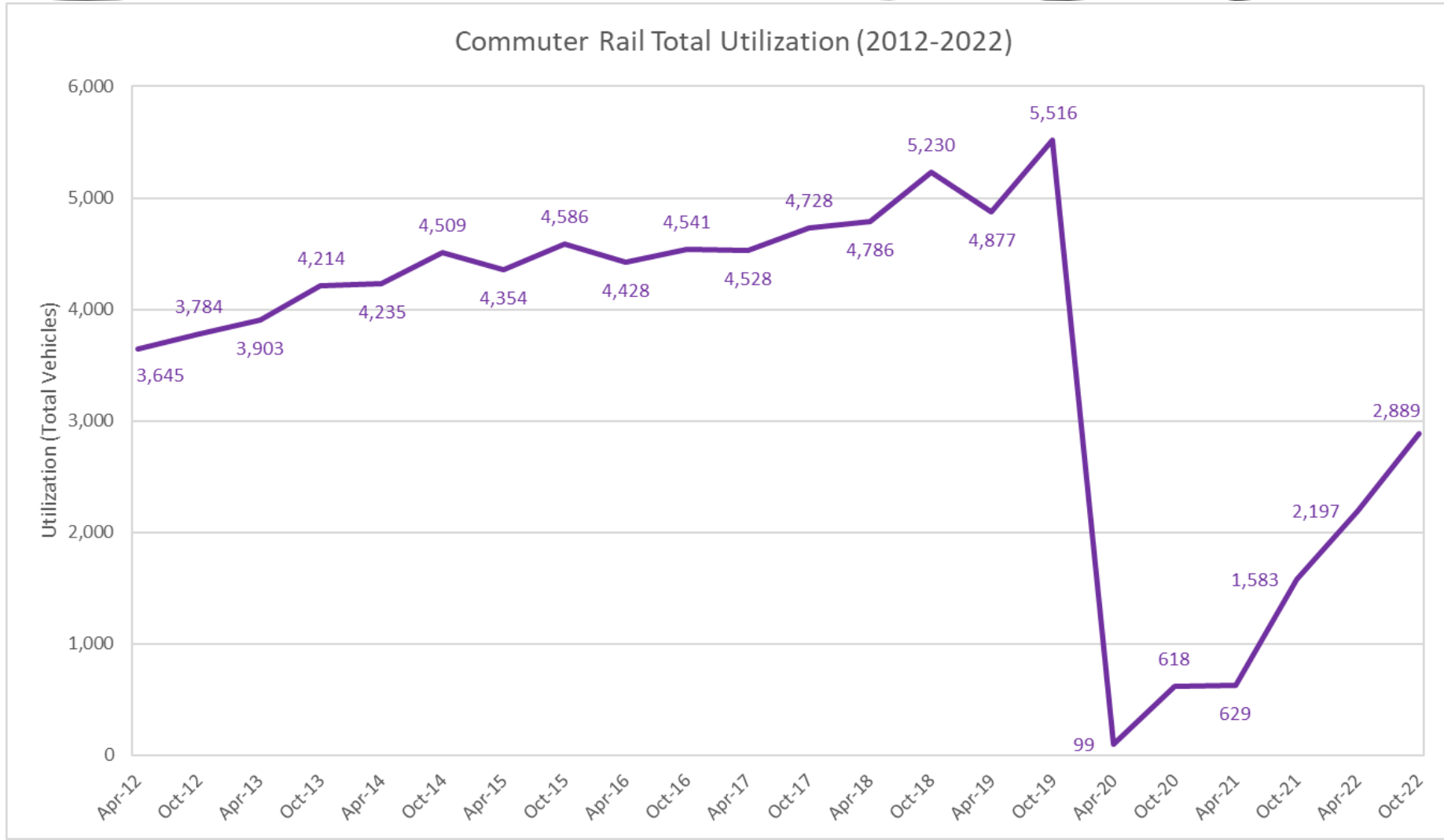
# 2012-2022 Utilization by Line



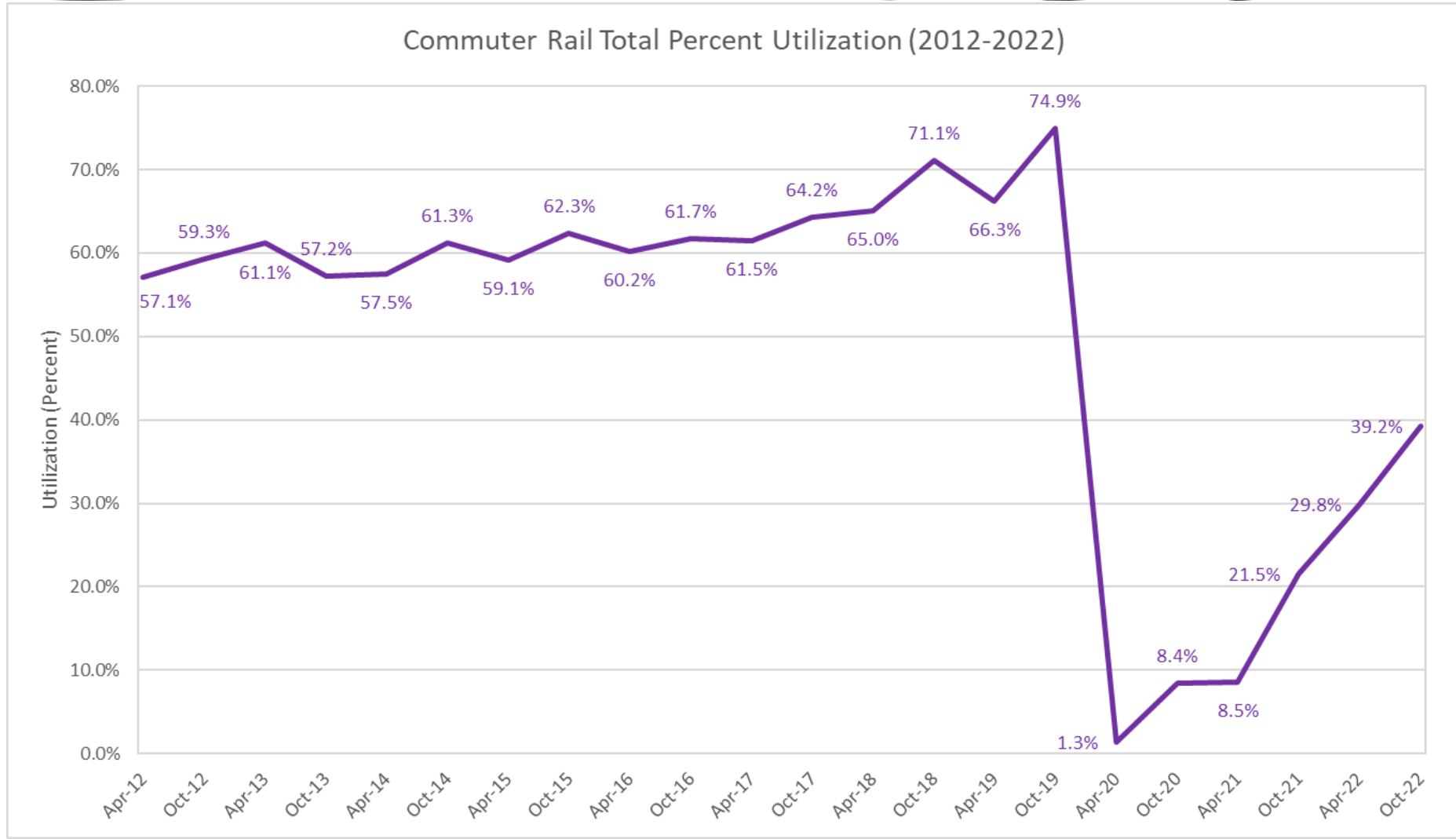
# 2012-2022 Utilization % by Line



# 2012-2022 Total Utilization



# 2012-2022 Total Utilization %



# Commuter Rail Results/Looking Ahead

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- Every station had an increase above April 2022.
  - Increases ranged from 4% (Holbrook/Randolph) to 56% (Abington).
  - Stoughton line increased 22%, Middleborough/Lakeville line increased 33%, Kingston line increased 36%.
  - Overall increase was 31%.
- Highest vehicle count and utilization was Canton Junction (481 vehicles and 63.1% utilized).
  - Four other locations above 50% utilized (Bridgewater, Abington, South Weymouth, & Stoughton).
- Combined utilization of 39.2% (Compared to 29.8% in April 2021).





# Park & Ride Parking Trends


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- Anticipated a continued increase in utilization.
  - Every count since April 2020 has increased over the previous count.
  - April 2022 saw a 50% increase over October 2021.
- Bloom Bus service terminated at West Bridgewater lot.
  - P&B Woods Hole to Boston/Logan Airport route began servicing lot in October 2021.
- October 2022 was 48% below October 2019.
