

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Meeting Minutes of the Old Colony Joint Transportation Committee (JTC) Held Virtually Via Zoom March 6, 2025 at 12:00 P.M.

ATTENDANCE

Abington	John Stone	Tighe & Bond	Greg Lucas
Abington	Bruce Hughes	OCPC	Shawn Bailey
Bridgewater	Shane O'Brien	OCPC	Matt Dyer
Easton	David Field	OCPC	Ray Guarino
Hanson	Don Howard	OCPC	Charles Kilmer
Kingston	Valerie Massard	OCPC	Guoqiang Li
Stoughton	William Roth	OCPC	Bill McNulty
Whitman	Dan Salvucci	OCPC	Kyle Mowatt
MassDOT District 5	Barbara Lachance	OCPC	Mary Waldron

1. Call to Order and Introductions

Vice Chairperson Dan Salvucci called the meeting to order at 12:02 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 February 6, 2025 Meeting

Vice Chairperson Dan Salvucci asked if there is a motion to approve the February 6, 2025 Meeting Minutes. A motion was made by Don Howard and seconded by John Stone to approve the Meeting Minutes from February 6, 2025.

The Old Colony JTC voted to approve the February 6, 2025 Meeting Minutes.

4. Communications

Shawn Bailey 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:

- 30th Citizen Planner Training Collaborative (CPTC) Annual Conference – Saturday, March 15, 2025, 8:00 a.m. – 3:30 p.m. at Holy Cross College, Worcester
- Massachusetts Safe Routes to School (SRTS) Crossing Guard of the Year Nominations

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- Massachusetts Safe Routes to School (SRTS) Spring Webinar: New Tools for Schools – Wednesday, April 16, from 12:00 p.m. – 1:00 p.m.
- Massachusetts Safe Routes to School (SRTS) Walk, Bike, & Roll to School Day – May 7, 2025 (the first Wednesday of May annually)
- Applications Due March 7, 2025 for Environmental Protection Agency's (EPA) Environmental Justice for New England (EjforNE) Thriving Communities Grantmaker Program – First round of applications due March 7, 2025
- MassDOT Municipal Grants Engagement Group
- Federal Funds & Infrastructure Office (FFIO) – Next meeting is March 25, 2025 at 2:00 p.m.

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

There was no update from BAT at this time.

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

There was no update from GATRA at this time.

C. South Coast Rail Project

Shawn Bailey reported on the following:

In February 2025, work conducted involved continued construction of the pedestrian bridge over Route 18 in New Bedford.

A public meeting was held at Freetown Elementary School on February 10, 2025. The project team announced that the service will begin March 24, 2025 (pending FRA approval) with the schedule being released this week. All SCR stations will be in Fare Zone 8 with a full fare set at \$12.25 each way and a \$6 reduced fare. The new Middleborough station will solely service Commuter Rail and the existing Middleborough/Lakeville station will be renamed Lakeville station and solely used for the Cape Flyer. 15 total trains will go to and from South Station to Fall River Line and 17 to the New Bedford Line every 70 minutes during the week.

6. Old Business

A. Old Colony FFY 2025-2029 Transportation Improvement Program (TIP) Implementation

Bill McNulty discussed the 2025 projects within the Old Colony FFY 2025-2029 TIP.

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FFY 2025 PROJECTS:

- ABINGTON - SS4A SUPPLEMENTAL PLANNING AND DEMONSTRATION ACTIVITIES
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$377,255.
- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)
 - Will not advertise this year. Recommended to move to FFY 2026 in Old Colony FFY 2026-2030 TIP
 - 25% Resub 2 Package received by MassDOT (10/2/2024).
 - Cost Estimate is \$3,728,293.
- BROCKTON - DOWNTOWN BROCKTON IMPROVEMENTS (RAISE)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$9,804,688.
- BROCKTON - DOWNTOWN BROCKTON IMPROVEMENTS (RAISE))
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$9,804,688.
- BROCKTON - SAFETY PILOT AT THREE INTERSECTIONS ON NORTH MAIN STREET (SS4A)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$235,600.
- PLYMOUTH- DESIGN AND CONSTRUCTION OF TWO CULVERTS AND REMOVAL OF ONE (TOWN BROOK STREAM; CULVERT AOP)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Recommend moving to FFY 2026 in FFY 2026-2030 TIP
 - Total Grant Award Amount is \$2,800,000
- EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - PS&E Resub 1 Received (2/10/2025).
 - Cost Estimate is \$ \$10,438,311.
- STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) FROM 300 FT NORTH OF CHARLES AVENUE TO LINCOLN STREET (PHASE 2)
 - PS&E Resub 1 Received (1/10/2025).
 - Cost Estimate \$9,972,735

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7. New Business

A. Route 28 Corridor Study **▪ Project Update**

Ray Guarino provided an update on the Route 28 Corridor Study.

