

# 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, October 5, 2023, 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 September 7, 2023 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 2024-2028 Transportation Improvement Program (TIP) Implementation
7. New Business
  - A. Route 3A and 53 Corridor Study - Kingston
    - Project Preview
  - B. Route 139 Corridor Study - Stoughton
    - Project Preview
  - C. 2020-2022 Old Colony Congestion Management Process (CMP) Report
    - Report 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 300 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodation 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).

October 5, 2023 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.”

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 2  
Public Comments

**Summary**

Public comments.

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 3  
Minutes of September 7, 2023 Meeting

**Summary**

Old Colony JTC to consider approval of September 7, 2023 Old Colony JTC Meeting Minutes.

# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

## **Meeting Minutes of the Old Colony Joint Transportation Committee (JTC) Held Virtually Via Zoom September 7, 2023 at 12:00 P.M.**

### **ATTENDANCE**

Abington	John Stone	BAT	Michael Lambert
Abington	Bruce Hughes	GATRA	Mary Ellen DeFrias
Bridgewater	Shane O'Brien	MBTA	Jim Nihan
Bridgewater	Michael Dutton	MassDOT District 5	Richard Bilski
Bridgewater	Srithi Jain	MassDOT District 5	Barbara Lachance
Brockton	Rob May	Senator Brady's Office	Karla Kahale
Brockton	Kamiya Parkin	United Way	Dennis Carman
Easton	David Field	TranSystems	Alan Castaline
Easton	Greg Swan	Environmental Partners	Jim Fitzgerald
Halifax	Jonathan Selig	OCPC	Charles Kilmer
Hanson	Don Howard	OCPC	Ray Guarino
Pembroke	Becky Coletta	OCPC	Kyle Mowatt
Plymouth	James Downey	OCPC	Guoqiang Li
Stoughton	William Roth	OCPC	Bill McNulty
Whitman	Dan Salvucci	OCPC	Shawn Bailey
BAT	Glenn Geiler		

### **1. Call to Order and Introductions**

Vice Chairperson Dan Salvucci called the meeting to order at 12:00 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Bill McNulty then conducted the roll call.

### **2. Public Comments**

There were no public comments at this time.

### **3. Minutes of August 3, 2023 Meeting**

Vice Chairperson Salvucci asked if there is a motion to approve the August 3, 2023 Meeting Minutes. A motion was made by James Downey and seconded by William Roth to approve the Meeting Minutes from August 3, 2023.

*The Old Colony JTC voted unanimously to approve the August 3, 2023 Meeting Minutes.*

# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

## **4. Communications**

Kyle Mowatt reviewed the contents of the communications staff report. Included were letters of correspondence, as well as notices of workshops and conferences. They are as follows:

- The application periods for Safe Routes to School Signs and Lines Grant Program and Infrastructure Grant Program are Open!
- The application period for the Shared Streets and Spaces Grant Program is open – Applications are due October 31, 2023
- \$11.5 Million in Grants Available to Electrify Heavy-Duty Vehicles, Reduce Transportation Sector Emissions – Applications due by 5 p.m. September 26, 2023
- Webinar: FTA Competitive Grant Opportunity Encourages Affordable housing Through TOD Planning with New 100% Federal Share – Applications for grants due October 10, 2023
- Combined Notice of Funding Opportunity (NOFO) Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity) – Applications due September 28, 2023
- 2023 Moving Together Conference – October 4, 2023

## **5. Reports**

### **A. *Brockton Area Regional Transit Authority (BAT)***

Michael Lambert reported on the following items:

- The start of the school season has been good so far. BAT ridership has set post quarantine records for daily ridership on fixed route as well as Rockland Micro-Transit
- The Authority is making progress toward electrification of the system. They are working with National Grid to ensure a smooth implementation and infrastructure upgrade to support the buses.
- The Massachusetts Legislature has passed their annual budget. BAT is working closely with MassDOT to determine a system for allocation of new funding via the Fair Share Amendment. BAT will be targeting weekend service as well as second and third shift worker transportation with the first round of funding.

### **B. *Greater Attleboro-Taunton Regional Transit Authority (GATRA)***

Mary Ellen DeFrias reported on the following items:

- GATRA will be rolling out Sunday service in limited communities starting October 15

Vice Chairperson Salvucci asked if GATRA is having an issue with finding bus drivers. Mary Ellen DeFrias stated that GATRA has an active recruiting program going on right now, and that finding bus drivers has been difficult.

# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

Michael Lambert stated that BAT is fully staffed at the moment.

## **C. South Coast Rail Project**

Shawn Bailey reported on the following:

In August 2023, work conducted involved fencing installation in seven communities on the Middleborough Secondary and New Bedford Main Lines; construction of a pedestrian bridge over Route 18 in New Bedford; daytime traffic signal work at Route 140 and Taunton Depot Drive in Taunton; utilizing three streets in Berkley to access right-of-way (ROW) for various project activities; daytime and nighttime road, sidewalk, & curb work on Route 140 and Industrial Drive in Taunton; daytime railroad work in Berkley; daytime road and traffic signal work in Fall River and New Bedford; extended hours track work in four communities on the Middleborough Secondary Line through the summer; daytime roadwork on Route 28 in Middleborough; signal system installation and testing in seven communities on the Fall River & Middleborough Secondary and New Bedford Main Lines.

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 from Berkley to Fall River. There was also transportation of soil by truck to designated project sites.

Rob May stated that Brockton has been successful in getting a study of the railroad single-track bottleneck that affects Old Colony and Greenbush commuter rail lines included in the MassDOT Capital Investment Plan (CIP).

## **6. Old Business**

### **A. FFY 2023-2027 Transportation Improvement Program (TIP) Implementation**

#### **▪ Update on Endorsed Amendment 5**

Bill McNulty stated that the Old Colony MPO released Amendment 5 to a 21-Day Public Review and Comment Period on July 18, 2023. The MPO Endorsed Amendment 5 on August 15, 2023.

Amendment 5 Includes the following changes:

FFY 2023

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELLANEOUS POWER END ELECTRICAL EQUIPMENT
  - Move to FFY 2024
- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELLANEOUS POWER END ELECTRICAL EQUIPEMENT
  - Total Project Cost is \$400,000



# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

## **7. New Business**

- A. Vision 2050 Old Colony Long-Range Transportation Plan (LRTP)**
  - **21-Day Public Review and Comment Period**

Bill McNulty provided an overview of the Vision 2050 Old Colony LRTP.

The LRTP is organized into eleven (11) chapters, including:

1. Introduction
2. Goals, Objectives, and Performance Measures
3. Planning Scenarios
4. Regional Profile
5. Highway
6. Transit
7. Vulnerable Roadway Users
8. Environment
9. Safety and Security
10. Financial Outlook and Fiscal Constraint
11. Conclusion and Recommendations

### Chapter 1: Introduction

Chapter 1 provides an introduction to the Long-Range Transportation Plan, the transportation planning process, and the functions of the Old Colony Metropolitan Planning Organization (MPO). The chapter also reviews the public participation and engagement process, and summarizes input received from the public during the development of the Plan.

### Chapter 2: Goals, Objectives, and Performance Measures

Chapter 2 states the Goals and Objectives of the Plan. It also identifies Safety Performance Targets (PM1), System Preservation Targets (PM2), System Performance Targets (PM3), and Transit System Asset (TAM) Condition Performance Targets as adopted by the Old Colony Metropolitan Planning Organization (MPO).

### Chapter 3: Planning Scenarios

Chapter 3 outlines planning scenarios adopted by Old Colony for the Vision 2050 Long-Range Transportation Plan. These scenarios were first developed by the Massachusetts Department of Transportation in the development of their Beyond Mobility 2050 Transportation Plan. MassDOT had identified six areas that are currently impacting the Commonwealth and could continue to impact the Commonwealth through 2050. These areas (Climate Change, The Future of Work, Population Trends, Housing and Workplaces, Prosperity, and Technology). What current trends in these areas progress over time will affect policy and implementation changes through 2050.

# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

## Chapter 4: Regional Profile

Chapter 4 contains a detailed analysis of the people and pace of the Old Colony region, and how residents here live and work. It also continues the SocioEconomic data (population, households, and employment) projections through 2050, as developed by the Massachusetts Department of Transportation and the University of Massachusetts Donahue Institute. These projections are used for the purpose of developing the regional and statewide travel demand models.

## Chapter 5: Highway

Chapter 5 provides an overview of the regional highway network, with an existing conditions analysis of the Federal-Aid eligible surface transportation (roadways and bridges) system. It incorporates a travel demand model for scenario planning, and determination of system need.

## Chapter 6: Transit

Chapter 6 provides an overview of the regional transit network, with a needs analysis for maintaining the system in a state of good repair and ensuring accessibility to the system and transit mobility.

## Chapter 7: Vulnerable Roadway Users

Chapter 7 provides an overview of how vulnerable roadway users (pedestrians, bicyclists, mobility assistance device users, etc.) access and use the system. It identifies key activity centers throughout the region and prioritizes needs for assuring safe and accessible movement for vulnerable roadway users.

## Chapter 8: Environment

Chapter 8 examines the balance between the natural environment and the transportation system. Hazards such as fresh water and coastal storm surge flooding that threaten the resiliency of the transportation network are identified. Likewise, strategies for protecting the natural environment from impacts from the transportation system are also identified.

## Chapter 9: Safety and Security

Chapter 9 describes how Old Colony plans to work with Regional and State partners on achieving the targets identified in Safety Performance PM1. It also identifies strategies for keeping the transportation system secure from natural and man-caused threats.

## Chapter 10: Financial Outlook and Fiscal Constraint

Chapter 10 contains projected available transportation funding and expected project and operational costs through the fiscal horizon year of 2044. Fiscal constraint is determined by comparing expected project and operational costs against projected available funding.

## Chapter 11: Conclusion and Recommendations

Chapter 11 contains a synopsis of the recommendations presented in each chapter of the Plan.

Vice Chairperson Salvucci stated that he would like to see an increase in funding for Chapter 90.

## **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

Vice Chairperson Salvucci asked if there is a motion to approve the Vision 2050 Old Colony LRTP. A motion was made by Don Howard and seconded by John Stone.

*The Old Colony JTC voted unanimously to approve the Vision 2050 Old Colony LRTP.*

### **B. 2023 Coordinated Human Services Transportation Plan**

#### **▪ 21-Day Public Review and Comment Period**

Shawn Bailey provided an update on the 2023 Coordinated Human Services Transportation Plan.

The Coordinated Human Services Transportation (CHST) Plan is a document updated every four years (similar to the Public Participation Plan and Long-Range Transportation Plan) and is a vital document for any transit agency. The CHST Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting these needs, and prioritizes transportation services for funding and implementation. The Plan also summarizes and addresses the needs of public transportation/ transit providers in the Old Colony Region, including fixed route bus service, paratransit service, commuter bus, and taxi companies.

