



ADVISING THE OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO) AND THE OLD COLONY PLANNING COUNCIL (OCPC)

Abington - Avon - Bridgewater - Brockton - Duxbury - East
Bridgewater - Easton - Halifax - Hanover - Hanson - Kingston
Pembroke - Plymouth - Plympton - Stoughton -
West Bridgewater - Whitman

**THURSDAY,
SEPTEMBER 4, 2025,
12:00 P.M. TO 1:00 P.M.**

CALL IN DETAILS:

HELD VIRTUALLY VIA ZOOM

Join Zoom Virtual Meeting

<https://zoom.us/join>

Meeting ID: 829 1622 1251

Passcode: 734734

Dial by your location

+1-646-518-9805 or +1-646-558-8656

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background.

Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodation and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508- 583-1833 for more information.

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

The public discussion of the Transportation Improvement Program (TIP) at Old Colony JTC, Old Colony MPO, and transportation meetings satisfies the Program of Projects (POP) public hearing requirements of the Federal Transit Administration (FTA).

AGENDA:

1. Call to Order and Introductions
2. Public Comments
3. Minutes of August 7, 2025 Meeting
4. Communications
5. Reports
 - a. Brockton Area Regional Transit Authority (BAT)
 - b. Greater Attleboro-Taunton Regional Transit Authority (GATRA)
6. Old Business
 - a. FFY 2025-2029 Transportation Improvement Program (TIP) Implementation
7. New Business
 - a. Age Friendly Communities
 - i. Presentation by Joanne Zygmunt, AICP
 - b. FFY 2025 Old Colony MPO Corridor Studies – Findings and Draft Recommendations
 - i. Route 28 (Avon) Corridor Study – Ray Guarino
 - ii. Route 104 (Bridgewater) Corridor Study – Guoqiang Li
 - iii. Route 3A (South Plymouth) Corridor Study – Bill McNulty
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

Contact Us



508-583-1833



70 School Street, Brockton, MA 02301



oldcolonyplanning.org

September 4, 2025 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.”

September 4, 2025 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

September 4, 2025 Old Colony JTC Meeting
Agenda Item 3
Minutes of August 7, 2025 Meeting

Summary

Old Colony JTC to consider approval of August 7, 2025 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 7, 2025 at 12:00 P.M.

ATTENDANCE

Abington	Bruce Hughes	CDM Smith	Lisa Sherman
Abington	John Stone	GATRA	Mary Ellen DeFrias
Bridgewater	Carlton Hunt	MassDOT	Chris Klem
Easton	Greg Swan	MassDOT	Derek Krevat
Stoughton	Debra Roberts	MassDOT	Leah Pickett
Whitman	Dan Salvucci	MassDOT District 5	Barbara Lachance
BAT	Emily Adams	OCPC	Matt Dyer
BAT	Kelly Forrester	OCPC	Charles Kilmer
BAT	Michael Lambert	OCPC	Guoqiang Li
BETA Group	Kien Ho	OCPC	Bill McNulty
BETA Group	Austin Pszenny	OCPC	Kyle Mowatt

1. Call to Order and Introductions

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

2. Public Comments

There were no public comments at this time.

3. Minutes of June 5, 2025 Meeting

Chairperson John Stone asked if there were any revisions to the minutes. There were no revisions at this time. A motion was made by Dan Salvucci and seconded by Mary Ellen DeFrias to approve the minutes of June 5, 2025.

The Old Colony JTC voted via Roll Call to approve the June 5, 2025 Meeting Minutes.

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:

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- MassDOT and Applegreen Announce Next Steps in \$750 Million Overhaul of 18 Highway Service Plazas
- Community Walk Audit – August 14, 2025 from 6:00-7:30 PM at Intersection of Centre Street (Route 123) and Quincy Street
- Federal Funds & Infrastructure Office (FFIO) – Next meeting is August 26, 2025 at 2:00 PM
- Safe Routes to School Signs and Lines AND Infrastructure Informational Webinar and Launch – Wednesday, September 3, 2025 12:00 – 1:00 PM
- Special Commission on Micromobility Meeting #3 – Tuesday, September 16, 2025, 10:00 AM – 12:00 PM

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Michael Lambert reported on the following items:

- Overnight employment transportation, serviced by Uber, has been launched. Uber rides to or from work for workers traveling between 9:00 P.M. and 6:00 A.A. will be subsidized.
- BAT released an RFP this week to provide micro-transit to Bridgewater and surrounding key locations.
- BAT is adding Sunday service to its Rockland micro-transit.

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

Mary Ellen DeFrais reported on the following items:

- Beginning on Monday, GATRA launched the Gateway Link which connects Brockton, the VA Medical Center, the Taunton GATRA Terminal, the Bristol Community College Main Campus, and Fall River SRTA Terminal. This service connects BAT, GATRA, and SRTA service areas. The route has been very positively received with 35 passengers on the first day alone.
- GATRA plans to launch Sunday service this Fall.

6. Old Business

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

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

2025

- BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- Old Colony MPO approved to move project to FFY 2026 in Old Colony FFY 2026-2030 TIP due to lack of project readiness.
- 75% Package received by MassDOT (7/22/2025).
- Cost Estimate is \$4,504,861.

- EASTON- CORRIDOR IMPROVEMENTS ON ROUTE 138 INCLUDING INTERSECTION IMPROVEMENTS AT ROUTE 138 (WASHINGTON STREET) AND ELM STREET (608195)
 - Notice to Proceed (6/18/2025).
 - 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)
 - Notice To Proceed (7/16/2025).
 - Construction Bid Price \$7,750,751.

- OLD COLONY PLANNING COUNCIL – OLD COLONY MPO PRIORITIZATION PLAN (S13178)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$1,990,620

- BRIDGEWATER STATE UNIVERSITY – SAFE STREETS FOR ALL (SS4A) PROJECT (S13275)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$134,913

7. New Business

A. MassDOT Local Early and Actionable Planning (LEAP) Program

▪ Presentation by MassDOT

Derek Krevat and Leah Pickett presented on the LEAP Program.

The Massachusetts Department of Transportation (MassDOT)'s Office of Transportation Planning (OTP) is launching the Local Early and Actionable Planning (LEAP) Program to help municipal officials jump start infrastructure projects. The LEAP Program will provide planning and early-stage design assistance to towns and cities across Massachusetts with a particular focus on rural and economically disadvantaged communities as these communities often face significant barriers when it comes to initiating transportation projects due to limited funding and staffing. The funding, totaling approximately \$1 million, is included in Governor Healey's Capital Investment Plan this year and will be funded as part of MassDOT's capital budget for FY 2026.

"Our goal is to empower community leaders with the tools and support they need to bring priority projects to life," said **Transportation Secretary and CEO Monica Tibbits-Nutt**. "Through the LEAP Program, we're helping local governments take that critical first step—positioning them to secure the

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

resources needed to advance transportation projects that make streets safer, more connected, and more accessible for everyone, whether they're walking, biking, riding transit, or driving."

The LEAP Program is structured in a way that allows municipal staff to request the support they need for early-stage planning and design activities, including, but not limited to:

- Conceptual Design and Alternatives Analyses, for example, hydraulic and geotechnical analysis.
- Safe Streets Network Strategy
- Design & Engineering for Smaller-Scale Projects (e.g. Complete Streets Program Projects)
- Federal Grant Application Development
- Safety Analysis, for example, conduct crash pattern evaluation.
- Traffic Analysis, for example, collect traffic volume data.
- Speed Studies
- Cost Estimation
- Visual and Mapping Support

The total amount available statewide in Fiscal Year 2026 for the LEAP Program is \$1 million. MassDOT anticipates providing municipalities with approximately \$25,000 to \$100,000 per project. The focus of LEAP is on helping under resourced communities access federal and state transportation funding programs.

B. The By-Laws of the Joint Transportation Committee (JTC)

▪ Review, Discussion, and Potential Acceptance of Proposed Amendment

Bill McNulty discussed the By-Laws of the JTC.

The By-Laws of the Old Colony Joint Transportation Committee is the governing document defining the purpose, structure, and processes of the Old Colony Joint Transportation Committee. Last updated in 2019, the By-Laws are periodically reviewed and updated as necessary.

During the most recent review in July 2025, Old Colony Planning Council staff are recommending the Joint Transportation Committee (JTC) considering the following updates to the By-Laws:

- Add the following entities as specifically identified members of the Committee:
 - a. Greater Attleboro and Taunton Regional Transit Authority (GATRA)
 - b. WalkMassachusetts
 - c. MassBike
- Add clarifying language stating the processes taken to encourage representation and participation from entities serving the interests of vulnerable road users.

Dan Salvucci asked if the MBTA should be included as a voting member of the Joint Transportation Committee. Bill McNulty stated that Old Colony Planning Council has always been able to contact someone from the MBTA to come to a JTC meeting when there have been issues. Chairperson John Stone stated it would be a good idea to have MBTA join the JTC. There was a consensus to vote on the current changes, and if MBTA gets added at a later date to vote on that at a future meeting.

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

A motion was made by Dan Salvucci and seconded by Greg Swan to accept the proposed amendment.

The Old Colony JTC voted to accept the proposed amendment.