Introduction:

The purpose is to study in-depth the Route 28 corridor in Avon, approximately 1.7 miles, to develop short- term and long-term improvements that focus on transportation equity, improved traffic circulation and mobility, reduced congestion, and improvements for all transportation modes, including bicycle, pedestrian, and transit. The corridor study area includes Route 28 in Avon from the Brockton City Line and ends at the Randolph/Avon Town Line.

Study Process Update:

OCPC held a stakeholders meeting with the Town of Avon on February 12, 2025 to discuss the study scope and timeline, the Route 28 outreach and survey, and TIP projects and other planned projects that have the potential to impact the future transportation within the corridor. The public survey is available on the OCPC website and the Town of Avon website and is available also in Haitian creole, Spanish, and Portuguese. The survey will remain open until the end of May.

The existing intersection peak hour levels-of-service (LOS) and crash analyses have been completed for the six study area intersections, with the intersection of East Main Street (Route 28) at East Spring Street/West Spring Street having the poorest LOS at LOS “F” during both the morning and afternoon peak hours. Three intersections including Main Street (Route 28) at East High Street/West High Street, East Main Street (Route 28) at East Spring Street/West Spring Street, and East Main Street (Route 28) at Harrison Boulevard had crash rates above the average for both the region and the state. The update included trip generation from the Traffic Impact and Access Study Waste Transfer Facility Phillips Road Holbrook, Massachusetts, which has the potential to have trips utilize Route 28 in Avon, although the study concluded that the impacts will be minimal. In addition, concept plans for improvements at Avon Center as well as 25 percent design plans for the Route 28/East and West Spring Street and Harrison Boulevard TIP project were also included in the study.

Vice Chairperson Dan Salvucci asked if there was consideration of a roundabout at Route 28 and Harrison Boulevard at some time. Ray Guarino stated that this had been considered it was determined to move ahead with a new traffic signal and related geometric improvements instead.

B. Route 104 Corridor Study (Bridgewater) **▪ Project Update**

Guoqiang Li provided a project update on the Route 104 Corridor Study.

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The purpose is to study the Route 104 Corridor, approximately 7.9 miles, in the town of Bridgewater, and to develop short-term and long-term recommendations and strategies that focus on transportation equity, improved circulation, improved mobility, reduced congestion, reduced collisions, improvements in air quality, traffic flow efficiency, and improved safety for all transportation modes, including bicycle, pedestrian, and transit accommodation. The corridor study area includes Route 104 from the Raynham Town Line to the East Bridgewater Town Line. Staff will review volume to capacity ratios, levels-of-service, crash analyses, bus routes and transit access, and include public participation as part of the process. The Route 104 Corridor Study will align with industry standards based on Federal and State guidelines and practices, with the consideration of local ordinance and statutes. The study will determine system needs and identify operational deficiencies and will coordinate improvements that support regional objectives, adjacent land use, and future land use development. The study will consolidate and formalize driveway access, improve intersection design, improve air quality, and reduce emissions. Suggested further evaluation, such as intersection Road Safety Audits, Site Impact Analysis, housing demand and supply analysis, before and after analysis, Origin and Destination survey etc. will be discussed.