The Coordinated Human Services Transportation Plan focuses on three of the many available programs under the Bipartisan Infrastructure Law (BIL):

- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities) – Mobility Management
  - Provides Mobility Management funding through a formula program to increase mobility for older adults, people with disabilities and special needs.
  - 80% federal funding/20% local matching
  - Yearly application process through MassDOT
- 5310 (Formula Grants for the Enhanced Mobility of Seniors and Individuals with disabilities) – Operations
  - Provides Operational Program funding through a formula program to increase mobility for older adults, people with disabilities and special needs.
  - 50% federal funding/50% local matching
  - Yearly application process through MassDOT
- 5307 (Urbanized Area Formula Grants) and 5311 (Formula Grants for Rural Areas)
  - Provides capital and operating assistance for public transit systems.
  - 80% federal funding/20% local matching
  - Yearly application process through Massachusetts Executive Office of Transportation

The MassDOT Community Transit Grant (CTG) Program will also be added to the CHST Plan as providers in the Old Colony Region have and will continue to apply for funds through this Program. There are three types of eligible projects: operating, mobility management, and accessible vehicles. This grant requires

## **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

a 50% local match for operating projects, and 20% for mobility management, vehicle, or other capital. The CTG Program awards two funding sources: the previously mentioned 5310 funding and the State Mobility Assistance Program (MAP) funding.

Dennis Carman mentioned the South Shore Community Action Council and asked if this used to be called the Taking People Places Program. Shawn Bailey stated that they both operate separately.

Vice Chairperson Salvucci asked for a motion to approve the 2023 Coordinated Human Services Transportation Plan. A motion was made by Don Howard and seconded by James Downey.

*The Old Colony JTC voted unanimously to approve the 2023 Coordinated Human Services Transportation Plan.*

### **C. Route 18 Corridor Transportation Planning Study**

- **Findings and Recommendations**

Ray Guarino provided the findings and recommendations for the Route 18 Corridor Transportation Planning Study.

Corridor-Wide Findings and Recommendations:

1. Speeding. Straight linear layout introduces high speed.
2. Evaluate lighting in the corridor.
3. Discontinuous sidewalk connections, inconsistent sidewalk width, ADA compliance. Ghost paths were created that show demand for bicycle or walking activities.
4. Lack of corridor bicycling accommodations and discontinuous bicycle lanes
5. Consider Access Management police plan and best practices.
6. Transportation Management and Maintenance – Resurfacing and improvement of pavement conditions in coordination with pavement marking and geometrical improvements.
7. Traffic calming in dense areas. Better streetscape, make a more attractive aesthetic.

Jonathan Selig asked how many parking spaces would be lost if parking spots transitioned from angle to parallel spots. Ray Guarino stated that he doesn't know the exact number but knows that it's not a lot of space that would be lost.

## **8. Other Business and Public Comment**

### **A. Community Local Technical Assistance Studies**

Bill McNulty reported on the following items:

# OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

## Project Status Updates

### Bridgewater

- Traffic Counts and HCVE Assistance with Multiple Roadways  
*Data Collection planned for Fall 2023 when local schools and BSU are in session.*

### Brockton

- Traffic Counts and Crash Analysis for Crescent Street (Route 27) at Massasoit Boulevard and Quincy Street  
*Data Collection planned for Fall 2023 when local schools and MCC are in session.*

### Duxbury

- Road Safety Audit of Halls Corner  
*Coordination with Community underway and RSA to be scheduled Fall 2023.*

### Plymouth

- Traffic Study of Wareham Road at River Run Way  
*Data to be collected Fall 2023*

### Stoughton

- Traffic Study and Road Safety Audit of Plain Street Corridor  
*Coordination with Community underway. RSA to be scheduled Fall 2023*

### Whitman

- Traffic Study for Auburn Street (Route 14)  
*Data to be collected Fall 2023*

### **B. Staff Reviews on ENFs, EIRs, and NPCs**

Kyle Mowatt summarized the Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), Notices of Project Changes (NPCs), and Certificates for projects within the OCPC region that are undergoing Massachusetts Environmental Policy Act (MEPA) Office review.

## **Submitting Comments to MEPA**

## ***OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)***

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

### **New Projects**

#### **EEA #15957 – Duxbury Seawalls Phase I and Revetment Footing Protection – Duxbury Notice of Project Change (NPC)**

The major change from the original submittal is that the proposed revetment seaward of the seawall is no longer proposed and the remaining 2,860 linear feet of existing seawall, not replaced under Phase I, will be replaced. The changes result in less permanent impact on Duxbury Beach.

### **Certificates**

#### **EEA #16721 – Sampson’s Brook Headwaters Restoration – Kingston**

The certificate states that this project requires the submission of a mandatory EIR. The proponent submitted a request for a Waiver of the requirement to prepare an EIR. In a separate Draft Record of Decision (DROD), also issued today, a Waiver is granted regarding the EIR requirement.

#### **EEA #16721 – Sampson’s Brook Headwaters Restoration (DROD) – Kingston**

The certificate states that this project is granted a Waiver from the requirement to prepare an EIR.

### **Public Notices**

#### **Notice of Ecological Restoration Project under 301 CMR 11.01(2)(b)4. – Duxbury**

The proposed project aims to remove the Temple Street Dam and replace it with a three-step riffle/pool fishway to restore ecological processes, natural hydrology, and fish passage while improving, or at least not worsening, downstream flood impacts to infrastructure.

#### **Notice of Intent to Initiate an Aquatic Plant Management Program – Duxbury**

This program takes place at Leedom Pond to manage dense growths of nuisance aquatic plants.

### ***C. Regional Concerns and Local Community Transportation Issues***

Don Howard thanked OCPC for the opportunity to present at last month’s meeting regarding detention and retention areas. Don Howard recently presented in front of the Hanson Board of Health regarding the same issues.

# **OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)**

## **9. Adjournment**

The meeting adjourned at 1:27 PM.

Respectfully submitted,

*Kyle Mowatt*

Kyle Mowatt

Senior Transportation Planner

### **List of Documents for September 7, 2023 Old Colony JTC Meeting**

- Minutes of the August 3, 2023 Old Colony JTC Meeting
- Staff Report for September 7, 2023, Old Colony JTC Meeting Agenda Items
- Presentation: Old Colony Vision 2050 Long Range Transportation Plan
- Presentation: Old Colony 2023 Coordinated Human Services Transportation Plan
- Presentation: Route 18 Corridor Study – Bridgewater and East Bridgewater

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 4  
Communications

**Summary**

**FY 2024 Community Transit Grant Program (CTGP) Vehicle Application Schedule Reminder  
PLUS Vehicle Guide Now Available**

MassDOT Rail and Transit has announced the schedule for the next round of applications for wheelchair-accessible vehicles, opening **November 28**. Regional Transit Authorities, nonprofits, municipalities, and private operators of public transit (shared-ride) services will be eligible to apply for fully accessible vehicles to expand mobility for older adults and people with disabilities through [MassDOT's Community Transit Grant Program](#) (CTGP). Between now and November, MassDOT invites you to peruse the [updated vehicle guide](#) to see the vehicles available, and reach out to other agencies about possibilities for partnering, collaborating, or coordinating service.

Please note that while MassDOT offers grants for operating and mobility management projects as well as vehicles through the Community Transit Grant Program, only the vehicle application will be opening in November. Applications for FY24 operating and mobility management projects were due in June 2023.

Please contact [Rachel.L.Fichtenbaum@dot.state.ma.us](mailto:Rachel.L.Fichtenbaum@dot.state.ma.us) if you have any questions.



## Shared Streets and Spaces Grant Program Open for Applications

The [Shared Streets and Spaces Grant program](#) is accepting applications. The MassDOT program provides funding to municipalities and public transit authorities to quickly implement improvements to plazas, sidewalks, curbs, streets, bus stops, parking areas, and other public spaces in support of public health, safe mobility, and strengthened commerce. [List of previous award announcements with communities and projects.](#)

Municipalities and transit authorities are responsible for the implementation of funded projects. This includes any public engagement or notification about the project, concurrence with any state or local historical or environmental commissions, as well as for adhering to any local and state regulations pertaining to the advertisement and hiring of consultants or construction contractors. Unless work is being conducted by municipal staff, all work must be conducted by a MassDOT prequalified firm or contractor. Materials purchased using funds from this program become the property of the municipality. Funding provided by the Shared Streets and Spaces program does not change the control or ownership of any municipal roadway.

The Fiscal Year 2024 grant round of the Shared Streets and Spaces Program will officially open on September 5th. Applications are due **October 31, 2023**. Only municipalities and public transit authorities are eligible to apply. Applications are submitted via an online form. For more details on how to apply, visit MassDOT's [How to Apply Page](#).

## Safe Routes to School (SRTS) Infrastructure Project Funding Program

Applications for SRTS Infrastructure Projects will be accepted from August 23, 2023 to October 6, 2023. To access the application, log on to your [Massachusetts Project Intake Tool \(MaPIT\) account](#). If you do not have an account, please [Request a GeoDOT Account](#). The Safe Routes to School Infrastructure Application Guidance Document commenced availability for download on the launch date of August 23, 2023. This [Safe Routes to School Infrastructure Application Guidance Document](#) details all of the project requirements, application steps, and examples of budgets.

## **The FY 2023 Thriving Communities Program is Now Open!**

**USDOT is accepting applications for its [FY 2023 Thriving Communities Program \(TCP\)](#)!** The TCP will provide up to \$22 million in funding for Capacity Builders to provide technical assistance, planning, and capacity building support to disadvantaged and under-resourced communities across the U.S. to help them advance the transformative transportation projects needed to thrive. This year's program includes a pilot to fund State and Regional TCP activities. In addition, local, Tribal, and regional governments along with their community partners are invited to submit a Letter of Interest to receive no-cost tailored technical assistance for a two-year period as well as three years of facilitated peer learning opportunities.

**Applications from Capacity Builders are due by November 28, 2023 via [grants.gov](#).** View the [Notice of Funding Opportunity \(NOFO\)](#) for detailed application information and requirements for organizations that are interested in being funded by DOT to provide technical assistance, planning, and capacity building support to communities.

**Applications from communities must be submitted through a [DOT webform](#) by November 15, 2023.** View the [Call for Letters of Interest \(LOI\)](#) for more information about the program and how to apply if your community would like to receive in-kind technical assistance, planning, and capacity building support.



**BEAT THE**  **BAY STATE** 

Log miles on foot to virtually trace the perimeter of Massachusetts in the “Beat the Bay State” Team Challenge!

