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

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

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Passcode: 972995

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of September 3, 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 2021-2025 Transportation Improvement Program (TIP) Implementation
7. New Business
   A. Road Safety Audits (RSAs) at Multiple Locations Study (FFY 2021 UPWP)
   B. Active Transportation Study (FFY 2021 UPWP)
   C. Climate Change Vulnerability Transportation Assessment (FFY 2021 UPWP)
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

Abington - Avon - Bridgewater - Brockton - Duxbury - East Bridgewater - Easton - Halifax - Hanover - Hanson - Kingston
Pembroke - Plymouth - Plympton - Stoughton - West Bridgewater - Whitman
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.”
October 1, 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.
October 1, 2020 Old Colony JTC Meeting
Agenda Item 3
Minutes of September 3, 2020 Meeting

Summary

Old Colony JTC to consider approval of September 3, 2020 Old Colony JTC Meeting Minutes.
1. 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. Charles Kilmer then conducted the roll call.

2. Public Comments
There were no public comments at this time.

3. Minutes of the June 4, 2020 Meeting
Chairperson O’Toole asked if the members had reviewed the minutes of the June 4, 2020 Meeting. The members then voted unanimously to endorse the minutes of the June 4, 2020 Old Colony JTC Meeting.

4. Communications
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

Shawn Bailey reviewed the contents of the communications staff report. Included were the following notices of workshops and conferences:

- 2020 Moving Together Conference - November 17-19, 2020 (We’re Going Virtual!)

5. Reports

A. Brockton Area Regional Transit Authority (BAT)

Glenn Geiler provided an update on BAT and reported on the following:

- No service was provided on Monday for Labor Day
- Fare collection resumed on August 25
- Ticket vending machines have been moved outdoors at the BAT Centre to provide safer access for passengers. Hand sanitizer machines have also been installed.
- BAT’s new mobile ticketing app was released on August 25. Customers can use smartphones to buy BAT ticket from anywhere.

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

Paul Chenard stated that GATRA has reduced service due to the pandemic. The Pembroke shuttle was not operating but has since returned to service. The service previously featured a bus every hour, now it is reduced to a bus every two hours. GATRA is providing an extensive cleaning process, and is looking to procure a UV light disinfecting system for the A/C unit. Fare collecting resumed for GATRA on August 31.

C. South Coast Rail Project (SCR)

Paul Chenard stated SCR is moving along. Phase 1 is currently undergoing construction, and will operate on the Middleborough/Old Colony Line. The physical management control board recently approved a second major construction contract of around $403 Million, which was awarded to build the lower end of the line. This consists of the rail line in New Bedford, upgrading the Middleborough secondary to allow the trains to transition from the SCR line to the Old Colony Line. Also included are the construction of the new stations in East Taunton and New Bedford.

6. Old Business

A. FFY 2020-2024 Transportation Improvement Program (TIP) Implementation
Charles Kilmer summarized several updated for projects programmed in the FFY 2020-2024 TIP. The updates are as follows:

**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

**FFY 2021 Projects:**
- AVON-STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - 100% Package received by MassDOT (as of 08/14/2020)
- 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)

7. **New Business**

**A. OCPC Reflections, Opportunities, and Actions (ROA) Task Force Update**

Paul Chenard stated that the ROA Task Force seeks to reaffirm the OCPC’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 originating with the 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, and that all members of our communities feel valued and receive benefits from our work.

Chairperson O’Toole thanked everyone for all their hard work on this. Something like this makes a difference in all of our planning.

**B. Main Street (Brockton) Corridor Study – Status Report and Next Steps**

Ray Guarino provided a status report and next steps for the Main Street Corridor Study. Several potential short term and long term recommendations have been developed for the study based on the public outreach (public meetings, stakeholder interviews, and public survey). 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 9, 2020 at 7PM 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.

Dan Salvucci asked if there is consideration to removing street parking on one side of Main Street. Ray Guarino stated that the consultant BSC Group eliminated parking where the Court House is and that any parking that was eliminated on Main Street was accommodated elsewhere. Charles Kilmer noted that as part of the parking reallocation, the City is looking to build another parking garage at the corner of Frederick Douglas Way and Warren Avenue.

