

# 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, September 7, 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

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## AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of August 3, 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 2023-2027 Transportation Improvement Program (TIP) Implementation
    - Update on Endorsed Amendment 5
7. New Business
  - A. Vision 2050 Long-Range Transportation Plan
    - 21-Day Public Review and Comment Period
  - B. 2023 Human Services Coordination Transportation Plan
    - 21-Day Public Review and Comment Period
  - C. Route 18 Corridor Study – East Bridgewater and Bridgewater
    - Findings and Recommendations
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

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- 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).

**September 7, 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.”

**Septmebr 7**, 2023 Old Colony JTC Meeting  
Agenda Item 2  
Public Comments

**Summary**

Public comments.

**September 7, 2023** Old Colony JTC  
Meeting Agenda Item 3  
Minutes of **August 3, 2023** Meeting

**Summary**

Old Colony JTC to consider approval of August 3, 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 August 3, 2023 at 12:00 P.M.**

### **ATTENDANCE**

Abington	Bruce Hughes	MassBike	Alexis Hosea-Abbott
Abington	John Stone	MassDOT District 5	Barbara Lachance
Bridgewater	Shane O'Brien	Safe Routes to School	Bonnie Roalsen
Bridgewater	Sristhi Jain	Safe Routes to School	Colleen Pekar
Brockton	Kamiya Parkin	Safe Routes to School	Rachel McCaffery
Easton	Greg Swan	United Way	Dennis Carman
Hanson	Don Howard	Environmental Partners	Jim Fitzgerald
Pembroke	Becky Coletta	Tighe & Bond	Dan Murphy
Plymouth	James Downey	OCPC	Charles Kilmer
Stoughton	William Roth	OCPC	Mary Waldron
Whitman	Dan Salvucci	OCPC	Bill McNulty
Whitman	Noreen O'Toole	OCPC	Kyle Mowatt
BAT	Glenn Geiler	OCPC	Ray Guarino

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

Chairperson Noreen O'Toole called the meeting to order at 12:03 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 June 1, 2023 Meeting**

Chairperson O'Toole asked if there is a motion to approve the June 1, 2023 Meeting Minutes. A motion was made by Dan Salvucci and seconded by Don Howard to approve the Meeting Minutes from June 1, 2023.

*The Old Colony JTC voted unanimously to approve the June 1, 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:

- Design Public Hearing – ADA Retrofits at Various Locations in District 5 - August 23, 2023 at 6:00 PM
- \$11.5 Million in Grants Available to Electrify Heavy-Duty Vehicles, Reduce Transportation Sector Emissions – Applications due by 5 PM on Tuesday, September 26, 2023
- Combined Notice of Funding Opportunity (NOFO) Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity) – Applications due by Thursday, September 28, 2023
- 2023 Moving Together Conference – October 4, 2023

## **5. Reports**

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

Glenn Geiler reported on the following items:

- BAT was awarded a \$10.7 Million grant from the Federal Transit Administration (FTA) to replace older vehicles with electric vehicles, install electric charging infrastructure, and develop a workforce training program.
- July 2023 ridership was up 11% from July 2022. Ridership continues to average about 74 percent of pre-COVID 19 pandemic ridership.
- Rockland Micro-Transit ridership continues to grow.
- An intern is currently working at BAT through the MassHire Program

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

There was no update from GATRA at this time.

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

Kyle Mowatt reported on the following:

In June and July 2023, work conducted involved fencing installation in seven communities on Middleborough Secondary Lines and New Bedford Main Line; construction of a pedestrian bridge over Route 18 in New Bedford; utilizing Cotley Street and Mill Street in Berkley to access right-of-way (ROW) for various activities; daytime shoulder and lane closure on Route 140 Southbound in Taunton for utility installation & traffic signal modifications; daytime and nighttime road and sidewalk work on Route 140 and Industrial Drive in Taunton; daytime railroad work in Berkley; overnight testing at the new Middleborough Station site; 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;

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

daytime roadwork on Route 105 and 28 near the new Middleborough Station site; overnight track work in Lakeville; daytime road and lane closures in Fall River for bridge painting; conduction of an emergency evacuation safety drill in Freetown; signal system installation and testing in seven communities on the Fall River & Middleborough Secondary New Bedford Main Line.

Additional work done included daytime construction at station sites, layover sites, and along the ROW 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.

## **6. Old Business**

### **A. FFY 2023-2027 Transportation Improvement Program (TIP) Amendments and/ or Adjustments**

- **Update on Endorsed Amendment 4 and Adjustment 2**
- **Amendment 5 – 21-Day Public Review and Comment Period**

Bill McNulty reported that the Old Colony MPO endorsed Amendment 4 on July 18, 2023. Amendment 4 included the following:

#### **FFY 2023**

- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 1 OF 2
  - Change in geographic scope.
  - Total Project Cost Decrease to \$10,964,395
  - Advance Construction Year 1: \$8,411,033
- BROCKTON AREA ARC, INC
  - Total Project is \$78,604
  - Buy Van for Service (SVC) Expansion (5310)
  - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863
- BROCKTON AREA ARC, INC
  - Total Project is \$121,000
  - Buy Van for Service (SVC) Expansion (5310) Type Ca
  - FFY 2023 Cost is \$121,000
- BROCKTON AREA TRANSIT (BAT) AUTHORITY
  - Total Project is \$121,000
  - Buy Replacement Type Ca Van
  - FFY 2023 Cost is \$96,800; FFY Cost is \$24,200
- BROCKTON AREA TRANSIT (BAT) AUTHORITY
  - Total Project Cost is \$318,000



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

- Buy Replacement Type E Vans
- FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

### **FFY 2024**

1. STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FEET NORTH OF CHARLES STREET TO LINCOLN STREET AC YEAR 2 OF 2
  - Change in geographic scope.
  - Total Project Cost \$10,964,395
  - Advance Construction Year 2: \$2,664,192 (Year 2 FFY 2024 Cost Decrease By \$6,299,107)
2. BROCKTON AREA ARC, INC
  - Total Project is \$78,604
  - Buy Van for Service (SVC) Expansion (GOBOND)
  - FFY 2023 Cost is \$72,741; FFY 2024 Cost is \$5,863
3. BROCKTON AREA TRANSIT (BAT) AUTHORITY
  - Total Project is \$121,000
  - Buy Replacement Type Ca Van (GOBOND)
  - FFY 2023 Cost is \$96,800; FFY Cost is \$24,200
4. BROCKTON AREA TRANSIT (BAT) AUTHORITY
  - Total Project Cost is \$318,000
  - Buy Replacement Type E Vans (GOBOND)
  - FFY 2023 Cost is \$254,400; FFY 2024 Cost is \$63,600

The Old Colony MPO also endorsed Adjustment 2. Adjustment 2 included the following:

### **FFY 2023**

- BROCKTON AREA TRANSIT (BAT) REHAB AND RENOVATE MAINTENANCE FACILITY
  - Former Project Cost: \$590,000
  - New Project Cost: \$100,000
  - Decrease in Cost: \$490,000
- BROCKTON AREA TRANSIT (BAT) BUY (5) REPLACEMENT 35-FT BUSES
  - Former Project Cost: \$3,250,000
  - New Project Cost: \$2,887,130
  - Decrease in Cost: \$362,870
- BROCKTON AREA TRANSIT (BAT) ACQUIRE MISCELLANEOUS SUPPORT EQUIPMENT
  - Former Project Cost: \$20,000

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

- New Project Cost: \$148,887
- Increase in Cost: \$128,887
  
- **BROCKTON AREA TRANSIT (BAT) BUY ASSOC CAP MAINT ITEMS**
  - Former Project Cost: \$10,000
  - New Project Cost: \$38,683
  - Increase in Cost: \$28,683
  
- **BROCKTON AREA TRANSIT (BAT) ACQUIRE SHOP EQUIPMENT**
  - Former Project Cost: \$100,000
  - New Project Cost: \$195,000
  - Increase in Cost: \$95,000
  
- **BROCKTON AREA TRANSIT (BAT) TERMINAL / INTERMODAL**
  - Former Project Cost: \$47,000
  - New Project Cost: \$67,300
  - Increase in Cost: \$27,300

At the July 18, 2023 meeting, the Old Colony MPO also released draft Amendment 5 to a 21-Day Public Review and Comment Period. Amendment 5 includes the following changes:

### **FFY 2023**

- **BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELLANEOUS POWER END ELECTRICAL EQUIPMENT**
  - Move to FFY 2024

### **FFY 2024**

- **BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELLANEOUS POWER END ELECTRICAL EQUIPMENT**
  - Total Project Cost is \$400,000

Chairperson O'Toole asked about the differences between a TIP Amendment and TIP Adjustment. Bill McNulty explained the magnitude of cost changes that would determine if said change would constitute an adjustment or an amendment.

Chairperson O'Toole asked if there is a motion to approve Amendment 5. Dan Salvucci made a motion and Becky Coletta seconded.

The Old Colony JTC voted unanimously to approve Amendment 5.

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

## **7. New Business**

### **A. Stormwater and Drainage Management – Guest Speaker: Don Howard**

Don Howard provided a presentation on Stormwater and Drainage Management.

There are two types of detention areas: Underground and Open Air. Underground area collects rainwater in an underground leaching field which has an outlet that could run into another drainage system. The collected water passes through filter paper before it goes into an existing drainage system or outlet to a stream.

Open Air Detention area is an open pit dug into the soil. There is a header built into one wall with a pipe to drain into an existing stream. The open-air detention area does not contain a filter. The water runs into the stream unfiltered.

There are many open-air detention areas in Hanson that are a problem due to the fact that they are breeding grounds for mosquitos.

Chairperson O'Toole suggested meeting with the planning board in Hanson to further discuss this issue.

Greg Swan asked if Don Howard has reached out to Plymouth County Mosquito Control and provided a list of the basins that are in question. Don Howard stated that he has reached out to them.

Chairperson O'Toole thanked Don Howard for bringing this information to the JTC.

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

Charles Kilmer provided an update on the 2023 Coordinated Human Services Transportation Plan and noted that Shawn Bailey is the project manager.

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 summarizes and addresses the needs of any and all 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

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

- 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 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.

### **C. 2050 Old Colony Long-Range Transportation Plan (LRTP)**

#### **▪ Financial Outlook at Recommended Projects**

Bill McNulty provided an overview of the Financial Outlook at Recommended Projects included in the 2050 LRTP. The following tables present the project investments by time band and by mode.

## OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

FFY	PROJECT ID#	PROJECT DESCRIPTION	Cost Estimate
2024	607403	STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 - YEAR 2	\$2,664,192
2024	609052	BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS	\$2,792,790
2024	409410	BROCKTON- INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET AND LYMAN STREET	\$2,506,679
2024	609435	PLYMPTON-BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER	\$1,236,628
2025	607818	BROCKTON- INTERSECTION IMPROVEMENTS AT LYMAN STREET/GROVE STREET/SUMMER STREET & REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER	\$4,368,000
2025	608195	EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET	\$7,181,554
2026	606002	KINGSTON- DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 3 RAMPS (NB/SB) AND ROUTE 3A (TREMONT STREET)	\$2,592,000
2026	609440	ABINGTON- INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET	\$5,182,715
2026	611979	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$4,050,000

FFY	PROJECT ID#	PROJECT DESCRIPTION	Cost Estimate
2027	608506	HANSON- CORRIDOR IMPROVEMENTS ON ROUTE 14 (MAQUAN STREET), FROM THE PEMBROKE T.L. TO INDIAN HEAD STREET AND RELATED WORK	\$11,548,342
2027	612525	ABINGTON- INTERSECTION IMPROVEMENTS, RANDOLPH STREET AND RICHARD A FITTS DRIVE (ROUTE 139) AT CHESTNUT STREET AND OLD RANDOLPH STREET	\$4,241,020
2027	612006	DUXBURY- BRIDGE REPLACEMENT, D-14-003 (438), POWDER POINT AVENUE OVER DUXBURY BAY	\$78,568,000
2028	612262	BROCKTON- INTERSECTION IMPROVEMENTS AT ROUTE 123 (BELMONT STREET), PEARL STREET AND STONEHILL STREET	\$8,659,085
2028	612769	HANOVER- CORRIDOR IMPROVEMENTS ON ROUTE 139 (HANOVER STREET) AT MAIN STREET, CENTER STREET AND SILVER STREET	\$7,141,835
2028	608615	KINGSTON- BRIDGE REPLACEMENT, K-01-014, SMITHS LANE OVER ROUTE 3 (PILGRIM HIGHWAY)	\$14,834,080
2028	611981	STOUGHTON- INTERSECTION IMPROVEMENTS AT CANTON STREET (ROUTE 27), SCHOOL STREET AND SUMMER STREET	\$2,668,000
2028	612770	ABINGTON- INTERSECTION IMPROVEMENTS AT ROUTE 18 (BEDFORD STREET) AND ROUTE 123(BROCKTON AVENUE)	\$6,248,949
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED:			\$166,483,869
TOTAL REGIONAL FUNDING AVAILABLE (INCLUDES \$35 M IN PROJECT SPECIFIC STATEWIDE FUNDING:			\$215,272,989