C. FFY 2028 Update to Long Range Transportation Plan

▪ Development Schedule

Bill McNulty discussed the development schedule for the FFY 2028 LRTP.

The following is a general schedule of Plan development:

FFY 2026

- Review, update as necessary, and affirm the Goals and Objectives of the Plan
- Review, update as necessary, and affirm the Planning Scenarios identified in the Plan.
- Survey the public on needs and priorities of the transportation system.
- Conduct a comprehensive exiting condition assessment and needs assessment of the surface transportation system.
- Collaborate with MassDOT and Massachusetts MPOs on socio-economic data forecasting.
- Update of Travel Demand Model

FFY 2027

- Refinement and calibration of Travel Demand Model
- Identification and testing of recommendations.
- Presentation of Plan recommendations to stakeholders and the public
- Refinement and completion of Plan Document

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 the following traffic studies:

- Halifax: Heavy Commercial Vehicle Exclusion (HCVE) Zone Analysis for Old Plymouth Street
- Kingston: School Zone Analysis for Second Brook Street

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.

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

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#16558 – Lake Shore Center Phase 4 – Bridgewater

Notice of Project Change (NPC) Final Environmental Impact Report (FEIR)

SUMMARY OF PROJECT CHANGE PARAMETERS AND IMPACTS

Summary of Project Size & Environmental Impacts	Previously reviewed	Net Change	Currently Proposed
LAND			
Total site acreage	58.1	6.1	64.2
Acres of land altered	18.36	5.56	23.92
Acres of impervious area	7.31	-0.44	6.87
Square feet of bordering vegetated wetlands alteration	0	0	0
Square feet of other wetland alteration	0	0	0
Acres of non-water dependent use of tidelands or waterways	0	0	0
STRUCTURES			
Gross square footage	385,010	83,111	468,121
Number of housing units	225	0	225
Maximum height (in feet)	57	0	57
TRANSPORTATION			
Vehicle trips per day	4,328	550	4,878
Parking spaces	555	158	705
Proposed Parking Spaces to be Banked	100	0	100
WATER/WASTEWATER			
Gallons/day (GPD) of water use	86,100	15,000	101,100

Certificates

EEA #16939 – 642-644 Turnpike Street – Easton

Environmental Notification Form (ENF)

OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Certificate states that this project **does not** require an Environmental Impact Report (EIR).

Public Notices

Notice of Intent to Initiate an Aquatic Plant Management Program – Halifax

Notice of Intent to Initiate an Ecological Restoration Project – Hanson

Both of these Public Notices are in regard to the reduction of bacteria through phosphorous mitigation at Monponsett Pond.

Notice of Application and Issuance of a Draft Groundwater Discharge Permit- East Bridgewater

In regard to the discharge of 25,000 Gallons/Day of Sanitary Wastewater at White Pine Village in East Bridgewater.

Long Beach Seawall & Revetment Reconstruction Project – Plymouth

Request for Advisory Opinion (RAO) – The proposed project involves maintenance reconstruction of 630 LF of failing concrete seawall and stone revetment with the purpose of restoring coastal protection and resiliency along the southern end of Long Beach.

Notice of Application and Issuance of a Draft Groundwater Discharge Permit – East Bridgewater

Regarding the discharge of 22,000 Gallons/Day of Sanitary Wastewater at Harmony Crossing in East Bridgewater.

C. Regional Concerns and Local Community Transportation Issues

There were no regional concerns or local community transportation issues at this time.

9. Adjournment

The meeting adjourned at 12:42 PM.

Respectfully submitted,

Kyle Mowatt

Kyle Mowatt

Senior Transportation Planner

List of Documents for August 7, 2025 Old Colony JTC Meeting

- Minutes of June 5, 2025 Old Colony JTC Meeting
- Staff Report for August 7, 2025, Old Colony JTC Meeting Agenda Items
- PowerPoint Presentation: MassDOT LEAP Program \

September 4, 2025 Old Colony JTC Meeting

Agenda Item 4

Communications

Summary

Federal Transit Administration (FTA) Rail Grade Crossing Safety Webinar

As a part of [See Tracks? Think Train!® Week](#), FTA is hosting a webinar on September 17, 2025 at 3:00 P.M. ET on strategies to improve the safety of drivers and pedestrians near transit tracks and trains. Please [register](#) to attend.

FTA will provide a high-level overview of available rail grade crossing data and resources, followed by a presentation from LA Metro on the use of photo enforcement technology at rail grade crossings to enhance safety. Participants will also hear from Rock Region Metro on the integration of Positive Train Control to reduce incidents at intersections and improve operational safety, and Operation Lifesaver, Inc. who will share new resources for transit agencies and examples from transit agency grants on rail safety education and outreach strategies.

Links:

[Webinar Registration](#)

[See Tracks? Think Train® Week](#)

[FTA RGX Safety Resources for Transit Agencies](#)

MassDOT Rail & Transit Division Announce Schedule for Fall 2025 Transit Grant Applications

1. New! Microtransit and Last Mile Transit Grant Program

- **Opens September 5, due November 7**

Transit authorities, municipalities, nonprofits, and Transportation Management Associations (TMAs) are eligible to apply for funding for microtransit and last mile programs and pilots. This new program is funded with state Education and Transportation Fund (Fair Share) funds through the FY25 supplemental state budget. \$10 million total is available.

Microtransit refers to "a technology-enabled service that uses multi-passenger vehicles to provide on-demand services with dynamically generated routing. Microtransit services are traditionally provided in designated service areas. Service models include first mile/last mile connections to fixed route services; hub to hub zone-based services; the commingling of ADA complementary paratransit services with general transit service; and point-to-point service within a specific zone or geography," according to the [Federal Transit Administration](#).

Last mile refers to solutions that bridge the gap between a rider's home and transit, or their destination (such as their workplace) and transit.

The budget language that created this new grant program directs MassDOT to pay particular attention to applications that:

- expand mobility options for rural communities.
- extend service to veterans, working families, older adults, people with disabilities and low-income individuals.
- provide mobility choices to people with mobility needs.
- extend equitable and affordable transportation mobility improvements in the commonwealth.
- serve cities and towns that are taking meaningful steps to produce new housing and have adopted best practices to promote sustainable housing development.

Interested in applying?

- [Register for virtual pre-application training](#) (joint training with the CTGP operating & mobility management cycle)
- Talk to other organizations in your region about opportunities to collaborate.
- [Learn more](#) on our website.
- [Reach out](#) with any questions.

2. FY26 Community Transit Grant Program (CTGP) Operating and Mobility Management Cycle

- **Opens September 5, due November 7**

The FY26 Community Transit Grant Program Operating and Mobility Management Cycle provides funding to organizations for projects to expand mobility for older adults, people with disabilities, and low-income individuals. This grant program is funded with state

Education and Transportation Funding; \$4 million is available through the FY26 state budget. For qualifying projects that serve older adults and people with disabilities and have access to matching funds, MassDOT can also use Federal Transit Administration Section 5310 funds. Transit authorities, municipalities, nonprofits, and private providers providing shared-ride public transit are eligible to apply. To best meet riders' needs and use public resources wisely, MassDOT prioritizes coordinated models that bring partners together, fill gaps in the transportation network, and avoid duplication of service.

Interested in applying?

- [Register for virtual pre-application training](#) (joint training with the new microtransit and last mile grant program)
- Talk to other organizations in your region about opportunities to collaborate.
- [Learn more](#) on our website.
- [Reach out](#) with any questions.

3. FY26 Community Transit Grant Program (CTGP) Vehicle Cycle

- **Opens September 25, due November 21**

Transit authorities, municipalities (including Councils on Aging), and nonprofits are eligible to apply for fully accessible vans to enhance mobility for older adults and people with disabilities. These vans must be used to meet the specific needs of older adults and people with disabilities. Vehicles used in fixed-route service are not eligible for this funding stream.

Applicants are encouraged to explore all options before applying, such as connecting with local partners to explore sharing a van or purchasing transportation services. To best meet riders' needs and use public resources wisely, MassDOT prioritizes coordinated models that bring partners together, fill gaps in the transportation network, and avoid duplication of service.

If you are awarded a van, MassDOT covers 85 percent of the cost, and you cover the remaining 15 percent. Transit authorities can get their vehicles fully covered, so if you are a municipality that is a member of a Regional Transit Authority (RTA), reach out to your RTA to see about partnering. If you wish to add additional features beyond the base model, you will need to cover the full cost of those options.

If you receive a vehicle, your drivers will need to participate in mandatory [driver training](#).

To fund these awards, we use Federal Transit Administration Section 5310 funds as well as state Mobility Assistance Program (MAP) funds. Both funding streams support enhanced mobility for older adults and people with disabilities.

Interested in applying?

- [Register for virtual pre-application training](#)
- Talk to other organizations in your region about opportunities to collaborate.
- [Learn more](#) on our website.
- [Reach out](#) with any questions.

[Register here for virtual pre-application trainings](#) in September. Training is mandatory for new applicants and recommended for all. Thanks to all who have already signed up.

