Thursday, September 3, 2020, 12:00 P.M. to 1:30 P.M.

Held Virtually via Zoom due to the Covid-19 State of Emergency in Massachusetts

Join Zoom Meeting
https://us02web.zoom.us/j/82697568846?pwd=YXYvOVhXMDJPQzRXZ283ell3ejJLZz09
Meeting ID: 826 9756 8846
Passcode: 972995

Dial by your location
+1-646-518-9805 or +1-646-558-8656
Meeting ID: 826 9756 8846
Passcode: 972995

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of June 4, 2020 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 2020-2024 Transportation Improvement Program (TIP) Implementation
7. New Business
   A. OCPC Reflections, Opportunities, and Action (ROA) Task Force Update
   B. Main Street (Brockton) Corridor Study - Status Report and Next Steps
   C. Route 139 (Hanover) Corridor Study - Status Report and Next Steps
   D. Traffic Volume Trends During the COVID-19 Pandemic
8. Other Business
   A. Community Local Technical Assistance Studies
   B. Staff Reviews on ENFs, EIRs and NPCs
   C. Regional Concerns and Local Community Transportation Issues
9. Adjournment

The Old Colony MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The Old Colony MPO operates without regard to race, color, or national origin (including limited English proficiency), age, sex, disability, ancestry, ethnicity, gender, gender identity or expression, sexual orientation, religion, creed, veteran's status, or background.
Any person who believes that they or any specific class of persons to be subject to discrimination prohibited by Title VI may by themselves or by a representative file a written complaint with the Old Colony MPO. Complaints are to be filed no later than 180 days from the date of the alleged discrimination. This meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

- If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 202.
- Si se necesita esta información en otro idioma, por favor póngase en contacto con Mary Waldron al 508-583-1833 extensión 202.
- Si yo bezwen enfòmasyon sa a nan yon lòt lang, tanpri kontakte Mary Waldron nan 508-583-1833 Ekstansyon 202.

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).
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 Extension 202.”

- “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 Extension 202 for more information. Thank you.”
September 3, 2020 Old Colony JTC Meeting
Agenda Item 1
Call to Order and Introductions

Summary

Call to order, Introductions, and Accessibility Statement and Title VI Nondiscrimination Statement.
Summary

Public comments.
CALL TO ORDER AND INTRODUCTIONS

Chairperson Noreen O’Toole called the meeting to order at 12:04 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Those present then introduced themselves.

PUBLIC COMMENTS

There were no public comments made.

MINUTES OF THE MAY 7, 2020 MEETING

Chairperson O’Toole asked if the members had reviewed the minutes of the May 7, 2020 Meeting. The members then voted to endorse the minutes of the May 7, 2020 Old Colony JTC Meeting.

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:

- **Stoughton - Design Public Hearing Webinar**
  Webinar will be posted on Thursday, June 17, 2020

A Design Public Hearing Webinar will be published to present the proposed safe route to school (SRTS) improvements project at Richard L. Wilkins Elementary School (former West School in Stoughton.

Written statements and other exhibits regarding the proposed undertaking are to be submitted to Patricia Leavenworth, P.E., Chief Engineer, MassDOT, 10 Park Plaza, Boston, MA 02116, Attention: Roadway Project Management, Project File No. 608829. Mailed statements and exhibits intended for inclusion in the public hearing webinar transcript must be postmarked no later than ten (10) business days after the webinar is posted to the MassDOT website listed below. Inquiries may be emailed to dot.feedback.highway@state.ma.us.

https://www.mass.gov/event/stoughton-design-public-hearing-webinar-2020-06-17t000000-0400-2020-06-17t235900-0400

- **"Walkability and Main Street Resilience Panel Discussion" Virtual Event**
  June 24, 2020 at 1 PM

Join WalkBoston, main streets and municipal representatives to discuss how small, local businesses influence walkability. Through the panel, you will also learn how you can support local businesses to secure long-term neighborhood walkability during and after COVID-19.

https://barrfoundation.zoom.us/webinar/register/WN_MddkOVxyQ2yDYBB1r_yS9A

- **"Streets for Recovery" mini-grants now available from the Solomon Foundation**

As described by the Solomon Foundation: "In a time when we’re required to maintain physical distance to protect public health, streets need to do more than ever. Streets must be configured so that people are able to move safely and provide space so people can safely access food, essential services, and businesses." To help address this need, the Solomon Foundation set up a resource and information page with best practices from around the country, local examples of how communities are responding, and a mini-grant funding opportunity.

https://www.solomonfoundation.org/streetsforrecovery/

5. Reports

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

Michael Lambert announced that BAT continues to provide enhanced Saturday transit service, which was increased starting on Tuesday June 2, 2020. BAT is tracking Governor Baker’s reopening plan and will be adapting it to create their own plan. Once Phase 2 of Baker’s plan goes into effect on Monday June 8, 2020, Michael Lambert is expecting an increase in ridership, as more people will be going back to work. As with the MBTA, BAT will be adding in more buses in their service. Michael Lambert also stated that BAT will be monitoring their ridership by route and hour and will adjust their service
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

accordingly by any discovered needs. BAT’s goal is to provide service above what is needed to allow for social distancing as well as to continue their cleaning and sanitation efforts. At the BAT Advisory Board Meeting last week, the FY 2021 budget was passed. Lastly, Michael Lambert noted that despite the lack of knowledge of how much state funding they will receive, BAT still expects to provide regular or increased service.