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

Table 3: Highway and Bridge Projects 2029-2033(From Universe of Projects)

FFY	PROJECT ID#	PROJECT DESCRIPTION	COST ESTIMATE
2029-2033	606143	BROCKTON- INTERSECTION IMPROVEMENTS AT CRESCENT STREET (ROUTE 27)/QUINCY STREET/MASSASOIT BOULEVARD	\$6,360,960
2029-2033	612526	BROCKTON - FOREST AVENUE CORRIDOR (MAIN STREET TO BELMONT STREET)	\$10,534,260
2029-2033	612269	DUXBURY- INTERSECTION IMPROVEMENTS AT ROUTE 53 AND FRANKLIN STREET	\$8,734,980
2029-2033	619968	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT BEDFORD STREET (ROUTE 18), WEST STREET (ROUTE 106) AND EAST STREET	\$4,200,000
2029-2033	6116976	EAST BRIDGEWATER - INTERSECTION IMPROVEMENTS AT HIGHLAND STREET AND NORTH BEDFORD STREET (ROUTE 18)	\$4,200,000
2029-2033	608585	EASTON - RESURFACING AND RELATED WORK ON ROUTE 138 (ROOSEVELT CIRCLE TO STOUGHTON TOWN LINE (EXCLUDING THE SECTION FROM ELM STREET TO UNION STREET))	\$5,196,288
2029-2033	612975	EASTON - INTERSECTION IMPROVEMENTS AT ROUTE 138 AND TURNPIKE STREET, AT ROUTE 138 AND PURCHASE STREET, AT TURNPIKE STREET AND PURCHASE STREET	\$8,914,350
2029-2033	PRE-PRC	PLYMOUTH - IMPROVEMENTS AT ROUTE 3A (STATE ROAD) AND HERRING POND ROAD AND ROUTE 3A (STATE ROAD) AT HEDGES POND ROAD	\$7,500,000
TOTAL PROGRAMMED IN YEAR OF EXPENDITURE DOLLARS (ESTIMATED):			\$55,640,838
TOTAL REGIONAL FUNDING TARGET (FORECAST):			\$88,398,848

Glenn Geiler thanked OCPC for the opportunity to collaborate on the LRTP and the Coordinated Human Services Transportation Plan.

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

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

Bill McNulty reported on the following items:

The Old Colony Planning Council recently completed a Road Safety Audit of Landing Road in Kingston. The report for the Audit is currently under review by the community and stakeholders.

The Town of Bridgewater has requested assistance with traffic counts and HCVE analysis on several roadways. Data collection will be planned for Fall 2023 when local schools and Bridgewater State University are in session.

The City of Brockton has requested traffic counts and crash analysis for the intersection of Crescent Street (Route 27) at Massasoit Boulevard and Quincy Street. Data collection will be planned for Fall 2023 when local schools and Massasoit Community College are in session.

### Project Status Updates

#### [Bridgewater](#)

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

- 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 Summer 2023.*

### **Stoughton**

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

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 #16721 – Sampson’s Brook Headwaters Restoration – Kingston Expanded Environmental Notification Form (EENF)**

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

The proposed development includes comprehensive wetland restoration activities within the former cranberry bog to create hydrology and wetland vegetation mimicking conditions on the property prior to its agricultural use.

### **EEA #16665 – Sewer Extension Project – Brockton & East Bridgewater** **Environmental Impact Report (EIR)**

The sewer extension project proposes the installation of approximately 8,000 linear feet of gravity sewer pipe, 14,200 linear feet of force main sewer pipe, and one submersible type of wastewater pumping station. The project site spans between the northern part of East Bridgewater to the southwest corner of Brockton.

### **EEA #16577 – Easton Warehouse – Easton** **Notice of Project Change (NPC)**

The project is located on 79.3 acres of land and includes construction of a new 101,200 square-foot warehouse facility. Since filing the ENF, the Proponent secured a tenant for the site, Beacon Roofing Supply, Inc. The tenant's site circulation requirements led to changes to the site plan and necessitates the need for the NPC. Site drainage has been redesigned to accommodate trailer access to loading docks and a trailer storage area to the rear of the building. Vehicle parking spaces have been reduced from 109 to 85 and the number of loading docks is proposed to decrease from 7 to 4, while trailer storage will increase from 7 to 11. Impervious area will increase from .4 acres to .7 acres.

### **Certificates**

#### **EEA #16684 – Route 27 Intersection Improvements – Stoughton** **EENF & FEIR**

The Certificate for the EENF Submission states that this project requires the submission of an EIR.

The Certificate for the FEIR Submission states that this project adequately and properly complies with MEPA.

#### **EEA #16692 – Plymouth Municipal Airport Runway 6 Extension – Plymouth**

The certificate states that this project requires the submission of a mandatory EIR.

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

The certificate states that this project requires the submission of a mandatory EIR.

### **Public Notices**



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

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

Bay Farm Trust is proposing to implement a vegetation management program at Upper and Back Pond to manage dense growths of nuisance aquatic plants.

## **Notice of Application and Issuance of a Draft Groundwater Discharge Permit – Kingston**

Application is for sanitary wastewater discharge at 44,200 gallons/day.

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

Dan Salvucci stated that at the Whitman Selectboard Meeting last night a resident requested a speed study to be done on Route 14 from the Brockton line up to Washington Street in Whitman. Route 14 is currently being resurfaced. There were concerns of potential speeding once the paving is complete. A speed study was requested on Route 14 by the resident once the paving is complete. Bill McNulty stated that the speed study request can be sent via email by a Town Official.

Charles Kilmer asked if there will be thinner lanes with 5' shoulder from Brockton City Line to Route 18. Dan Salvucci stated that he didn't know at this time. Discussion followed.

Charles Kilmer stated that MassDOT provided an update on the Belmont Street Phase 3 Project. MassDOT stated that the contractor was back out on July 17 re-commencing the work. There was a delay due to asbestos found in a duct bank panel. Charles Kilmer confirmed that the contractor was back on scene on July 17.

Bruce Hughes thanked John Stone for paving Route 139.

Don Howard thanked the JTC for letting him provide his presentation on detention areas.

## **9. Adjournment**

The meeting adjourned at 1:09 PM.

Respectfully submitted,

*Kyle Mowatt*

Kyle Mowatt

Senior Transportation Planner

### **List of Documents for August 3, 2023 Old Colony JTC Meeting**

- Minutes of the June 1, 2023 Old Colony JTC Meeting
- Staff Report for August 3, 2023, Old Colony JTC Meeting Agenda Items
- Stormwater and Drainage Management Presentation

September 7, 2023 Old Colony JTC Meeting  
Agenda Item 4  
Communications

**Summary**

**Signs & Lines AND Infrastructure Grant Programs are Open!**

The MassDOT Safe Routes to School Program is excited to have launched both the Signs & Lines Program AND the Infrastructure Grant Program at the same time this year! Both application periods opened on Wednesday, August 23, 2023 with one informational webinar. A recording of the webinar will be available on the [Engineering](#) page of the Safe Routes to School website.

[More information about the Signs & Lines Grant](#)

<https://www.mass.gov/info-details/safe-routes-to-school-engineering#srts-signs-and-lines-program>

[More information about the SRTS Infrastructure Grant](#)

<https://www.mass.gov/info-details/safe-routes-to-school-engineering#srts-infrastructure-project-funding-program>

## 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](#).

## **\$11.5 Million in Grants Available to Electrify Heavy-Duty Vehicles, Reduce Transportation Sector Emissions**

The Healey-Driscoll Administration has made a total of \$11.5 million in grant funding available for low- and zero-emission vehicle and equipment projects that will help to reduce transportation emissions across Massachusetts. The grant program, administered by the Massachusetts Department of Environmental Protection (MassDEP), will utilize \$7.5 million from the Volkswagen emissions fraud settlement and \$4 million from the Climate Protection and Mitigation Expendable Trust (Climate Trust).

The \$7.5 million available for a wide range of electrification projects is part of a multi-phase approach by the Commonwealth to spend its \$75 million share of the \$2.925 billion settlement between Volkswagen and the U.S. Department of Justice (DOJ). The \$4 million from the Climate Trust, which will be used for low- and zero-emission refuse truck projects, stems from MassDEP's [2030 Solid Waste Master Plan](#), which calls for electric and hybrid electric refuse and recycling trucks that serve residents across the state.

Under the \$7.5 million Volkswagen Electric Solicitation Grant Program, applicants may apply for up to \$500,000 in competitive funding to replace an older medium- or heavy-duty diesel vehicle or non-road equipment with an equivalent new electric version. Engine replacements, also known as “repowers,” are also allowed. Eligible highway diesel vehicles include medium and large trucks, school buses, transit buses, and shuttle buses with 2009 and older model year engines. Eligible non-road equipment includes

cargo handling equipment, forklifts, locomotive switchers, airport ground support equipment, and ferries and tugboats. Funding to provide electric shore power for ocean-going vessels is also available.

Under the \$4 million Low- and Zero-Emission Refuse Truck Program, applicants may seek funds to replace any model year diesel waste or recycling trucks with plug-in hybrid, or fully electric versions. The grants for all project types will also cover the cost to purchase and install electric vehicle supply equipment to charge the funded equipment.

Applications are due by 5 p.m. on Tuesday, September 26, 2023. Interested applicants can find the online application form on the MassDEP [website](#). Further information on the Volkswagen Settlement can be found [here](#).

<https://www.mass.gov/guides/volkswagen-diesel-settlements-environmental-mitigation>

## **Webinar: FTA Competitive Grant Opportunity Encourages Affordable Housing through TOD Planning with New 100% Federal Share**

On August 7, 2023, FTA [announced](#) \$13.4 million in competitive grants are available through the FY23 [Pilot Program for Transit-Oriented Development \(TOD\) Planning Program](#).

Recognizing the important connection between accessible transportation and affordable housing, FTA is encouraging TOD in areas where communities are trying to preserve, protect, and increase the supply of affordable housing. This NOFO provides applicants with an opportunity to receive full federal support for projects that focus on affordable housing as one type of substantial deliverable that may result from an applicant's comprehensive or site-specific planning work. These affordable housing policies may focus on, among other things, reducing regulatory barriers, updating parking standards, and providing strategies to address homelessness. Specifically:

- “Proposals that address three or more activities related to the development of affordable housing (see section C.3.ii.v of the NOFO) will receive a federal funding share of 100 percent.”

Interested entities may join FTA staff at a [webinar](#) on Thursday, September 14, 2023, at 2 p.m., EDT, to discuss the NOFO and how to apply. Staff will discuss requirements for funding, eligibility, and the submission process, as well as the affordable housing opportunity. Applications are due October 10, 2023.

## **Combined NOFO Open for RCN (Reconnecting Communities and Neighborhoods Access and Equity)**

The U.S. Department of Transportation (USDOT) has [released](#) the Fiscal Year 2023 Notice of Funding Opportunity (NOFO) for the Reconnecting Communities and Neighborhoods (RCN) Program, with up to \$3.16 billion available for planning and construction projects.

This RCN NOFO is a combination of two major discretionary grant opportunities: The Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) Programs.

USDOT has combined these two programs into a single NOFO to provide a more efficient application process for project sponsors. While they remain separate programs for the purposes of award, the programs share many common characteristics, including:

- Prioritizing disadvantaged communities,
- Aiming to improve access to daily destinations such as jobs, education, healthcare, food, and recreation,
- Fostering equitable development and restoration, and
- Reconnecting communities by removing, retrofitting, mitigating, or replacing highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development

Because of these shared characteristics, it is possible for many projects to be eligible and considered for both programs using a single application.