Safe Routes to School Infrastructure Program

Applications for Safe Routes to School (SRTS) Infrastructure Projects will be accepted from Wednesday, September 3, 2025 to Friday, October 17, 2025. To access the application, log on to your [Massachusetts Project Intake Tool \(MaPIT\) account](#). If you do not have an account, please [Request a GeoDOT Account](#). The Safe Routes to School Infrastructure Application Guidance Document will be available to download below starting on the launch date of September 4, 2024. This document details all of the project requirements, application steps, and examples of budgets. Please review this document in its entirety prior to applying for Safe Routes to School Infrastructure Project funding in MaPIT.

Special Commission on Micromobility - Meeting #3

Tuesday, September 16, 2025, 10 a.m. - 12 p.m., 10 Park Plaza, Boston, MA 02116

[Session Law Acts of 2024, Chapter 238, Section 306](#) provided for the formation of a Special Commission on Micromobility. The Commission is charged with producing a study that includes:

1. A review of current state and local laws and regulations for micromobility vehicles;
2. Recommendations to regulate micromobility vehicles, including bike paths, sidewalks and shared use paths; and
3. Recommendations to support the expansion of micromobility vehicle use and innovation including shared micromobility options for municipalities.

The commission shall file a report of its findings and recommendations with the clerks of the senate and house of representatives and the senate and house committees on ways and means not later than December 1, 2025.

Federal Funds & Infrastructure Office (FFIO)

The Federal Funds & Infrastructure Office is the lead agency within the Healey-Driscoll Administration tasked with implementing a whole of government approach to ensuring the Commonwealth of Massachusetts can leverage the historic opportunities available for federal funding.

The Federal Funds & Infrastructure Office is an inter-agency strategy for the Commonwealth to successfully compete for the historic levels of federal funding available from the Bipartisan Infrastructure Law (BIL), Inflation Reduction Act (IRA), the CHIPS and Science Act, and more. FFIO is responsible for tracking federal opportunities, facilitating the submission of successful applications for federal funding, and advocating on behalf of Massachusetts projects that advance key priorities including infrastructure, jobs, economic competitiveness, affordable housing, clean energy, decarbonization, resilience, equity, and workforce development.

The next Federal Funds Partnership Meeting is **September 23, 2025 at 2:00 p.m.** A newsletter ahead of that meeting with new grant opportunities, contact information, and other helpful resources will be distributed.

To register for the Zoom meetings, please visit:

https://us02web.zoom.us/meeting/register/tZUucuyhrzguHNJkkh-XlmZBlQQKxxG_Acjl#/registration

The 2025 Moving Together Conference

October 28, 2025; 7:45 AM - 4:30 PM

Sheraton Boston Hotel, 39 Dalton Street, Boston, Massachusetts

Every year, the Moving Together Conference brings together transportation leaders and individuals involved in the areas of transportation safety, planning, public health, bicycling, walking, transit, advocacy, education, law enforcement, and elected office. The conference sessions and speakers cover numerous related topics, sharing successful initiatives and programs, along with new tools and resources, and discussing strategies for addressing continuing challenges.

To register, please visit:

<https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=5921>

September 4, 2025 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit (BAT)

Summary

Brockton Area Transit to provide report.

September 4, 2025 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.

September 4, 2025 Old Colony JTC Meeting
Agenda Item 6A
Old Colony FFY 2025-2029 Transportation Improvement
Program (TIP) Implementation

Summary

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

FFY 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)
 - Old Colony MPO approved to move project to FFY 2026 in Old Colony FFY 2026-2030 TIP due to lack of project readiness.

- 75% Package received by MassDOT (7/22/2025).
- Cost Estimate is \$4,504,861.
- BROCKTON - DOWNTOWN TRANSPORTATION TECHNOLOGY PROJECT (SMART) (S13132)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$1,496,630.
- 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
 - 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)
 - Notice to Proceed (6/18/2025).

- 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)
 - Notice To Proceed (7/16/2025).
 - Construction Bid Price \$7,750,751.
- OLD COLONY PLANNING COUNCIL – OLD COLONY MPO PRIORITIZATION PLAN (S13178)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$1,990,620
- BRIDGEWATER STATE UNIVERSITY – SAFE STREETS FOR ALL (SS4A) PROJECT (S13275)
 - Bipartisan Infrastructure Law (BIL) Discretionary Grant
 - Total Grant Award Amount is \$134,913

September 4, 2025 Old Colony JTC Meeting
Agenda Item 7A
Age Friendly Communities
▪ **Presentation by Joanne Zygmunt, AICP**

Summary

Joanne Zygmunt, AICP, of Old Colony Planning Council will present on planning and support for Age Friendly Communities.

September 4, 2025 Old Colony MPO Meeting
Agenda Item 7B
FFY 2025 Old Colony MPO Corridor Studies
– Findings and Recommendations

- **Avon Route 28 Corridor Study**
- **Bridgewater Route 104 Corridor Study**
- **South Plymouth Route 3A Corridor Study**

Summary

The Old Colony Planning Council (OCPC) is nearing completion on three Corridor Studies, prepared through the Old Colony Metropolitan Planning Organization's FFY 2025 Unified Planning Work Program (UPWP). These corridor studies include the Route 28 Corridor in Avon, the Route 104 Corridor in Bridgewater, and the Route 3A Corridor from Sandwich Street to the Bourne Town Line in South Plymouth.

Staff developed both short-term and long-term strategies, focused on enhanced circulation and mobility, congestion mitigation, reduction in crash rates and risk for serious injuries and fatalities, improved air quality, optimized traffic flow, and increased safety across all modes of transportation including bicycling, walking, and public transit. These corridor studies adhere to engineering standards and federal and state best practices in assessing operational deficiencies and system needs. Proposed improvements are designed to align with local

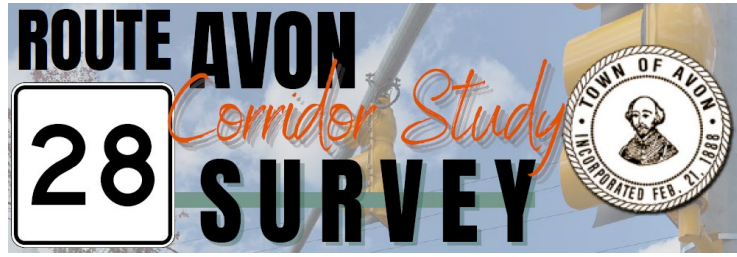
plans, regional goals, as well as current and future land use patterns. Key objectives of the studies include access management (consolidate driveway access), redesigning intersections for better functionality, improving air quality, and reducing emissions. Future recommendations include conducting Road Safety Audits, performing Site Impact Analyses, examining housing demand and supply, executing before-and-after assessments, and conducting Origin-Destination surveys, among other methods.

Agenda:

1. Overview
2. Route 28 Corridor Study, Avon, MA
3. Route 104 Corridor Study, Bridgewater, MA
4. Route 3A Corridor Study, Avon, MA
5. Action Plan and Q&A

Products:

The corridor studies will be finalized with a written report, which includes conclusions and recommendations. Included in study will be data summaries, maps, congestion and safety analyses, and 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 MaPIT, as appropriate.



OCPC Regional Corridor Transportation Studies

Joint Transportation Committee Meeting: Item 7B

September 4, 2025

Old Colony Metropolitan Planning Organization
UPWP 2025



Agenda

- Introduction
 - Attendees
 - FFY 2025 Corridor Studies
- Route 28 Corridor Study
 - Avon, MA
- Route 104 Corridor Study
 - Bridgewater, MA
- Route 3A Corridor Study
 - Plymouth, MA
- Action Plan



Route 28 Corridor Study

IDENTIFIED ISSUES AND RECOMMENDATIONS

Existing TIP Projects Within the Study Area

Planned Project	MassDOT Project Number	Description	Type	Status	Funding
<u>Intersection of Route 28 at Harrison Bouvard and the Intersection of Route 28 at East and West Spring Street</u>	<u>611979</u>	<u>AVON- INTERSECTION IMPROVEMENTS AT ROUTE 28, SPRING STREET AND HARRISON BOULEVARD</u>	<u>Improvements at two intersections</u>	<u>25 percent Design Construction (2026)</u>	<u>TIP Funding</u>
<u>AVON- CORRIDOR IMPROVEMENTS ON ROUTE 28</u>	<u>610804</u>	<u>Work on this project includes roadway resurfacing, sidewalk construction/reconstruction, ADA curb ramp installation, drainage upgrades, new pavement markings and signs. Project limits on Route 28 are from East/West Spring Street, northerly to Langley Road (Avon/Randolph Town Line).</u>	<u>Corridor wide improvements</u>	<u>Project has been approved by the MassDOT Project Review Committee (PRC) but MassDOT is not actively moving ahead currently with design and engineering.</u>	<u>TIP Funding</u>

Corridor-wide Recommendations

Continuous Bicycling and Pedestrian Network

Improve sidewalk surface conditions, complete sidewalk connections, consider possible offroad multiuse paths, and separated bike lanes as warranted

Enhanced Pedestrian Crossings

Consider Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (HAWKs/PHBs) at selected locations as warranted, in specific locations such as town center.

Access Management

Consider access management design by optimizing driveway spacing, restricting left-turn movements, re-designing driveways where appropriate.