- **2020 Title VI Report**

Paul Chenard reported on BAT’s Title VI Report that was a combined effort between BAT and OCPC. It is a report that is produced every three years. As BAT receives Federal funding, it must demonstrate that it is meeting the requirements of Title VI, and making sure that there is no overt or unintentional discriminatory practice occurring during the provision of transit services. BAT provides evidence of Title VI compliance every three years by producing their Title VI Report and submitting it to the Federal Transit Administration (FTA). The Title VI Report catalogues policies, complaint procedures and forms, investigations, complaints, lawsuits, demographic analysis, and a Limited English Proficiency (LEP) Plan. BAT currently has completed the draft Title VI and LEP Plan documents and is soliciting public comments. Once comments are received, they will be included in the report. Lastly, Paul Chenard stated the Report is due to the FTA in June 2020.

- **Disadvantaged Business Enterprise (DBE) Goal**

Michael Lambert reported on BAT’s Disadvantaged Business Enterprise (DBE) Goal that was presented at the Advisory Board Meeting on Thursday May 28, 2020. BAT established that they have a DBE Goal of taking 2.5% of their eligible contracting funds and providing them to local disadvantaged businesses in need. Michael Lambert also stated that there will be public workshops, this Goal was advertised on May 30, 2020, and the public has 30 days to review and provide comments.

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

Paul Chenard reported on the status of GATRA. GATRA is reopening their transit service and like BAT, is following guidance from MassDOT and the MBTA. Paul Chenard stated that GATRA has mandated all passengers enter through the rear entrance (when boarding a bus that has one) and they must wear a facemask. Drivers are also wearing facemasks in addition to gloves and have plexiglass barriers for their and the passenger’s protection. GATRA, like all transit authorities, hopes to return to full service at some point soon. Finally, Paul Chenard stated that GATRA will continue their Consumer Advisory Board meetings soon with virtual meetings.

**C. South Coast Rail Project**

Paul Chenard reported on the updates for the South Coast Rail Project. The construction of the track and culvert work is still happening to get the service ready for the anticipated Phase 1 start date. COVID-19 has put a burden on the project as workers are practicing the required safety procedures like social distancing. The work on the project continues.

**6. Old Business**
A. FFY 2020-2024 Transportation Improvement Program (TIP) Implementation

Charles Kilmer discussed updates for projects included in the FFY 2020-2024 TIP. They are as follows:

**FFY 2020 Project:**
- BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
  - Plans, Specifications, and Estimate (PS&E) received by MassDOT (as of 2/18/2020).
  - Cost Estimate is $8,571,440 ($7,781,344 programmed in the TIP).

**FFY 2021 Projects:**
- AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - 75% Package received by MassDOT (as of 5/14/2020).
  - Cost Estimate is $6,312,800.
- STOUGHTON – IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 10/25/2019).

7. New Business

A. Reporting of Nominating Committee and Election of Old Colony JTC Officers (202-2021)

Charles Kilmer stated that the Nominating Committee met on May 14, 2020. Glenn Geiler stated the Committee reviewed the list of nominations. Noreen O’Toole was nominated for Chairperson and Dan Salvucci was nominated for Vice Chairperson. A motion was made to nominate Noreen O’Toole as Chairperson and Dan Salvucci as Vice Chairperson and seconded.

*The Old Colony JTC voted unanimously to nominate Noreen O’Toole as Chairperson and Dan Salvucci as Vice Chairperson.*

B. Business/ Retail and Social Distancing Options for Active Transportation

Paul Chenard provided a presentation on the Business/ Retail and Social Distancing Options for Active Transportation and highlighted Design Element Considerations for Businesses and Retail establishments. The examples of design elements are as follows:

1. Temporarily Expanded Sidewalks
   - Provides pedestrians with needed space to social distance.
   - Does not require new concrete or asphalt, only requires traffic cones, jersey barriers, or water/sand fill barriers.
   - Can use parking spaces to place tables for restaurants.
2. The Parklet
   - An urban design tool where on-street parking spaces are transformed into outdoor seating or space for outdoor dining and retailing.
   - Could provide the needed space for a restaurant to maintain social distancing while being able to seat enough patrons to receive enough business.
   - Joe Scardino expressed concerns over liability if a pedestrian trips, falls, and is injured since sidewalks are owned by the communities. He asked if Paul addressed liability indemnification. Paul stated that he did not, this is simply a design guide being used as a visual example, and to speak to the legal department to discuss any concerns. Rob May stated that in Governor Baker’s COVID-19 Order 34, it waives zoning requirements and they can be dealt with quickly without public hearings. Discussion followed.

3. Temporarily Bicycle Lane/Shared Path
   - Could provide joggers and bicyclists the needed space to social distance that may not exist under current roadway conditions.
   - With retail and dining establishments either closed or operating with reduced business hours, people will look towards outside activities to fill their entertainment void.

4. Open Streets
   - An urban design tool where a street is restricted from automobiles to allow free flow of pedestrians and bicyclists, and to allow businesses and restaurants to put up tents and tables for outdoor retailing and dining.
   - Like the other elements, Open Streets allows the space for social distancing with needed additional space for people.
   - Encourages people to walk or bike the corridor and can create revenue for local businesses.