The deadline for submitting applications is Thursday, September 28, 2023. The NOFO can be found on [Grants.gov](https://www.grants.gov). **Applications must be submitted through Valid Eval (links below)**. To apply, the three grant programs have been split into two application sites:

1. Community Planning Grants and Regional Partnerships Challenge Grants with Planning Activities
2. Capital Construction Grants and Regional Partnerships Challenge Grants with Construction Activities

USDOT will evaluate applications for the programs using common merit criteria and considerations to provide a more streamlined and efficient application process for project sponsors. The common set of criteria include:

- **Equity and Environmental Justice**
- **Access**
- **Facility Suitability**
- **Community Engagement**
- **Community-based Stewardship, Management, and Partnership**
- **Equitable Development**
- **Climate and Environment**
- **Workforce Development and Economic Opportunity**





# 2023 Moving Together Conference

- Attend workshops and panels that highlight current pedestrian, bicyclist, and public transportation topics
- Network with colleagues representing diverse interests from the public, academic and private sectors
- All new site visits and mobile workshops led by engineers and bicyclist/ pedestrian advocates.

**October 4, 2023**

**New Location!**

**Sheraton Boston Hotel**

**39 Dalton Street**

**Boston, MA • 7:45 am - 4:30 pm**

**with Limited Virtual Attendance Option\***

*\*Limited virtual attendance will consist of one pre-determined presentation from each concurrent session.*

Register Today for MT23!

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5346>

**September 7, 2023** Old Colony  
JTC Meeting Agenda Item 5A  
Brockton Area Transit (BAT)

**Summary**

Brockton Area Transit to provide report.

September 7, 2023 Old Colony JTC Meeting  
Agenda Item 5B  
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

**Summary**

Greater Attleboro-Taunton Regional Transit Authority to provide a report.

September 7, 2023 Old Colony JTC Meeting  
Agenda Item 5C  
South Coast Rail (SCR) 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 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.

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)

September 7, 2023 Old Colony JTC Meeting  
Agenda Item 6A  
FFY 2023-2027 Transportation Improvement Program (TIP)  
**Implementation**

- Update on Endorsed Amendment 5

**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.

The Old Colony MPO released Amendment 5 to the FFY 2023-2027 Transportation Improvement Program (TIP) to a 21-Day Public Review and Comment Period on July 18, 2023. the Public Review and Comment Period concluded at 4:00 PM on August 11, 2023.

The MPO Endorsed Amendment 5 to the Old Colony FFY 2023-2027 Transportation Improvement Program on August 15, 2023.

## **Amendment 5 includes the following changes:**

### **FFY 2023**

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER END ELECTRICAL EQUIPMENT
  - Move to FFY 2024

### **FFY 2024**

- BROCKTON AREA TRANSIT (BAT) PURCHASE OF MISCELNEOUS POWER END ELECTRICAL EQUIPMENT
  - Total Project Cost is \$400,000

September 7, 2023 Old Colony JTC Meeting  
Agenda Item **7A**

Vision 2050 Old Colony Long-Range Transportation Plan (LRTP)

- 21-Day Public Review and Comment Period

**Summary**

A Draft Version of the Old Colony Vision 2050 Long-Range Transportation Plan (LRTP) was released for a 21-Day Public Review and Comment Period by the Old Colony MPO on August 15, 2023. The LRTP identifies transportation issues/concerns and problems that will require improvements now or are expected to need additional attention in the future, and outline possible courses of action designed to facilitate these improvements,

The Plan 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.

#### 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.

Comments on the Draft Vision 2050 Old Colony Long-Range Transportation Plan will be received through the close of business (4:00 PM) on Friday, September 15, 2023, and the Plan will be presented to the Old Colony MPO for potential endorsement on September 19, 2023.

For more information about the Plan or to submit public comments, please contact Bill McNulty at [wmcnulty@ocpcrpa.org](mailto:wmcnulty@ocpcrpa.org).



# Draft Old Colony Vision 2050 Long-Range Transportation Plan

September 2023



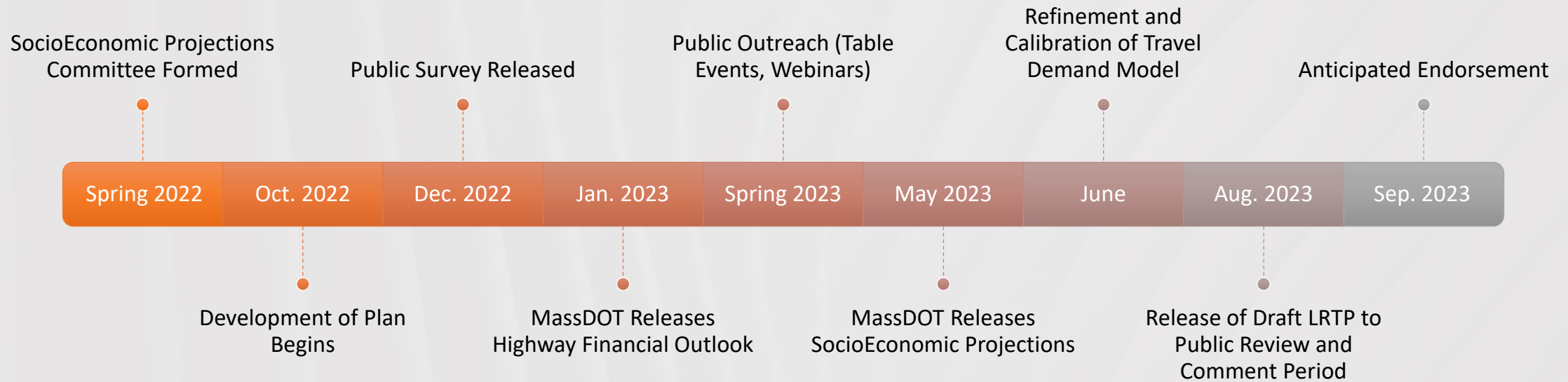
What is the Long-Range  
Transportation Plan?

# The Long-Range Transportation Plan

- Federally required document for MPO Certification, to be updated every four years
- Policy and visioning document of the MPO that guides transportation planning over next 20 years
- Collaborative and cooperative development process with federal, state, regional, and local partners
- Must be fiscally constrained to financial outlook for next 20 years



# Development Timeline

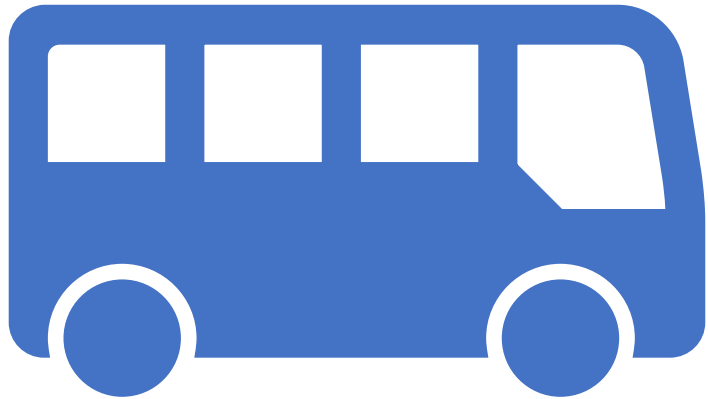






# The Goals of the Old Colony LRTP

# Goals



- **Safety:** A transportation system that aims for zero preventable serious injuries and deaths
- A fully **Transparent and Equitable** Transportation Planning Process
- A transportation system that supports the **Economic Vitality** of the Region
- A transportation system that is **Secure** from natural and man-caused threats
- A transportation system that is fully **Accessible** to all users
- A transportation system that supports a **Clean Environment**
- A **Resilient** transportation system
- A transportation system that is maintained in a **State of Good Repair**
- An **Efficient** transportation system that reduces delay and reduces project delivery costs in the planning process



# Planning Scenarios

# Factors Affecting the Region's Future

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Climate  
Change

The Future  
of Work

Population  
Trends

Housing and  
Economy

Prosperity

Technology



# Regional Profile

# Recommendations

- Support “Complete Streets” Design In All Roadway Projects
- Support planning for Age Friendly infrastructure and communities
- Support transportation projects that facilitate access to employment and shopping centers, health care, and educational facilities
- Support the Commonwealth’s Sustainable Development Principles
- Use traffic calming techniques to protect neighborhoods in mixed use areas
- Continue to screen all projects for benefits and burdens analysis as it pertains to minority populations and low-income populations
- Eliminate barriers to participation in the decision making process





# The Regional Highway Network

# Highway Chapter

## Travel Demand

- Highway network continues to be a primary mode for the movement of people and goods in the region.
- Arterial and corridor development increase trip generation and turning movement conflicts within highways and decrease capacity.
- This also continues to disperse employment density and contributes to auto dependency. Dispersed development contributes to the challenge of mode shift.
- Old Colony Region continues to maintain its suburb to core city commute to Boston.
- Travel demand in Brockton and Plymouth was 40 to 60 percent of 2019 levels in 2020 due to Covid but is now almost back to 2019 levels.

## Truck Freight

- Old Colony MPO approved and endorsed the MassDOT System Performance Measure (PM3) 2020 and 2022 Targets in September 2018.
- Percent of person-miles on the Interstate in Old Colony Region (2.56 miles of I-495) reliable for 2017, 2019, and 2021, was 100 percent (based on the INRIX/RITIS data).
- Percent of person-miles on non-Interstate NHS reliable in region for 2017 was 90.2 percent (based on INRIX/RITIS data), above the 80 percent target, 89.5 percent in 2019, and 89.8 percent in 2021.

## Truck Freight

- Signal timing and coordination improvements in key corridors.
- Improve turning radii at key intersections.
- Maintain pavement surface in a state of good repair
- Improve traffic flow issues, congestion and bottlenecks, on corridors utilized by trucks.
- East-West Truck Route through Brockton major concern are the railroad underpasses, and tight turns through downtown.
- Interchanges on I-495 should be improved to provide for longer acceleration and deceleration lanes and to reduce weaving.
- The upgrade of Route 24 and Route 3 to interstate standards.
- Encourage side guards on trucks to protect cyclists.



# Highway Chapter

## Bridges and Pavement

- Old Colony Region has 18 Structurally Deficient Bridges
- Five of the eighteen are under design.
- Increased pressure on bridges, culverts, and infrastructure due to more severe weather events by Climate Change.

## Congestion and Bottlenecks

- Promote Mode Shift by increasing use of transit, carpool/vanpool, and non-motorized transportation modes such as bicycling and walking.
- Reduce traffic congestion and improve level of service and access management.
- Maintain and improve transit system efficiency and capacity.
- Increase automobile and bicycle parking capacity and usage at transit stations and commuter lots.
- Eliminate bottlenecks on limited access highways and on the freight network.
- Mode Choice - Improve and expand human service coordination, mobility, and accessibility for all modes.
- Reduce the number and size of gaps in the ADA-accessible sidewalk network.
- Increase use of traffic signal priority (hold current green light) for transit vehicles and traffic signal pre-emption for emergency vehicles (override programmed phasing to provide approaching emergency vehicles a green light).
- Monitor utilization and congestion levels at commuter rail and Park & Ride parking facilities.
- Improve accessibility for all modes for all users.

SCENARIO: Utilizing Pavement Management Systems, Backlog estimate five year cost to increase Condition Index.\*

Plan Year	Estimated Cost	Beginning Condition Index Score	Ending Condition Index Score
1	\$406,191,094	71	79
2	\$142,137,115	79	79
3	\$87,554,446	79	78
4	\$59,694,930	78	75
5	\$74,039,523	75	74

Plan Year	Base Repair and Resurface	Chipseal	Crackseal	Crackseal and Patch	Joint Seal Spall Repair	Localized Patching	Microsurfacing	Mill and Overlay	Replace (Full depth reconstruction)	Shim and Seal	Total
1	\$23,365,890	\$2,717,246	\$756,412	\$728,109	\$1,027,780	\$460,914	\$1,205,584	\$12,547,335	\$359,054,700	\$4,327,124	\$406,191,094
2			\$756,412	\$728,109	\$1,027,780	\$460,914			\$139,163,900		\$142,137,115
3		\$2,609,831	\$756,412	\$728,109	\$1,027,780	\$460,914			\$81,971,400		\$87,554,446
4		\$107,415	\$756,412	\$728,109	\$1,027,780	\$460,914			\$56,614,300		\$59,694,930
5			\$756,412	\$728,109	\$1,027,780	\$460,914	\$1,205,584		\$65,533,600	\$4,327,124	\$74,039,523
											\$769,617,108

\*Preliminary estimate as all data collection on federal aids roads not complete.