Lane and Turning Capacity Enhancements

Assess throughfare lane configuration and capacity
Focus on locations with heavy recurring congestion

Traffic Calming Measures

Introduce strategies to reduce speeding and enhance traffic safety



Avon Center

Intersection	Existing Condition	Potential Improvements
1. Main Street (Route 28) at East High Street/West High Street	<ul style="list-style-type: none"> • Poor intersection alignment. West High St. is not directly aligned opposite East High St. and enters at a slightly skewed angle. This misalignment causes driver confusion as vehicles make left turns. • Yellow and all red clearance not adequate for vehicles to clear the intersection and left turn vehicles lack phase protection. • Emergency pre-emption is in the fire station and not mounted on the signal equipment. • There are long queues between Route 28/West Main St. and Route 28/East High St./West High St. Vehicles weave from lane for the right lane or left lane for turning movements. 	<ul style="list-style-type: none"> • Reassess the signal timing and phasing and lane assignment with consideration of protected left turn phases on the northbound and westbound approaches. • Coordinate timing and phasing with the East Main Street (Route 28) at West Main Street intersection. • Sidewalk widening and improvements to the pedestrian and bicycle accommodations. • Consider reconstruction to realign the intersection.
2. East Main Street (Route 28) at West Main Street	<ul style="list-style-type: none"> • Motorists turning right on the southbound approach make this movement at high speeds close to the parked cars and sidewalk on the west side of Avon Town Center creating a hazard for pedestrians crossing. • Emergency pre-emption is done manually in the fire station. 	<ul style="list-style-type: none"> • Reassess the alignment (extend the sidewalk and remove the free right southbound) for geometric improvements to prevent speeding vehicles from taking the right turn southbound. • Reassess (optimize) the timing and phasing to coordinate with the Main Street (Route 28) at East High Street/West High Street signal timing and phasing to prevent queues backing up on the northbound approach. • Pole mounted emergency vehicle pre-emption. • Sidewalk widening and improvements to the pedestrian and bicycle accommodations.

DOWNTOWN REDESIGN OBJECTIVES

≡ REDUCE CONGESTION

≡ BIKE PED SAFETY & ACCESS

≡ INTERSECTION SAFETY

≡ ENVIRONMENTS

≡ AMENITIES, PARKING, STREET SCAPE

- Safer streets with more traffic calming and safety island(s).
- Main Street (Route 28) at East and West High St intersection Left turn signals,
- Examine reducing the width of pavement (West Main St and at the corners of Main and High St.)
- Examine potential for single rather than double lanes for the downtown area
- Foster Downtown commercial development street infrastructure to foster commercial development and encourage people to visit downtown.
- Improved pedestrian access improved infrastructure.
- Enable more parking for businesses in the downtown
- Bike lanes – complete streets; bike rack(s); Consider Claire Saltonstall bikeway route and connections; see last page on Mass Priority Trails Network; No bike racks for locking bikes
- Consider housing options in the area to support the local businesses.

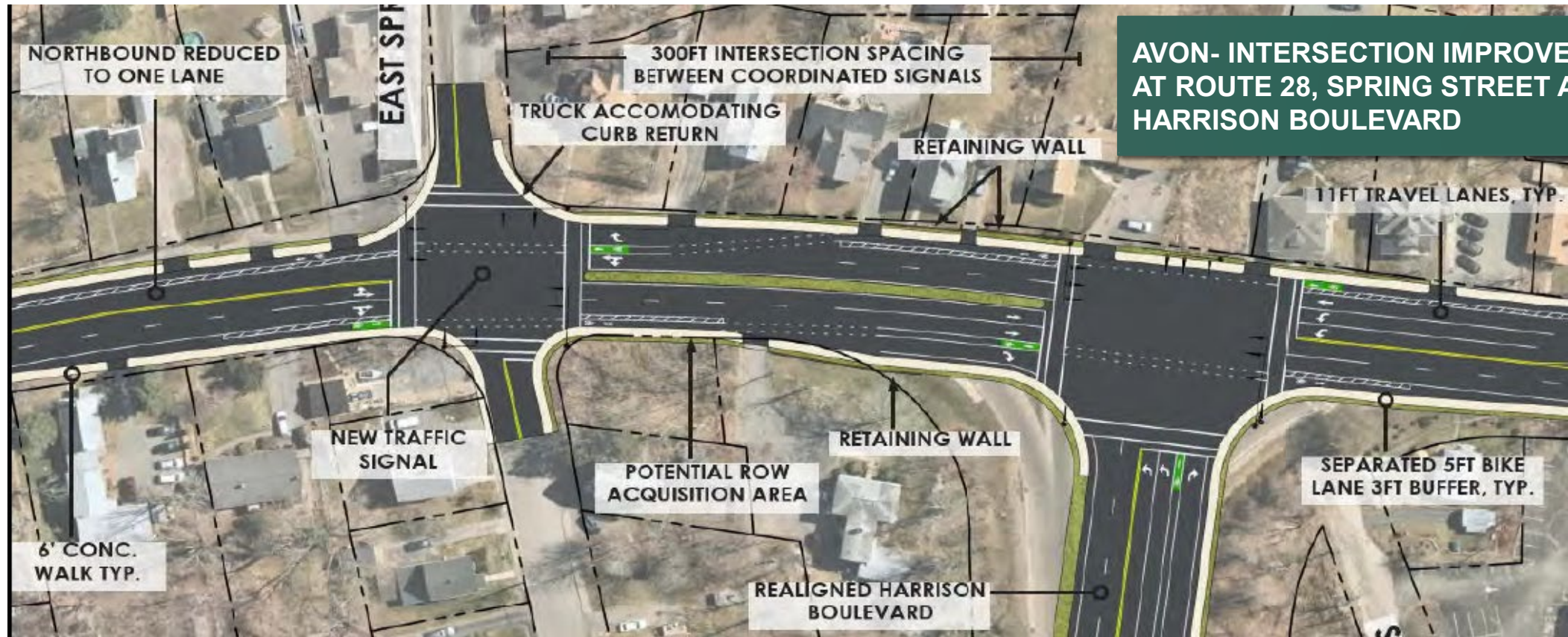


Preliminary Consultant Concept



Intersection	Existing Condition	Potential Improvements
3. East Main Street (Route 28) at East Spring Street/West Spring Street	<ul style="list-style-type: none"> • MassDOT Top 200 Crash Location 2021 • Unclear lane usage • Poor sight distance and intersection geometry • Worn pavement markings • Limited pedestrian accessibility • Worn and/or limited signage • Peak hour congestion and driver frustration • Heavy vehicle activity and constrained turning radii 	<ul style="list-style-type: none"> • TIP Project 611979 Signalization, the 25% Design plans have been submitted to MassDOT. (Signals will be coordinated with the signals at Route 28/Harrison Boulevard intersection.) • Reconstructed Sidewalks and added bike lanes. • Reconstructed curbing for improved turning radii for accommodating trucks. • Northbound approach lane includes a shared through, left and an exclusive right turn lane, and the northbound receiving lane reduced to one lane to prevent merge.
4. East Main Street (Route 28) at Harrison Boulevard	<ul style="list-style-type: none"> • Long Queues on the northbound left turn approach during the peak hours interfering with through traffic movements. • Long Queues on the Harrison Blvd. 	<ul style="list-style-type: none"> • Improvements are part of TIP Project 611979. This includes the addition of left turn storage lanes on the Route 28 northbound approach (currently has one left turn storage will be increased to two left turn lanes), and the addition of a left turn storage lane on the Harrison Blvd. eastbound approach (increased from one left turn storage lane to two left turn lanes.) • Reconstruct Sidewalks and add bicycle lanes.