  - Dating back to October 2020, the counts were 42%, 61%, 74%, and 75% below October 2019.
    - Lots not visited in April 2020.

# October Park & Ride Results

Location	Total Spaces	 Spaces	Bicycle Spaces
<b>Route 3 Corridor</b>			
Rockland - Route 3, Exit 35 (Route 228)	440	8	0
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	0
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	10
<b>Route 24 Corridor</b>			
West Bridgewater - Route 24, Exit 28 (Route 106)	185	7	11
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	0
<b>Total Route 3 Corridor</b>	<b>1,017</b>	<b>22</b>	<b>10</b>
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>7</b>	<b>11</b>

Total Parked	 Parked	Bicycles Parked	Date of Survey	Staff Initials
<b>Route 3 Corridor</b>				
174	2	0	10/25/22	AV
110	0	0	10/25/22	RG
242	2	0	10/25/22	RG
<b>Route 24 Corridor</b>				
90	0	0	10/26/22	SB
11	0	0	10/26/22	SB
<b>526</b>	<b>4</b>	<b>0</b>		
<b>101</b>	<b>0</b>	<b>0</b>		


Total Utilization	 Utilization	Bicycle Utilization
<b>Route 3 Corridor</b>		
39.55%	25.00%	0.00%
55.00%	0.00%	0.00%
64.19%	33.33%	0.00%
<b>Route 24 Corridor</b>		
48.65%	0.00%	0.00%
18.33%	0.00%	0.00%
<b>51.72%</b>	<b>18.18%</b>	<b>0.00%</b>
<b>41.22%</b>	<b>0.00%</b>	<b>0.00%</b>