Procedures:

1. Documentation of Existing Conditions: Gather and compile existing transportation data along Route 104 within the study area. Data, such as, average daily traffic, peak period volumes and levels-of-service, truck, and heavy vehicle volumes, MassDOT truck exclusions, MassDOT speed permits, traffic signal timing and phasing designs/plans, crashes rates, trip generators, land uses, bus routes (transit and passenger rail), will be compiled. The data and analyses compiled for the existing conditions will be assessed to document the deficiencies along the corridor and vicinity area, and to identify their causes and their impact on traffic flow and accessibility. This section will validate or disprove current perceived problems within the study area. The study will consider public health outcomes as part of ongoing planning and performance measures planning. Consider the anticipated housing needs such as transit-oriented development and affordable housing and provide suggestions for recommendations if applicable. The process shall utilize the CMP, SMS, the 2050 LRTP, Regional Travel Demand Models, Travel Time Studies, and Corridor Studies. All relevant and attainable data will be collected and reported during this phase of the project. Replica, RITIS, Google Traffic, the MassDOT GeoDOT data portal, MassDOT's IMPACT crash portal, and other resources will be utilized to verify and support analyses. Photos of key locations will be recorded by camera or Small Unmanned Aircraft (Drone) will be deployed as appropriate. Information on Land use, business, and landmark locations will be gathered and compiled. Comprehensive existing condition map layers including but not limited to network, land use, business, physical environments etc., by using GIS software will be compiled and developed.

2. Short-Term and Long-Term Improvements Development: Conduct traffic modeling and simulation analysis with proposed alternatives for mitigation or congestion alleviation developed specific to problems identified in the critical areas. Provide consideration for potential bicycle and pedestrian improvements to ready the project recommendations for compliance with the Healthy Transportation Policy Directive and alignment with municipal future land use and transportation plans. Alternatives will include recommendations that are cost effective as well as recommendations that will produce the closest to ideal conditions. Consideration will be given to Transportation Systems Management

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Operations (TSMO) and maintenance, the incidental and routine causes of congestion, Complete Streets, and access management. The promotion of efficient system management and operations is one of the Bipartisan Infrastructure Law (BIL) planning factors seeking to integrate this concept in the planning process. Consider project improvement air quality impact and environmental impact.

3. Prepare Conclusions and Recommendations: The product of this Task is a report that provides a framework for the alleviation of traffic congestion and the improvement of safety throughout the corridor, and to provide the necessary information for stakeholders to move projects forward in the project funding and implementation phases. OCPC will prepare a final report, which will include an outline for implementation and identifies potential funding sources. Short-term and long-term recommendations will be discussed with MassDOT and include projects in the region's TIPs, LRTPs, and beyond.

4. Public Participation: Staff will be presenting at public meetings and workshops, developing surveys, and coordinating with the town of Bridgewater, Brockton Area Transit Authority (BAT), Old Colony Joint Transportation Committee, Old Colony Planning Council, MassDOT, District 5, and adjacent RPAs as applicable. Staff will obtain stakeholder input from citizens, community-based organizations, business community, special interest groups, state, and local officials, etc. on the transportation issues facing the region. Expansive and inclusive public outreach will be in accordance with Old Colony's Public Participation Plan.

Products:

Preparation of the Route 104 Corridor Study, which will include conclusions and recommendations. Included in study will be data summary, maps, congestion and safety analysis, traffic flow and safety improvement recommendations (intersection geometric improvement, signal upgrade, bicycle and pedestrian accommodation, transit planning improvement, access management plan, location improvements, speed zoning, heavy vehicle exclusions, etc.) for implementation, and inclusion in MassDOT Project Initiation Form Data for the Massachusetts Project Intake Tool (MaPIT), as appropriate.

Shane O'Brien thanked OCPC for all the work they're doing. The Town will push those survey comments as best as they can. The survey was just placed on the Town's website yesterday.

C. Route 3A Corridor Study (South Plymouth)

▪ Project Update

Bill McNulty provided a project update on the Route 3A Corridor Study.

The purpose of the Route 3 Corridor Study in southern Plymouth is to perform a comprehensive assessment of existing conditions on two major roadways serving southern Plymouth: 14 miles of Route 3A from Sandwich Street, south of the historic waterfront, southward to the Bourne town line; and 2 miles of Herring Pond Road from Route 3A to the Bourne town line including its junction with Route 3.

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The study aims to identify potential countermeasures and investments, both long term and short term, which can be implemented to:

- Reduce and prevent serious injuries and fatalities (Vision Zero)
- Improve safety and mobility for vulnerable roadway users.
- Mitigate and prevent recurring congestion.
- identify and assess future needs from development and growth.

This strategy is consistent with the Old Colony Planning Council's Vision Zero goals.