Charles Kilmer stated that the credentials for the Zoom meeting are posted on the calendar on the OCPC web site.

C. Route 139 (Hanover) Corridor Study – Status Report and Next Steps

Bill McNulty provided a status report and next steps for the Route 139 Corridor Study. 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 include a summary of its findings and potential recommended improvements.

Potential Improvements:
- Road Safety Audits at various intersections
- Re-design of Hanover Center to alleviate congestion and improve mobility and safety
- 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, roadway striping, and signage have been evaluated along the corridor, and recommendations for upgrading these facilities is being made where appropriate to improve safety.

D. Traffic Volume Trends during COVID-19 Pandemic

Shawn Bailey provided a presentation and summary of the Traffic Volume Trends during COVID-19 Pandemic. The study found that:
- Used data from nine (9) MassDOT permanent locations within and adjacent to OCPC region
- Many other permanent locations present, but with inconsistent data
- Extracted data from MassDOT’s MS2 Transportation Data Management System
- Used 2019 as baseline to compare to 2020 data (pre-quarantine and during quarantine)
- With many people out of work, working from home, or quarantining due to health risks, traffic has declined significantly since mid-March compared to 2019
- Traffic has increased since April, but still below 2019 numbers
- March 29th – date with the lowest traffic volume
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- Steady incline in traffic volumes since 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.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

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

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

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.

Projects Currently Under Review as of August 26, 2020
- EEA #16256 - Catena Way (Abington) (ENF)

MEPA Certificates
- EEA #16218 - Reconstruction of Depot Street (Route 123) (Easton)
  - Does not require the preparation of an EIR
- EEA #16204 - Duplex Residential Dwelling (Easton)
  - Does not require the preparation of an EIR
- EEA #16215 - 0 Keene Street (Duxbury)
  - Does not require the preparation of an EIR

C. Regional Concerns and Local Community Transportation Issues
Dan Salvucci commented on improvement projects at the intersection of Route 14 at 18, and Route 27/18 in Whitman. There were some issues with the traffic signals when they were being installed. This work was completed within a day. Dan Salvucci thanked MassDOT on their responsiveness and efficient work.

9. Adjournment

The meeting adjourned at 1:01 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt
Transportation Planner

List of Documents for September 3, 2020 Old Colony JTC Meeting
1. Minutes of the June 4, 2020 Old Colony JTC Meeting
2. Staff Report for the September 3, 2020, Old Colony JTC Meeting Agenda Items
iWalk is on October 7th
Don't forget to register your school for iWalk - there is still time to get goodies delivered to your school for now or for later! You can participate @home or @school.

Visit here for iWalk information

Click here to register your school
Pumpkin Spice Up Your Day with the SRTS Virtual Fall Summit on October 28, 2020

Grab your favorite pumpkin beverage and get into the fall festive spirit with our Safe Routes to School (SRTS) Virtual Fall Summit! Our team will cover a variety of SRTS program topics for the SRTS expert and novice, with lots of fun activities and lively breakout groups to finish the day.

This Summit is for anyone interested in learning all about SRTS and the many free programs that can benefit your students. We welcome school and district faculty and staff; municipal employees; bike/pedestrian groups; parents and school task force members; and community organizations.

You are welcome to join us for any or all the sessions. Use the same Zoom link to enter and exit the meeting throughout the Summit.

This Summit is limited to 100 attendees, so register now to save your spot!
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!

https://www.umasstransportationcenter.org/assnfe/ev.asp?ID=4451
EMAs hazard mitigation Building Resilient Infrastructure and Communities (BRIC) will support communities, to undertake hazard mitigation projects reducing the risks from natural hazards. Projects could include infrastructure retrofits, utility or infrastructure protection, drainage projects, floodplain restoration, property acquisitions, flood control projects, and more. Planning and project scoping activities are also eligible under the C&CB category. New information on BRIC and training & webinar opportunities are being added to MEMA’s website. Check out the NEW! Frequently Asked Questions (FAQ) and BRIC Fact Sheet.