# The Regional Transit Network

# Existing Public Transportation Network


- Bus
  - BAT
  - GATRA
  - MBTA
  - SSCAC
- Commuter Rail
  - Kingston Line
  - Middleborough/Lakeville Line
  - Stoughton Line
- Commuter Bus
  - Plymouth & Brockton
  - Peter Pan
- Airports
  - Plymouth Municipal
  - Cranland
  - Monponsett Pone SeaPlane Base
- Plymouth to Provincetown Ferry
- CSX Freight Rail

# Issues Challenging the Regional Transit Network

- Reliable/Sustainable Funding
  - Public funding needed for state of good repair.
- Transit Gaps
  - BAT and GATRA regions do not intersect.
  - 2021 OCPC Feasibility Study.
  - Brockton VA Hospital.
- Aging Population
  - Transit/Paratransit Dependent.
- Underperforming Car and Bicycle Parking
  - Only one Park & Ride lot with bike parking.
  - Utilization increasing, but still lower than pre-COVID.

# Recommendations

- Service & State of Good Repair
  - Additional service
- Mobility and Livability
  - Expand paratransit service area
- Intermodal
  - Increased use and expansion of commuter parking facilities
- Air, Water, and Freight Movement
  - Increase freight/goods movement via rail in OCPC Region
- Planning and Policy
  - Encourage interagency agreements to enhance service



# Vulnerable Roadway Users

- Many of OCPCs goals, objectives, and policies include supporting a comprehensive and sustainable transportation network through the fostering of non-motorized active transportation choices
- Vulnerable Road User includes walkers, bikers, roadside workers, people using wheelchairs, scooters, skateboards, roller skates, etc.

#### **Recommendations**

- Continued support of the MassDOT Complete Streets Program
- Improve mobility and access to the pedestrian infrastructure network for all users
- Encourage/promote walking and bicycling as a viable healthy transportation alternative to automobile commuting and as a means to improve air quality





# Recommendations Continued

- Coordinate efforts to improve bicycle facilities with surrounding municipalities and regional agencies.

## Inter-Regional Bicycle Connections

### Connections to the North

- South Coast Rail Phase 2 Rail ROW
- Route 28, Avon-Randolph (CSB)
- Route 139, Stoughton-Randolph
- North Quincy Street, Abington-Holbrook
- Pearl Street, Stoughton-Canton
- Page Street, Stoughton-Canton

### Connections to the South

- Route 138, Easton-Raynham
- Route 106, Halifax-Middleborough
- Route 18, Bridgewater-Middleborough
- South Coast Rail Phase 2 Rail ROW
- State Road, Plymouth-Bourne (CSB)
- Herring Pond Road, Plymouth-Bourne
- Route 58, Plympton-Carver

### Connections to the East

- Route 123, Hanover-Norwell

### Connections to the West

- Route 106, Easton-Mansfield
- Bay Road, Easton-Sharon
- Route 27, Stoughton-Sharon

# The Environment and Transportation

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# Recommendations

- Support Livable and Sustainable Land Use Strategies
- Ensure all projects programmed in the Transportation Improvement Program (TIP) reduce Greenhouse Gas (GHG) Emissions from existing conditions
- Minimize negative environmental impacts of the transportation system
- Strive to reduce single occupancy vehicle travel
- Encourage the formation of Transportation Management Associations (TMAs)

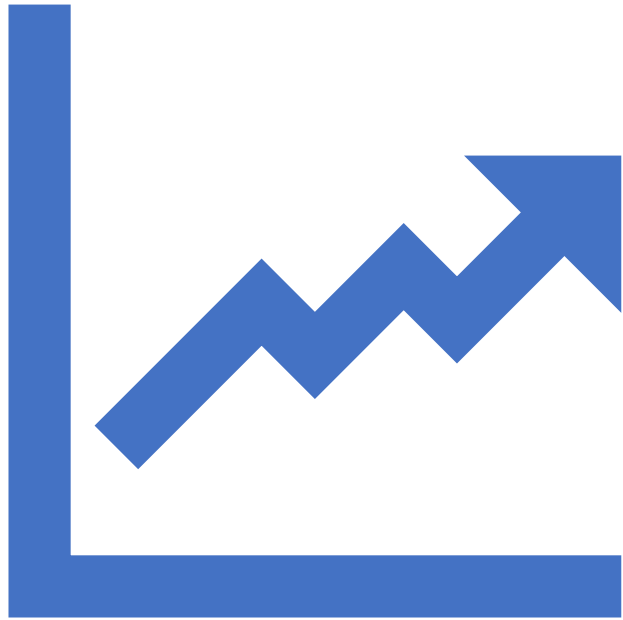


# Safety and Security

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# Safety and Security Recommendations

- Continue to implement SAFE Systems approach in transportation planning
- Continue to maintain Safety Management System
- Target planning efforts and investments at identified high crash locations
- Fully program minimum HSIP targets each TIP year and seek to program Statewide HSIP funds when available/feasible for priority safety related projects
- Increase partnership and participation by elementary and middle schools in the Safe Routes to School Program



Financial  
Outlook and  
Fiscal  
Constraint

# 2024-2044 Estimated Highway and Bridge Funding

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	TOTAL
Interstate MassDOT Pavement	\$ 9,745,555	\$ 10,346,117	\$ 11,422,949	\$ 12,611,859	\$ 2,675,712	\$ 46,802,190
Non-Interstate MassDOT Pavement	\$ 16,223,345	\$ 17,595,984	\$ 19,427,388	\$ 21,449,406	\$ 4,550,671	\$ 79,246,794
Statewide Bridge	\$ 45,766,379	\$ 68,426,511	\$ 75,548,397	\$ 83,411,535	\$ 17,696,457	\$ 290,849,279
Other (Remaining) Statewide Programs	\$ 44,445,500	\$ 40,962,308	\$ 62,225,848	\$ 69,422,386	\$ 14,829,402	\$ 231,885,444
Non-Federal Aid (NFA) Bridge Preservation	\$ 23,299,045	\$ 25,099,688	\$ 27,039,493	\$ 29,129,213	\$ 5,913,230	\$ 110,480,670
Regional Discretionary Funding	\$ 74,020,753	\$ 88,398,848	\$ 97,699,913	\$ 108,007,392	\$ 22,855,274	\$ 390,982,181
Chapter 90	\$ 52,644,486	\$ 61,096,075	\$ 61,096,075	\$ 65,817,824	\$ 13,361,018	\$ 254,015,478
<b>Total Highway and Bridge Available for Programming</b>	<b>\$ 266,145,063</b>	<b>\$ 311,925,531</b>	<b>\$ 354,460,063</b>	<b>\$ 389,849,615</b>	<b>\$ 81,881,765</b>	<b>\$ 1,404,262,037</b>

# 2024-2044 Operations and Maintenance, and Major Infrastructure Projects

	2024 to 2028	2029 to 2033	2034 to 2038	2039 to 2043	2044	TOTAL
Interstate MassDOT Pavement	\$ 489,885	\$ 618,593	\$ 759,552	\$ 841,850	\$ 179,060	\$ 2,888,940
Non-Interstate MassDOT Pavement	\$ 21,524,079	\$ 25,621,853	\$ 31,460,316	\$ 34,869,066	\$ 7,416,582	\$ 120,891,896
Statewide Bridge	\$ 30,706,903	\$ 34,931,389	\$ 42,891,221	\$ 47,538,518	\$ 10,111,350	\$ 166,179,380
Other (Remaining) Statewide Programs	\$ 51,176,632	\$ 57,514,877	\$ 70,620,819	\$ 78,272,639	\$ 16,648,438	\$ 274,233,405
Non-Federal Aid (NFA) Bridge Preservation	\$ 22,797,500	\$ 23,299,045	\$ 23,811,624	\$ 24,335,480	\$ 4,974,172	\$ 99,217,821
Regional Discretionary Funding						
Recon/Resurf/Rehab (Fed-Aid Roads)	\$ 35,000,000	\$ 40,250,000	\$ 49,507,500	\$ 54,953,325	\$ 11,540,198	\$ 191,251,023
Intersection Improvements/Safety	\$ 8,000,000	\$ 9,200,000	\$ 11,316,000	\$ 12,560,760	\$ 2,837,760	\$ 43,914,520
Traffic Flow and Mobility Improvements	\$ 8,500,000	\$ 9,775,000	\$ 12,023,250	\$ 13,345,808	\$ 2,840,798	\$ 46,484,855
Infrastructure (Signage, Guardrails, Etc.)	\$ 2,000,000	\$ 2,300,000	\$ 2,829,000	\$ 3,140,190	\$ 659,440	\$ 10,928,630
Transportation Alternatives Program Projects (Bicycle and	\$ 3,077,467	\$ 3,341,664	\$ 3,972,111	\$ 4,277,686	\$ 898,314	\$ 15,567,242
Ongoing Recon/Resurf/Rehab (Local Roads) Chapter 90	\$ 50,728,920	\$ 53,057,894	\$ 57,158,421	\$ 61,575,852	\$ 12,874,853	\$ 235,395,940
<b>Total Project Expenses</b>	<b>\$ 234,001,386</b>	<b>\$ 259,910,315</b>	<b>\$ 306,349,813</b>	<b>\$ 335,711,173</b>	<b>\$ 70,980,965</b>	<b>\$ 1,206,953,652</b>
<b>Total Available Capital Funding</b>	<b>\$ 234,001,386</b>	<b>\$ 259,910,315</b>	<b>\$ 306,349,813</b>	<b>\$ 335,711,173</b>	<b>\$ 70,980,964</b>	<b>\$ 1,206,953,652</b>



# 2024-2044 Transit Operations and Capital Projects

49 U.S.C. Section 5307	\$ 16,856,133	\$ 18,683,631	\$ 20,709,259	\$ 22,954,501	\$ 4,881,303	\$ 84,084,827
State Contract Operating Assistance	\$ 37,057,680	\$ 39,921,646	\$ 43,006,950	\$ 46,330,700	\$ 9,687,255	\$176,004,230
BAT Fixed Route Bus Replacement, Hybrid Replacements, Technologies, AVL,	\$ 12,812,800	\$ 14,091,926	\$ 19,162,039	\$ 25,767,608	\$ -	\$ 71,834,373
BAT Intermodal Transportation Centre Improvements	\$ 500,000	\$ 1,000,000	\$ 1,250,000	\$ 1,500,000	\$ 2,150,000	\$ 6,400,000
BAT Ongoing Paratransit Bus Replacement	\$ 3,109,600	\$ 3,367,556	\$ 5,853,066	\$ 4,415,113	\$ 2,666,159	\$ 19,411,494
SSAC Ongoing Vehicle Replacement	\$ 2,230,800	\$ 3,175,124	\$ 3,863,024	\$ 4,699,959	\$ 1,184,959	\$ 15,153,866
<b>Total Operating and Project Expenses</b>	<b>\$ 72,567,013</b>	<b>\$ 80,239,882</b>	<b>\$ 93,844,338</b>	<b>\$ 105,667,881</b>	<b>\$ 20,569,676</b>	<b>\$372,888,790</b>
<b>Total Available Operating and Capital Funding</b>	<b>\$ 91,545,831</b>	<b>\$ 99,145,648</b>	<b>\$ 107,389,703</b>	<b>\$ 116,333,957</b>	<b>\$ 24,405,950</b>	<b>\$438,821,090</b>



Questions?

Bill McNulty, PTP

[wmcnulty@ocpcrpa.org](mailto:wmcnulty@ocpcrpa.org)

(774) 539-5103



September 7, 2023 Old Colony MPO Meeting  
Agenda Item 7B  
2023 Coordinated Human Services Transportation Plan  
- 21-Day Public Review and Comment Period

**Summary**

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 summarizes and addresses the needs of any and all public transportation/ transit providers in the Old Colony Region, including fixed route bus service, paratransit service, commuter bus, and taxi companies.