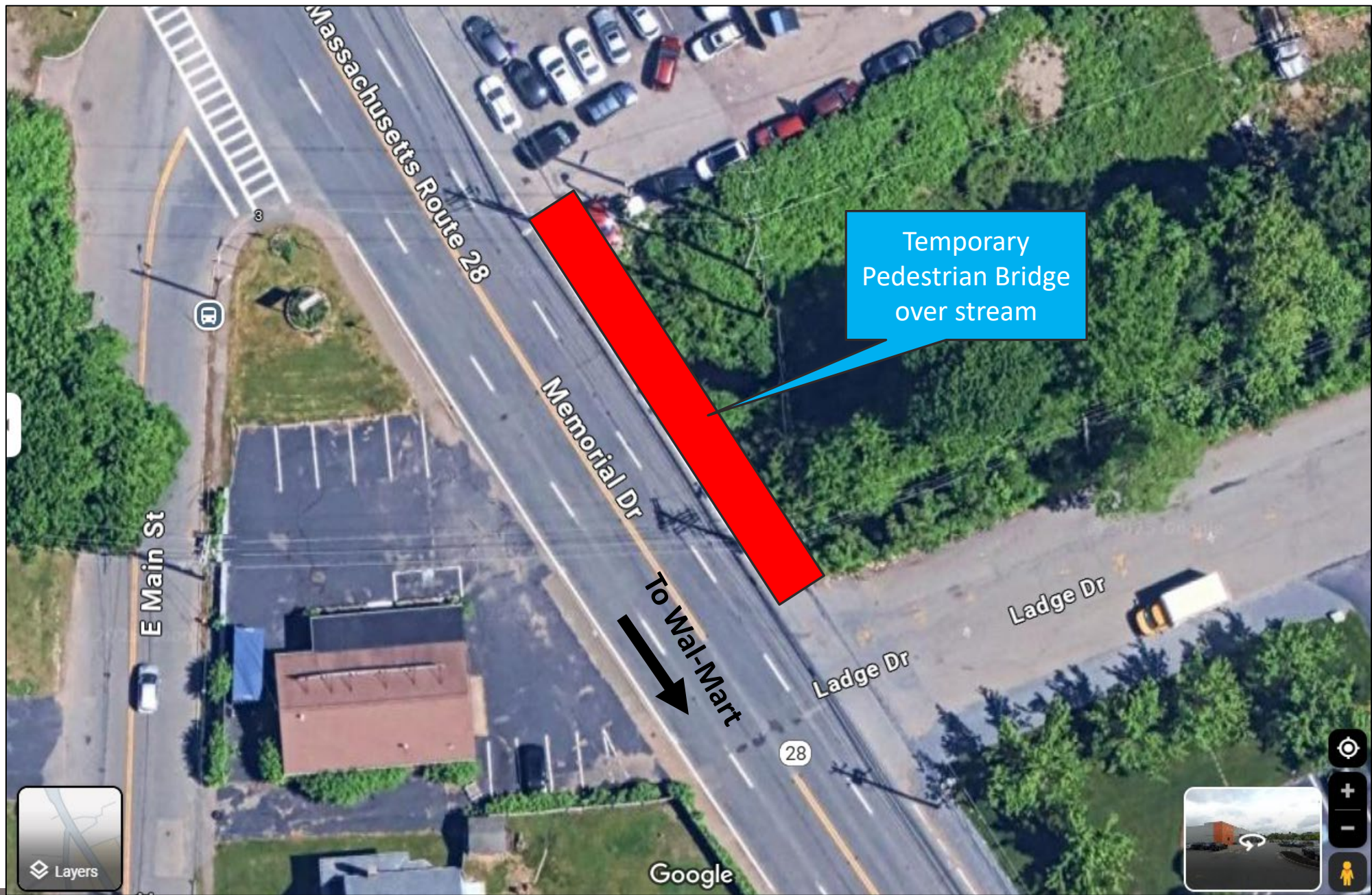
Project 611979: Current Status 25% Design



- ✓ Signalization at East/West Spring St provides safe egress for turning vehicles
- ✓ Harrison Blvd realignment improves intersection spacing
- ✓ Sidewalks & buffered on-street bike lanes improve multi-modal accommodation
- ✓ Double left turn lanes at the Harrison Blvd intersection improves LOS and queue lengths
- ✓ Removed slip lanes reduce front to rear collisions



Intersection	Existing Condition	Potential Improvements
5. Memorial Drive (Route 28) at East Main Street	<ul style="list-style-type: none"> • Poor intersection alignment. • Poor intersection visibility from Route 28. • Missing sidewalk links, poor sidewalk conditions. • Lacks bicycle accommodation. 	<ul style="list-style-type: none"> • Install overhead flashing beacons (flashing yellow on Route 28 approaches and red on the East Main Street approach) and intersection ahead warning signs on Route 28 for better intersection visibility. • Provide sidewalks where missing along Route 28 to connect existing sidewalks. • Provide bicycle accommodation. • Consider implementing access management within the Route 28 corridor.
6. Memorial Drive (Route 28) at Wal-Mart north drive signal	<ul style="list-style-type: none"> • Poor pedestrian accommodation and sidewalk connections. • A lack of bicycle accommodation on Route 28. 	<ul style="list-style-type: none"> • Improve pedestrian crossings and sidewalks for pedestrian safety. • Provide bicycle accommodation.
7. Memorial Drive (Route 28) Wal-Mart south drive	<ul style="list-style-type: none"> • Poor pedestrian accommodation and sidewalk connections. • A lack of bicycle accommodation on Route 28. • Poor sight distance for vehicles exiting Walmart. 	<ul style="list-style-type: none"> • Improve pedestrian sidewalks for pedestrian safety. • Provide bicycle accommodation. • Remove/trim vegetation along the east side of Route 28 to improve sight lines for vehicles exiting Walmart.



Non-tidal Aquatic Connectivity Crossing Data

[Correct Crossing Data](#)

[Add a Structure](#)

Database Entry By: Matthew Dyer

Entry Date: 06-24-2025

Coordinator: Chelsey Simmons

Last Updated: 06-24-2025

GPS to Crossing Distance (meters): 31.7

NHD-HUC8 Watershed: Narragansett

Crossing Code: xy4212256671033921

Local ID: No data

Date Observed: 04-29-2025

Lead Observer: Matthew Dyer

Town/County: Avon, MA

Stream/River: Trout Brook

Road: Memorial Drive

Type: Multilane road (>2 lanes)

GPS: Lat: 42.12281, Long: -71.03412

Location Description: Next to Avon Gas

Crossing Type: Culvert

Number of Culverts/Bridge Cells: 1

Flow Condition: Typical low-flow

Crossing Condition: Poor

Tidal Site: No

Alignment: Flow-Aligned

Road Fill Height (feet) : 5

Bankfull Width (feet): No data

Bankfull Width Confidence: No data

Constriction: Severe

Tailwater Scour Pool: Large

Crossing Comments: No data

Evaluation of this stream crossing is estimated as: SEVERE BARRIER





Temporary Bridge Concept





QUESTIONS / COMMENTS?



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Route 104 Corridor Study

IDENTIFIED ISSUES AND RECOMMENDATIONS

Bridgewater Route 104 Corridor Overview

Key places:

Route 24 Interchange
Central Square, BSU
BR Regional High School, Middle School

Jurisdiction:

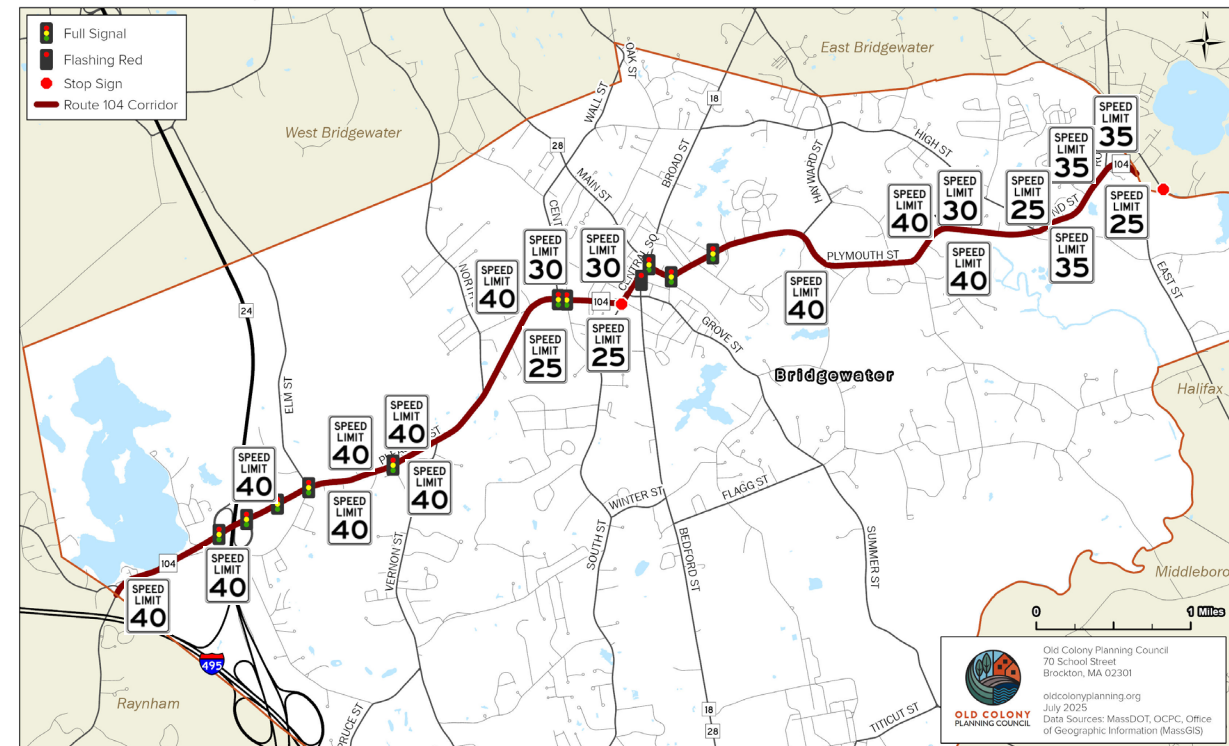
7.4 Mile under local jurisdiction
0.6 Mile MassDOT owned (Route 24 Interchange area)
4 State owned Traffic Signals
6 Local owned Traffic Signals

Road Operation:

Urban minor arterial
Posted Speed Limit: 25 MPH, 30 MPH, 35 MPH, and 40 MPH (including Special Speed Regulation#792)