To apply for a BRIC project grant, you must complete a Statement of Interest (SOI) form by October 16, 2020. Statement of Interest (SOI)

Statements of interest are submitted to MEMA by prospective applicants to determine basic eligibility, help to prioritize technical assistance for communities and to initiate access to FEMA GO’s Application Portal. To file a Statement of Interest for Capability & Capacity Building (C&CB)/Planning click here: Statement of Interest C&CB/Planning. All Statements of Interest submitted for the FY 2020 grant cycle are due October 16, 2020.

We look forward to working with your community!

Best Regards, MEMA Mitigation Team

mitigation@mass.gov
October 1, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.
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.
Work has begun on the New Bedford Line and upgrades to the Middleborough Secondary. Renderings can be found on the SCR website of the brand-new passenger stations in East Taunton, Middleborough, and 2 in New Bedford as well as the new layover facility. Phase 1 signal and communication system and Positive Train Control work is being executed.

On September 22, 2020, a South Coast Rail - Phase 1 New Bedford Stations Virtual Listening Session was held.
October 1, 2020 Old Colony JTC Meeting
Agenda Item 6A
FFY 2021-2025 Transportation Improvement Program (TIP) Implementation

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 2021 PROJECTS:**

- **AVON - INTERSECTION IMPROVEMENTS AT HARRISON BOULEVARD AND POND STREET (608086)**
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (06/19/2020).
  - Cost Estimate is $4,969,007.

- **EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
  - Plans, Specifications, and Estimates (PS&E) received by MassDOT (08/24/2020).
  - Cost Estimate is $10,502,923.
STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
  - 100% Package received by MassDOT (09/02/2020).
  - Cost Estimate is $3,171,443.

FFY 2022 PROJECTS:

AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
  - 100% Package received by MassDOT (08/14/2020).
  - Cost Estimate is $6,314,880.

BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
  - Project is in the preliminary design phase.
  - Cost Estimate is $3,232,320.

PEMBROKE - REHABILITATION OF ROUTE 36 (CENTER STREET) FROM ROUTE 27 TO ROUTE 14 (600380)
  - Plans, Specifications, and Estimate (PS&E) Package received by MassDOT (01/15/2020).
  - Cost Estimate is $10,088,920.
**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 $2,523,420.

- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 1 OF 2**
  - MassDOT comments on the 25% Package returned to the Design Engineer (04/01/2019).
  - Cost Estimate is $5,244,574.

- **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 (06/10/2020).
  - Cost Estimate is $3,799,916.

**FFY 2024 PROJECTS:**

- **PLYMPTON - BRIDGE REPLACEMENT, WINNETUXET ROAD OVER WINNETUXET RIVER (609435)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,220,987.
- **STOUGHTON - CORRIDOR IMPROVEMENTS ON ROUTE 138 (607403) AC PHASE 2 OF 2**
  - MassDOT comments on the 25% Package returned to the Design Engineer (04/01/2019).
  - Cost Estimate is $8,106,840.

**FFY 2025 PROJECTS:**

- **ABINGTON - INTERSECTION IMPROVEMENTS AT HANCOCK STREET AND CHESTNUT STREET (609440)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,900,232

- **BROCKTON - IMPROVEMENTS AND RELATED WORK ON CRESCENT STREET (ROUTE 27), INCLUDING REPLACEMENT OF GROVE STREET BRIDGE, B-25-005, OVER SALISBURY PLAIN RIVER (607818)**
  - 25% Package received by MassDOT (12/30/2020).
  - Cost Estimate is $4,872,000

- **DUXBURY - SIGNAL INSTALLATION @ ROUTE 3 (NB & SB) RAMPS & ROUTE 3A (TREMONT STREET) (606002)**
  - Project is in the preliminary design phase.
  - Cost Estimate is $2,784,000
Summary

Through Task 3300 of the FFY 2021 Old Colony MPO Unified Planning Work Program (UPWP), Old Colony Planning Council will be conducting Road Safety Audits at Multiple Locations throughout the region. Road safety audits will be conducted at a minimum of 15 high crash locations, selected based on the Old Colony MPO’s Safety management System which ranks intersections based on the Equivalent to Property Damage Only (EPDO) value. EPDO is a weighted value which accounts for crash severity in addition to overall crash count for 2017 through 2019. Old Colony Planning Council is also coordinating with the Massachusetts Department of Transportation (MassDOT) in site selection.