**900 miles in 30 days**  
**Nov 1st - 30th**

\$20 entry per person

Unlimited Team size

Walk/run wherever you are

Raise money for a fantastic organization and get some exercise while you do it!

**Register and  
Learn More**



October 5, 2023 Old Colony JTC Meeting  
Agenda Item 5A  
Brockton Area Transit (BAT)

**Summary**

Brockton Area Transit to provide report.

October 5, 2023 Old Colony JTC Meeting

Agenda Item 5B

Greater Attleboro-Taunton Regional Transit Authority (GATRA)

**Summary**

Greater Attleboro-Taunton Regional Transit Authority to provide report.

October 5, 2023 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 September 2023, work conducted involved fencing installation in seven communities on the Middleborough Secondary and New Bedford Main Lines; overnight traffic signal and road work in Fall River; construction of a pedestrian bridge over Route 18 in New Bedford; vegetation clearing at railroad crossings in five communities; daytime traffic signal work at Route 140 and Taunton Depot Drive in Taunton; utilizing two streets in Berkley to access right-of-way (ROW) for various project activities; lane closures and detour for railroad crossing work in Assonet; overnight track work at the new Middleborough Station site; daytime railroad work in Berkley; daytime road and traffic signal work in Fall River and New Bedford; extended hours track work in four communities on the Middleborough Secondary Line; daytime roadwork on Route 28 in Middleborough; signal system installation and testing in seven communities on the Fall River & Middleborough Secondary and New Bedford Main Lines.

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 from Berkley to Fall River. There was also transportation of soil by truck to designated project 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](https://public.govdelivery.com/accounts/MADOT/subscriber/new?topic_id=MADOT_30)



October 5, 2023 Old Colony JTC Meeting  
Agenda Item 6A  
FFY 2024-2028 Transportation Improvement Program (TIP)  
Implementation

**Summary**

The Old Colony Transportation Improvement Program (TIP) is a program of capital improvements and operating assistance for the transportation system in the Old Colony Region. The Old Colony TIP lists projects (highway, bridge, and transit) and operational assistance that receive federal funds and may list some projects that do not receive federal funds.

**FFY 2024 PROJECTS:**

- BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
  - PS&E received by MassDOT (9/27/2023).
  - Cost Estimate is \$3,058,059.
  
- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)

- 25% Package received by MassDOT (3/16/2023).
- Cost Estimate is \$2,792,790.
  
- PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)
  - 25% Design Public Hearing Held 8/29/2023.
  - Cost Estimate is \$ \$1,664,642.
  
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FT NORTH OF CHARLES AVENUE TO LINCOLN STREET AC YEAR 2 OF 2
  - Project was Amended in FFY 2023-2027 TIP to account for project scope changed to “From 300 FT North of Charles Avenue to Lincoln Street” in FFY 2023
  - Amendment to FFY 2024-2028 TIP planned for October 2023 to accommodate Year 2 cost change.
  - Cost Estimate for AC Year 2 is \$2,864,352 (Total cost is \$12,128,352).

<b>FFY 2025 PROJECTS:</b>
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- 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 3 Package received by MassDOT (6/12/2023).
  - Cost Estimate is \$6,196,320.

- EASTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
  - 100%Design received by MassDOT (6/2/2023).
  - Cost Estimate is \$7,103,967

<b>FFY 2026 PROJECTS:</b>
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- 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 \$4,798,810.
- 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 \$3,750,000.
- DUXBURY-KINGSTON - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)

- Project is in the preliminary design phase.
- Cost Estimate is \$2,400,000.

## **FFY 2027 PROJECTS:**

- ABINGTON - INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET (609440)
  - Project is in the preliminary design phase).
  - Cost Estimate is \$3,786,625.
- DUXBURY – BRIDGHE REPLACEMENT – POWDER POINT AVENUE OVER DUXBURY BAY (612006)
  - Advance Construction in multiple years.
  - Project is in the preliminary design phase.
  - Cost Estimate is \$70,150,000.
- HANSON - CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK (608506)
  - MassDOT comments on the 25% Package returned to the Design Engineer (5/7/2020).
  - Project awaiting completion of Subsurface Utility Engineering (SUE)
  - Cost Estimate is \$10,311,020.

## **FFY 2028 PROJECTS:**

- ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE) (612770)
  - Project is in the preliminary design phase.
  - Cost Estimate is \$5,387,025.
  
- BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET (612262)
  - Project is in the preliminary design phase.
  - Cost Estimate is \$7,465,375.
  
- HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET (612765)
  - 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)
  - Notice to Proceed Issued 8/1/17.
  - Cost Estimate is \$12,788,000.
  
- STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL

STREET AND SUMMER STREET (611981)

- Project is in the preliminary design phase.
- Cost Estimate is \$2,300,000.

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 7A  
Route 3A and 53 Corridor Study – Kingston  
Project Preview

**Summary**

Through the Old Colony MPO's FFY 2024 Unified Planning Work Program, Old Colony Planning Council will prepare a Route 3A and 53 Corridor Study of this corridor in the Town of Kingston. This Study is being prepared under contract with the Massachusetts Department of Transportation, and OCPC will coordinate with the Town of Kingston and the MassDOT throughout the entire Study process.

The Study purpose is to identify, quantify, and study in depth the Route 3A Corridor in Kingston from the Duxbury Town Line to the Plymouth Town Line. This planning level study will assess existing conditions and operations in relation to service needs for the community, regional commuting and the economy, assess current zoning and land use along the corridor and result in the development of short term and long-term actions that will enhance circulation and traffic flow efficiency and improve safety, as well as providing recommendations relative to economic gaps and zoning recommendations for the town to consider. Staff will review volume to capacity ratios, levels-of-service, crash analyses, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, and

signage and overall physical condition. Public input will be included as part of the project identification process. Staff will utilize the Old Colony Metropolitan Planning Organization's Congestion Management Process, Safety Management System, Pavement Management System, and Land Use Management System to assist in the identification and development of the short term and long-term recommendations for motorized, transit, and non- motorized modes.

This corridor study will help the Town identify and develop economic incentives and zoning improvements in addition to understanding traffic patterns and understanding where improvements can be made. The project team will work with Kinson business owners and the Kingston Collection to understand where consumers are coming from and how they use this Corridor.

The attached Scope of Work outlines specific details about the Project development and timeline.

For more information, please contact project manager Bill McNulty at [wmcnulty@ocpcrpa.org](mailto:wmcnulty@ocpcrpa.org) or (774) 539-5103.



## 1. Study Team

The study team will consist of the Old Colony Planning (OCPC) staff:

- A. Bill McNulty – Project Manager
- B. Laurie Muncy – Land Use and Comprehensive Planning
- C. Ray Guarino – Data Analysis and Technical Assistance
- D. Kyle Mowatt – Data Analysis and Technical Assistance
- E. Shawn Bailey - Data Analysis and Technical Assistance
- F. Guoqiang Li – Technical Analysis and Public Outreach
- G. Andrew Vidal – GIS/Maps
- H. Jay Song – GIS/Maps
- I. Megan Fournier- Public Engagement and Communications
- J. Elise Prince – Public Engagement and Communications

## 2. Purpose Statement

The study purpose is to identify, quantify, and study in depth the Route 3A Corridor in Kingston from the Duxbury Town Line to the Plymouth Town Line. This planning level study will assess existing conditions and operations in relation to service needs for the community, regional commuting and the economy, assess current zoning and land use along the corridor and result in the development of short term and long-term actions that will enhance circulation and traffic flow efficiency and improve safety, as well as providing recommendations relative to economic gaps and zoning recommendations for the town to consider. Staff will review volume to capacity ratios, levels-of-service, crash analyses, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, and signage and overall physical condition. Public input will be included as part of the project identification process. Staff will utilize the Old Colony Metropolitan Planning Organization’s Congestion Management Process, Safety Management System, Pavement Management System, and Land Use Management System to assist in the identification and development of the short term and long-term recommendations for motorized, transit, and non- motorized modes.

## 3. Project Timeline

The Route 3A Kingston Corridor Study will be developed during Federal Fiscal Year 2024, from October 2023 through September 2024. Advance consultation with Town officials and Massachusetts Department of Transportation will occur during the Fall of 2023. Data collection is expected to be completed by the end of calendar year 2023. Public outreach will occur throughout the project schedule at periodic intervals, coordinating with the Town Planning office. A Final Report will be presented to the Town of Kingston, Massachusetts Department of Transportation, and Old Colony Metropolitan Planning Organization no later than September 18, 2024.

## 4. Public Outreach

- a) Stakeholders will be identified for the study and will include those who have the potential

## **Scope of Work      Old Colony Planning Council      Route 3A (Kingston) Corridor Study**

to be impacted by the study, those who are important in the implementation of improvements, and those who have an interest in the study and process. The process will include reaching out to the business community, residents, and the public at large, groups and agencies with interests in traffic and transportation, local officials (state representatives, councilors, etc.), news organizations (local newspaper and radio), state agencies, and groups that have been traditionally underserved including the elderly, groups with limited English proficiency (LEP), minorities, and people below the poverty line.

- b)** The outreach program will include meeting with local officials in Kingston including Administration, Planning, Streets, Trees and Parks, School Department, and Public Safety. Public meetings with stakeholders will include presentation of findings and will solicit discussion and facilitation of improvements and recommendations. In addition to public meetings, the outreach program will include public surveys and interviews with stakeholders and meetings with state and local officials, including MassDOT. Notices of meetings will involve the use of a variety of new media, internet postings, as well as traditional means of notice (postings in public places of convenience and newspaper). Meetings may be held virtually in a webinar format. A project webpage within the OCPC website will be created and maintained throughout the project duration.