APPROXIMATELY
8 MILES
in centerline distance

Route 104 Corridor Study Area

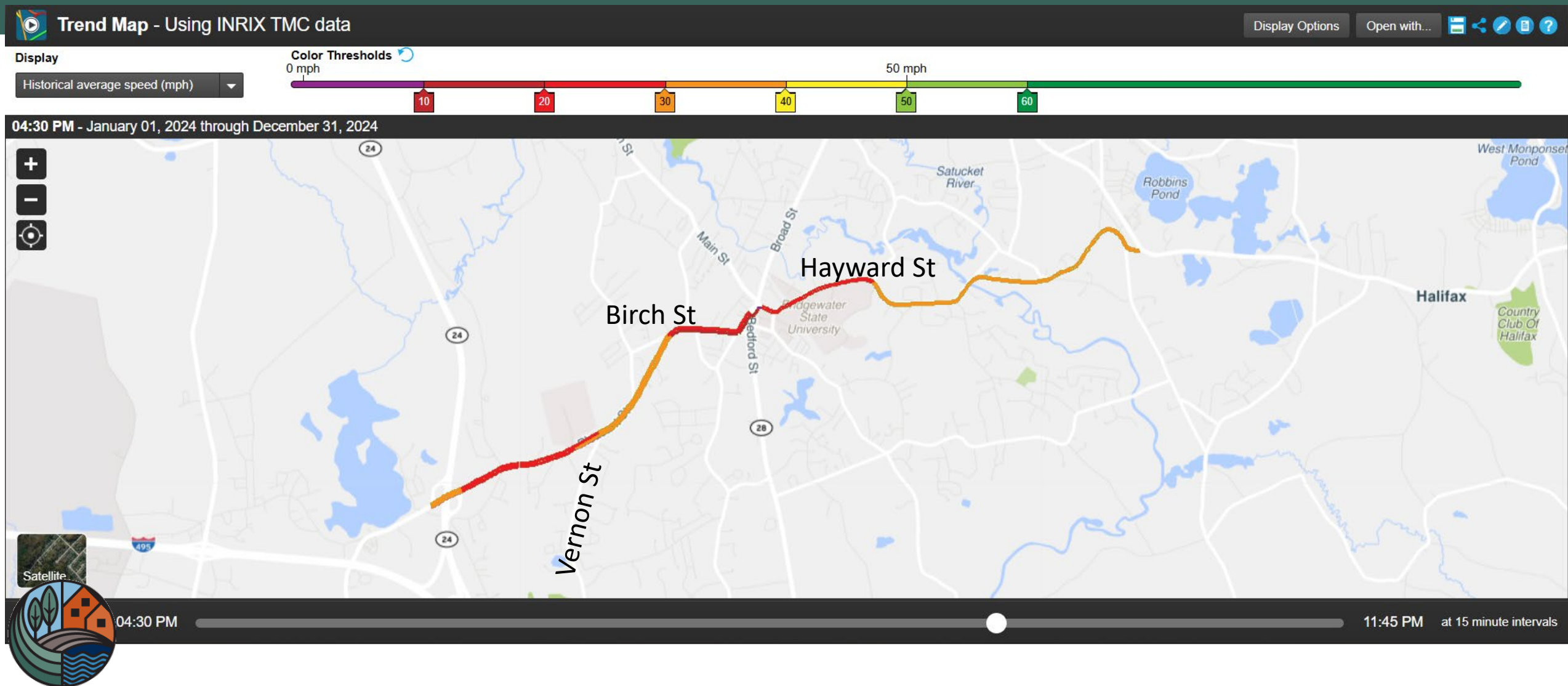


Intersection Capacity Summary

		LOS (A-F)		Delay(Second)		ICU(%)	
Location	Type	AM	PM	AM	PM	AM	PM
Route 24 at Route 104 SB Ramp intersection	Signal	A	A	8.8	9.1	95.6%	95.6%
Route 24 at Route 104 NB Ramp intersection	Signal	D	E	47.7	79.1	97.6%	104.0%
Pleasant St at Bridgewater Place (Home Depot)	Signal	A	A	8.2	9.5	56.6%	63.2%
Elm St at Pleasant St(Route 104) intersection	Signal	C	F	31.3	145.9	70.6%	63.2%
Jasmine Way/Prospect St at Pleasant St(Route 104) intersection	Signal	F	F	137.5	111.2	78.3%	68.1%
Vernon St at Pleasant St(Route 104) intersection	Stop	F	F	51.0	61.7	-	-
North St at Pleasant St(Route 104) intersection	Stop	D	E	25.8	36.5	-	-
Birch St at Pleasant St(Route 104) intersection	Stop	F	F	64.5	74.5	-	-
Center St at Pleasant St(Route 104) intersection	Signal	E	E	75.9	75.1	97.3%	101.7%
Crescent St at Pleasant St(Route 104) intersection	Signal	B	B	19.5	18.1	52.1%	55.1%
South St at Pleasant St (Route 104) intersection	Stop	F	F	113.2	181.7	-	-
Main St/Summer St at Central Square intersection	Signal	D	D	42.9	50.2	83.0%	85.9%
Summer St at Plymouth St (Route 104) intersection	Signal	B	B	14.5	16.8	36.7%	45.3%
Hale St at Plymouth St(Route 104) intersection intersection	Stop	C	C	16.7	23.4	-	-
Burrill Ave at Plymouth St(Route 104) intersection	Stop	C	C	16.6	23.0	-	-
Spring St at Plymouth St (Route 104) intersection	Signal	B	B	13.8	16.2	41.5%	74.6%
Hayward St at Plymouth St (Route 104) intersection	Stop	C	D	16.3	34.4	-	-
Mill St at Plymouth St (Route 104) intersection	Stop	B	B	11.5	12.6	-	-
High St at Plymouth St (Route 104) intersection	Stop	B	C	14.1	17.5	-	-
Roberts Rd at Pond St(Route 104) intersection	Stop	B	B	10.2	10.6	-	-



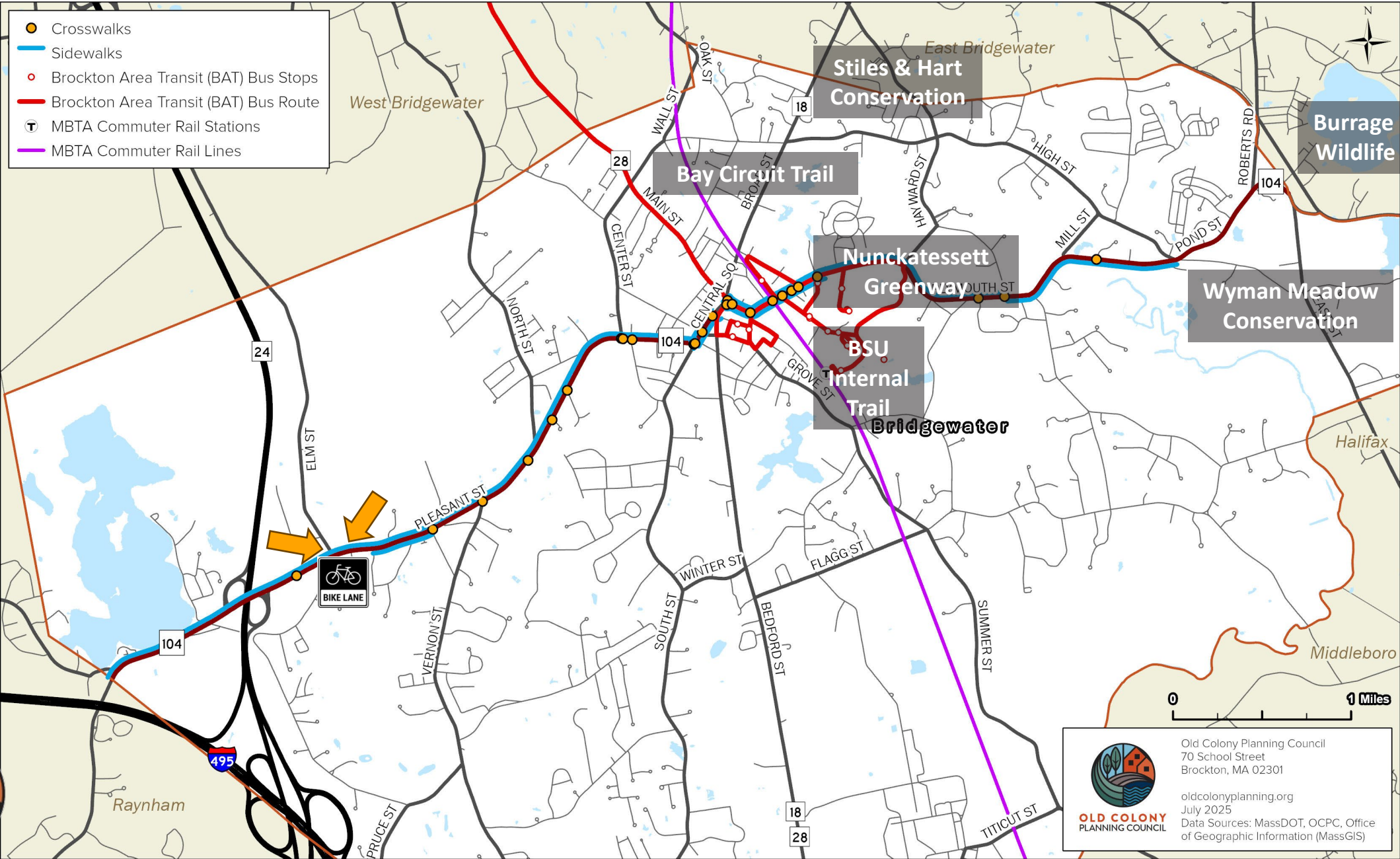
Average Traffic Speed at 4:30 PM in 2024