Paul Chenard then provided an 8-step process of How to implement these design elements:

1. Engage your local elected officials about these temporary design element ideas
2. Engage Public Works about these designs
3. Engage municipal safety service about these temporary design elements
4. Engage the local Chamber of Commerce and/or local businesses to see what they think about expanding their operations into the street utilizing these temporary designs
5. Develop a quick installation, maintenance, and removal plan
6. Engage the public on what these temporary designs are and how they will benefit them, local businesses, and the community overall
7. Set a date for possible ending of temporary design elements
8. Discuss if these temporary design elements should become permanent

Noreen O’Toole thanked Rob May for providing the website in the Zoom chat for the executive order he previously mentioned. Ben Muller thanked Paul Chenard for putting this together and stated that MassDOT is looking at how they can support municipalities and how transit authorities are utilized during COVID-19.
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

C. Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP)

Charles Kilmer discussed the Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) and noted that the UPWP is ongoing a public review and comment period. The Old Colony MPO released it to a 21-day review and comment period at their May 19, 2020 meeting and will be reviewing it again at their June 16, 2020 meeting. Charles Kilmer stated that due to COVID-19 and the transportation trend shifts, some subtasks under Task 3000: Short- and Long-Range Transportation Planning Activities are different for FFY 2021. Instead of large-scale studies such as corridor studies, OCPC will be conducting the following projects:

Task 3300 - Road Safety Audits (RSAs) at Multiple Locations
- This task will cover at least fifteen (15) Road Safety Audits that will be conducted across the region over FFY 2021. Bill McNulty has identified crash clusters where some of these RSAs can be done, provided there have not been any in recent years.

Task 3400 - Active Transportation Study
- This task will cover an overall look at the transportation network across the OCPC Region. Paul Chenard will be looking to address areas where better bicycle and pedestrian accommodations are needed for recreation and primary transportation purposes (bike racks and lanes, walking paths, etc.). This study will look at the region through connectivity of these modes both between and within the communities.

Task 3500 - Climate Change Vulnerability Transportation Assessment
- This task will cover updating the FFY 2010 Climate Change Transportation Impact Study on how climate change affects and has affected the transportation network. This study will address how current and future climate change will affect the transportation network, stormwater runoff, the road network, and flood prone areas.

Pine duBois asked if public comments were due on Monday June 8, 2020. Charles Kilmer replied that public comments will be taken through June 12, 2020 and will also be taken at the June 16, 2020 MPO Meeting.

A motion was made to approve the FFY 2021 Old Colony UPWP and seconded.

The Old Colony JTC voted unanimously to accept the FFY 2021 Old Colony UPWP.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

Bill McNulty stated that while OCPC remains responsive to the technical assistance needs from our communities, data collection activities are currently suspended due to the continuing COVID-19 State of Emergency in Massachusetts. Resumption of data collection activities will be determined based on official guidance from the Governor, MassDOT, as well as input from OCPC. Bill McNulty stated that OCPC provided guidance to the Town of Hanson regarding removing passing zones from roadways and the
Old Colony Joint Transportation Committee

Town of West Bridgewater requested a traffic study on Scotland Street.

Bill McNulty then reported on the following Community Local Technical Assistance Studies:

**Easton**
- Belmont Street (Route 123) Traffic Counts: Data collection planned

**Plymouth**
- Intersection Traffic Study of Carver Road and Montgomery Drive: Analysis underway

**West Bridgewater**
- Scotland Street Traffic Study: Data collection planned

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

Andrew Vidal 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.

**Projects Currently Under Review as of May 20, 2020 Environmental Monitor**
- EEA #16204 - Duplex Residential Dwelling in South (Easton) (ENF)
  - The Town of Easton Affordable Housing Trust Fund wishes to permit the construction of an 8-bedroom 4,800 sf duplex for BAMS. There is a high need for affordable rental housing for physically and cognitively disabled individuals. This project coincides with Easton’s 2017 Housing Production Plan.

**MEPA Certificates**
- EEA #16162 - Bridgewater Comprehensive Wastewater Management Plan - Recommended Plan (Bridgewater) (ENF)
  - Based on review of the ENF and comments received on it, and in consultation with State Agencies, it was determined by the Secretary of Environmental Affairs that an EIR is not required. Remaining issues can be addressed through the local, state, and federal permitting and review process.

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

Noreen O’Toole announced that Sid Kashi is retiring as the Plymouth Town Engineer and then extended the JTC’s congratulations and thanked him for being a member and Vice Chairperson for the JTC for many years. Multiple people also on the Zoom call congratulated Sid on his retirement and wished him well. Mary Waldron thanked everyone at OCPC for their hard work with everyone working remotely. Mary Waldron then read OCPC’s Reflection and Action statement from the OCPC Weekly Newsletter in response to recent events. The statement reads:

““Talk the talk, walk the walk.” A person should support what they say with action. George Floyd should..."
be alive today. This is not a political statement. It’s a truth – and continuing as usual is not an option.

As planners we need to ensure that the work we do addresses current and future needs of all members of our communities. At OCPC, we pledge to continue listening to all, regardless of race or ethnicity. We also pledge to fully hear what’s said, especially about needs.

We will listen and we will hear, and we will proactively ask for guidance on how OCPC can help ensure equity for all. Everyone should be treated with dignity and respect, and have equal access to opportunities and services.