A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements in safety for all road users.
Road Safety Audits will be conducted in conjunction with the municipalities and MassDOT throughout the program year from October 2020 through September 2021. A Road Safety Audit Report will be prepared for each individual Audit.

For information about this Road Safety Audits at Multiple Locations Study, please direct inquiries to Project managers Bill McNulty (wmcnulty@ocpcrpa.org) at 508.583.1833 x207 or Ray Guarino (rguarino@ocpcrpa.org) x212.
1. Project Timeline
This Road Safety Audits at Multiple Locations project is being prepared under Task 3300 of the FFY 2021 Old Colony Unified Planning Work Program. The project begins in October 2020 and runs through the program year, concluding before the end of September 2021.

2. Study Team
The study team will consist of the Old Colony Planning (OCPC) staff:
A. Bill McNulty – Team Leader
B. Ray Guarino – Team Leader
C. Kyle Mowatt – Data Collection Data Analysis, RSA Facilitator
D. Shawn Bailey – Data Collection, Data Analysis, RSA Facilitator
E. Paul Chenard – RSA Facilitator. Technical Analysis and Public Outreach
F. Jimmy Pereira – RSA Facilitator. Technical Analysis and Public Outreach
G. Andrew Vidal – GIS/Maps

The study may require other staff in support of completing the study on an as needed basis.

3. Purpose Statement
To conduct Road Safety Audits at multiple locations (at least 15) high crash locations throughout the region, in an effort to reduce crash-related fatalities and incapacitating injuries. The Massachusetts Department of Transportation (MassDOT) has created and maintains its Strategic Highway Safety Plan (SHSP), which states the mission to “develop, promote, implement, and evaluate data-driven multidisciplinary strategies to maximize safety for users of the roadway system.” One of the many strategies noted in the current SHSP is to “conduct Road Safety Audits at high crash locations throughout the Commonwealth. A Road Safety Audit, as defined by the Federal Highway Administration (FHWA), is “a formal safety performance examination of an existing or future roadway or intersection by an independent audit team.” An RSA is a relatively quick process that identifies safety improvements focused on the reduction of number and severity of roadway crashes. The safety improvements recommended typically vary from low cost measures that can be implemented rather quickly to significant improvement projects. Many states that have implemented the RSA technique have seen measurable decreases in the number of rashes with fatal and incapacitating injuries.

This task consists of a systematic process that has the goal of reducing the number of and severity of traffic crashes on roads; reducing transit crashes; reducing pedestrian involved crashes and injuries, and reducing bicyclist involved injuries and crashes. Recommend actions include providing information for selecting and implementing effective safety stratifies and projects. Results of the Road Safety Audits will be included in the ongoing Old Colony Safety Management System that incorporates roadway, human, and vehicle safety elements. Considered an ongoing effort, staff will collect and maintain data needed in the estimation of refined performance measures and the completion of road safety audits. Staff will identify both existing and future...
4. **Study Area**
The Study Area will consist of no fewer than fifteen high-crash locations throughout the Old Colony region. Locations will be determined based on MassDOT Crash Clusters and the Old Colony Top 100 Most Hazardous Intersections list, both of which are calculated using an Equivalent to Property Damage Only (EPRO) methodology. The EPRO methodology is a weighted value which incorporates crash frequency and severity.

5. **Public Outreach**
A. Staff will host a webinar in October 2020 to introduce the public to this Road Safety Audit project, explain the Road Safety Audit process, and explain how locations for road safety audit study are being selected. Staff will also present to the Old Colony Joint Transportation Committee (JTC), Old Colony Metropolitan Planning Organization (MPO), and Old Colony planning Council (OCPC).