Stakeholders will include (but are not limited to) the following:

- Massachusetts State Senator Susan Moran
- Massachusetts State Representative Kathleen LaNatra
- Massachusetts Department of Transportation (District 5)
- Kingston Select Board
- Kingston Planning Board
- Kingston Police Department
- Kingston Fire Department
- Kingston Town Planner
- Kingston Town Administrator
- Kingston Department of Streets, Trees, and Parks
- Kingston Business Association
- Plymouth Area Chamber of Commerce
- Greater Attleboro and Taunton Regional Transit Authority (GATRA)
- Massachusetts Bay Transportation Authority (MBTA)

## **5. Inventory and Review of Peer Studies and Planned Improvements**

- A. Compile and review traffic studies by consultants and agencies pertinent to the study area, including a study being prepared by Environmental Partners for the Town which will identify some of the highest priorities in the corridor as they rank town-wide as far as safety improvements are identified.
- B. Compile and review plans and studies by MassDOT
- C. Compile information on potential projects that will impact future trip generation within the study area network.
- D. Compile and review existing land use and zoning patterns along the corridor, working with

Town staff to assist with same

## 6. Assess and Analyze Existing Conditions

A. Collect daily traffic counts, speeds, and heavy vehicle percentages at the following locations in Kingston:

1. Duxbury Way, east of Summer Street
2. Summer Street (Route 53), north of Duxbury Way
3. Summer Street, south of Duxbury Way
4. Winthrop Street, west of Summer Street
5. Summer Street, south of Winthrop Street
6. Evergreen Street, west of Summer Street
7. Summer Street, north of Main Street
8. Main Street (Route 106), west of Summer Street
9. Main Street, north of Brook Street
10. Brook Street, west of Main Street
11. Main Street, south of Brook Street
12. Main Street, north of Howlands Lane
13. Howlands Lane, north of Main Street
14. Main Street, north of Crescent Street
15. Crescent Street, south of Smiths Lane
16. Crescent Street, north of Smiths Lane
17. Smiths Lane, south of Crescent Street
18. Main Street, at Plymouth Town Line

B. Collect turning movement counts at the following intersection locations listed below. The traffic counts will be conducted during the following times AM 7:00 AM to 9:00 AM and PM 4:00 PM to 6:00 PM (2:00 PM to 6:00 PM at intersections heavily affected by school traffic), beginning in September 2019.

1. Summer Street at Route 3A / Tremont Street
2. Summer Street at Tarkiln Road
3. Summer Street at Winthrop Street
4. Summer Street at Maple Street
5. Summer Street at Evergreen Street
6. Summer Street at Green Street
7. Summer Street at Main Street
8. Main Street a Brook Street
9. Main Street at Hilltop Avenue
10. Main Street at Route 3A Ramps
11. Main Street at Crescent Street North
12. Main Street at Crescent Street South
13. Smiths Lane at Crescent Street

C. Turning movement counts will be conducted in September through October when school is in session to include the impact of school traffic.

D. A Physical Inventory will be completed for each TMC location. The physical inventory will

**Scope of Work      Old Colony Planning Council      Route 3A (Kingston) Corridor Study**

be a sketch of the intersection showing roadways and all attributes necessary for analysis.

These include but are not limited to:

- Sidewalks and bicycle tracks and/or pedestrian paths, including those in Plymouth and Duxbury within ¼ mile of the town line
- Bicycle lanes, including those in Plymouth and Duxbury within ¼ mile of the town line
- Utility poles and lighting
- Traffic signal and pedestrian signals (location of poles and the direction and lanes the signals face)
- Signs, signage, and traffic control (speed limits, stop signs, no turn on red, no parking and parking limitations, etc.)
- Hydrants and other utilities and fixtures including (but not limited to) guard rails, walls, traffic islands, curbs (granite or bituminous) and curb cuts.
- Number of vehicular lanes and lane use, including pavement markings, crosswalks, and curb ramps. It is noted that MassDOT Project 609472 will provide ADA Retrofits at various locations along the Route 3A Corridor.
- Land uses and landmarks, including historic districts and the business districts
- Roadway and lane widths, as well as sidewalk and bicycle path widths
- Grades will be estimated in physical inventories.
- Sight distances will be measured at intersections where sight distances are limited.
- North arrows on the physical inventories will always be shown toward the top of the page. (North is always up)
- The date and initials of the person taking the inventory must be on the physical inventory sheet.

E. Signalized intersections will include sheets separate from the physical inventories showing signal timing and phasing diagrams. The locations of pedestrian signals and traffic signal heads will be shown on the physical inventories. Each signal phase shall be shown with the movements for the lanes given green marked clearly for the direction of travel, along with the clocked time. The north arrow on sketches and signal timing and phasing should always be up toward the top of the sketch.

D. Field surveillance of existing conditions will include photos and/or video of the study area corridor, documentation of locations of posted speed limits, and documentation of other pertinent traffic control and lane use restrictions within the study area corridor. The video and photos will be taken to document various conditions that affect the movement and safety of vehicles, bicyclists, and walkers. The utilization of drone technology will assist with the photo and video documentation.

E. Review of existing conditions will include a field review of existing land use, and a review of existing zoning within the study area.

F. Review of existing conditions will include a field review of existing pavement conditions in the study area corridors utilizing OCPC's pavement management system.

G. Traffic signal permits for signalized intersections and special speed regulation permits for study area roads will be requested from the Town of Kingston and MassDOT

**Scope of Work      Old Colony Planning Council      Route 3A (Kingston) Corridor Study**

- H. Existing peak hour level-of-service analysis for signalized and un-signalized intersections based on 2020 base year counts shall be conducted utilizing software based on the Highway Capacity Manual.
- I. Crash data from 2021, 2022, and 2023 (the three most recent years of available data) for the study area intersections will be compiled and the number, type, and severity of crashes shall be documented, based on the practices published in the Manual on Traffic Engineering Studies. Crash patterns regarding type and cause will be discerned.
- J. Crash rates for the study area intersections shall be developed based on practices published in the Manual of Traffic Engineering Studies and compared to average crash rates for the state and for the region.
- K. The study area will be screened for locations within the top five percent crash clusters in order to determine HSIP eligibility. The MassDOT Top 200 Crash locations list and OCPC's Top 100 Crash Locations list will be reviewed to determine if any of the study area locations are included on those lists.
- L. Data for determining non-motorized safety and accommodations at study area intersections and within the study corridor will be collected. Non-motorized safety and accommodation will be assessed at the study area intersections and within the study corridor.
- M. Warrant analyses, in accordance with the Manual on Uniform Traffic Control Devices will be conducted at un-signalized intersections if necessary to determine the justification for traffic signals, stop sign, four-way stop, and flashing yellow/red beacon at intersections deemed feasible.
- N. Bridge and culvert inventory and condition information will be documented.
- O. Maps will be developed including but not limited to illustrating the geographic scope of the study areas, as well as existing traffic counts, 85th percentile speeds, and percentage of heavy vehicles in the traffic flow.
- P. Documentation of existing transit services (i.e., MBTA, GATRA, P&B) and demand will be documented. The documentation will include both fixed routes and paratransit services.
- Q. Demographic and Business Profiles will be developed and provided to provide a comprehensive understanding of the corridor and its potential. Staff will utilize the US Census, ESRI Business Analyst, and ESRI Community Analyst, as well as input from Town staff, the Kingston Business Association and other sources as may be identified
- R. Sustainability involves encouraging alternative, non-motorized modes to conserve energy and reduce reliance on fossil fuels. Principles for creating more sustainable neighborhoods include designing streets and the rights-of-way to encourage shared pedestrian, bicycle and vehicular use (Complete Streets Concepts). The Federal Highway Administration (FHWA) defines Livability as "...tying the quality and location of transportation facilities to broader opportunities such as access to good jobs, affordable housing, high quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design." This study will consider livability and sustainability principles in the planning process and in the development of recommended improvements. The "Complete Streets" design strategy enables safe road access and operation for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets

strategies will be considered and utilized to implement the goals of Sustainability and Livability.

S. Prepare documentation of climate change and resiliency. Climate Change Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks. Review and incorporate the Municipal Vulnerability Preparedness (MVP) Plan, including corridor sites where Sea Level Rise and hurricanes are mapped risk hazards and including floodway risk areas in the corridor.

## **6. Forecast and Analyze Future Conditions**

A. The horizon year of 2029 will be used to forecast future peak hour traffic, in conformance with MassDOT traffic study requirements. Future peak hour traffic conditions will be estimated using an overall background traffic rate. The background rate will be developed based on OCPC archived data and a review of MassDOT’s permanent count stations. Future conditions will be determined based on the applications of a regional travel demand model and background growth rate (currently one percent per year) to 2029 traffic plus peak hour trip generation from planned developments. Local officials from Kingston will be notified to determine the potential for planned developments in determining future traffic.

B. Peak hour Level-of-service analyses will be performed for study area intersections for 2025 conditions including “No-Build” and “Build” conditions. 2025 “No-Build” conditions will include existing traffic volumes increased by the background growth rate plus traffic due to other planned development. “Build” conditions will represent 2025 peak hour conditions with existing volumes increased by the background growth rate plus traffic due to other planned development and alternative recommended improvements in place. Signal Warrant Analyses, in conformance with the Manual on Uniform Traffic Control Devices (MUTCD), will be completed as needed for determining signalization, flashing beacons, and all way Stop Sign control.

C. The Conveyal Software will be utilized to assess existing and future transit potential. Conveyal's web-based Analysis tool helps users understand how multi-modal transportation networks connect people with destinations.

## **7. Identify Current and Potential Deficiencies**

A. Current and potential deficiencies will be determined based on traffic and safety assessments, at the study area intersections and within the study area corridors, as well as through field assessments and the public outreach program. The identification of deficiencies (traffic congestion and levels-of-service, safety, lighting, signage, and sidewalk and pavement conditions, ADA) will include traffic, transit, bicycle, and pedestrian analyses. These assessments will be coordinated with state and local plans and initiatives.

## **8. Develop Recommendations**

Alternatives for improvements to traffic congestion, traffic circulation, transit, and safety hazards will be developed specific to problems identified based on the analyses, the public outreach program, and meetings with local officials and MassDOT. The improvements will also include non-motorized alternatives and will include cost-effective, short-term, and long-

## **9. Document Results**

A. A draft report will be prepared and circulated for review and comment that documents findings and recommendations. OCPC will prepare the draft and final reports that will include the identification of funding sources and recommendations for implementation of recommended improvements.

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 7B  
Route 139 Corridor Transportation Planning Study  
Project Preview

**Summary**

:

The purpose of the comprehensive Route 139 Corridor Transportation Planning Study is to evaluate in-depth the total distance of approximately 3.4-mile segment along Route 139 Corridor between the northern Stoughton Town Line (bordering with Randolph, MA) and Route 27, also known as Park Street/Washington Street within the Town of Stoughton of Massachusetts. Route 139 Corridor is mostly under local jurisdiction except that the segment (between Turnpike St/Hawes Way and Stoughton and Randolph Town Line) at the interchange area of Route 139 over Route 24 is under MassDOT jurisdiction. Route 139 is known as Pleasant Street and Turnpike Street within our study area.

This planning level study will assess existing conditions and operations in relation to service needs for the community, regional commuting, and the economy and result in the development of short-term and long-term actions that will enhance circulation and traffic flow efficiency and improve safety. Staff will review and analyze the traffic volume, speeds, vehicle types, capacity ratios, levels-of-service, collisions, access management design, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, signage, and overall



physical layouts and operation. Public input will be included as part of the project identification process.