Breathing – we take it for granted; we’re all entitled to breathe. Eight minutes and 46 seconds. Those minutes bring many of us to tears, feeling anger, pain, and frustration. OCPC will do what we can to address inequity, and that includes advocating for all members of our communities.

Yesterday, OCPC began to build a Reflection and Action Taskforce. Starting with staff and Council members, we’re going to review our policies and procedures. Look at ways we can improve public engagement and other practices. We’re going to embrace uncomfortable conversations and change.

Let us hope that these discussions become consistent, and as natural and innate as each breath we take.”

Noreen O’Toole thanked Mary Waldron for reading the statement and thanked everyone for all their hard work.

9. Adjournment

The meeting adjourned at 12:57 PM.

Respectfully submitted,

Shawn Bailey
Transportation Planner

List of Documents for June 4, 2020 Old Colony JTC Meeting
1. Minutes of the May 7, 2020 Old Colony JTC Meeting
2. Staff Report for the June 4, 2020, Old Colony JTC Meeting Agenda Items
September 3, 2020 Old Colony JTC Meeting
Agenda Item 3
Minutes of June 4, 2020 Meeting

Summary

Old Colony JTC to consider approval of June 4, 2020 Old Colony JTC Meeting Minutes.
Summary

Ride Your Way, Every Day!

MassBike and MassCommute have joined forces to bring you Bay State Bike Month this September, including the 26th annual MassCommute Bicycle Challenge September 19-27. Use GoMassCommute to log your bike trips, participate in friendly competition, and maybe win some prizes! Join the MassBike network to participate in all of our Bike Month challenges! Keep checking the following to join challenges now through September.

https://gomasscommute.com/#/pages/massbike
We're Going Virtual! November 17-19, 2020

- Attend sessions 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 virtual visits led by engineers and bicyclist/pedestrian advocates.

Registration and session information coming soon!
Join MassDOT for the first in an Innovation Series on September 10, 2020 at 2pm. Do not miss this exciting opportunity to hear about the latest innovations in transportation. This is the first in a series of innovation highlights and ideas!

All transportation practitioners from federal, state, regional, and local transportation agencies, transit agencies, academia, and private industry are invited to attend these sessions.

**MassDOT, MassWildlife & MassDER: Partnering for Resilient Infrastructure and Ecosystems**

This session will highlight MassDOT’s partnerships with the Division of Fisheries & Wildlife (MassWildlife) and the Division of Ecological Restoration (DER), and showcase recent innovative examples of how disparate agencies can work together towards common goals and the furthering of each other’s missions.

**Presenters: Tim Dexter, MassDOT Highway Division**  
**Dave Paulson, MA Dept. of Fish & Game, Division of Fisheries & Wildlife (MassWildlife)**  
**Carrie Banks, MA Dept. of Fish & Game, Division of Ecological Restoration (DER)**

[https://umass-amherst.zoom.us/webinar/register/WN_UMNG22p1RcGQyVLHAf5mTw](https://umass-amherst.zoom.us/webinar/register/WN_UMNG22p1RcGQyVLHAf5mTw)
September 3, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.
September 3, 2020 Old Colony JTC Meeting
Agenda Item 5B
Greater Attleboro-Taunton Regional Transit Authority (GATRA)

Summary

Greater Attleboro-Taunton Regional Transit Authority to provide report.
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. Construction began in 2020.

South Coast Rail will be built in phases. Phase 1 service will provide a one-seat ride by extending the existing Middleborough/Lakeville commuter rail line from Boston to Taunton, Fall River, and New Bedford. It will deliver service to the South Coast in late 2023.

Elements of Phase 1:
• Uses the Middleborough Secondary (currently a freight line) to provide service to Taunton, New Bedford, and Fall River. The Middleborough Secondary connects to Cotley Junction in East Taunton.
• From Cotley Junction, trains will join the New Bedford Main Line and continue to New Bedford, or they will branch off onto the Fall River Secondary to the City of Fall River (this area is known as the Southern Triangle).

• Will operate three morning peak trains and three evening peak trains to both New Bedford and Fall River.

• Will operate up to six morning and six evening peak trains to Taunton and Middleborough.

Benefits of Phase 1:
• Reconstructs 17.3 miles of the New Bedford Main Line and 11.7 miles of the Fall River Secondary.

• Upgrades the existing Middleborough Secondary track from Pilgrim Junction to Cotley Junction (a distance of 7.1 miles).

• Improves freight service in the region and will provide redundancy for commuter rail riders once the Full Build is operating.

MassDOT will proceed with designing, permitting, and funding the Stoughton Straight Electric Alternative (Full Build Project), which was previously reviewed under the Massachusetts Environmental Policy Act (MEPA). The Full Build Project will travel on the Stoughton Main Line and Northeast Corridor (north of Canton Junction). The Full Build presents more challenges related to wetland impacts, complex engineering, electrification, and cost. An anticipated service start date will be developed as the project advances.
Summary

The Transportation Improvement Program projects programmed in Year 1 must be ready for advertisement within that year (design, engineering, permits, and approvals, etc. completed).

**FFY 2020 PROJECTS:**

- **BROCKTON - CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)**
  - Construction Bids opened on 09/1/2020.
  - Plans, Specifications, and Estimate received (PS&E) by MassDOT (as of 2/18/2020).
  - Cost Estimate is $8,571,440.