<b>Total All Lots</b>	<b>1,262</b>	<b>29</b>	<b>21</b>
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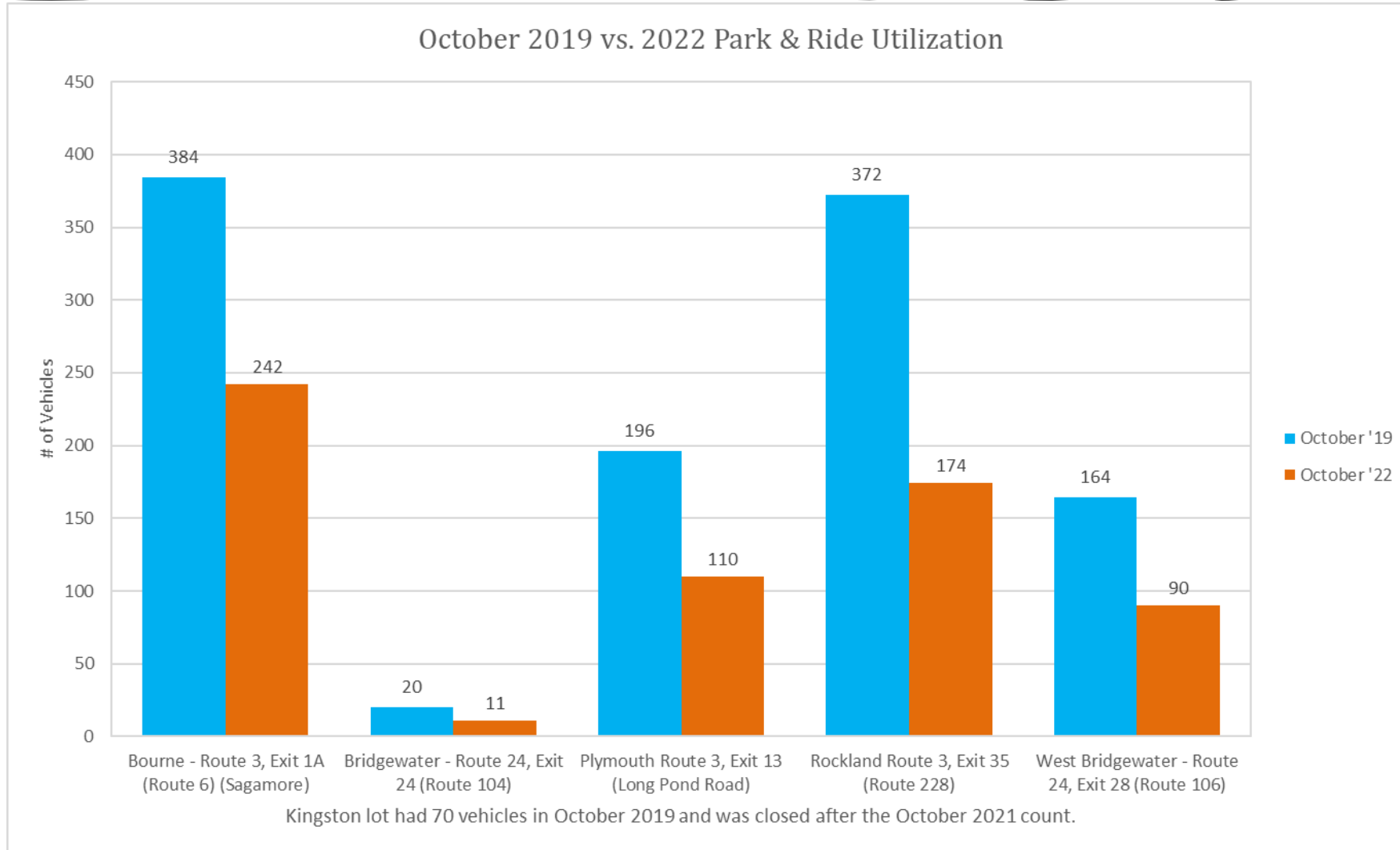
<b>627</b>	<b>4</b>	<b>0</b>		
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<b>49.68%</b>	<b>13.79%</b>	<b>0.00%</b>
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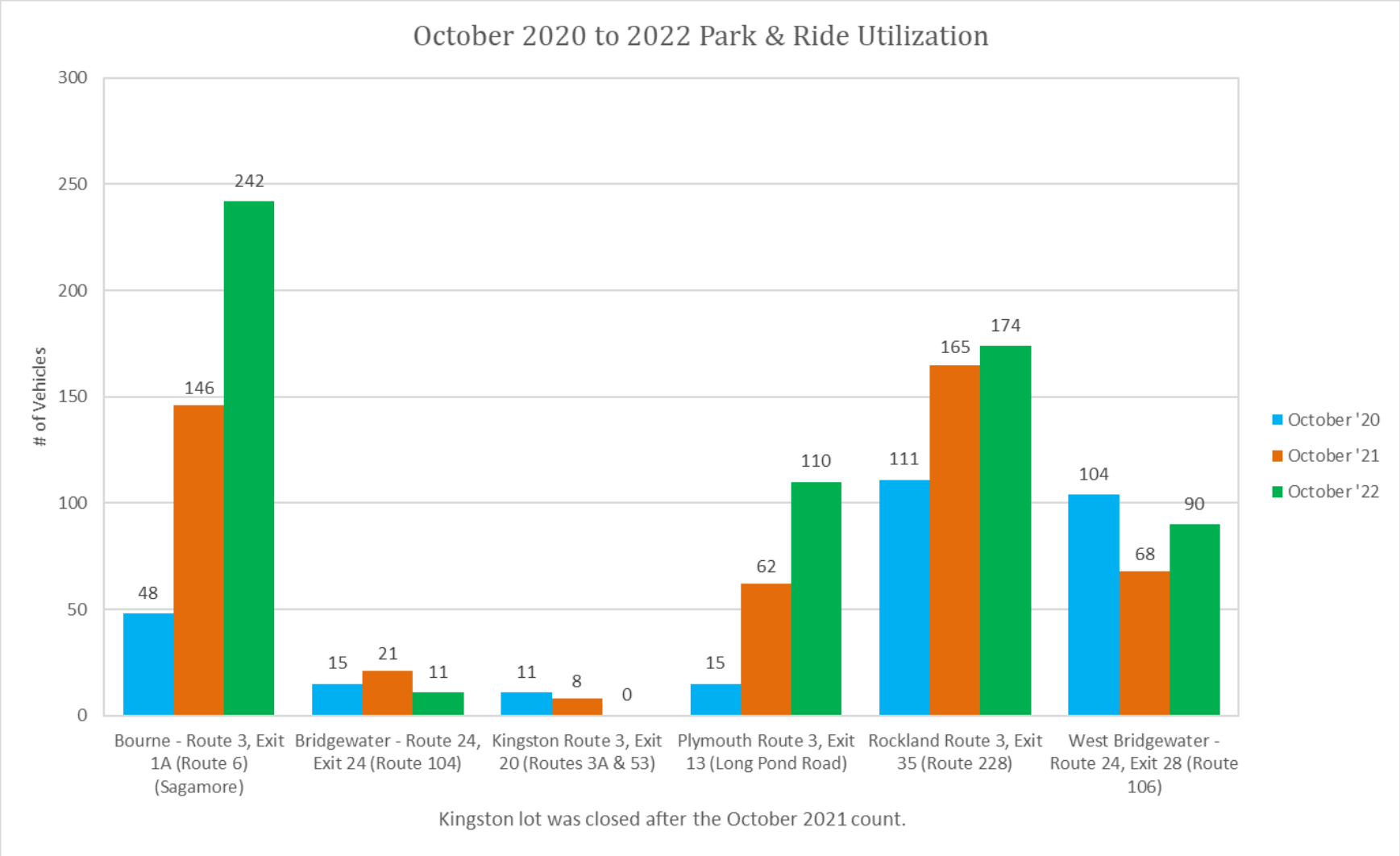
# 10-Year Park & Ride Utilization