### **Study Process**

1. Inventory and Review of Peer Studies and Planned Improvements
2. Assess and Analyze Existing Conditions
3. Forecast and Analyze Future Conditions
4. Identify Current and Potential Deficiencies
5. Develop Recommendations
6. Document Results

# Project Development Timeline

Stoughton Route 139 Corridor Transportation Planning Study Project Development Timeline*													
	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
<b>Data Collection</b>													
TMC, ATR													
Intersection and Corridor Inventories													
Signal Permits, Speed Regulations, etc													
Collision Reports													
<b>Data Analysis</b>													
GIS Data Layers Analysis													
Existing Analysis - Capacity, Safety													
Future Analysis - Capacit, Safety													
Finding and Recommendations													
<b>Public Outreach</b>													
Public Survey													
Website													
<b>Agencies/Community Meetings</b>													
Intitial contact													
JTC Meeting updates													
MPO Meeting updates													
Public Meeting													
Stakeholders Meeting													
<b>Reports and Data Maps</b>													
Data Summary, Maps													
Draft Report													
Final Report													

\*The Project Development Timeline is used as a general guide and is subject to changes based on optimal outcomes and development for the study and coordination with community, regional and MassDOT stakeholders and partner

## 1. Study Team

The Route 139 Corridor Transportation Planning Study Team will consist of the Old Colony Planning (OCPC) staff:

- A. Guoqiang Li – Project Manager
- B. Ray Guarino – General Technical Analysis, Design Alternatives, and Public Outreach
- C. Bill McNulty – Programs Development, Funding Coordination, and Public Outreach
- D. Kyle Mowatt – Data Analysis and Technical Assistance in Traffic Operations
- E. Shawn Bailey - Data Analysis and Technical Assistance in Traffic Safety
- A. Laurie Muncy – Land Use and Comprehensive Planning
- B. Bill Napolitano – Environmental Planning
- A. Jay Song – GIS/Maps, Transportation-GIS Data Collection and Analysis
- B. Andrew Vidal – GIS/Maps
- C. Megan Fournier – Public Engagement and Communications
- D. Elise Prince – Public Engagement and Communications

## 2. Purpose Statement

The purpose of the comprehensive Route 139 Corridor Transportation Planning Study is to evaluate in-depth the total distance of approximately 3.4-mile segment along Route 139 Corridor between the northern Stoughton Town Line (bordering with Randolph, MA) and Route 27, also known as Park Street/Washington Street within the Town of Stoughton of Massachusetts. Route 139 Corridor is mostly under local jurisdiction except that the segment (between Turnpike St/Hawes Way and Stoughton and Randolph Town Line) at the interchange area of Route 139 over Route 24 is under MassDOT jurisdiction. Route 139 is known as Pleasant Street and Turnpike Street within our study area.

This planning level study will assess existing conditions and operations in relation to service needs for the community, regional commuting, and the economy and result in the development of short-term and long-term actions that will enhance circulation and traffic flow efficiency and improve safety. Staff will review and analyze the traffic volume, speeds, vehicle types, capacity ratios, levels-of-service, collisions, access management design, pedestrian and bicycle traffic and infrastructure, pavement conditions, traffic control, signage, and overall physical layouts and operation. Public input will be included as part of the project identification process. Staff will utilize the Old Colony Metropolitan Planning Organization’s Congestion Management Process, Safety Management System, Pavement Management System, and Land Use Management System to assist in the identification and development of short-term and long-term recommendations for all road users, including motorized, transit, and non-motorized modes.

## 3. Project Timeline

The Route 139 Corridor Study will be developed under task of UPWP #3400 – Route 139 Corridor Study, during Federal Fiscal Year 2024, from October 2023 through September 2024.

## Scope of Work      Old Colony Planning Council      Route 139 (Stoughton) Corridor Study

Advance consultation with Town officials and the Massachusetts Department of Transportation will occur during Fall 2023. Data collection is expected to be completed by the end of calendar year 2023. Public outreach will occur throughout the project schedule at periodic intervals. A Final Report will be presented to the Town of Stoughton, Massachusetts Department of Transportation, and Old Colony Metropolitan Planning Organization no later than September 18, 2024.

### 4. Public Outreach

1. Stakeholders will be identified for the study and will include those who have the potential to be impacted by the study, those who are important in the implementation of improvements, and those who have an interest in the study and process. The process will include reaching out to the business community, residents, and the public at large, groups and agencies with interests in traffic and transportation, local officials (state representatives, councilors, etc.), news organizations (local newspaper and radio), state agencies, and groups that have been traditionally underserved including the elderly, groups with limited English proficiency (LEP), minorities, and people below the poverty line.
2. The outreach program will include meetings with local officials in Stoughton including Administration, Planning, Streets, Trees and Parks, School Department, and Public Safety. Public meetings with stakeholders will include the presentation of findings and will solicit discussion and facilitation of improvements and recommendations. In addition to public meetings, the outreach program will include public surveys, interviews with stakeholders, and meetings with state and local officials, including MassDOT. Notices of meetings will involve the use of a variety of new media, internet postings, as well as traditional means of notice (postings in public places of convenience and newspapers). Meetings may be held virtually in a webinar format. A project webpage within the OCPC website will be created and maintained throughout the project duration.

Stakeholders will include (but are not limited to) the following:

- Massachusetts State Senator Walter F. Timilty
- Massachusetts State Representative William C. Galvin
- Massachusetts Department of Transportation (Boston and District 5)
- Stoughton Select Board
- Stoughton Planning Board
- Stoughton Police Department
- Stoughton Fire Department
- Stoughton Public Works
- Stoughton Engineering Department
- Stoughton Town Planner
- Stoughton Public Schools
- Stoughton Council on Aging
- Stoughton Chamber of Commerce
- Brockton Area Transit (BAT)
- Massachusetts Bay Transportation Authority (MBTA)

## 5. Inventory and Review of Peer Studies and Planned Improvements

- a. Compile and review traffic studies by consultants and agencies pertinent to the study area
- b. Compile and review plans and studies by MassDOT
- c. Compile information on potential projects that will impact future trip generation within the study area network.

## 6. Assess and Analyze Existing Conditions

A. Collect daily traffic counts, speeds, and heavy vehicle percentages at the following locations in Stoughton:

1. Washington Street (Route 138), north of Pleasant Street (Route 139)
2. Washington Street (Route 138), south of Pleasant Street (Route 139)
3. Park Street (Route 27), south of Pleasant Street (Route 139)
4. Pleasant Street (Route 139), east of Washington Street (Route 138)
5. Pleasant Street (Route 139), north of Lincoln Street
6. Lincoln Street, west of Pleasant Street (Route 139)
7. Lincoln Street, east of Pleasant Street (Route 139)
8. Pleasant Street (Route 139), north of Central Street
9. Central Street, west of Pleasant Street (Route 139)
10. Central Street, east of Pleasant Street (Route 139)
11. Pleasant Street (Route 139), north of Pine Street
12. Pine Street, west of Pleasant Street (Route 139)
13. Turnpike Street (Route 139), north of Pleasant Street (Route 139)
14. Turnpike Street, south of Pleasant Street (Route 139)
15. Page Street, west of Turnpike Street (Route 139)
16. Page Street, east of Turnpike Street (Route 139)
17. Lindelof Avenue (Route 139), north of Page Street
18. Hawes Way, east of Lindelof Avenue (Route 139)
19. Turnpike Street, west of Lindelof Avenue (Route 139)
20. Lindelof Avenue (Route 139), over Route 24
21. Kay Way, north of Lindelof Avenue (Route 139)
22. Technology Center Drive, south of Lindelof Avenue (Route 139)
23. Mazzeo Drive (Route 139), east of Technology Center Drive

B. Collect turning movement counts (TMC) at the following intersection locations listed below. The traffic counts will be conducted during the following times AM 7:00 AM to 9:00 AM, and PM 4:00 PM to 6:00 PM (2:00 PM to 6:00 PM at intersections heavily affected by school traffic), beginning in October 2023.

1. Pleasant Street (Route 139) & Washington Street (Route 138) / Park Street (Route 27)
2. Pleasant Street (Route 139) & Prospect Street
3. Pleasant Street (Route 139) & Lincoln Street
4. Pleasant Street (Route 139) & Central Street

**Scope of Work      Old Colony Planning Council      Route 139 (Stoughton) Corridor Study**

5. Pleasant Street (Route 139) & Pine Street
6. Pleasant Street (Route 139) & Turnpike Street
7. Turnpike Street (Route 139) & Page Street
8. Turnpike Street (Route 139) & Hawes Way
9. Lindelof Avenue (Route 139) & Route 24 On/Off Ramps
10. Lindelof Avenue (Route 139) & Technology Center Drive / Kay Way

C. Turning movement counts will be conducted in September through October when school is in session to include the impact of school traffic.

D. A Physical Inventory will be completed for each TMC location. The physical inventory will be a sketch of the intersection showing roadways and all attributes necessary for analysis.

These include but are not limited to:

- Sidewalks and bicycle tracks and/or pedestrian paths
- Bicycle lanes
- Utility poles and lighting
- Traffic signal and pedestrian signals (location of poles and the direction and lanes the signals face)
- Signs, signage, and traffic control (speed limits, stop signs, no turn on red, no parking and parking limitations, etc.)
- Hydrants and other utilities and fixtures including (but not limited to) guard rails, walls, traffic islands, curbs (granite or bituminous), and curb cuts.
- Number of vehicular lanes and lane use, including pavement markings, crosswalks, and curb ramps.
- Land uses and landmarks.
- Roadway and lane widths, as well as sidewalk and bicycle path widths
- Grades will be estimated in physical inventories.
- Sight distances will be measured at intersections where sight distances are limited.
- The date and initials of the person taking the inventory must be on the physical inventory sheet.

E. Signalized intersections will include sheets separate from the physical inventories showing signal timing and phasing diagrams. The locations of pedestrian signals and traffic signal heads will be shown on the physical inventories. Each signal phase shall be shown with the movements for the lanes given green marked clearly for the direction of travel, along with the clocked time. The north arrow on sketches and signal timing and phasing should always be up toward the top of the sketch.

D. Field surveillance of existing conditions will include photos and/or video of the study area corridor, documentation of locations of posted speed limits, and documentation of other pertinent traffic control and lane use restrictions within the study area corridor. The video and photos will be taken to document various conditions that affect the movement and safety of vehicles, bicyclists, and walkers. The utilization of drone technology will assist with photo and video documentation.

E. Review of existing conditions will include a field review of existing land use and a review of

existing zoning within the study area.

F. Review of existing conditions will include a field review of existing pavement conditions in the study area corridors utilizing OCPC's pavement management system.

G. Traffic signal permits for signalized intersections and special speed regulation permits for study area roads will be requested from the Town of Stoughton and MassDOT.

H. Existing peak hour level-of-service analysis for signalized and un-signalized intersections based on 2023 base year counts shall be conducted utilizing software based on the Highway Capacity Manual.