- **PEMBROKE - RESURFACING AND RELATED WORK ON ROUTE 53 (608266)**
  - Construction Bids opened on 03/31/2020. Low bidder was Aggregate Industries, NE Region, Inc. at $3,181,747.96.
  - Cost Estimate is $2,725,075.
FFY 2021 PROJECTS:

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (as of 06/19/2020).
  - Cost Estimate is $3,521,954.

- **AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)**
  - 100% Package received by MassDOT (as of 08/14/2020).
  - Cost Estimate is $6,312,800.

- **EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (as of 08/24/2020).
  - Cost Estimate is $8,375,033.

- **STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)**
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 10/25/2019).
Cost Estimate is $2,982,944.

**FFY 2022 PROJECTS:**

- **BROCKTON - INTERSECTION IMPROVEMENTS @ CRESCENT STREET (ROUTE 27)/ QUINCY STREET/ MASSASOIT BOULEVARD (606143)**
  - 25% Package received by MassDOT (as of 05/04/2015).
  - Cost Estimate is $5,520,744.

- **STOUGHTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRAL STREET, CANTON STREET AND TOSCA DRIVE (608279)**
  - MassDOT comments on the 75% Package returned to the Design Engineer (as of 06/10/2020).
  - Cost Estimate is $3,347,449.

**FFY 2023 PROJECTS:**

- **BROCKTON - ROUTE 123 (CENTRE STREET) AT PLYMOUTH STREET SIGNALIZATION AND GEOMETRIC IMPROVEMENTS (609052)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $1,680,000.
- **PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)**
  - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (as of 01/15/2020).
  - Cost Estimate is $8,902,501.

**FFY 2024 PROJECTS:**

- **PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,223,024.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403)**
  - MassDOT comments on the 25% Package returned to the Design Engineer (as of 04/01/2019).
  - Cost Estimate is $9,155,544.
Summary

The Old Colony Planning Council (OCPC) Reflections, Opportunities, and Action (ROA) Task Force is an intuitive that seeks to reaffirm the planning council’s commitment to embracing diversity, equity, and inclusion as organizational values and reflect these values in all the work the council does.

With its genesis coming out of the tragic death of George Floyd, the mission of OCPC’s ROA Task Force is to reflect on how we work (both internally and externally), identify opportunities for doing better, and take action – ensuring that our commitment to diversity, equity, and inclusion remains strong.

The ROA Task Force’s vision is one in which OCPC continues to be regarded as a partner and asset to communities in our region. Communities turn to OCPC for planning support and information, knowing that everyone is included both in planning processes and in decision-making. All members of our communities feel valued and receive benefit from our work.
September 3, 2020 Old Colony JTC Meeting
Agenda Item 7B
Main Street (Brockton) Corridor Study
- Status Report and Next Steps

Summary

Several potential short term and long-term recommendations have been developed for the study for the Main Street corridor based on the public outreach (public meetings, stakeholder interviews, and public survey), as well as based on the data collection and analysis (potential improvement recommendations are summarized in the table below). Some recommendations are for corridor-wide improvements such as better lighting and improved bicycle accommodations, while some focus on specific intersection locations such as installing signals at the Main Street/Nilsson Street/East Nilsson Street intersection.