Location	Total Spaces	 Spaces																						
			Apr-12	Oct-12	Apr-13	Oct-13	Apr-14	Oct-14	Apr-15	Oct-15	Apr-16	Oct-16	Apr-17	Oct-17	Apr-18	Oct-18	Apr-19	Oct-19	Apr-20	Oct-20	Apr-21	Oct-21	Apr-22	Oct-22
<b>Route 24 Corridor</b>																								
West Bridgewater - Route 24, Exit 28 (Route 106)	185	8	171	177	165	184	159	184	175	170	160	149	146	157	161	154	172	164	0	104	103	68	115	90
Bridgewater - Route 24, Exit 24 (Route 104)	60	0	35	38	29	33	34	44	37	36	30	35	23	26	43	37	31	20	0	15	13	21	19	11
<b>Route 3 Corridor</b>																								
Rockland - Route 3, Exit 35 (Route 228)	440	8	334	362	414	451	386	343	411	387	349	383	417	386	398	354	411	372	0	111	118	165	205	174
Pembroke - Route 3, Exit 27 (Route 139)	67	0	2	5	4	6	4	1	6	3	3	4	4	7	1	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Kingston - Route 3, Exit 20 (Route 3A & 53)	72	0	46	55	58	56	54	46	46	47	58	57	49	48	59	68	69	70	0	11	6	8	N/A	N/A
Plymouth - Route 3, Exit 13 (Long Pond Road)	200	8	197	198	206	198	186	208	233	193	171	217	213	196	206	167	175	196	0	15	23	62	100	110
Bourne - Route 3, Exit 1A (Route 6) (Sagamore)	377	6	342	355	345	374	389	351	353	349	347	391	378	389	343	363	359	384	0	48	53	146	264	242
<b>Route 44 Corridor</b>																								
Plymouth - Route 44, Commerce Way Exit	520	8	17	19	15	28	20	16	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total Route 24 Corridor</b>	<b>245</b>	<b>8</b>	<b>206</b>	<b>215</b>	<b>194</b>	<b>217</b>	<b>193</b>	<b>228</b>	<b>212</b>	<b>206</b>	<b>190</b>	<b>184</b>	<b>169</b>	<b>183</b>	<b>204</b>	<b>191</b>	<b>203</b>	<b>184</b>	<b>0</b>	<b>119</b>	<b>116</b>	<b>89</b>	<b>134</b>	<b>101</b>
<b>Total Route 3 Corridor</b>	<b>1,156</b>	<b>22</b>	<b>921</b>	<b>975</b>	<b>1,027</b>	<b>1,085</b>	<b>1,019</b>	<b>949</b>	<b>1,049</b>	<b>979</b>	<b>928</b>	<b>1,052</b>	<b>1,061</b>	<b>1,026</b>	<b>1,007</b>	<b>952</b>	<b>1,014</b>	<b>1,022</b>	<b>0</b>	<b>185</b>	<b>200</b>	<b>381</b>	<b>569</b>	<b>526</b>
<b>Total Route 44 Corridor</b>	<b>520</b>	<b>8</b>	<b>17</b>	<b>19</b>	<b>15</b>	<b>28</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total All Lots</b>	<b>1,921</b>	<b>38</b>	<b>1,144</b>	<b>1,209</b>	<b>1,236</b>	<b>1,330</b>	<b>1,232</b>	<b>1,193</b>	<b>1,261</b>	<b>1,185</b>	<b>1,118</b>	<b>1,236</b>	<b>1,230</b>	<b>1,209</b>	<b>1,211</b>	<b>1,143</b>	<b>1,217</b>	<b>1,206</b>	<b>0</b>	<b>304</b>	<b>316</b>	<b>470</b>	<b>703</b>	<b>627</b>