Intersections Collision Analysis Summary

					Collision Type						Severity			Year				
Index	Location	Type	Ranking	Total Colli	Angle	Rear-end	Single Ve	Side-swip	Head-on	Others/U	Fatal	Injury	PDO	2020	2021	2022	2023	2024
1	Lakeside Dr at Pleasant St(Route 104) intersection	Stop	8	20	6	7	5	1	0	1	0	5	15	1	3	8	6	2
2	Route 24 at Route 104 SBRamp intersection	Signal	13	12	4	6	1	1	0	0	0	3	9	1	3	4	1	4
3	Route 24 at Route 104 NBRamp intersection	Signal	16	10	3	5	1	0	1	0	0	3	7	1	2	0	1	6
4	Pleasant St at Bridgewater Place (HomeDepot)	Signal	2	36	5	6	7	13	1	4	0	6	27	9	8	4	6	9
5	Elm St at Pleasant St(Route 104) intersection	Signal	6	26	6	9	2	6	1	2	1	6	19	5	3	7	2	9
6	Jasmine Way/Prospect St at Pleasant St(Route 104) inters	Signal	5	28	4	13	1	4	0	6	0	5	23	4	3	5	5	11
7	Vernon St at Pleasant St(Route 104) intersection	Stop	13	12	1	10	0	1	0	0	0	6	6	0	1	4	3	4
8	North St at Pleasant St(Route 104) intersection	Stop	16	10	0	6	4	0	0	0	0	4	6	1	4	0	2	3
9	Birch St at Pleasant St(Route 104) intersection	Stop	19	7	2	3	1	1	0	0	0	2	5	2	1	1	0	3
10	Center St at Pleasant St(Route 104) intersection	Signal	3	30	7	16	1	4	1	1	0	6	24	2	14	5	4	5
11	Crescent St at Pleasant St(Route 104) intersection	Signal	10	17	0	14	1	1	0	1	0	4	13	4	4	3	2	4
12	South St at Pleasnt St (Route 104) intersection	Stop	4	29	3	12	10	2	2	0	0	6	22	2	7	2	11	7
14	Bedford St (Route 18) at School St intersection	Stop	7	22	9	5	3	4	0	1	0	4	17	6	3	1	9	3
15	Main St/Summer St at Central Square intersection	Signal	1	54	20	12	9	7	3	3	0	10	42	10	14	8	14	8
16	Summer St at Plymouth St (Route 104) intersection	Signal	18	9	0	3	4	1	0	1	0	2	7	0	3	5	0	1
17	Hale St at Plymouth St(Route 104) intersection intersection	Stop	21	5	0	2	1	0	2	0	0	1	4	1	0	2	0	2
18	Burrill Ave at Plymouth St(Route 104) intersection	Stop	15	11	0	9	0	1	0	1	0	1	10	2	3	3	0	3
19	Spring St at Plymouth St (Route 104) intersection	Signal	11	13	3	7	2	1	0	0	0	2	11	1	4	2	6	0
20	Hooper St at Plymouth St (Route 104) intersection	Stop	9	18	5	7	2	2	1	1	0	3	14	3	2	3	7	3
21	Hayward St at Plymouth St (Route 104) intersection	Stop	11	13	5	4	1	1	2	0	0	3	10	0	0	8	3	2
22	Mill St at Plymouth St (Route 104) intersection	Stop	23	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0
23	High St at Plymouth St (Route 104) intersection	Stop	20	6	4	0	1	1	0	0	0	3	3	1	1	1	2	1
24	Roberts Rd at Pond St(Route 104) intersection	Stop	22	2	1	0	0	0	0	1	0	1	1	0	0	2	0	0
			Sum	391	88	156	58	52	14	23	1	86	296	56	83	79	84	90
			Percentage	100%	22.5%	39.9%	14.8%	13.3%	3.6%	5.9%	0.3%	22.0%	75.7%	14.3%	21.2%	20.2%	21.5%	23.0%

Route 104 Corridor Study Bicycle, Pedestrian & Transit Access




Old Colony Planning Council
70 School Street
Brockton, MA 02301
oldcolonyplanning.org
July 2025
Data Sources: MassDOT, OCPC, Office of Geographic Information (MassGIS)

Route 104 Corridor Wide Improvement Consideration



Continuous Bicycling and Pedestrian Network

- Consider sidewalks, off-road multiuse paths, and separated bike lanes as warranted

Enhanced Pedestrian Crossings

- Consider Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (HAWKs/PHBs) at selected locations as warranted

Access Management

- Consider access management design by optimizing driveway spacing, restricting left-turn movements, re-designing driveways where appropriate



Lane and Turning Capacity Enhancements

- Assess throughfare lane configuration and capacity

Vehicle Restrictions

- Evaluate heavy vehicle exclusion in residential and business zones






Traffic Calming Measures





- Introduce strategies to reduce speeding and enhance traffic safety

Improve Culverts Conditions

- Brouillard Ave-Hooper St (Critical Condition), Birch St (Poor Condition), Lake Side Dr (Undersized)



Index	Location	Ownership	Type	LOS	Historical Collision(2021-2024) Ranking	Safety Ranking (Public Input)	Congestion Ranking (Public Input)	Field Photo	Existing Physical conditions	Considerations for Improvement
1	Lakeside Dr at Pleasant St(Route 104) intersection	Town	Stop	-	6	-	-		Approaches from Lakeside Drive and Fruit Street are offset.Stop sign is located too far from the intersection, resulting in 2–3 vehicle lengths of queuing space beyond the sign.Right turns are wide due to a large turning radius.Dense tree lines obstruct sight distance; utility poles are also located within the sight distance triangle.Sidewalk and ADA ramps require maintenance; weeds are present on sidewalks. Street lighting is lacking. Stormwater management is insufficient due to inadequate catch basins and collection systems.	Incorporate stipulaions from Lakeside Center Phase 4 project. Reevaluate the placement of the stop sign for improved compliance and safety.Reduce curb radii to minimize wide turning movements.Assess departure sight distance and remove or relocate obstructions to improve visibility.Perform regular sidewalk maintenance, including pavement repairs and removal of overgrown vegetation.Install ADA-compliant ramps. Assess the need for additional catch basins to enhance stormwater management.
2	Route 24 at Route 104 SB Ramp intersection	MassDOT	Signal	A/A	7	10	10		Observed unsafe speed for pedestrians crossing on the side of Route 104, lack of bicyling accomadations	Incorporate stipulations from Lakeside Center project. Pavement marking enhancement, street maintenance, ADA ramps with upgraded advanced tactile panels, providing bicycling lanes, consider narrowing vehicular travel lanes and additional right turn lane over the bridgewater to reduce conflicting movement
3	Route 24 at Route 104 NB Ramp intersection	MassDOT	Signal	D/E	9	5	6		Observed unsafe speed for pedestrians crossing on the side of Route 104, lack of bicyling accomadation; intersection experience moderate delay during AM and PM peak hour,	Consider narrowing vhicular travel lanes and providing bicycling lane. Evaluate providing extra eastbound lane over the bridge.
4	Pleasant St at Bridgewater Place (HomeDepot)	MassDOT	Signal	A/A	2	-	-		Wide intersection, high crash location for the corridor. Span wire signal supporting system, inadquate and unsafe pedestrian crossing, congested intersection at the PM peak hour.	Signal upgrade and revisit timing plan optimization, coordination, enhance pavement marking and signage
5	Elm St at Pleasant St(Route 104) intersection	MassDOT	Signal	C/F	5	2	1		Congested intersection at the PM peak hour. Higher collisions even after intersection major upgrade.	Signal timing optimization, improve capacity at the intersection and along Route 104, evaluate feasibility of extrending eastbound two lane layout to the farther east (lane drop).

6	Jasmine Way/Prospect St at Pleasant St(Route 104) intersection	Town	Signal	F/F	4	7	7		Preemption is provided. Westbound no protected lane but green arrow. Slight alignment issues from side streets at the south and northbound approaches; Poor pavement condition at the intersection; Older pedestrian push buttons, ADA ramps with tactile advance warning, inadequate bicycling and pedestrian safety. Congestion in the peak hour is noticed at the intersection.	Improve capacity at the intersection and along Route 104, enhance pavement marking, improve bicycling and walking accommodation, resurfacing and maintain good pavement conditions
7	Vernon St at Pleasant St(Route 104) intersection	Town	Stop	F/F	7	3	3		Design and operation deficiencies are related to the design and layout of the intersection, lack of bicycling and pedestrian accommodation, standard traffic signage placement	Consider redesigning intersection for all types of road users, improvement pavement marking and traffic signage
8	South St at Pleasant St (Route 104) intersection	Town	Stop	F/F	3	1	2		Heavily congested in the peak hours, leaving Pleasant St or turning left into Pleasant St is challenging, crash frequency is high	Redesign of the intersection, improve capacity, conduct warrant analysis for roundabout, traffic signal and alternatives of design analysis, apply traffic calming countermeasures
9	Main St/Summer St at Central Square intersection	Town	Signal	D/D	1	4	4		Higher vehicular and pedestrian volume, high frequency collisions, 3 state numbered routes crossed,	Maintenance of signal, signage, pavement, marking and sidewalk. Signal timing optimization. Evaluate capacity improvement, enhance bicycling and pedestrian safety and accommodation. Town initiated Central Square improvement projects. Long term alternative: intersection redesign.
10	Railroad Crossing at BSU	MBTA/Town	-	-	-	6	-		Crosswalk is too close to the rail road, heavy traffic along Plymouth St,	Relocate crosswalk further away from rail track, standard crosswalk sign, and RRFBs. ADA compliance. Traffic calming (slope).