I. Collision data including 2020, 2021, 2022, or the three most recent years of available data for the study area intersections will be compiled and the number, type, and severity of collision shall be documented, based on the practices published in the Manual on Traffic Engineering Studies. Collision patterns regarding type and cause will be discerned.

J. Collision rates for the study area intersections shall be developed based on practices published in the Manual of Traffic Engineering Studies and compared to average collision rates for the state and for the region.

K. The study area will be screened for locations within the top five percent collision clusters in order to determine HSIP eligibility. The MassDOT Top 200 Collision Locations list and OCPC's Top 100 Collision Locations list will be reviewed to determine if any of the study area locations are included on those lists.

L. Data for determining non-motorized safety and accommodations at study area intersections and within the study corridor will be collected. Non-motorized safety and accommodation will be assessed at the study area intersections and within the study corridor.

M. Warrant analyses, in accordance with the **Manual on Uniform Traffic Control Devices** will be conducted at un-signalized intersections if necessary to determine the justification for traffic signals, stop sign, four-way stop, and flashing yellow/red beacon at intersections deemed feasible.

N. Bridge and culvert inventory and condition information will be documented if applicable.

O. Maps will be developed including but not limited to illustrating the geographic scope of the study areas, as well as existing traffic counts, 85th percentile speeds, and percentage of heavy vehicles in the traffic flow.

P. Documentation of existing transit services (i.e. MBTA, and BAT) and demand will be documented. The documentation will include both fixed routes and paratransit services.

Q. Demographic and Business Profiles will be developed and provided to provide a comprehensive understanding of the corridor and its potential. Staff will utilize the US Census, ESRI Business Analyst, and ESRI Community Analyst.

R. Sustainability involves encouraging alternative, non-motorized modes to conserve energy and reduce reliance on fossil fuels. Principles for creating more sustainable neighborhoods include designing streets and the rights-of-way to encourage shared pedestrian, bicycle, and vehicular use (Complete Streets Concepts). The Federal Highway Administration (FHWA) defines Livability as "...tying the quality and location of transportation facilities to broader

## Scope of Work      Old Colony Planning Council      Route 139 (Stoughton) Corridor Study

opportunities such as access to good jobs, affordable housing, high-quality schools, and safe streets. This includes addressing safety and capacity issues on all roads through better planning and design.” This study will consider livability and sustainability principles in the planning process and in the development of recommended improvements. The “Complete Streets” design strategy enables safe road access and operation for all users including pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities. Complete Streets strategies will be considered and utilized to implement the goals of Sustainability and Livability.

S. Prepare documentation of climate change and resiliency. Climate Change Climate resilience is the ability to anticipate, prepare for, and respond to hazardous events, trends, or disturbances related to climate. Improving climate resilience involves assessing how climate change will create new, or alter current, climate-related risks, and taking steps to better cope with these risks. Review and incorporate the Municipal Vulnerability Preparedness (MVP) Plan.

### **6. Forecast and Analyze Future Conditions**

- a. A horizon year of 2030 will be assessed to forecast future peak hour traffic, in conformance with MassDOT traffic study requirements. Future peak-hour traffic conditions will be estimated using an overall background traffic rate. The background rate will be developed based on OCPC archived data, OCPC Travel Demand Mode, and a review of MassDOT’s permanent count stations. In addition to the base year of 2023 analysis, the short-term future for the year 2025 conditions will be determined based on the applications of a regional travel demand model and background growth rate (currently one percent per year) to 2025 traffic plus peak hour trip generation from planned developments. Local officials from Stoughton will be contacted to determine the potential for planned developments in determining future traffic.
- b. Peak hour Level-of-service analyses will be performed for study area intersections for 2025 conditions including “No-Build” and “Build” conditions. 2025 “No-Build” conditions will include existing traffic volumes increased by the background growth rate plus traffic due to other planned developments. “Build” conditions will represent 2025 peak hour conditions with existing volumes increased by the background growth rate plus traffic due to other planned developments and alternative recommended improvements in place. Signal Warrant Analyses, in conformance with the Manual on Uniform Traffic Control Devices (MUTCD), will be completed as needed for determining signalization, flashing beacons, and all-way Stop Sign control.
- c. Various enterprise data software will be considered to support the study. The Conveyal Software will be utilized to assess existing and future transit potential. Conveyal's web-based Analysis tool helps users understand how multi-modal transportation networks connect people with destinations. RITIS data platform will be used to assist in understanding traffic delay patterns for the area.

### **7. Identify Current and Potential Deficiencies**

Current and potential deficiencies will be determined based on traffic and safety assessments,



**Scope of Work      Old Colony Planning Council      Route 139 (Stoughton) Corridor Study**

at the study area intersections and within the study area corridors, as well as through field assessments and the public outreach program. The identification of deficiencies (traffic congestion and levels-of-service, safety, lighting, signage, and sidewalk and pavement conditions, ADA) will include traffic, transit, bicycle, and pedestrian analyses. These assessments will be coordinated with state and local plans and initiatives.

**8. Develop Recommendations**

Alternatives for improvements to traffic congestion, traffic circulation, transit, and safety hazards will be developed specific to problems identified based on the analyses, the public outreach program, and meetings with local officials and MassDOT. The improvements will also include non-motorized alternatives and will include cost-effective, short-term, and long-term recommendations.

**9. Document Results**

A draft report will be prepared and circulated for review and comment on the document’s findings and recommendations. OCPC will prepare the draft and final reports that will include the identification of funding sources and recommendations for implementation of recommended improvements.

**Attachment**

**Project Development Timeline**

Stoughton Route 139 Corridor Transportation Planning Study Project Development Timeline*													
	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
<b>Data Collection</b>													
TMC, ATR													
Intersection and Corridor Inventories													
Signal Permits, Speed Regulations, etc													
Collision Reports													
<b>Data Analysis</b>													
GIS Data Layers Analysis													
Existing Analysis - Capacity, Safety													
Future Analysis - Capacity, Safety													
Finding and Recommendations													
<b>Public Outreach</b>													
Public Survey													
Website													
<b>Agencies/Community Meetings</b>													
Initial contact													
JTC Meeting updates													
MPO Meeting updates													
Public Meeting													
Stakeholders Meeting													
<b>Reports and Data Maps</b>													
Data Summary, Maps													
Draft Report													
Final Report													

\*The Project Development Timeline is used as a general guide and is subject to changes based on optimal outcomes and development for the study and coordination with community, regional and MassDOT stakeholders and partner.

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 7C  
2020--2022 Old Colony  
Congestion Management Process (CMP) Report  
▪ Report Update

**Summary**

The 2020-2022 Old Colony Congestion Management Process (CMP) Report is an MPO document that for the first time is a multi-year document as opposed to an annual report (a recommendation from the 2019 Old Colony MPO Certification Review). The CMP Report summarizes items such as ATR and TMC data, Commuter Rail station and Park & Ride lot utilization counts, non-recurring congestion data, LTA projects, streets with a V/C ratio of 0.8 or higher, and intersections with Level-of-Service (LOS) “D” or worse.

The purpose of the Congestion Management Process (CMP) is to identify congested locations; determine the causes of congestion; develop alternative strategies to mitigate congestion; evaluate the different potential mitigation strategies; propose alternative strategies that best address the causes and impacts of congestion; and track and evaluate the impact of previously implemented congestion management strategies.



# **2020-2022 Old Colony Congestion Management Process (CMP) Report**

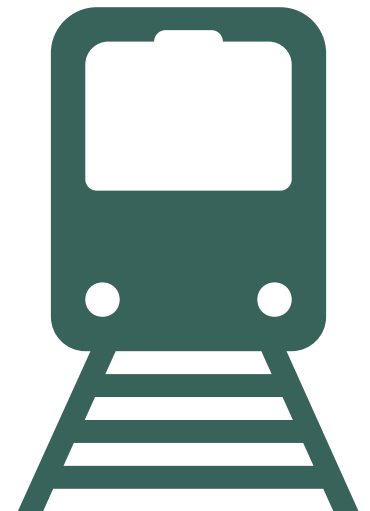
Shawn Bailey

Senior Transportation Planner

October 5, 2023 JTC Meeting

# Congestion Management Process

- Process that monitors transportation facilities for congestion.
  - Identify locations
  - Determine congestion causes
  - Develop strategies
  - Evaluate the impact
- CMP is an integral part of the Metropolitan Planning Process.

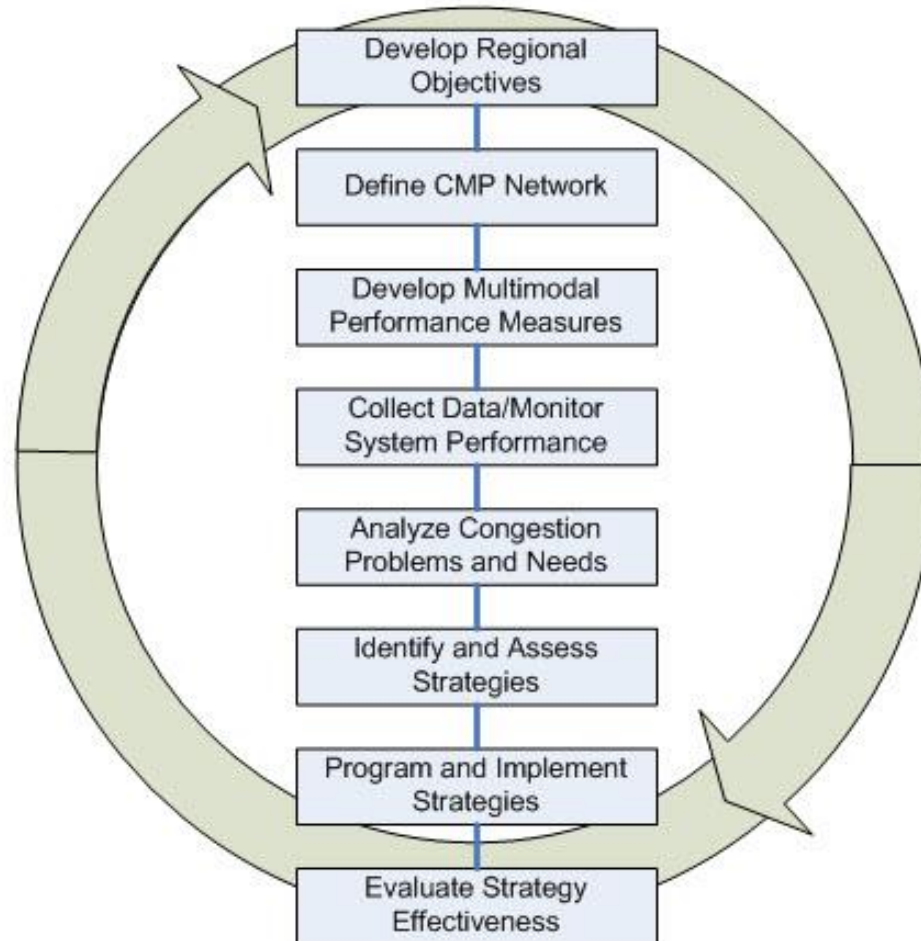


# Transportation Planning Process

- Built into the transportation planning process.
- Rather than a stand-alone process, it is incorporated into:
  - Long Range Transportation Plan
  - Transportation Improvement Program
  - Unified Planning Work Program
- Track adopted MassDOT PM3 Performance Measures
  - Travel Time Reliability, Truck Travel Time
  - Reliability, Peak Hour Excessive Delay.