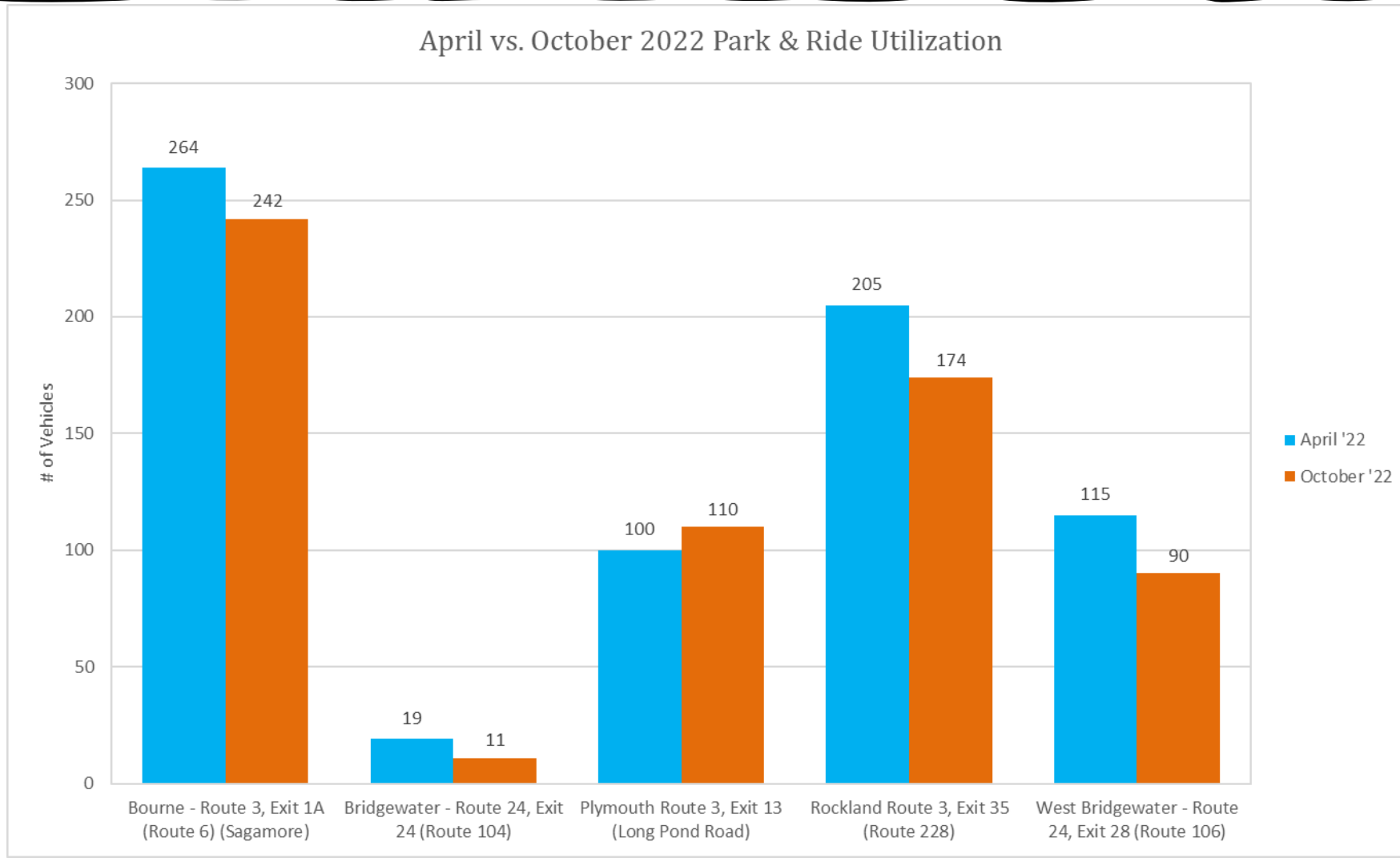
# Park & Ride - October 2019 & 2022



# Park & Ride - October 2020 to 2022

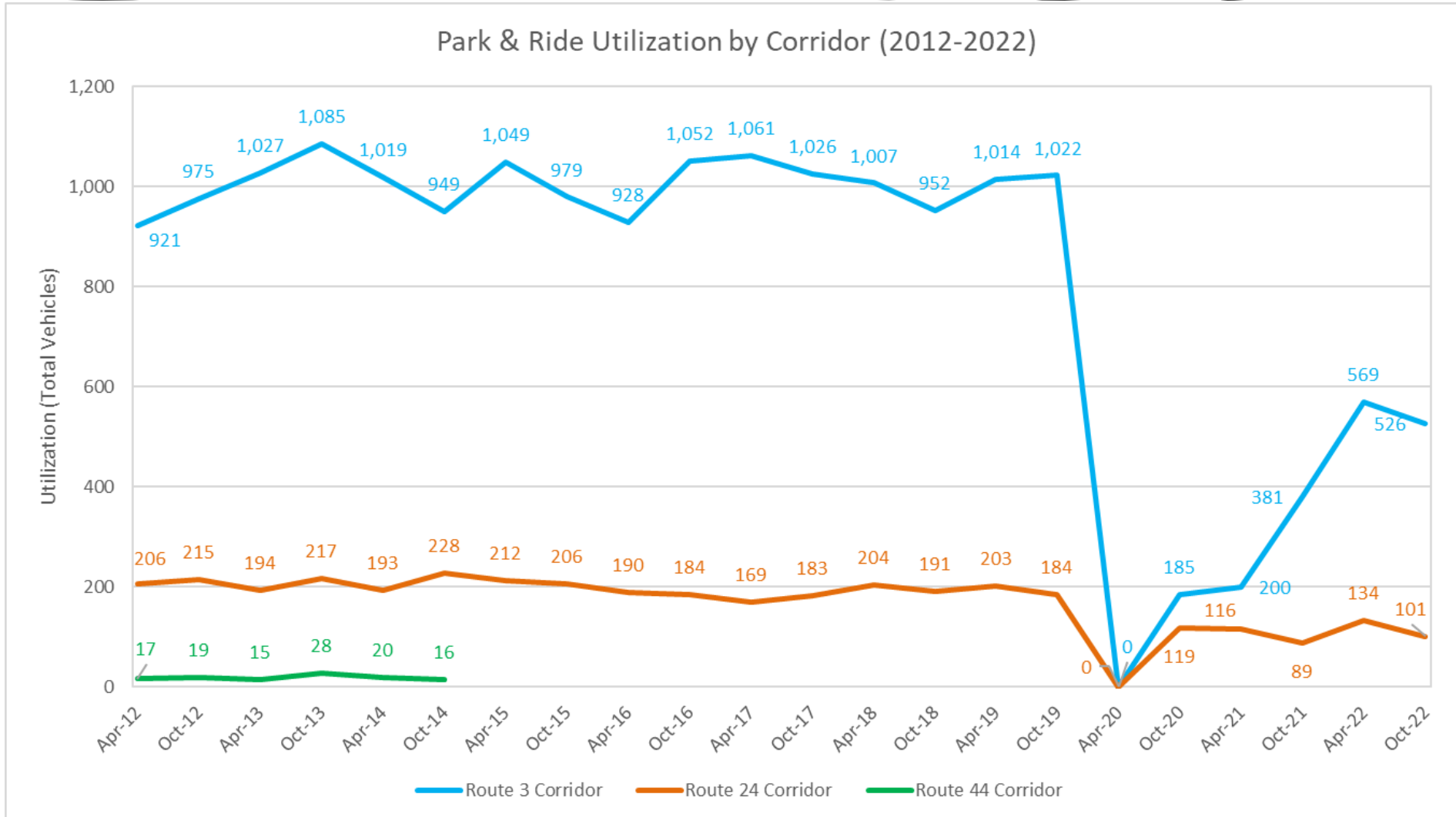


# Park & Ride - April to October

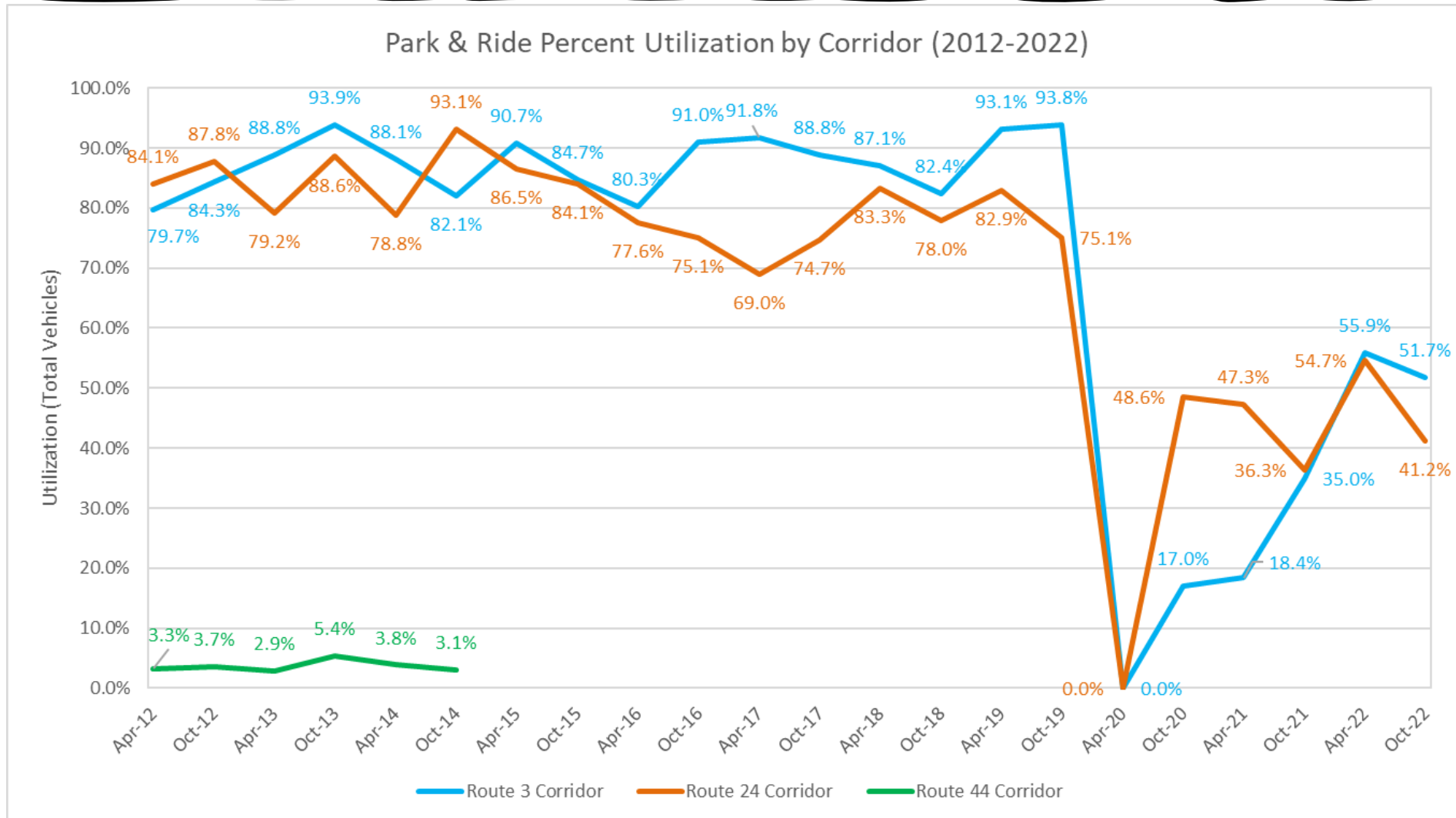




# 2012-2022 Utilization by Corridor



# 2012-2022 Utilization % by Corridor

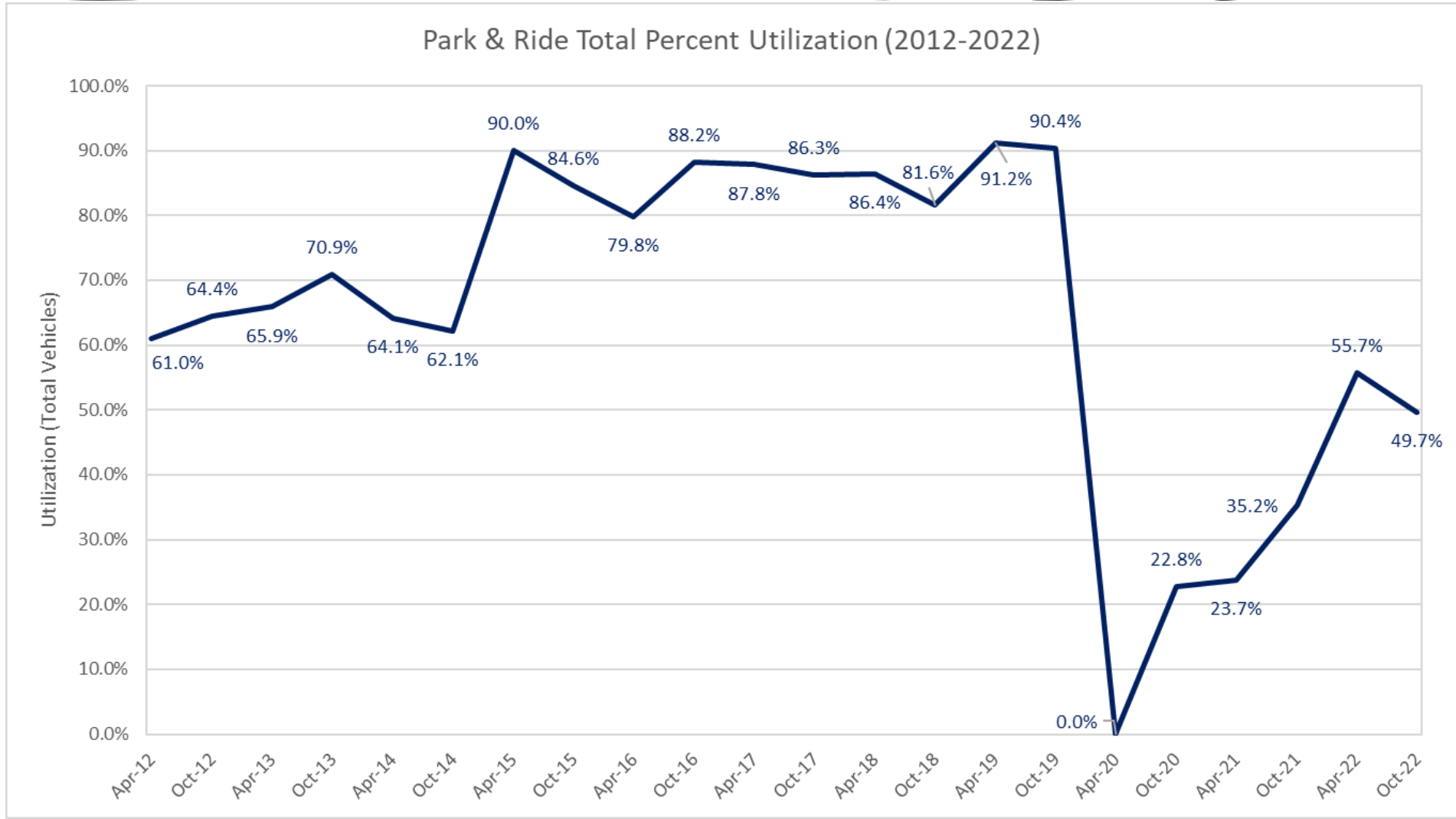




# 2012-2022 Total Utilization



# 2012-2022 Total Utilization %



# Park & Ride Results/Looking Ahead

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- Only one lot increased, despite three locations with triple digit vehicle totals.
  - Plymouth lot increased by 10%, decreases ranged from 8% (Bourne) to 42% (Bridgewater).
  - Route 3 corridor decreased 8% & Route 24 corridor decreased 25%. Overall decrease of 11%.