All major transportation providers in the Old Colony AAA Region were contacted to seek input in the report (BAT, GATRA, South Shore Community Action Council, Councils on Aging, Independence Associates, the Arc of Greater Brockton, the Arc of Plymouth and Upper Cape Cod, etc.). They were asked to address their own needs, identify any gaps in services, and propose strategies to meet unmet service needs (i.e., increase fixed route,

paratransit, and micro transit service hours and area) so they could be documented in the Plan.

The CHST Plan also summarizes transportation options for the 23 communities in the Old Colony Area Agency on Aging (AAA) Region, which includes the 17 communities in the Old Colony Planning Council Region plus the Towns of Carver, Lakeville, Marshfield, Middleborough, Rockland, and Wareham. These options include public transportation providers (BAT, GATRA, and MBTA), services provided by each community's Council on Aging, and private transportation providers (i.e., Bridgewater Cares Transit, Peter Pan Bus, Plymouth & Brockton Bus, and South Shore Community Action Council).

The Old Colony MPO voted to release the CHST Plan for a 21-Day Public Review and Comment Period at their August, 15, 2023 meeting. The Plan will be readdressed at the September 19, 2023 MPO meeting and will be voted on to be endorsed.

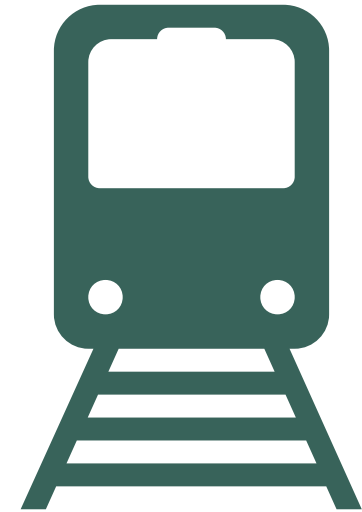


# **Draft 2023 Coordinated Human Services Transportation (CHST) Plan**

Shawn Bailey  
Senior Transportation Planner  
September 7, 2023 JTC Meeting

# Introduction

- Any project seeking 5310 funds must be part of a CHST Plan.
- Serving Transportation Disadvantaged populations.
  - Unable to transport themselves.
- Specific needs such as medical, school, employment, and shopping.



# Specials Needs Transportation

- Any mode of transportation used by those defined as transportation disadvantaged or with a special transportation need.
- Includes types such as:
  - Fixed route
  - Paratransit
  - Rideshare
  - Volunteer driver programs
  - Any other federal/state/local funded mode



# Funding Programs

Program	Description	Funding Breakdown	Action/Steps
5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Mobility Management	Provides mobility management funding through a formula program to increase mobility for older adults and people with disabilities/ special needs.	~ 80% federal funding ~ 20% local matching	Yearly application process through Massachusetts Department of Transportation
5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Operations	Provides operational program funding through a formula program to increase mobility for older adults and people with disabilities/ special needs.	~ 50% federal funding ~ 50% local matching	Yearly application process through Massachusetts Department of Transportation
5307 Large Urban Cities & 5311 Rural and Small Urban 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
Community Transit Grant Program	Provides operating, mobility management, and accessible vehicle funding for older adults and people with disabilities.	<u>Operating</u> ~ 50% MassDOT funding ~ 50% local matching  <u>Mobility Management &amp; Accessible Vehicles</u> ~ 80% MassDOT funding ~ 20% local matching	Yearly application process through Massachusetts Department of Transportation





# Coordinated Transportation

- Coordination with transit providers to address gaps
- Utilization of Ride Hail services (micro transit, Uber, Lyft) to fill gaps
- Group riders from different funded agencies
- Leverage purchasing power for vehicles and training



# Transportation Providers

- Brockton Area Transit Authority (BAT)
- Greater Attleboro Taunton Regional Transit Authority (GATRA)
- South Shore Community Action Council (SSCAC)
- Commuter Bus (P&B, Peter Pan)
- Councils on Aging
- Old Colony Area Agency on Aging (AAA)
- Private transportation providers



# Unmet Service Needs

- Expanded Public Transportation Service Area and Hours
- More Transportation Options to Areas with a Concentration of Employers
- Connect Regional Transit Authorities to Facilitate Regional Mobility
  - BAT and GATRA



# Strategies

- Micro Transit
- Increase Fixed Route Service Area and Hours
- Increase Paratransit Service Area and Hours
- Expand Volunteer Driver Programs
- Promote increased transit connections
- Expand Paratransit buffer beyond  $\frac{3}{4}$  mile
- Same Day Transportation Services



# Questions?



# Contact Information:

**Shawn Bailey**

Senior Transportation Planner

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



September 7th, 2023, Old Colony JTC Meeting  
Agenda Item 7-C  
Route 18 Corridor Transportation Planning Study  
Findings and Recommendations

**Introduction:**

The study purpose is to study in-depth the Route 18 Corridor, approximately 9 miles, in the Towns of Bridgewater and East Bridgewater to develop short-term and long-term recommendations and strategies that focus on transportation equity, improved circulation and mobility, reduced congestion, and improvements in air quality for all transportation modes, including bicycle, pedestrian, and transit. The corridor study area includes Route 18 from the Whitman Town line with East Bridgewater and ends at the Bridgewater/Middleborough Town line.

**Agenda:**

1. Overview of Route 18 Study
2. General Public Survey Results
3. Route 18 Study Findings and Recommendations
  - a. East Bridgewater
  - b. Bridgewater

c. Corridors

4. Next Steps

5. Questions and Answers

**Study Process**

1. Inventory and Review of Peer Studies and Planned Improvements
2. Assess and Analyze Existing Conditions
3. Collect and/or compile daily traffic counts, speeds, and heavy vehicle percentages at the following locations in Bridgewater and East Bridgewater:
4. Collect and/or compile turning movement counts intersections in Bridgewater and East Bridgewater
5. Forecast and Analyze Future Conditions
6. Identify Current and Potential Deficiencies
7. Develop Recommendations
8. General Public Survey
9. Stakeholders Meetings
10. Public Meetings
11. Document Results



# Route 18 Corridor Study (East Bridgewater and Bridgewater)

Old Colony Planning Council

UPWP Task #3300

September 5, 2023



# Overview of Route 18 Corridor Study

## Purposes and Scope

- Route 18 corridor in East Bridgewater and Bridgewater. (Under MassDOT Jurisdiction except for Central Square Bridgewater)
- Address traffic congestion and improve safety and mobility for all road users (bicyclists and walkers), coordinate planned projects and planned development and land use changes. Develop short-term and long-term improvements

## Process

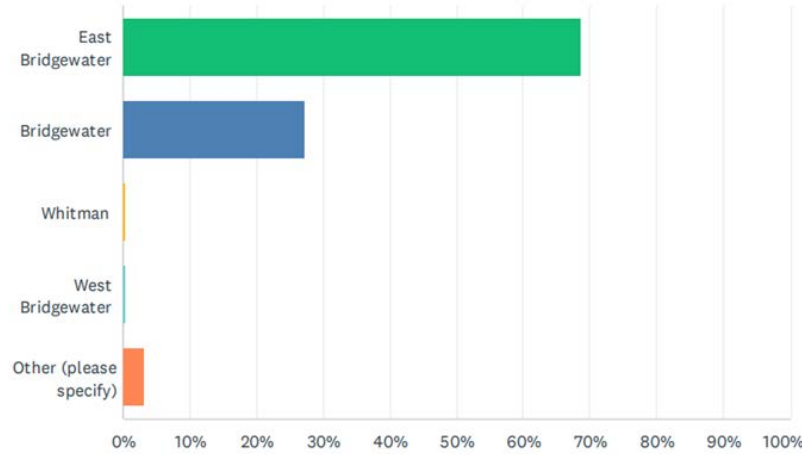
- Peak Hour levels-of service (LOS) at key intersections (congestion and delay measurement, LOS A to F)
- Safety - Number and types of crashes and crash rates, problematic locations based on the MassDOT Crash Clusters
- Inventory the condition of the built environment including pavement, sidewalks, pavement markings, traffic control devices and signage
- Review Transit operations
- Review Bicycle and pedestrian safety and accommodations (and access to transit)
- Review Truck operations and constraints (turning radii, height and weight restrictions)
- Discern changing land use and the potential impacts of land use on traffic and transportation for future trip generation on intersection LOS
- Review Environmental conditions (wetlands, flooding)



# General Public Survey Results

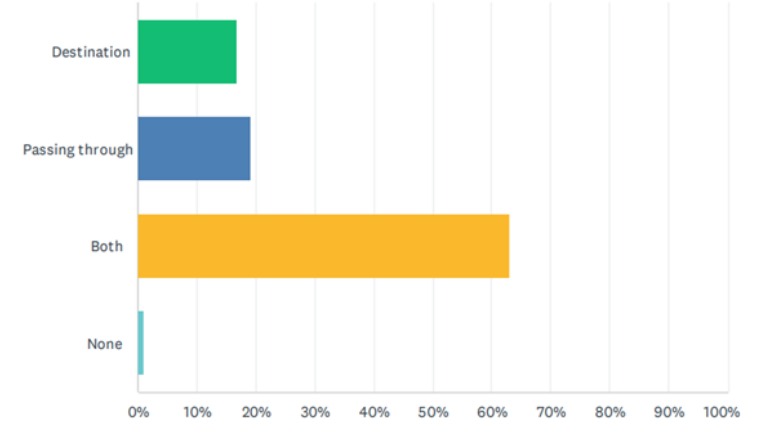
Q1 Which city/town are you currently living in?

Answered: 404 Skipped: 0



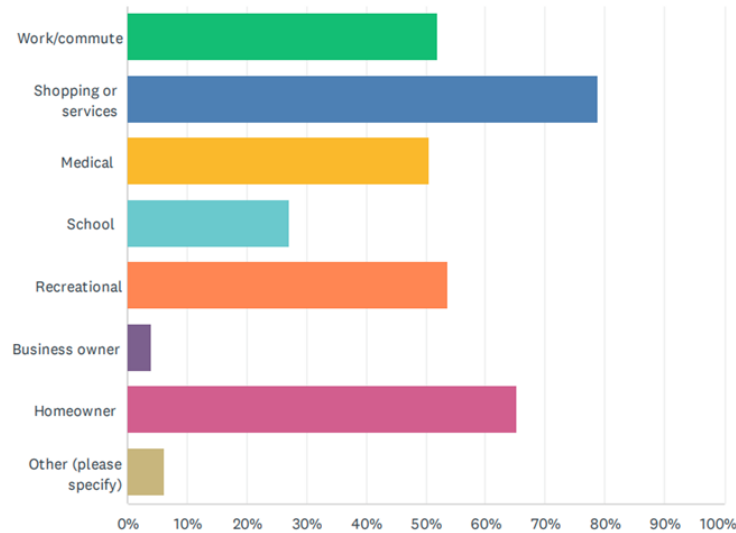
Q2 Is your trip destination located along the Route 18 Corridor or are you passing through?

Answered: 403 Skipped: 1



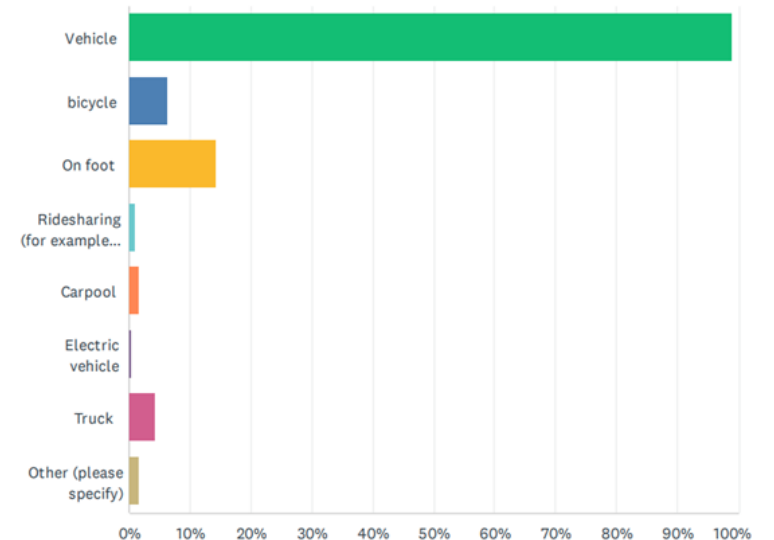
Q3 Why do you travel along Route 18 (select all that apply)?