QUESTIONS / COMMENTS?



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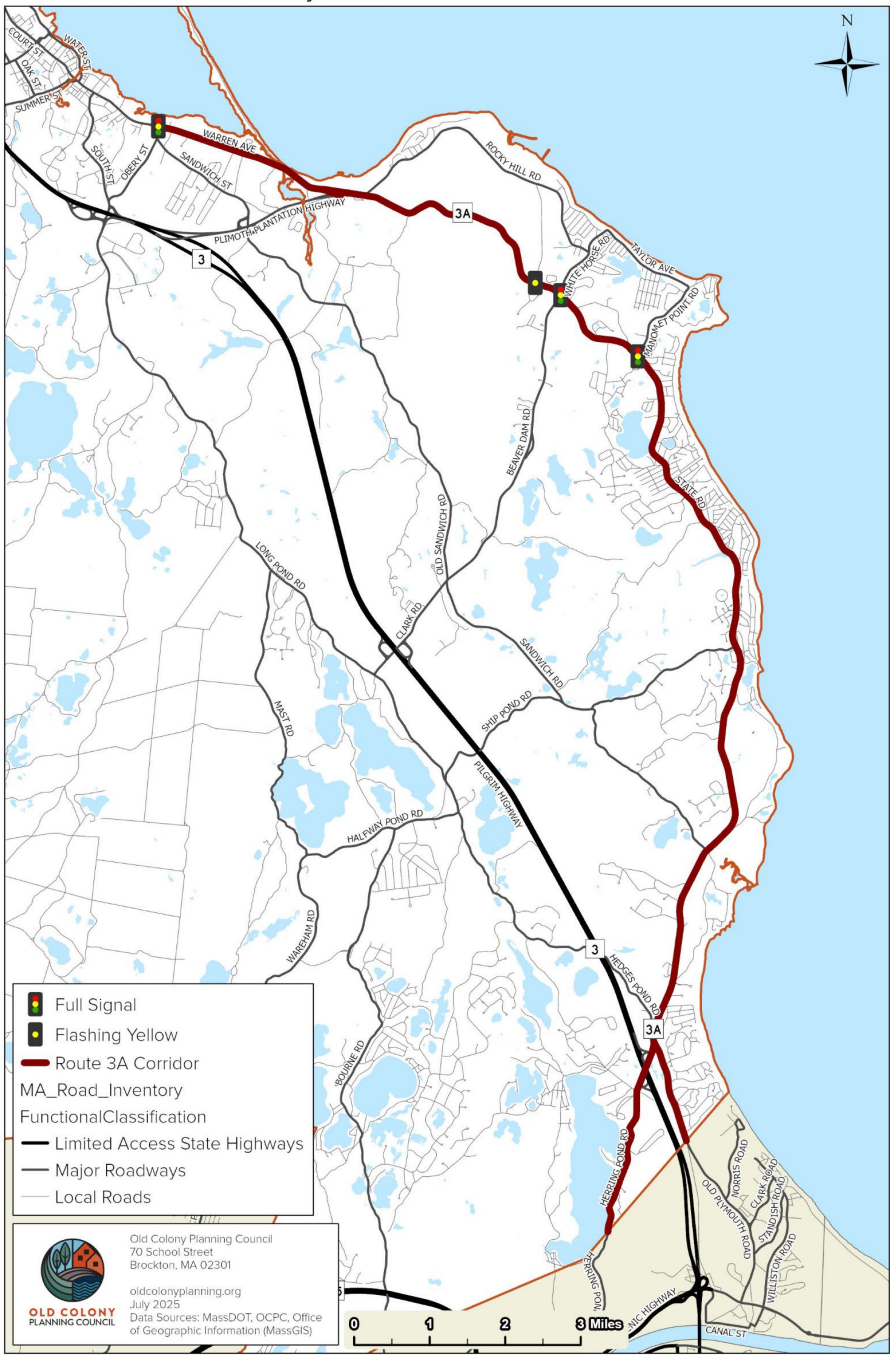
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Route 3A Corridor Study

IDENTIFIED ISSUES AND RECOMMENDATIONS

Study Area

Route 3A Corridor Study Area



Conflict Between High Travel Speeds and Vulnerable Road Users – Long Beach Area

Issue	Shorter Term / Lower Cost Mitigation	Longer Term / Higher Cost Mitigation
Speeding	<ul style="list-style-type: none">• Speed Limit Enforcement• Dynamic Speed Feedback Signs	Installation of roundabouts at Cliff Street and Clifford Road intersections to control speed
Pedestrian Crossings	Install raised crosswalks with RRFB at Cliff Street and Clifford Road	Installation of HAWK Signals at Crosswalks
Recreational Cyclists		Construct an off roadway shared-use path

Conflict Between High Travel Speeds and Vulnerable Road Users – Pilgrim Beach Area

Issue	Shorter Term / Lower Cost Mitigation	Longer Term / Higher Cost Mitigation
Speeding	<ul style="list-style-type: none">• Speed Limit Enforcement• Dynamic Speed Feedback Signs	Installation of roundabouts at select intersections to control speed
Pedestrian Crossings	Install raised crosswalks with RRFB at <ul style="list-style-type: none">• Cape Cod Avenue• Donna Drive• Kathleen Drive• Indian Brook Elementary School• Center Hill Road	Installation of HAWK Signals at Crosswalks
Recreational Cyclists		Construct an off roadway shared-use path

Route 3A at Beaver Dam Road and White Horse Beach Road Crashes

Issue	Shorter Term / Lower Cost Mitigation	Longer Term / Higher Cost Mitigation
Rear-End Collisions on State Road Eastbound Approach (possible Courtesy Crashes)		Work with 7-11 Property Owner to relocate driveway and access management
Angled between vehicles on Route 3A eastbound and vehicles exiting 7-11		Work with 7-11 Property Owner to relocate driveway and access management

Route 3A at Manomet Point Road

Issue	Shorter Term / Lower Cost Mitigation	Longer Term / Higher Cost Mitigation
Multiple complaints about long traffic queues and delays from traffic signals	Perform a signal phasing and timing engineering assessment and adjust as necessary	

Route 3A at Herring Pond Road and Hedges Pond Road

Issue	Shorter Term / Lower Cost Mitigation	Longer Term / Higher Cost Mitigation
Crash frequency at Route 3A and Herring Pond Road		Proceed with Design of Project 614028
Difficulty for drivers entering from Herring Pond Road and Hedges Pond Road		Proceed with Design of Project 614028
Pedestrian crossing at Route 3A and Hedges Pond Road		Proceed with Design of Project 614028



QUESTIONS / COMMENTS?



OLD COLONY
PLANNING COUNCIL

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September 4, 2025 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 2025 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

For information about local technical assistance studies prepared by OCPC or to request technical assistance in your community, please direct inquiries to Bill McNulty, PTP (wmcnulty@ocpcrpa.org) at (774) 539-5103.

September 4, 2025 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 #16987 – Plymouth Harbor Access Facility Improvements – Plymouth *Expanded Environmental Notification Form (EENF)*

Proposed coastal resiliency improvements to the infrastructure located at the Plymouth Harbor Boat Ramp on Water Street. Proposed work consists of installation of concrete floodwalls, reconstructed seawalls, an inland extension to the existing concrete boat ramp, raising the existing parking lot and entrances, improvements to the existing stormwater conveyance system, and installation of a new 80-foot ADA accessible gangway to access the floating docks.

Certificates

EEA #16558 – Lake Shore Center Phase 4 – Bridgewater *Notice of Project Change (NPC) and Final Environmental Impact Report (FEIR)*

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

Public Notices

Notice of Application for a Chapter 91 Waterways License – Plymouth

Improvement dredging in and over the waters of the Town Brook.

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

Treated Sanitary Wastewater – Stonebridge Commons Condominiums.

Scope of Work for a Hydrogeologic Evaluation – Hanover

Proposed soil absorption system to be located at 476 Webster Street in Hanover.

Notice of Request for a Site Examination – Kingston

Plymouth Harbor Access Facility Improvements

September 4, 2025 Old Colony JTC Meeting
Agenda Item 8C
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.

September 4, 2025 Old Colony JTC Meeting
Agenda Item 9
Adjournment

Summary

Adjournment.