- Decrease at West Bridgewater partially due to switch in bus service.
  - Bloom was scheduled at peak commute times; P&B is spread throughout the day.
- Highest vehicle count and utilization was Bourne (242 vehicles and 64.2% utilized).
- Combined utilization of 49.7% (Compared to 55.7% in April 2022).



# Questions? Comments?

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Shawn Bailey

Senior Transportation Planner

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**November 3, 2022 Old Colony MPO Meeting**  
**Agenda Item 7C**  
**Old Colony 2050 Long Range Transportation Plan**  
**Draft Public Survey**

**Summary**

As part of the public engagement component of the 2050 Old Colony Long Range Transportation Plan development, Old Colony Planning Council will be conducting a survey for transportation and environmental stakeholders and residents in the Old Colony region. The survey is being in conjunction with the concurrent Beyond Mobility survey as part of the Statewide Long Range Transportation Plan update. The questions mirror those in the statewide survey while adding questions to reflect local priorities. The results of the survey will guide us in the Plan development with a better understanding of the reimportation priorities of the public.

Q. Please rank the current aspects of the transportation system you would like to see improved or changed in your lifetime. Order them from most to least in need.

- Connectivity and Coverage
- Equity and Fairness
- Reliability
- Other (Explain)

Q. Please rank the following in terms of importance to you in planning for the future of transportation in Greater Brockton and the South Shore?