# Elements of the CMP



# Visited Transit Facilities

## Commuter Rail

- Providence/Stoughton
  - Canton Junction, Canton Center, Stoughton
- Middleborough/Lakeville
  - Holbrook/Randolph, Montello, Brockton (BAT Garage), Campello, Bridgewater, Middleborough/Lakeville
- Kingston
  - South Weymouth, Abington, Whitman, Hanson, Halifax, Kingston

## Park & Ride

- Route 3 Corridor
  - Bourne
  - Plymouth
  - Rockland
- Route 24 Corridor
  - Bridgewater
  - West Bridgewater



# Monitoring of System Performance

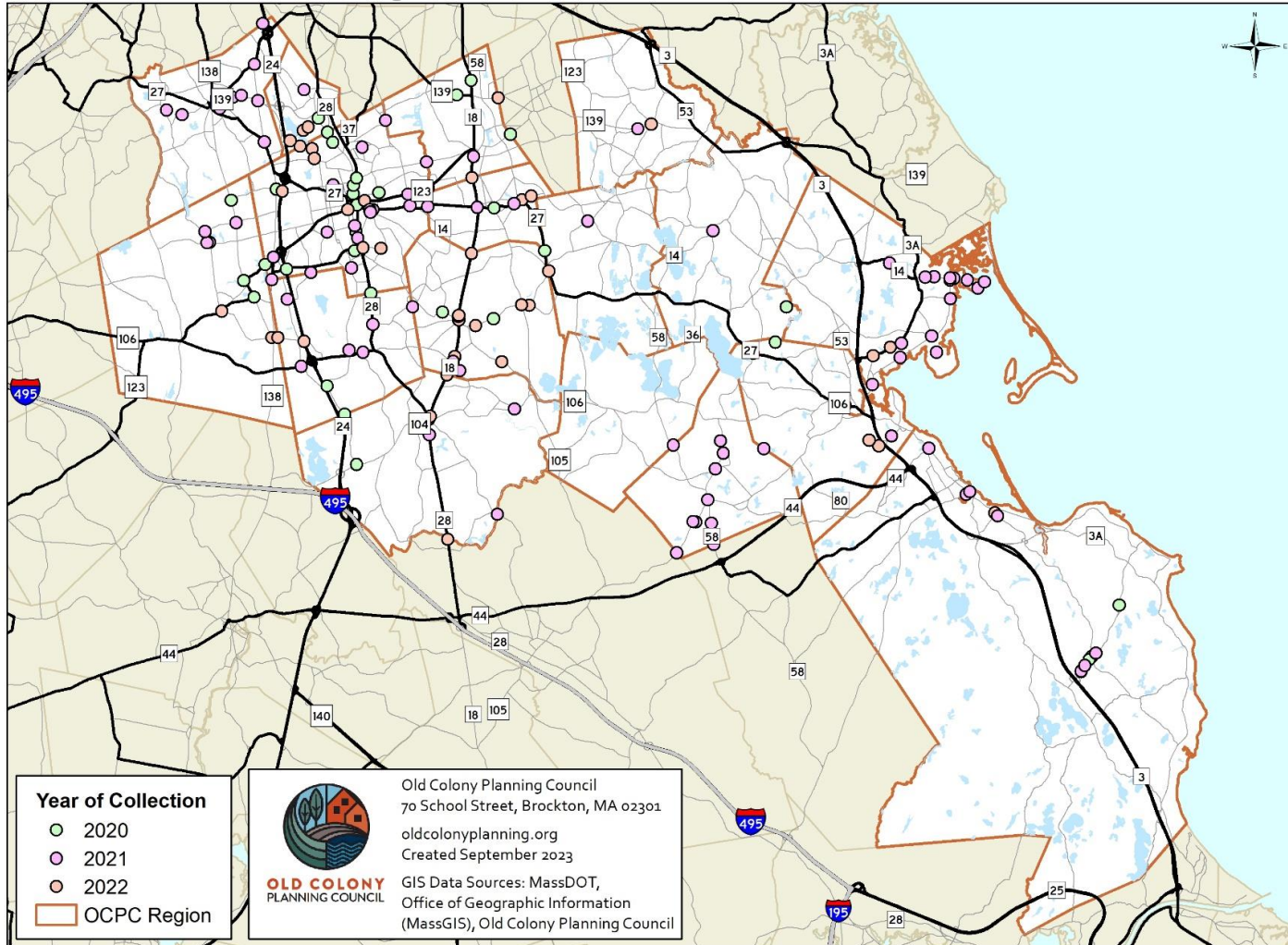
- 236 Automatic Traffic Recorders (ATRs)
- 40 Turning Movement Counts (TMCs)
- V/C Ratio of 0.8 or More
  - Five locations on Route 24.
- Level of Service
  - Graded A to F, D or worse is congested.
  - 35 locations with LOS D or worse.





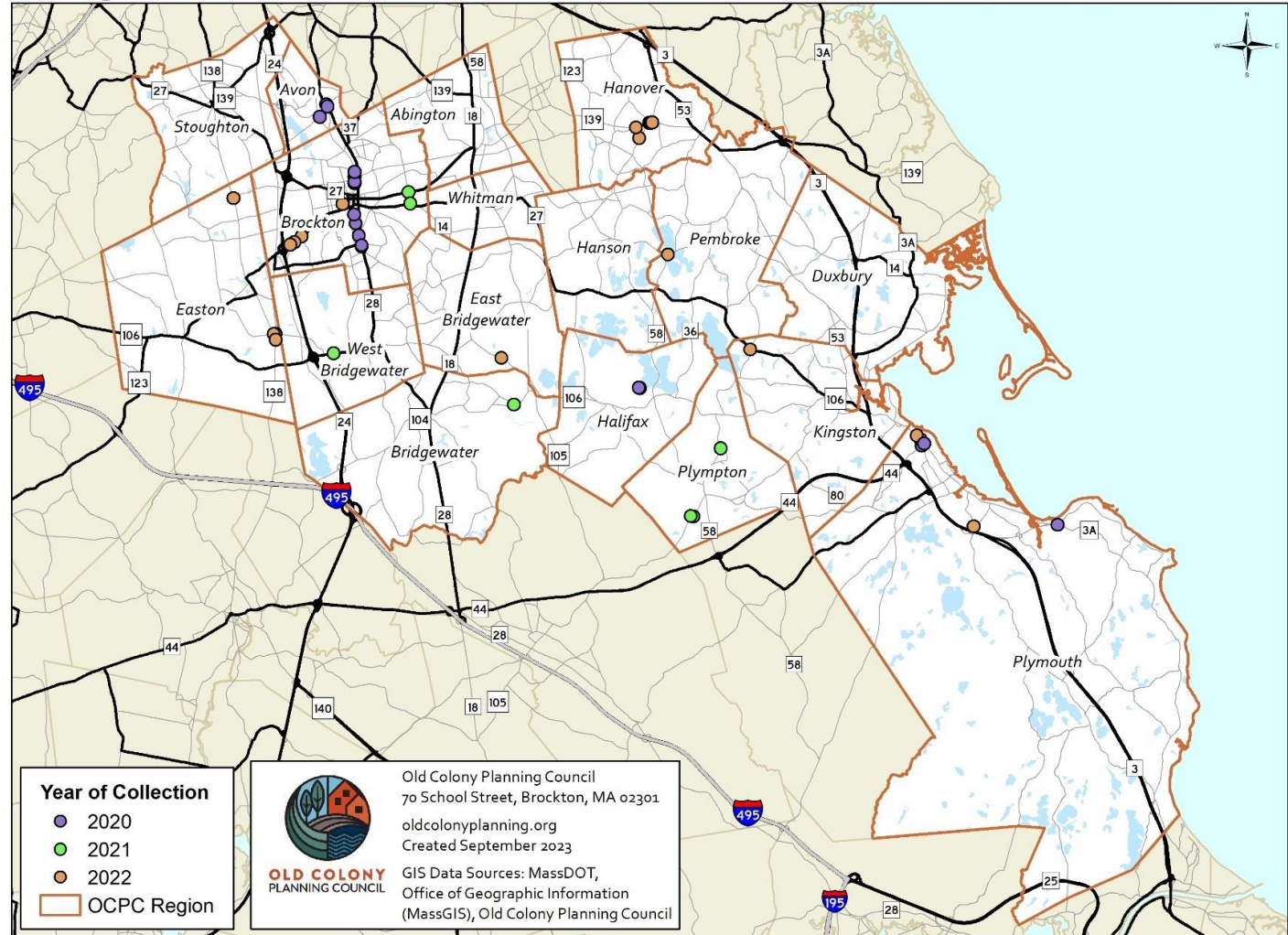
# 2020-2022 ATR Locations

Automated Traffic Recordings (ATRs)



# 2020-2022 TMC Locations

Turning Movement Counts (TMCs)