B. Stakeholders will be identified for the study and will include those who have the potential to be impacted by the study, those who are important in the implementation of improvements, those who have an operational or jurisdictional responsibility in the study area, and those with an interest in the study and process. **Stakeholders will vary by individual road safety audit locations.**

C. Each Road Safety Audit will consist of an audit meeting, which will be open to the public and all in attendance will have an opportunity to review materials and comment. A Road Safety Audit report will be generated which will provide a summary of the Audit meeting, comments offered, and recommendations proposed along with recommendations presented by Old Colony Planning Council staff. Stakeholders and the public alike will have the opportunity to review the report and provide further comment. **As of September 2020, the plan is for all meetings to be held in a virtual environment.**

D. Invited stakeholders to comprise multidisciplinary audit teams for each Road Safety Audit will include but not necessarily limited to:
   - Old Colony Planning Council Staff
   - Massachusetts Department of Transportation (MassDOT)
   - Municipal Elected Officials (Mayor, Boards of Selectmen, Town Managers and Administrators)
   - Municipal Planning Staff
   - Municipal Public Safety (Police and Fire Departments)
   - Municipal Departments of Public Works
   - Municipal engineering Staff
   - Municipal School Departments

6. **Inventory and Review of Peer Studies and Planned Improvements**
   A. Compile and review previous traffic studies pertinent to each individual location of study.
Scope of Work  
Old Colony Planning Council  
Road Safety Audits at Multiple Locations

B. Consult with municipalities and MassDOT to identify both previously implements and/or planned safety strategies or projects.

C. Compile information on potential projects that will impact future trip generation within the study area network.

7. Assess and Analyze Existing Conditions

A. Obtain crash reports (including crash diagrams) from each respective police department or Massachusetts Department of Transportation (MassDOT) for each individual Road Safety Audit location.

B. Collect turning movement counts at each Road Safety Audit location. The turning movement counts will be conducted during the following times AM 7:00 AM to 9:00 AM and PM 4:00 PM to 6:00 PM.

C. A Physical Inventory (photo and/or video documentation) will be completed for each Road Safety Audit location. This inventory should note:
   - Sidewalks and bicycle tracks and/or pedestrian paths
   - Bicycle lanes
   - Utility poles and lighting
   - Traffic signal and pedestrian signals (location of poles and the direction and lanes the signals face)
   - Signs, signage and traffic control (speed limits, stop signs, no turn on red, no parking and parking limitations, etc.)
   - Hydrants and other utilities and fixtures including (but not limited to) guard rails, walls, traffic islands, curbs (granite or bituminous) and curb cuts
   - Number of vehicular lanes and lane use, including pavement markings, crosswalks
   - Land uses and landmarks

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

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

F. Existing peak hour level-of-service analysis for signalized and un-signalized intersections shall be calculated utilizing software based on the Highway Capacity Manual.

G. Crash data from 2017, 2018, and 2019 (the three most recent years of available data) for the road safety audit intersections will be compiled and the number, type, and severity of crashes shall be documented, based on the practices published in the Manual on Traffic Engineering Studies. Crash patterns regarding type and cause will be discerned. Collision diagrams for each road safety audit location will be produced.

H. Crash rates for the road safety audit intersections shall be developed based on practices published in the Manual of Traffic Engineering Studies, and compared to average crash rates for the state and for the region.

I. Maps will be developed including but not limited to illustrating the geographic scope,
6. Identify Current and Potential Deficiencies

Current and potential deficiencies will be documented by the respective multidisciplinary audit teams, based on traffic and safety assessments, at each road safety audit location.

7. Develop Recommendations

Recommended safety strategies and projects will include those made by the respective multidisciplinary audit teams, along with those proposed by Staff based on best planning and engineering practices.

8. Document Results

A draft report documenting findings and recommendations will be prepared for each road safety audit, and circulated to each respective road safety audit team for review and comment. A final report for each road safety audit location, impetrating public comments, will be released following the RSA team review.
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Summary

Funded through the FFY 2021 Old Colony Unified Planning Work Program (UPWP), the Active Transportation Study seeks to provide an analysis of the bicycle, pedestrian, and transit network within a connectivity, public health, and safety context. The Active Transportation Network Study seeks to understand how the Old Colony region can improve the bicycle and pedestrian network to increase its utility for recreational and transportation purposes. Additionally, the study will work to develop a menu of potential projects by community that can be advanced in the MassDOT Highway Division project development process for funding with statewide funding resources.