Answered: 404 Skipped: 0



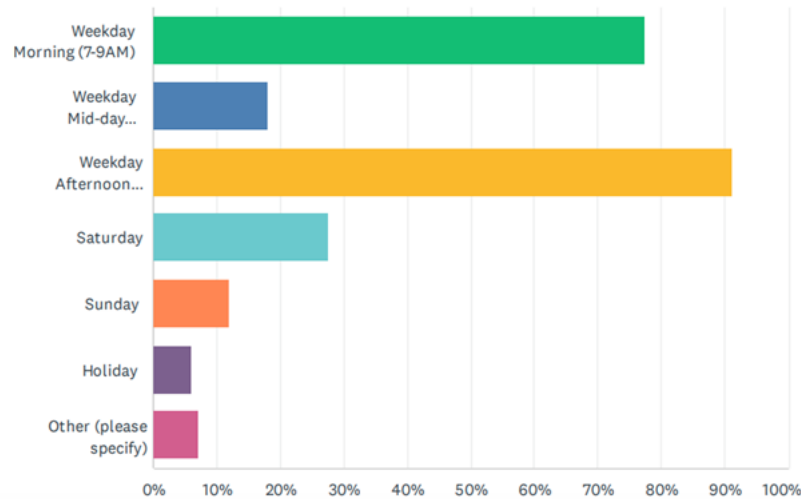
Q4 What mode do you use to travel along Route 18 (select all that apply)?

Answered: 404 Skipped: 0



**Q5 What time periods do you think the most congested time occur along Route 18 Corridor? (Select all that apply)**

Answered: 266 Skipped: 138



**QUESTIONS 5 & 6: CONGESTION TIMES AND LOCATIONS**

- The weekday mornings and weekday afternoons were deemed as the most congested times.
- Bedford Street (Route 18) at Spring Street/Central Street/Maple Avenue, the town center in East Bridgewater as the location with the most congestion.

**QUESTION 7: MOST DANGEROUS INTERSECTIONS**

- East Bridgewater: Bedford Street (Route 18) at West Street (Route 106) and East Street intersection as the most dangerous.
- Bridgewater: The southern end of the Central Square oval (Central Square at South St/Church St/School St/Bedford Street (Route 18 and 28)) was cited as the most dangerous intersection.

**QUESTION 9:**

- 75 percent of the participants often find themselves seeking alternative routes to Route 18 due to congestion.

**QUESTION 10: ALTERNATIVE ROUTES**

- Most participants indicated that they use a variety of options and back roads, especially to avoid the centers of East Bridgewater and Bridgewater.

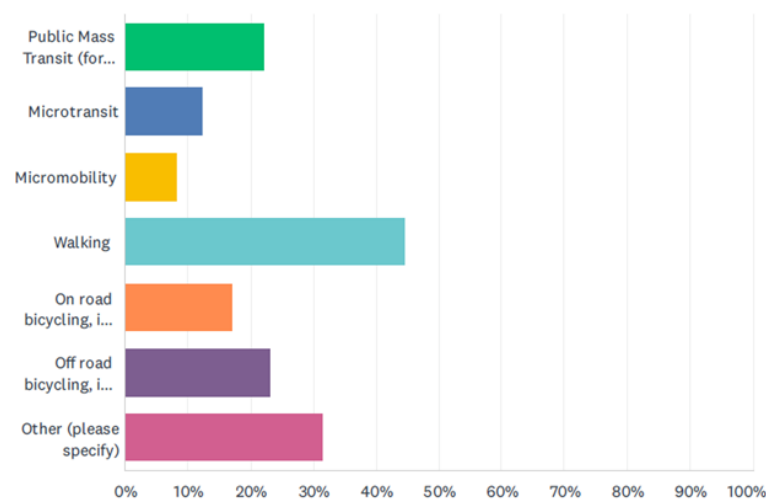
**QUESTIONS 11 & 12: FUTURE OF ROUTE 18 AND MAIN CONCERNS**

*(More than one answer was allowed)*

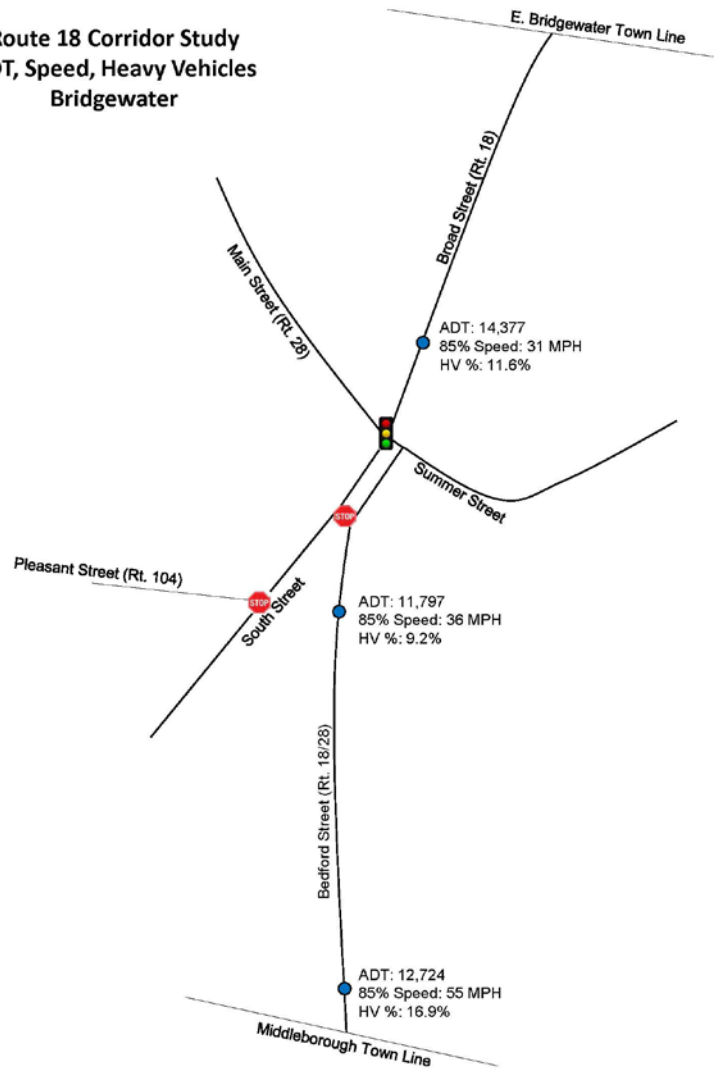
- 48 percent responded that they would like to see less travel delay
- 45 percent indicated that they would like more sidewalks in the corridor.
- 25 percent recognized the impact of commercial development and would like to see less commercial density and more access management in the corridor.
- In addition, respondents called for more signals and turning lanes.
- Congestion and traffic delays were a repetitive theme among respondent's concerns as well as over development of the corridor.

**Q8 If available, would you consider the following modes to travel along Route 18? (select all that apply)**

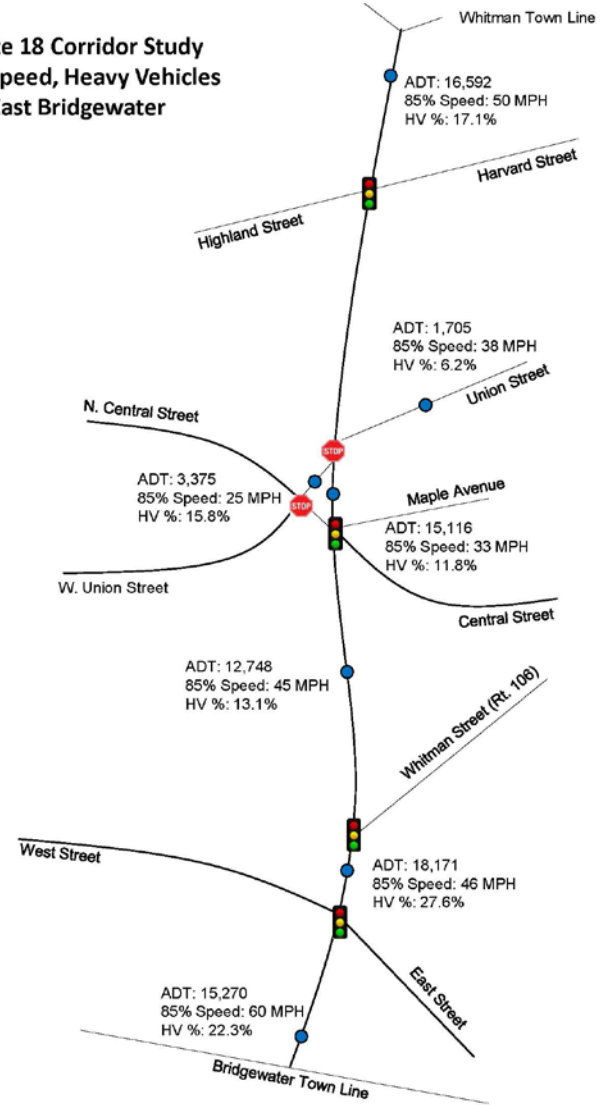
Answered: 298 Skipped: 106

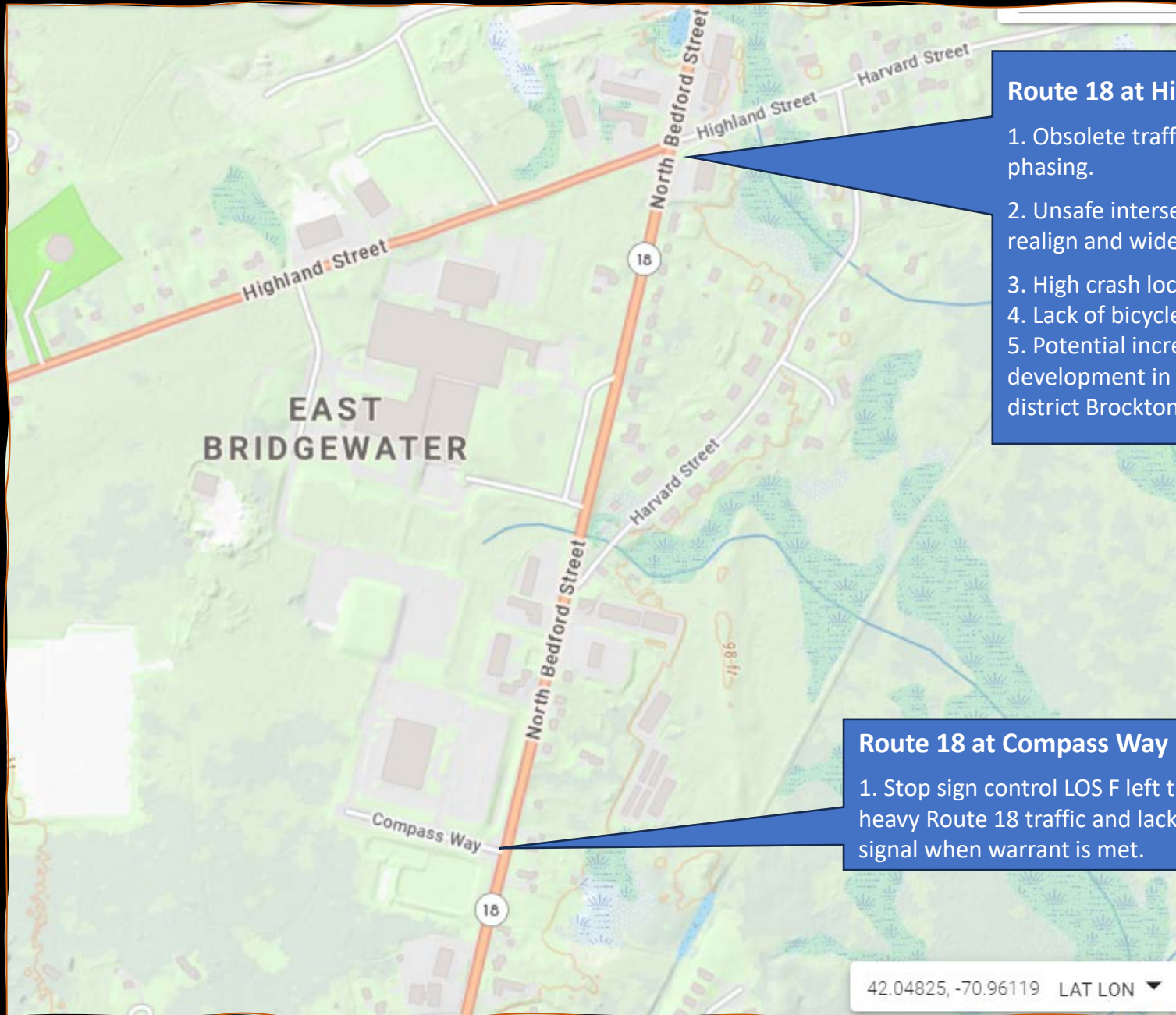


**Route 18 Corridor Study  
ADT, Speed, Heavy Vehicles  
Bridgewater**



**Route 18 Corridor Study  
ADT, Speed, Heavy Vehicles  
East Bridgewater**





### Route 18 at Highland St (Harvard St)

1. Obsolete traffic signal equipment and timing and phasing.
2. Unsafe intersection alignment and physical layout – realign and widen lanes with left turn lane capacity.
3. High crash location MassDOT Crash Cluster.
4. Lack of bicycle and pedestrian accommodation.
5. Potential increase of traffic volume and land use development in the area – East Bridgewater sewer district Brockton extension.