- Climate Resiliency
- Planning for Age Friendly Communities
- Greater frequency of commuter rail service
- Greater Frequency / Expanded Service Coverage of transit bus (BAT, MBTA, etc.) service
- More Public Electric Vehicle Charging Stations
- More Micromobility (Bike Share, Community Shuttles, etc.) Options
- Improvements for freeway (Route 3, Route 24, etc.) bottlenecks
- Improvements for local (Route 18, Route 106, Town Centers, and Downtowns, etc.) bottlenecks
- Other (Explain)

Q. Imagine we have achieved a flawless transportation system for Massachusetts. What does a great transportation system do for you? Please choose all that apply

- Car-Free Connectivity from Origin to Destination
- Well Maintained roads and Sidewalks
- Better connections between all modes of transportation
- Overall reduction in travel times
- Ability to reach your job and other important destinations (food, health care, etc.) more easily
- Other (Specify)

Q. Imagine that you have 100 tokens to spend on roadway-related transportation improvements. How many of these 100 tokens would you invest in each of the following priorities?

- Climate resilient infrastructure
- Transit features on roadways
- Pavement and Bridge Condition Improvements
- EV Charging Infrastructure
- Pedestrian and Bicycle Infrastructure
- Safety Improvements
- ADA Accessibility Improvements
- Other (Specify)

Q. Imagine that you have 100 tokens to spend on transit-related transportation improvements. How many of these 100 tokens would you invest in each of the following priorities?

- More Frequent Commuter Rail Service
- More Frequent Bus Service
- Community Shuttle Services (Point to Point Around Town)
- More Frequent subway Service
- More Passenger Rail Options
- Encouragement of carpooling and ridesharing

Q. Imagine that you have 100 tokens to spend on other transportation system improvements. How many of these 100 tokens would you invest in each of the following priorities?

- Improved pedestrian and bicycle connections to transit
- Bus Only Lanes Connecting Transit Stations to Activity Centers
- Increased parking capacity at stations
- Wayfinding to assist travelers locate transportation options
- Increased bicycle parking capacity at stations
- More micromobility options (such as bike sharing)

Q. How important are each of the three categories of improvements listed previously (Roadway elements, transit elements, and supportive transit elements)? How would you rank them? Assign them a rank of 1-3.

- Roadway Elements
- Transit Elements
- Other

Q. Based on where you live, how satisfied are you with the transportation connections to the following locations? Select your level of satisfaction for each item below.

- Jobs
- Food Retailers
- Health Care
- Parks and Open Space
- Education



- Other

Q. Select the transportation modes you use in a typical week (select 1 or more modes)

- Transit Bus
- Commuter Rail
- Subway
- Own Private Vehicle
- Passenger in Someone Else's Vehicle
- Shared Vehicle (Uber, Lyft, shuttle, taxi, etc.)
- Bicycle
- Walking
- Paratransit
- Other (Specify)

Q. Do you consider yourself to have a disability that limits your mobility

- Yes
- No
- Prefer Not to Answer

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

**November 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 has completed a traffic study of traffic within DW Field Park and abutting South Street in Avon for Wildlands Trust. This data and analysis have been distributed to Wildlands Trust and the communities of Brockton and Avon.

A traffic study of Route 139 at Grove Street in Hanover has been completed. This Study assessed impacts on surrounding roadways and intersections resulting from recent traffic control changes at Route 139 and Grove Street. This data and analysis have been distributed to the Town and the Massachusetts Department of Transportation (MassDOT).

A traffic study of Route 27 and Lake Street in Kingston has been completed. This data and analysis have been distributed to the Town.

The Town of Duxbury has requested Old Colony Planning Council prepare traffic studies for two intersections on Route 3A: Route 3A at Oak Street and Parks Street, and Route 3A at Elm Street and Soule Avenue. These traffic studies will be prepared this fall or winter.

The Town of Kingston has requested two traffic studies: a traffic study counting the number of vehicles using the Kingston Commuter Rail Station during the week (weekdays and weekends), and a Road Safety Audit of Landing Road. Traffic counts for the Commuter Rail Station Study will be conducted this Fall, and the Road Safety Audit will be scheduled for early winter.

## Project Status Updates

### Duxbury

- Traffic Study for Route 3A at Oak Street and Parks Avenue, and Route 3A at Elm Street and Soule Avenue  
*Data collection to be conducted Fall / Winter 2022-2023*

### East Bridgewater

- Central Street Corridor Traffic Study  
*Data analysis underway*
- Plymouth Street (Route 106) at Bridge Street Traffic Study  
*Data collection underway*

## Kingston

- Traffic Study of Kingston Commuter Rail Station (Marion Drive)  
*Data collection underway*
- Road Safety Audit of Landing Road  
*RSA to be scheduled*

## Plymouth

- Aerial Inventory of Locations (OCPC Drone Program)  
*Drone flights to be scheduled*

## Stoughton

- Pedestrian Safety and Walkability Audit of Pleasant Street (Route 139) and Lowe Avenue  
*Audit to be scheduled November 2022*

## Whitman

- Traffic Counts Auburn Street (Route 14)

*Data to be collected upon completion of utility work*

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](mailto:wmcnulty@ocpcrpa.org)) at (774) 539-5103.

**November 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

## **Environmental Impact Report (EIR)**

### **EEA #16538 – Long Beach Mixed-Sediment Nourishment – Plymouth**

The proposed project is intended to enhance the coastal resiliency of a barrier beach which helps protect the mainland of downtown Plymouth from coastal storms, especially Nor'easters, and limits exposure to the high energy environment of Plymouth Bay. This project represents an improvement to the coastal environment of Long Beach and does pose a threat to public health. Project impacts will not negatively affect EJ populations within the designated geographic area, the project will in fact serve to enhance the EJ population area's protection from coastal storm damage. There are no existing unfair or inequitable environmental burdens or related health consequences related to this Project.

**November 3, 2022 Old Colony JTC Meeting**

**Agenda Item 8C**

**Regional Concerns and Local Community Transportation Issues**

**Summary**

Regional Concerns and Local Community Transportation Issues.