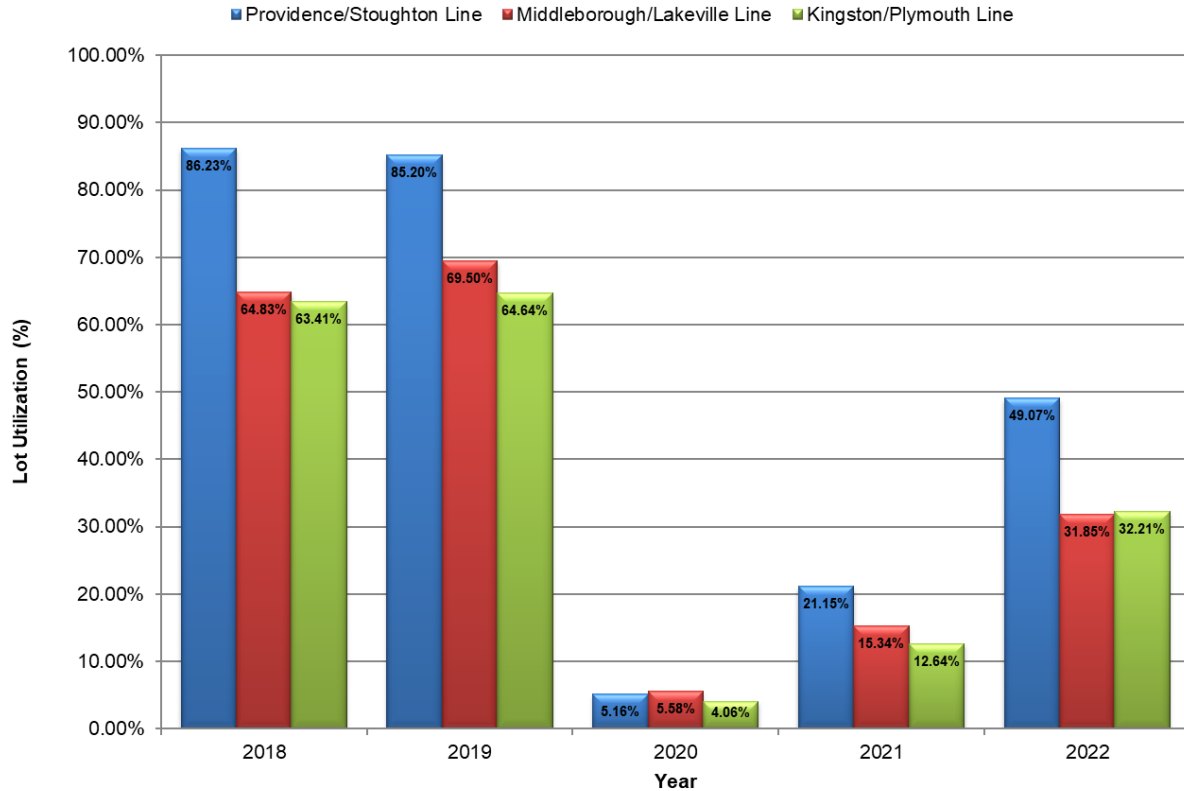
# BAT Passengers per Seat (PPS)

- Utilized data from Passio (BAT's APC system)
- Three sample days (10/28/21, 4/27/22, and 10/27/22)
  - 10/28/21
    - 0.25 PPS
  - 4/27/22
    - 0.33 PPS
  - 10/27/22
    - 0.37 PPS

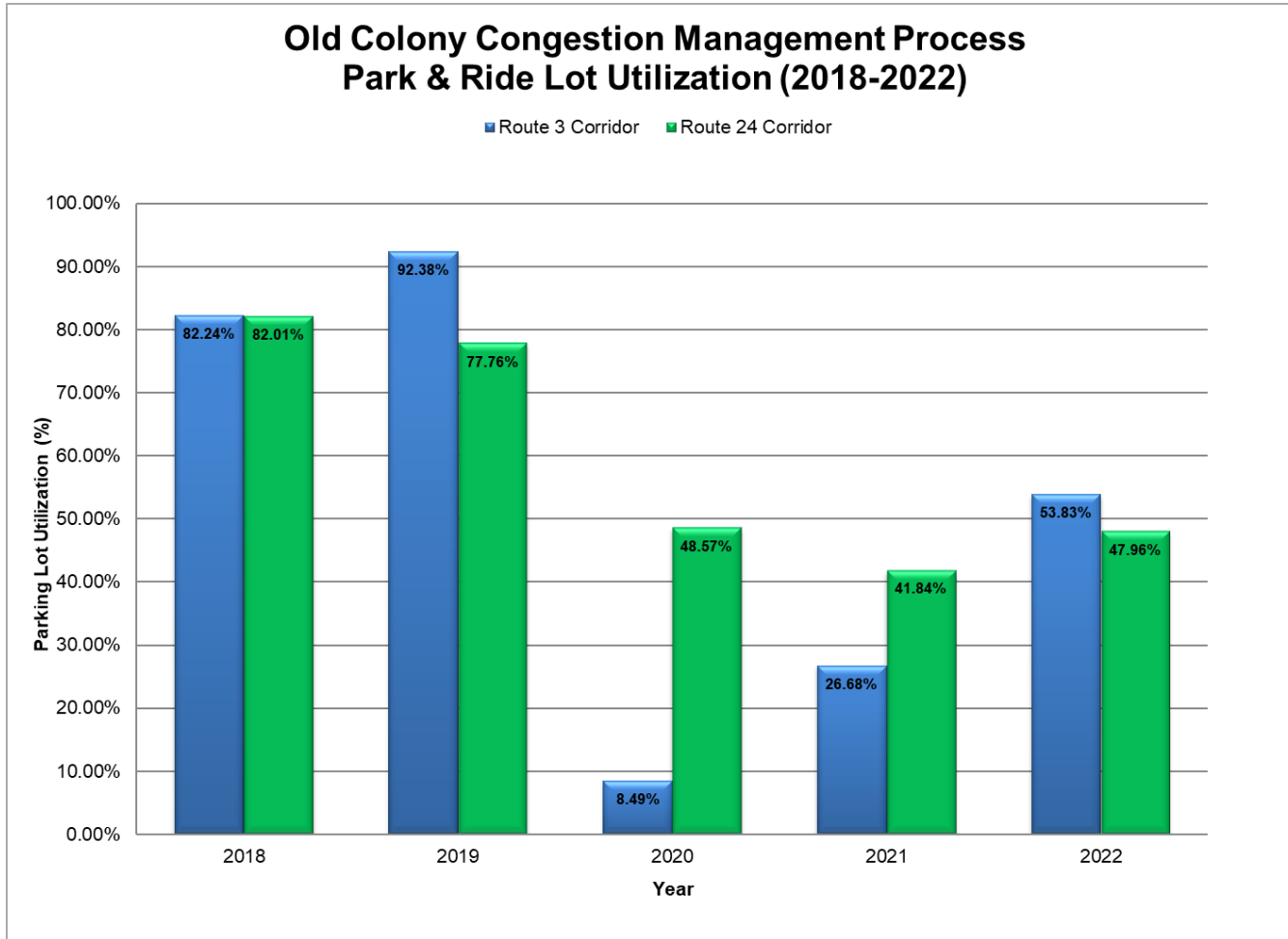


# Commuter Rail Utilization

Old Colony Congestion Management Process  
MBTA Commuter Rail Parking Lot Utilization (2018-2022)



# Park & Ride Utilization





# Non-Recurring Congestion

- Data extracted from RITIS
  - 6.61 Days for Bridge Maintenance Operations
  - 5.82 Hours for Collisions
  - 8.66 Days for Construction (Planned Roadways)
  - 8.46 Hours for Fires
  - 8.39 Hours for Flooding
  - 6.70 Days for Incidents (Planned Roadway)
  - 5.58 Days for Road Maintenance Operations
  - 13.30 Hours for Water Main Work



# CMP Strategies

- Travel Demand Management
- Access Management
- Promote the Use of Non-Motorized Modes of Travel
- Intelligent Transportation Systems (ITS)
- Promote Public Transportation
- Increasing Highway Capacity
- Increasing Commuter Rail Capacity



# Questions?





# Contact Information:

**Shawn Bailey**

Senior Transportation Planner

Phone: (774) 539-5124

Email: [sbailey@ocpcrpa.org](mailto:sbailey@ocpcrpa.org)



October 5, 2023 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 2024 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

The Old Colony Planning Council has received a request from the Town of Easton to conduct a study of pedestrian activity at the intersection of Main Street and Elm Street. The OCPC is currently coordinating with the Town on scheduling this Study.

**Project Status Updates**

**Bridgewater**

- Traffic Counts on Multiple Roadways  
*Data collection planned.*

## Brockton

- Traffic Study of Crescent Street (Route 27) at Quincy Street and Massasoit Boulevard  
*Data collected, Data analysis underway.*

## Duxbury

- Road Safety Audit of Halls Corner  
*Road Safety Audit scheduled for October 16, 2023.*

## Easton

- Study of Pedestrian Activity at Main Street and Elm Street  
*Coordination with Town underway.*

## Plymouth

- Traffic Study of Wareham Road at River Run  
*Data analysis and coordination with Town underway.*

## Stoughton

- Traffic Study and Road Safety Audit of Plain Street Corridor  
*Data collection underway; RSA to be scheduled Fall 2023.*

## Whitman

- Traffic Study of Auburn Street (Route 14)  
*Data collection planned after roadway construction is complete.*

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.

October 5, 2023 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

## **New Projects**

### **#16758 – Wastewater Treatment Facility Treated Effluent Discharge – Plymouth** **EENF (Expanded Environmental Notification Form)**

The town is proposing to increase the authorized volume of treated water that may be infiltrated at the Town's existing Camelot Drive Wastewater Treatment Facility. The Town is seeking to increase the total average annual discharge from 2.5 up to 3.0 Million gallons per day.

### **#16558 – Lake Shore Center Phase 4 – Bridgewater** **SDEIR (Supplemental Draft Environmental Impact Report)**

The Proposed Project has decreased in size and impact since the DEIR filing. The proponent has eliminated the assisted living facility and the condominiums. Additionally, the proposed hotel has increased by one story, 4 rooms, and approximately 170 sf.

**Certificates**

**#16707 – Pinnacle Bogs Restoration – Plymouth**

**NPC (Notice of Project Change)**

Certificate states that this project adequately and properly complies with MEPA.

**#16577 – Easton Warehouse – Easton**

**NPC (Notice of Project Change)**

Certificate states that this project does not require an Environmental Impact Report.

**#16721 – Sampson’s Brook Headwaters Restoration – Kingston**

**FROD (Final Record of Decision)**

Certificate states that this project is granted a full EIR Waiver.

**#16665 – Sewer Extension Project – East Bridgewater, Brockton**

Certificate states that this project adequately and properly complies with MEPA.

## **#15957 – Seawalls Phase I and Revetment Footing Protection – Duxbury**

Certificate states that this project does not require an Environmental Impact Report.

### **Public Notices**

#### **Notice of Intent to Initiate an Ecological Restoration Project – Kingston**

This project is for a cranberry bog wetland restoration located off Winthrop Street in Kingston.

#### **Notice of Intent to Initiate an Aquatic Plant Management Program - Pembroke**

This program involves a vegetation management program at Arnold School Pond to manage dense growths of invasive aquatic plants.

#### **Notice of Intent to Initiate an Ecological Restoration Project – Pembroke**

This project consists of a vegetation management program on the private property located at 2 Washington Street in Pembroke, MA to manage dense growths of invasive plants.



October 5, 2023 Old Colony JTC Meeting  
Agenda Item 8C

## Regional Concerns and Local Community Transportation Issues

### **Summary**

Regional Concerns and Local Community Transportation Issues.

October 5, 2023 Old Colony JTC Meeting  
Agenda Item 9  
Adjournment

**Summary**

Adjournment.