### Route 18 at Compass Way

1. Stop sign control LOS F left turns out due to heavy Route 18 traffic and lack of gaps – consider signal when warrant is met.

42.04825, -70.96119 LAT LON ▼

### Central Street at Union Street

1. Stop sign control High Crash location MassDOT Crash Clusters, recent RSA recommended making this a 4-way Stop.

### Route 18 at Union Street

1. Stop sign control LOS F left turns out due to heavy Route 18 traffic and lack of gaps – consider Rapid Rectangular flashing beacons for pedestrian safety and ADA compliance.

### Route 18 at Spring Street Central Street Maple Street

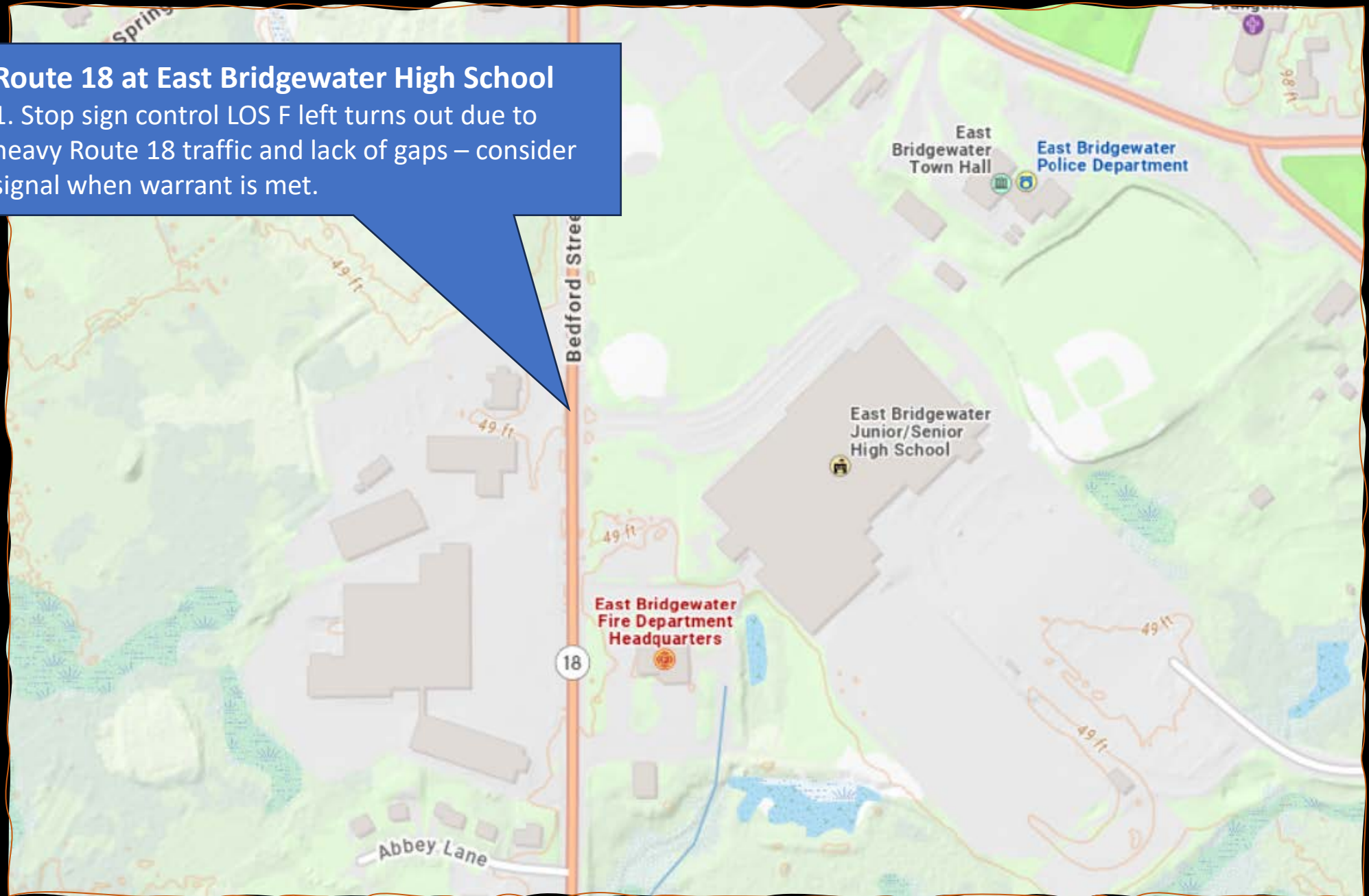
1. Congestion and safety, long queues, bicycle and pedestrian accommodation. Six entering approaches. Excessive length of intersection common area (driver confusion). Access management problems.

2. Upgrade signal timing and phasing plan. Conduct analysis for possible hybrid or oval ROUNDABOUT. Geometric improvements, eliminating turning conflicts – Further Engineering study warranted focusing on traffic flow, and pedestrian safety.



## Route 18 at East Bridgewater High School

1. Stop sign control LOS F left turns out due to heavy Route 18 traffic and lack of gaps – consider signal when warrant is met.







**Route 18 at Whitman Street (Route 106)**

- 1. Recent improvements.

**Route 18 at West Street (Route 106) and East Street**

- 1. Poor intersection alignment and antiquated signals, timing and phasing.
- 2. Lack of pavement markings to channel traffic.
- 3. Weaving traffic to make Route 106 connection, high crash location.



### Route 18 at High Street

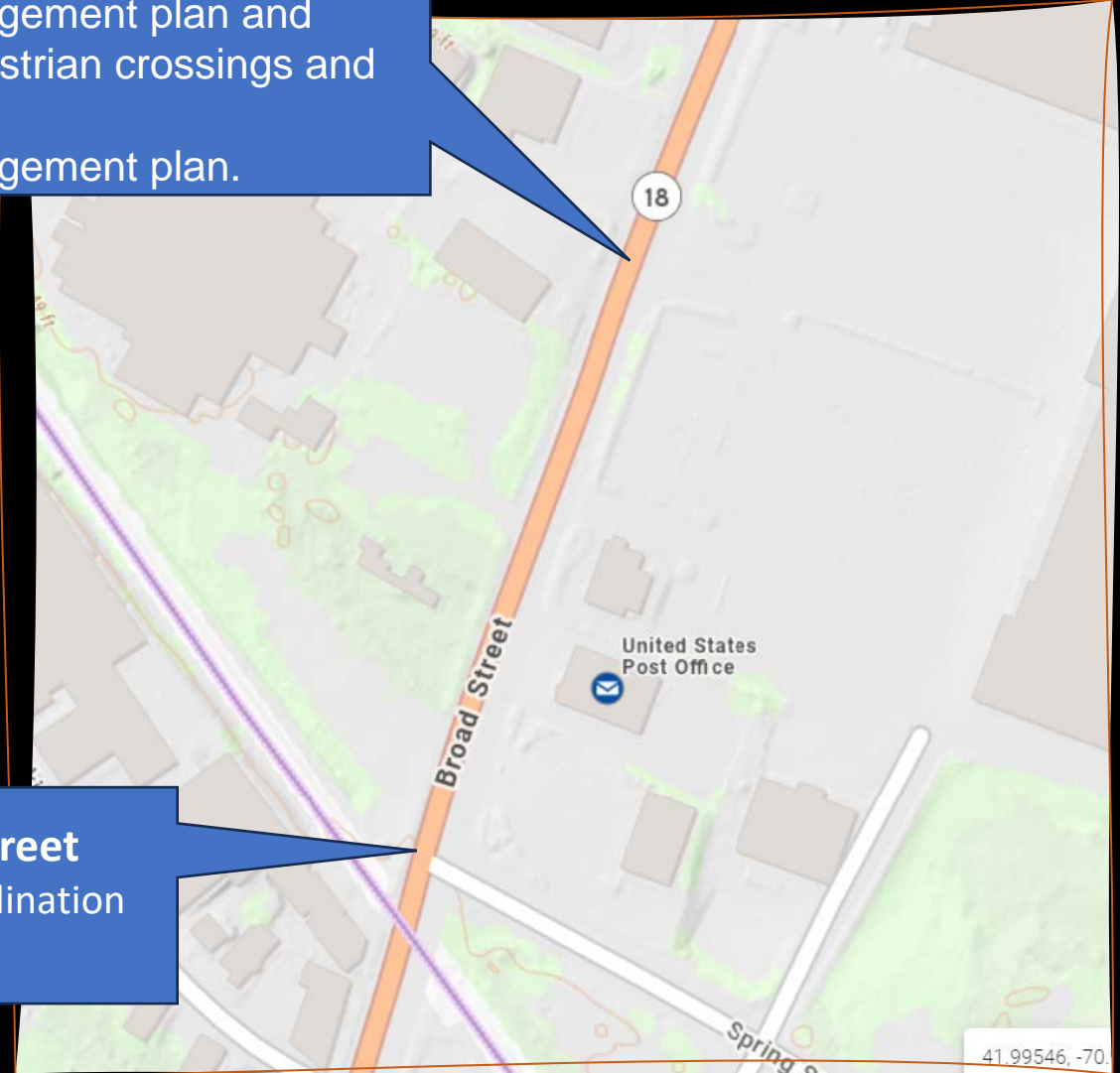
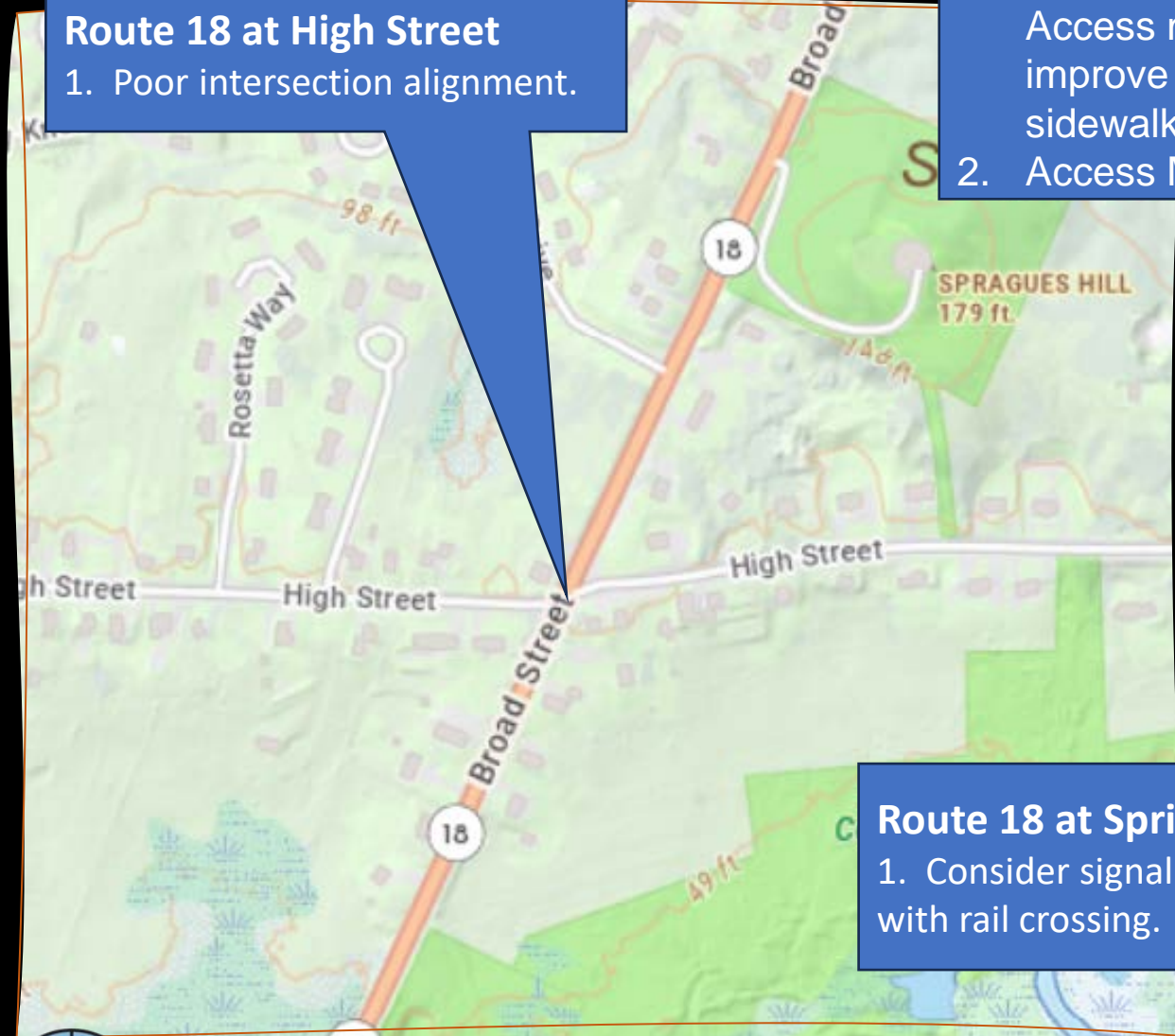
1. Poor intersection alignment.