The next steps include a virtual public meeting on Wednesday September 9th at 7 PM. To garner further public input on the potential improvements. In addition, a draft report will be distributed to stakeholders and partners for review and comment. The study is set to wrap up at the end of September 2020.
## DRAFT POTENTIAL RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Location</th>
<th>Findings</th>
<th>Potential Recommendations</th>
<th>Future Plans</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street and corridor wide</td>
<td>Poor lighting, especially south of Main Street to Plain Street. Signage is old and faded in some locations. Pavement markings at some locations are faded.</td>
<td>Evaluate and improve lighting for vehicles, pedestrians, and bicycles. Replace signs with MUTCD compliant retro-reflective signs. Restripe faded pavement markings. Upgrade signal timing and phasing and coordinate signals where possible.</td>
<td></td>
</tr>
<tr>
<td>Main Street and corridor wide</td>
<td>The corridor lacks bicycle amenities, except for Downtown Brockton.</td>
<td>Improve bicycle accommodations at specific locations, add striping for bike lanes, bicycle tracks, bicycle parking, and Sharrows where appropriate.</td>
<td></td>
</tr>
<tr>
<td>Main Street (Route 28) at Skyview Drive</td>
<td>Skyview Drive is a private drive. Pavement markings, signs, and lines are faded.</td>
<td>Restripe pavement markings and lines and replace faded stop signs with retro-reflective (MUTCD compliant) signs.</td>
<td></td>
</tr>
<tr>
<td>Main Street (Route 28) at Skyview Drive</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Problem Description</td>
<td>Recommended Action</td>
<td>Notes</td>
</tr>
<tr>
<td>----------</td>
<td>---------------------</td>
<td>--------------------</td>
<td>-------</td>
</tr>
<tr>
<td>Hayward Avenue</td>
<td>Long delays (forced flow LOS “F”) on the Hayward Avenue stop sign approach.</td>
<td>Intersection and install traffic signals.</td>
<td>The MUTCD threshold for signal installation.</td>
</tr>
<tr>
<td>Main Street at Perkins Avenue and South Street</td>
<td>The traffic signals are antiquated with a fixed timing and phasing that includes a pedestrian phase indicated by a simultaneous red ball and yellow ball. The signals are post mounted.</td>
<td>The lack of pedestrian actuation creates a stop on all approaches on every cycle regardless if any pedestrians are present, thereby adding delay to the intersection. Overhead signals will also improve signal visibility for drivers.</td>
<td></td>
</tr>
<tr>
<td>Main Street at Nilsson Street/East Nilsson Street</td>
<td>MassDOT Top 200 Crash location, failed LOS on the side street approaches, fatal crash 2012.</td>
<td>Signalize the intersection and improve lighting.</td>
<td>This intersection meets the MUTCD Threshold for signal installation and an all-way stop sign.</td>
</tr>
<tr>
<td>Main Street at Forest Avenue and Martin Place</td>
<td>Poor LOS on the minor street approaches.</td>
<td>Install traffic signals. Improve lighting.</td>
<td>This intersection meets the MUTCD Threshold for signal installation and an all-way stop sign.</td>
</tr>
<tr>
<td>Brockton Downtown Two-Way Conversion</td>
<td>The purpose of the two-way conversion is to improve safety and mobility for all</td>
<td>The City of Brockton is seeking funding to implement the two-way</td>
<td>The City of Brockton is currently seeking funding to implement</td>
</tr>
<tr>
<td>Location</td>
<td>Problem</td>
<td>Solution</td>
<td></td>
</tr>
<tr>
<td>----------</td>
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<td></td>
</tr>
<tr>
<td>Brockton Downtown Maintain one-way system</td>
<td>Main Street at Legion Parkway, and Main Street at Pleasant Street are high crash locations. Red light running at Main Street and Crescent Street and at Main Street at Legion Parkway.</td>
<td>Install overhead signals at Main Street and Crescent Street and at the Main Street/Legion Parkway intersection. Coordinate traffic signals. Install pre-emption for emergency vehicles, and extended green for buses.</td>
<td></td>
</tr>
<tr>
<td>North Main Street at Oak Street/Howard Street</td>
<td>Poor LOS during the PM Peak hour. Parking and traffic entering exiting drives close to the intersection interfere with operations.</td>
<td>Revise the timing and phasing at the intersection, install pre-emption for emergency vehicles and extended green for buses. Prohibit left turns into the two-way Main Street conversion.</td>
<td></td>
</tr>
</tbody>
</table>

Road users as well as to utilize Complete Streets Guidelines to improve bicycle, pedestrian, and transit accessibility. This alternative implements infrastructure improvements to support economic growth and the revitalization of the downtown.
| driveways close to the intersection. Add left turn arrow on EB approach. |
September 3, 2020 Old Colony JTC Meeting
Agenda Item 7C
Route 139 (Hanover) Corridor Study - Status Report and Next Steps

Summary

Through Task 3400 (Route 139 Corridor Study - Hanover) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2020 Unified Planning Work Program, Old Colony Planning Council is conducting a planning level corridor study of the Route 139 Corridor in Hanover, from Columbia Road (Route 53) to the Rockland Town Line.

A Draft Final Report has been completed, and will be released to a 2-week public review period following a public presentation. The public presentation will be conducted via webinar on September 17, 2020, and will present a recap of the Study and a summary of its findings and potential recommended improvements.

Potential Improvements

Hanover Street (Route 139 at Plain Street
Conducting a Road Safety Audit at this location could facilitate continued coordination between Old Colony Planning Council, the Town of Hanover, and MassDOT on identifying both short term and long-term options for improving safety at this intersection.
Hanover Street (Route 139 at Grove Street)
Conducting a Road Safety Audit at this location could facilitate continued coordination between Old Colony Planning Council, the Town of Hanover, and MassDOT on identifying both short term and long-term options for improving safety at this intersection.

Hanover Center
The area around Hanover’s municipal complex (between Center Street and Spring Street) is the heaviest traveled section of the corridor. Center Street, Main Street, Silver Street, and Spring Street merge into Route 139 in close proximity to each other, creating numerous turning movements and creating congestion at several times during the day. Old Colony Planning Council has proposed a long-term re-design of the traffic pattern in this area to alleviate congestion and improve mobility and safety. Old Colony Planning Council will continue to coordinate with the Town of Hanover and MassDOT on identifying options for this area.

Bicycle and Pedestrian Improvements
Route 139 is a major east-west connector, and provides connections to recreation areas including the Hanover Playground and recreation fields, the Hanover Greenway, the Colby Phillips property, and the Rockland Rail Trail. Improving bicycle and pedestrian infrastructure along the corridor is recommended to improve both regional bicycle mobility and local connections to recreation for improved community health and lifestyle.
**Lighting, Striping, Signage**

Lighting, roadway striping, and signage have been evaluated along the corridor, and recommendations for upgrading these facilities is being made where appropriate to improve safety.

The Draft Final Report will be released for a 2-week public review period following the public presentation on September 17, 2020. Comments will be reviewed and incorporated as appropriate, and a Final Report will be distributed in early October.

For information about the Hanover Route 139 Corridor Study, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
Summary

COVID-19 has changed the world in many ways since the beginning of the outbreak – jobs have been lost, businesses have permanently closed, but one aspect of life that has also changed dramatically is daily traffic. Due to unemployment and quarantine, fewer people have been driving their vehicles on roadways of all types and you will observe that with the data presented on this page.