The Active Transportation Study will include the collecting of data to formulate bicycle level of service (BLOS) and pedestrian level of service (PLOS). Also, MassDOT crash cluster data, intersection analysis, and heat map data provided by third party data providers will all be used to inform the study and guide potential recommendation that will be included in the report. To aide in the development of potential bicycle and pedestrian infrastructure, past and current community studies will be reviewed to have those study recommendations be a part of the Active Transportation Study and committees will be formed to guide the
recommendation process. Final product will be a report Old Colony Planning Council communities can use as a reference to help guide their activities in planning bicycle and pedestrian infrastructure and amenities.

For information about this study, please direct inquiries to Paul Chenard (pchenard@ocpcrpa.org) at 508.583.1833 x210 or Jimmy Pereira (jpereira@ocpcrpa.org) x215.
October 1, 2020 Old Colony JTC Meeting
Agenda Item 7C
Climate Change Vulnerability Transportation Assessment
(FFY 2021 UPWP)

Summary

Acting on an Executive Order issued in 2013 (Executive Order 13653, Preparing the United States for the Impacts of Climate Change), the Federal Highway Administration (FHWA) issued a directive that establishes FHWA policy on preparedness and resilience to climate change and extreme weather events. The FHWA recognizes that climate change poses a significant challenge to the safety, reliability, effectiveness, and sustainability of the national transportation system.

This study builds upon previous studies prepared by OCPC including Stormwater mapping and roadway drainage runoff, Hazard Mitigation and Municipal Vulnerability Preparedness plans, an Old Colony Regional Hazard Mitigation Plan, and an Old Colony 2010 Climate Change Transportation Impact Study. The purpose of the Climate Change Vulnerability Transportation Assessment is to update the 2010 Climate Change Transportation Impact Study, and to identify the impacts of Climate Change on the transportation system, examine them, and assess the vulnerability of the system resulting in strategies for management and mitigation.
Elements of the study include:

a. Identifying hazards due to Climate Change including but not limited to:
   - Coastal flooding and erosion
   - Inland flooding
   - Extreme temperatures both hot and cold
   - Drought and potential for forest fires
   - High winds from severe weather including winter storms, hurricanes, tornados, and tropical storms
   - Other hazards such as falling rocks, landslides

b. Public outreach including public meetings, as well as identifying and consulting with stakeholders including but not limited to: MassDOT, state and federal officials, Watershed Associations (Jones River, Taunton River), local elected officials and city and town officials, Highway Departments, DPW’s, Planners, and Conservation Commissions.

c. Examining and identifying the root causes of climate change, identifying and mapping potential negative impacts in the region, identifying and mapping existing modes of transportation, and analyzing the impacts of climate change on transportation systems and transportation systems management and operations (TSMO).

d. Developing a vulnerability assessment and developing strategies and policies to reduce and manage climate change.

e. A draft report will be developed and distributed to stakeholders for review and comment and the comments incorporated into the report before the report is finalized.
For information, please direct inquiries to Raymond Guarino (rguarino@ocpcrpa.org) or at 508.583.1833 extension 212.
Summary

Through Task 3200 (Local Highway Technical Assistance) of the Old Colony Metropolitan Planning Organization (MPO) FFY 2021 Unified Planning Work Program, Old Colony Planning Council (OCPC) provides local traffic planning and technical analysis services to its member communities.

OCPC 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.

OCPC provided guidance to the Town of Halifax for potential heavy vehicle exclusions from Circuit Street and Laurel Street.

The Town of Abington has requested a traffic counts for Summit Road. These traffic counts are scheduled for Fall 2020.
The **Town of Avon** has requested a traffic study for the intersection of West Main Street at South Street and School Street. Data collection for this traffic study is scheduled for Fall 2020.

The **City of Brockton** has requested a traffic study for the intersection of Warren Avenue at Market Street. Data collection for this traffic study is scheduled for Fall 2020.

**Project Status Updates**

**Abington**
- Traffic Counts for Summit Road: Data collection scheduled for Fall 2020.

**Avon**
- Traffic Study for East Main Street (Route 28) at East and West Spring Street: Data collection in progress.

- Traffic Study for West Main Street at South Street and School Street: Data collection scheduled for Fall 2020.