### Route 18 at Roche Brothers Plaza

1. Consider signal warrant analysis. Access management plan and improve pedestrian crossings and sidewalks.
2. Access Management plan.

### Route 18 at Spring Street

1. Consider signal coordination with rail crossing.





**Broad Street (Route 18) at Main Street (Route 24)/Summer Street (Route 104)**

1. Additional capacity provided for southbound approach by adding new lane right turn lane.
2. Revise signal timing and phasing.
3. Remove some parking to reduce conflicts.

**Route 18/28 Central Square south Oval at Bedford Street/South Street and School Street**

1. Add three phase signal.
2. Support design alternative for Central Square proposed by the town.
3. School Street as gateway connection to BSU.

**Bedford Street (Route 18/28) at Grove Street**

1. Town implemented one-way away from Bedford Street as result of RSA. High Crash intersection MassDOT Crash cluster.





# Central Square Bridgewater



### 3 PHASE

1. Central Square SB (Coordinate With Broad Street signal SB)
2. South Street NB
3. Bedford Street NB

Access to School Street From  
South Street and Central Square SB

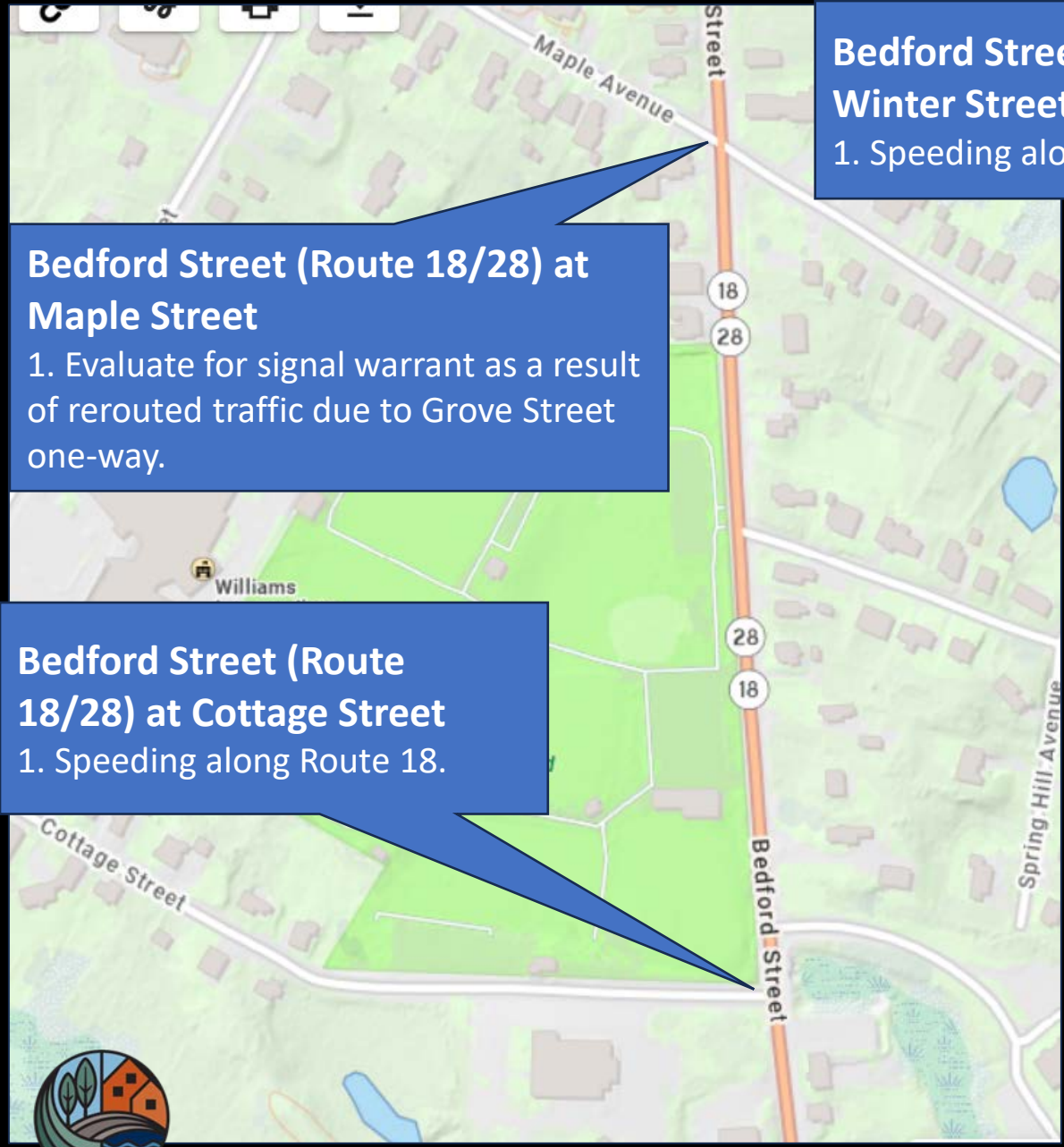
Future Signal  
LOS  
AM "B"  
PM "B"

Phase 1

Phase 2

Phase 3



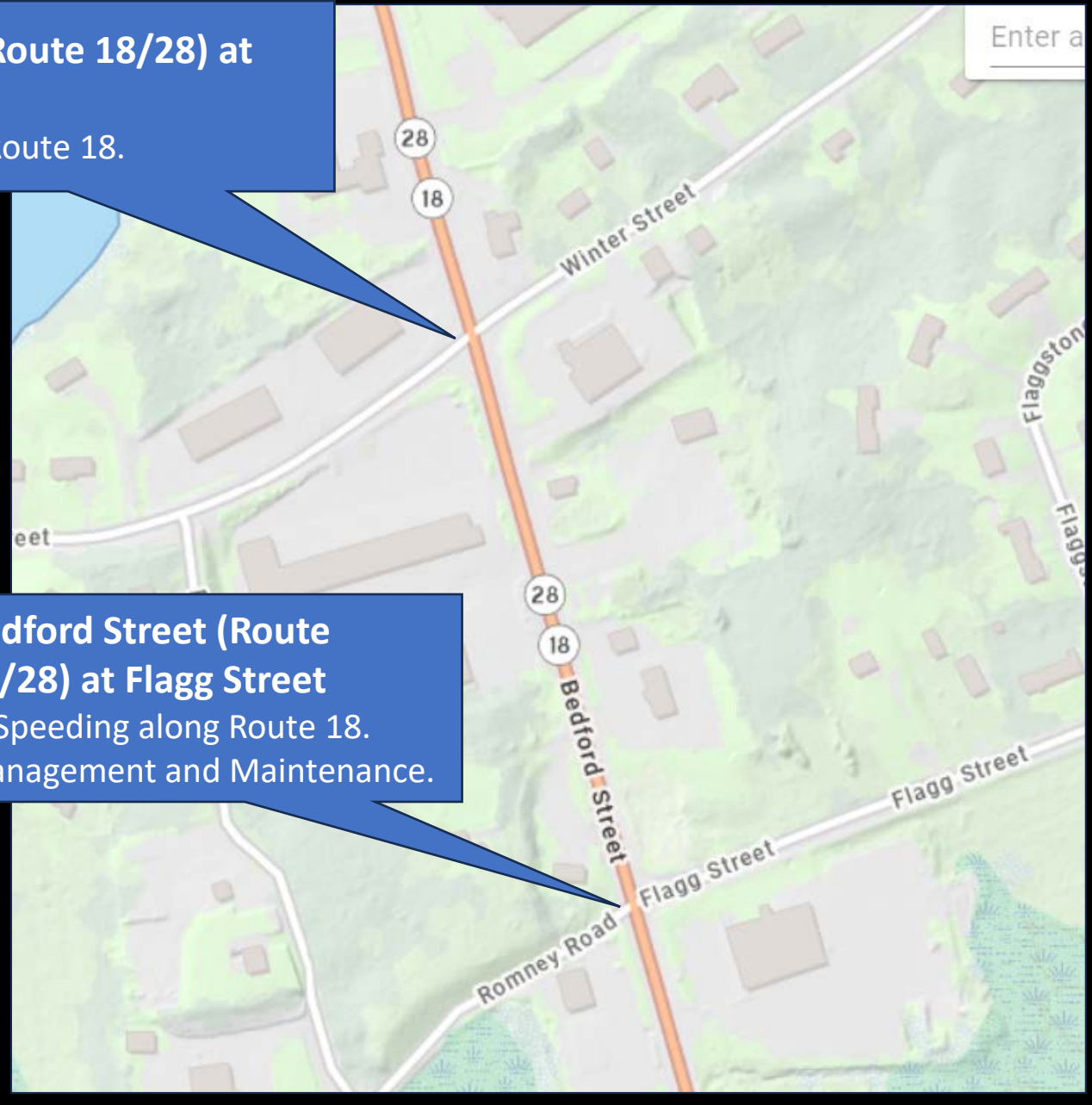


**Bedford Street (Route 18/28) at Winter Street**  
1. Speeding along Route 18.

**Bedford Street (Route 18/28) at Maple Street**  
1. Evaluate for signal warrant as a result of rerouted traffic due to Grove Street one-way.

**Bedford Street (Route 18/28) at Cottage Street**  
1. Speeding along Route 18.

**Bedford Street (Route 18/28) at Flagg Street**  
1. Speeding along Route 18.  
Management and Maintenance.



# 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 shows demand for bicycle or walking activities.
4. Lack of corridor Bicycling accommodations and discontinuous bicycle lanes
5. Consider Access Management policy 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 aesthetically.





## Next Steps:

1. Virtual public meeting
2. OCPC prepares draft report for stakeholders' review
3. Finalize report and distribute to stakeholders

## Questions / Comments?

Ray Guarino

Principal Transportation Planner

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Guoqiang Li, PTP, RSP1

Principal Transportation Planner

E-Mail: [gli@ocpcrpa.org](mailto:gli@ocpcrpa.org)



**OLD COLONY**  
PLANNING COUNCIL

September 7, 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 2022 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

**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*

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.

**September 7, 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**

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

The major changes 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 to 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.

**September 7, 2023** Old Colony JTC Meeting

Agenda Item 8C

Regional Concerns and Local Community Transportation Issues

**Summary**

Regional Concerns and Local Community Transportation Issues.



**September 7, 2023** Old Colony JTC Meeting  
Agenda Item 9  
Adjournment

**Summary**

Adjournment.