Study Process Update:

All data collection has been completed, and analysis of existing conditions continues. A survey has been launched to gather feedback from the public on its priorities for this corridor.

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 traffic study for the intersection of Turnpike Street at Depot Street in the Town of Easton. This traffic study consisted of the collection of traffic data including traffic volumes, traffic speeds, and vehicle classifications; a 12 hour weekday turning movement count; and the preparation of an All-Way Stop Control warrant analysis and a level of service analysis with both existing levels of service, and conceptual levels of service as how the intersection would operate as a three-way stop all data in analysis has been distributed to the Town of Easton, along with to the Massachusetts Department of Transportation.

Project Status Updates

Brockton

- Grove Street at Lawrence Street Road Safety Audit
RSA Conducted; Report in Development

Plympton

- Elm Street Speed Zoning Study
Data analysis underway.

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

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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 #16908 – Cyr Street and Norman Avenue Iron and Manganese Water Treatment Plant – West Bridgewater

Final Environmental Impact Report (FEIR)

EEA #12513 – Plymouth Station (fka Cordage Seaside) – Plymouth

Notice of Project Change (NPC)

	2008 FEIR	Previously Constructed	Phase III Project	Change
Total Site Acreage	36	14	12.5	-9.5
Acres of Land Altered	31.8	11.6	12.5	-7.7
Acres of Impervious Area	29.8	10.0	10.0	-9.8
Square Feet of Bordering Vegetated Wetlands Alteration	0	0	0	0
Square Feet of Wetland Alteration (Land Subject to Coastal Storm Flowage)	360,076	0	83,601	-146,206
Acres of Non-Water Dependent Use of Tidelands or Waterway	5.0	0	3.2	-1.8
Gross Square Footage	1,062,500	336,300	502,490	-223,710
Number of Housing Units	675	303	372	0
Maximum Height (in Feet)	65	45	60	-5
Vehicle Trips per Day	9,678	2,055	3,213	-4,410
Parking Spaces	1,419	533	615	-271
Gallons/Day (GPD) of Water Use	164,263	52,151	71,511	-40,601
GPD Water Withdrawal	0	0	0	0
GPD Wastewater Generation/Treatment	146,330	47,410	65,010	-33,910
Length of Water/Sewer Mains (in miles)	0	0	0	0

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Certificates

EEA #16908 – Cyr Street and Norman Avenue Iron and Manganese Water Treatment Plan – West Bridgewater

(EENF Certificate)

The Certificate states that this project **requires** the submission of an Environmental Impact Report (EIR).

EEA #16819 – Proposed Mixed-Use Development – Bridgewater

(DEIR Certificate)

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

EEA #16886 – Washington Street Corridor Improvements – Stoughton, Canton

(FEIR Certificate)

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

Public Notices

Notice of Submission of a Yearly Operational Plan – Multiple Communities in OCPC Region

In regard to the spraying of herbicides along the Keolis Commuter Services rights-of-way.

Notice of Application for a 401 Water Quality Certificate – Kingston

In regard to the Jones River/Forge Pond Dam Fish Passage Improvement Project at Forge Pond Dam

Notice of Intent to Initiate an Ecological Restoration Project – Plymouth

In regard to the control of growth of non-native and invasive species of the West Basin of Billington Sea, located off Billington Sea Road

Notice of Application and Issuance of a Draft Groundwater Discharge Permit – Duxbury

In regard to the Duxbury School Complex Wastewater Treatment Facility

Vice Chairperson Dan Salvucci questioned how utilized the T station is behind Cordage Park. OCPC staff confirmed that this station is no longer active. Shawn Bailey stated it was late 2020 or late 2021 was the last time it was in use.

C. Regional Concerns and Local Community Transportation Issues

No regional concerns or local community transportation issues currently.

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9. Adjournment

The meeting adjourned at 1:11 PM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt

Senior Transportation Planner

List of Documents for March 6, 2025 Old Colony JTC Meeting

- Minutes of February 6, 2025 Old Colony JTC Meeting
- Staff Report for March 6, 2025, Old Colony JTC Meeting Agenda Items
- Presentation on Avon Route 28 Corridor Study
- Presentation on Bridgewater Route 104 Corridor Study
- Presentation on Plymouth Route 3A Corridor Study