**Brockton**
- Traffic Study for Warren Avenue at Market Street: *Data collection scheduled for Fall 2020.*
Easton
- Belmont Street (Route 123) Traffic Counts: *Data collection and processing underway.*

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 September 30, 2020

EEA #16268 - Duxbury Beach Nature-Based Storm-Damage Protection Project (Duxbury)

Duxbury Beach is a 7.5-mile long barrier beach that extends from Marshfield in the north to Gurnet Point and Saquish Head in the south. Duxbury Beach is an important barrier protecting Duxbury Bay and the mainland shore from the direct effects of ocean waves. The Duxbury Beach Reservation, Inc. (DBR) owned portion of the barrier beach is largely undeveloped, and is managed for open space, conservation, wildlife habitat, and recreation. As an unarmored barrier beach exposed to the full force of the Atlantic Ocean, Duxbury Beach is a dynamic system that is constantly undergoing changes from wind and wave action. Duxbury Beach also provides important nesting and foraging habitat for threatened and endangered species of shorebirds, including the piping plover and least tern. DBR has actively
managed the property for shorebirds, including managing ORV use and vehicles along Gurnet Road to avoid impacts to these species and has an active Management and Habitat Conservation Plan. For further details see Existing Conditions in Section C.

The Duxbury Beach Reservation applied for and received a CZM Grant in FY20 for $131,894 to fund field data collection, an alternatives analysis, and initial permitting. A previous CZM Grant (FY15) ($206,250) funded extensive site studies to understand existing conditions and potential impacts from future storms and sea level rise.

The proposed project includes four (4) key components:
- Component 1: Oceanside beach and dune nourishment
- Component 2: Bayside erosion control
- Component 3: Flood vulnerability reductions along roadway
- Component 4: Powder Point Bridge abutment area erosion control

**EEA #16274 - Sylvia Pond Estates (Kingston)**

The Applicant proposes to construct a 650 foot long roadway to be named Nava Landing that will service 4 new single-family dwellings. The Proposed lots will contain the minimum area of 80,000 square feet, as per current Kingston Zoning By-Laws. The new dwellings will be serviced by individual driveways, site grading, lawns, and on-site subsurface septic systems. The dwellings will be serviced by the Town of Kingston Water Supply. The project will conform to all WPA, 401 WQC, Natural Heritage & Endangered Species Program, and all
applicable Kingston Zoning By-Laws and Subdivision Control Law standards. Construction of the roadway will take approximately 6 months to build, and the 4 new dwellings will be constructed in approximately one year after the basecoat of the roadway is installed. Temporary measures for erosion control will be in place throughout the completion of project.

**EEA #16275 - Park Street Sewer Expansion (Stoughton)**

The project area consists of residential and commercial properties, which currently relies on private septic systems for wastewater disposal.

Phase 1 consists of installing a centralized sewer pump station located in a Town-procured easement at 175 Campanelli Parkway in the Campanelli Business Park. This pump station will service approximately 73 properties and will connect into the Town’s existing sewer collection system at the intersection of Park Street and Fano Drive. This phase shall include the installation of approximately 8,700 LF of gravity sewer, approximately 4,300 LF of pressurized force main, new sewer manholes, sewer services, and other appurtenances integral to this system.

Phase 2 consists of installing a centralized sewer pump station located in a Town-procured easement at 39 South Street near the Stoughton/Brockton town line. This pump station will service approximately 47 properties and will connect into the new gravity sewer on Park
Street installed under Phase 1. An additional 158 properties will be connected into the Phase 1 system. This phase shall include the installation of approximately 22,000 LF of gravity sewer, approximately 4,450 LF of pressurized force main, new sewer manholes, sewer services, and other appurtenances integral to this system.

The Town of Stoughton has elected to proceed with a phased design approach in expanding sewer service in the Park Street area and has received approval at the June 30, 2020 Town Meeting for construction funding for Phase 1. Only Phase 1 will move forward with construction, which will focus on expanding sewer service along Park Street and in the Campanelli Business Park. Phase 2 will be constructed once funding is available and allocated by the Town of Stoughton.

**MEPA Certificates**

**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.

*The certificate states that this project **Does Not** require an Environmental Impact Report (EIR).*
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.