Utilizing MassDOT’s MS2 Transportation Data Management System website, data from nine (9) permanent MassDOT locations has been extracted and organized to display the traffic data in 2019 and 2020 to compare the difference between the two years. These locations are both within and adjacent to the OCPC region to get an idea of how traffic has trended both amongst and leading to our region, using the same principal as is used with our Congestion Management Process. For this project, 2019 was used as the baseline year. Not all locations had data for every single date during that year, so data from previous years was used and calculated for 2019 based on the annual growth rate. It should be noted that the same can be said for 2020 (there are dates where data is not available), so those dates will be blank on the line graphs since there is no growth rate for 2020.
Traffic Volume Trends During the COVID-19 Pandemic

Shawn Bailey
Transportation Planner
September 3, 2020 Old Colony JTC Meeting
COVID-19 Traffic Data

- Traffic has declined significantly since mid-March compared to 2019.
- Many people out of work, working from home, or quarantining due to health risks.
- Used data from nine (9) MassDOT permanent locations within and adjacent to OCPC region.
- Extracted data from MassDOT’s MS2 Transportation Data Management System.
- Many other permanent locations present, but with inconsistent data.
- Used 2019 as baseline to compare to 2020 data (pre-quarantine and during quarantine).
- Traffic has increased since April, but still below 2019 numbers.
Split of March 2020

Until March 13\textsuperscript{th}, traffic had increased over the same time period in 2019.

After March 13\textsuperscript{th}, the decline began.
Two Different Sides of March
Nine (9) MassDOT Locations

- Avon – Route 24 south of Harrison Boulevard
- Bridgewater – Route 24 at West Bridgewater Line
- Brockton – Route 123 at Abington Line
- Brockton – Route 24 at West Bridgewater Line
- Brockton – Route 24 north of Route 123
- Plymouth – Route 3 north of Bourne Line
- Randolph – Route 24 south of Route 93
- Raynham – Route 495 south of Route 24
- Weymouth – Route 3 north of Route 18
Avon – Route 24
south of Harrison Boulevard
Bridgewater – Route 24 at West Bridgewater Line
Brockton – Route 24 at West Bridgewater Line

**Daily Traffic - Route 24, at West Bridgewater Town Line - Brockton**

**Monthly Traffic - Route 24, at West Bridgewater Town Line - Brockton**
Brockton – Route 24 north of Route 123
Brockton – Route 123 at Abington Line
Plymouth – Route 3 north of Bourne Line
Randolph – Route 24 south of Route 93
Raynham – Route 495 south of Route 24
Weymouth – Route 3 north of Route 18
All Locations Combined

Daily Traffic - All Locations

Monthly Traffic - All Locations
Traffic Trends with Reopening Phases

Traffic Comparison of March to Present in 2019 and 2020

Average Daily Traffic

- 2019
- 2020
- March 13
- Phase 1-1
- Phase 1-2
- Phase 1-3
- Phase 2-1
- Phase 2-2
- Phase 3-1
Results/Going Forward

• March 29th – date with the lowest traffic.
• Steady incline from March 29th.
• April was hardest hit month (48.1% below April 2019)
• May was 34.7% below May 2019, June was 18.6% below June 2020, and July was 10.7% below July 2019.
• Input new data weekly, update graphics monthly.
• Page on OCPC website with data and interactive map:
  http://ocpcrpa.org/traffic_during_covid.html
Questions? Comments?

Shawn Bailey
Transportation Planner
sbailey@ocpcrpa.org
(508) 583-1833 ext. 217
For the first 13 days of March, there was an 8.1% increase in Average Daily Traffic (ADT); for the remaining 18 days, there was a 42.5% decrease in ADT. April was the hardest hit month, with an average decrease in traffic of 48.1% across all nine locations, with the greatest decrease in monthly traffic observed at the location on Interstate Route 495 in Raynham, south of Route 24 of 49.9% below April 2019 for that location.

Traffic started its increase in the beginning of April and continued through the months of May and June as people started going back to work and the reopening of Massachusetts initiated. Across all locations, May experienced a 34.7% decrease in daily traffic below May 2019, June experienced an 18.6% decrease below June 2019, and traffic in July 2020 was down 10.7% below July 2019.
September 3, 2020 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 2020 Unified Planning Work Program, Old Colony Planning Council provides local traffic planning and technical analysis services to its member communities.

- Old Colony Planning Council completed a traffic study for Carver Road at Montgomery Drive in Plymouth, which included traffic signal warrant analysis. Data and the findings from this traffic study have been distributed to the Town of Plymouth.

- Old Colony Planning Council provided guidance to the Town of Halifax for potential heavy vehicle exclusions from Circuit Street and Laurel Street.

- The Town of Avon has requested a traffic study for East Main Street (Route 28) at East and West Spring Street. Data collection for this traffic study is scheduled for Fall 2020.
The Town of Pembroke has requested a traffic study for Chapel Street (which extends into Kingston). Data collection for this traffic study is scheduled for Fall 2020.

Project Status Updates

Avon
- Traffic Study for East Main Street (Route 28) at East and West Spring Street: Data collection scheduled for Fall 2020

Easton
- Belmont Street (Route 123) Traffic Counts: Data collection scheduled for Fall 2020

Pembroke
- Traffic Study for Chapel Street: Data collection scheduled for Fall 2020

West Bridgewater
- Scotland Street Traffic Study: Data collection scheduled for Fall 2020

For information about local technical assistance studies prepared by OCPC, please direct inquiries to Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 extension 207.
Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) includes projects that are subject to Massachusetts Environmental Policy Act (MEPA) review under M.G.L. c. 30, sections 61-62H.

Projects Currently Under Review as of August 26, 2020

EEA # 16256 - Catena Way (Abington)
The proposed project entails the construction of a two-lot single family residential subdivision roadway with associated, drainage, utilities, and other site development features. Each individual lot will include a single-family house with an associated driveway. Stormwater management associated with the development of each lot will be contained within the individual lots and will not be directed into the stormwater system associated with the roadway. Other land disturbance associated with lot development will include grading and installation of lawn areas.
The roadway will end in a cul-de-sac and will be approximately 507 feet in length. The project will require approximately 6,050 square feet of disturbance to a bordering vegetated wetland to access the upland area on the easterly side of the lot. Approximately 7,000 square feet of wetland replication area is proposed to mitigate for the wetland alteration. The project includes a stormwater management system designed in accordance with DEP’s Stormwater Management Handbook. The stormwater management system will incorporate best management practices and an operation and maintenance program designed to treat, recharge, and detain all of the stormwater runoff generated from the proposed development of the site.

**MEPA Certificates**

**EEA #16218 - Reconstruction of Depot Street (Route 123) (Easton)**

The project is proposed by the Town of Easton and the Massachusetts Department of Transportation (MassDOT) and includes the full depth reconstruction and roadway widening to address safety, operational, and multimodal deficiencies of Depot Street (Route 123) from Newell Circle to Washington Street (Route 138). It will address operational deficiencies by providing a consistent roadway cross-section, including an accessible sidewalk, designated bicycle lanes, and improved intersection geometry.

The project will provide wheelchair ramps in compliance with the Americans with Disabilities Act (ADA) and Architectural Access Board (AAB) requirements. The project is included on the
Old Colony Planning Council’s 2021 Transportation Improvement Program (TIP), and will meet the requirements for pedestrian and bicycle accommodations. Specifically, the project includes the following activities:

- Full-depth pavement reconstruction/reclamation of Depot Street within the project limits to provide a 32-foot roadway width which will be striped for an 11-foot travel lane and a five-foot shoulder in each direction;
- Construction of an additional lane for eastbound left turning vehicles at Black Brook Road, Center Street and Central Street;
- Provide an additional lane for westbound left turning vehicles at the Center School Driveway;
- Provide a more distinguished right-turn lane for southbound vehicles on Central Street which will include a channelizing island and new striping;
- Realignment of Center Street to form a perpendicular intersection with Depot Street;
- Installation of a new traffic signal at the intersection of Depot Street, Center Street and Porter Street, including full actuation and pedestrian indications and pushbuttons;
- Construction of 5.0-foot (ft.) wide sidewalk on the southerly side of Depot Street;
- Construction of new or upgraded wheelchair ramps and crosswalks at all intersections;
- Stormwater drainage system modifications within the project limits utilizing deep sump catch basins throughout roadway corridor and installing new trunk lines, as necessary, to convey flows from widened roadway; and,
- Relocation of utility poles at locations of roadway widening.
As described in the Environmental Notification Form (ENF), the project consists of an affordable residential development off Foundry Street in South Easton. The project proposes construction of an eight-bedroom, 4,800 square foot (sf) duplex building, a paved driveway, 16 parking spaces, stormwater management systems, utilities, and landscaping. The project will be served by municipal drinking water and construct an on-site sanitary disposal system. Site access will be via a single full access driveway off Foundry Street. The project would permanently protect almost 14 acres of the site (approximately 85 percent) under a Conservation Restriction (CR).

The ENF indicates that housing has become significantly less affordable in the Town of Easton (Town) over the past 15 years and the Town’s Housing Production Plan (HPP) identifies an estimated 651 significantly cost-burdened renters. The Proponent advocated for the disposition of the site, a Town owned property, for affordable housing. Following a multi-year planning effort by the Proponent, on November 14, 2016, Easton Special Town Meeting approved the site for the purpose of developing it as group housing for intellectually disabled individuals.
As described in the Environmental Notification Form (ENF), the project consists of the construction of a residential development which will include 32 single family homes and 10 multifamily units. The project is proposed in three phases. The first phase will include the development of four single family homes with frontage on Keen Street and a 1,500 linear foot (lf) extension of the water main within Keene Street. Phase II will include the development of 10 multifamily units and 24 single family homes on an approximately 23.67-acre portion of the property. This subdivision will be accessed from three access roads off of Keene Street (totaling approximately 2,200 linear foot (lf)). Phase III will consist of the development of an additional four single family homes with frontage on Keene Street. It is anticipated that the single family homes will be serviced by individual septic systems and municipal water. The multifamily development will be serviced by a shared septic system. As mitigation for impacts to rare species habitat, the project will place a conservation restriction (CR) or other permanent restriction on 7.31-acres of the subject property, 12.18 acres on a parcel to the east of the project site and an additional 19.39 acres at offsite property located on Union Street.
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.