Thursday, November 5, 2020, 12:00 P.M. to 1:00 P.M.

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

Join Zoom Virtual Meeting
https://zoom.us/join
Meeting ID: 864 0620 0269
Passcode: 734734

Dial by your location
+1-646-518-9805 or +1-646-558-8656
Meeting ID: 864 0620 0269
Passcode: 734734

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of October 1, 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. Traffic Volume and Commuter Parking Trends During the COVID Pandemic
   B. Understanding Disparate Impact Training
   C. FFY 2022-2026 Transportation Improvement Program (TIP) Development Schedule
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.”
November 5, 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.
November 5, 2020 Old Colony JTC Meeting
Agenda Item 2
Public Comments

Summary

Public comments.
November 5, 2020 Old Colony JTC Meeting
Agenda Item 3
Minutes of October 1, 2020 Meeting

Summary

Old Colony JTC to consider approval of October 1, 2020 Old Colony JTC Meeting Minutes.
1. Call to Order and Introductions

Chairperson Noreen O’Toole called the meeting to order at 12:00 P.M. and then read the Meeting Accessibility Statement and the Title VI Notice of Protection Statement. Charles Kilmer then conducted the roll call.

Chairperson O’Toole asked for a moment of silence for the passing of Dottie Fulginiti’s father, Frederick Bates, and for the passing of James C. Hadfield. Charles Kilmer stated that James Hadfield had previously been the Transportation Planning Manager at SRPEDD and was also previously the City Planner for New Bedford.

2. Public Comments

There were no public comments at this time.

3. Minutes of the September 3, 2020 Meeting

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

4. Communications

Shawn Bailey reviewed the contents of the communications staff report. Included were letters of
correspondence, as well as notices of workshops and conferences. They are as follows:

- **iWalk** - October 7
- **Pumpkin Spice Up Your Day** - SRTS Virtual Fall Summit - October 28
- **2020 Moving Together Conference** - November 17-19
- **FEMA - Building Resilient Infrastructure and Communities Grant Program (BRIC)** - FY 2020 grant cycle applications are due by October 16.

5. **Reports**

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

Michael Lambert reported on the following:
- Workforce is healthy and fixed route system is running a full schedule
- Monitoring ridership regularly to ensure there is no overcrowding on the buses.
- Ridership is currently 50% less than last year
- Started Sunday service between Brockton and Stoughton
- BAT along with Pioneer Valley Transit Authority are the first two RTAs to start mobile ticketing last month

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

Paul Chenard reported on the following:
- Slowly bringing back service
- Embarked upon a micro transit program in southern Plymouth utilizing new technologies by Translogic which is an on demand transportation request system

C. **South Coast Rail Project**

Paul Chenard reported on the following:
- SCR Phase 1 construction is moving along
- Establishing four new stations. Renderings can be viewed online. Middleborough station will be the closest to our region

6. **Old Business**

A. **FFY 2021-2025 Transportation Improvement Program (TIP) Implementation**

Charles Kilmer discussed the projects in the FFY 2021-2025 TIP. They are as follows:

**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
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

Pam Haznar inquired about the update of 100% package received by MassDOT for the Brockton - Intersection Improvements @ Crescent Street (Route 27)/ Quincy Street/ Massasoit Boulevard (606143) Project. Charles Kilmer stated that this was a typo and that it should be 25%.

7. New Business

A. Road Safety Audits (RSAs) at Multiple Locations (FFY 2021 UPWP)

Bill McNulty discussed the RSAs at Multiple Locations Project. Through Task 3300 of the FFY 2021 Old Colony MPO Unified Planning Work Program (UPWP), OCPC 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 that 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.

A 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.

B. Active Transportation Study (FFY 2021 UPWP)

Paul Chenard discussed the Active Transportation Study. 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). In addition, 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.

C. Climate Change Vulnerability Transportation Assessment (FFY 2021 UPWP)

Ray Guarino discussed the Climate Change Vulnerability Transportation Assessment. 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.

The meeting was then temporarily and unfortunately infiltrated and disrupted. OCPC staff worked as fast as they could to remove the infiltrators. Following resumption of the meeting, Mary Waldron issued an apology via the Chat Box.
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.

Chairperson O'Toole asked if salt usage on the roadways would be looked at. Ray Guarino stated that that could be made part of the study.

Joe Scardino asked if utility companies would be reached out to regarding tree trimming around power lines. Ray Guarino stated that OCPC would definitely reach out to the utility companies.

8. Other Business and Public Comment

A. Community Local Technical Assistance Studies

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

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 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. 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.

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:
OLD COLONY JOINT TRANSPORTATION COMMITTEE (JTC)

- 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.

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 in to 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 certificate states that this project does not require the preparation of an Environmental Impact Report (EIR).

C. Regional Concerns and Local Community Transportation Issues

Chairperson O’Toole thanked OCPC Staff for all the information that is provided and all the files put online during the meeting.

Bruce stated that Amazon delivery trucks have been using Summit Road in Abington. There will be a study conducted on this roadway to address the heavy vehicle traffic.

9. Adjournment

The meeting adjourned at 12:49 PM.

Respectfully submitted,

Kyle Mowatt
Kyle Mowatt
Senior Transportation Planner

List of Documents for October 1, 2020 Old Colony JTC Meeting
1. Minutes of the September 3, 2020 Old Colony JTC Meeting
2. Staff Report for October 1, 2020, Old Colony JTC Meeting Agenda Items
November 5, 2020 Old Colony JTC Meeting
Agenda Item 4
Communications

Summary

2020 Moving Together Conference

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
MBTA seeks rider input on service priorities, schedules public meetings

The MBTA has announced a series of public engagement efforts to inform riders and stakeholders, and receive their feedback on "Forging Ahead," its plan to preserve transit access and quality of service available to transit-critical customers. The public engagement effort, now underway and running through December, includes a series of virtual public meetings, a public hearing, a team of Community Liaisons to gather feedback directly from riders, and an online comment form for customers to engage with the T.

To learn more, please visit: https://www.mbta.com/forging-ahead
MASSTRAILS GRANTS

Apply to receive grant funds for design, project development, engineering, permitting, construction, and maintenance of recreational trails, shared-use pathways, and the amenities that support trails!

**DEADLINE:** MONDAY, FEBRUARY 1, 2021

**ONLINE SUBMISSIONS ONLY**

MassTrails Grants Program information, grant funding guidelines, application materials, and the online portal for grant proposal submission can be found here:

www.mass.gov/guides/masstrails-grants

**QUESTIONS?** Contact Amanda Lewis, MassTrails Program Manager by email at amanda.lewis@mass.gov or by phone at 617-645-8314
November 5, 2020 Old Colony JTC Meeting
Agenda Item 5A
Brockton Area Transit Authority (BAT)

Summary

Brockton Area Transit to provide report.
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.
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) Resubmission received by MassDOT (10/30/2020).
  - Cost Estimate is $4,969,007.

- **EASTON - ROUTE 123 (DEPOT STREET) RECONSTRUCTION FROM NEWELL CIRCLE TO ROUTE 138 (607217)**
  - Cost Estimate is $10,502,923.
STOUGHTON - IMPROVEMENTS AT RICHARD WILKINS ELEMENTARY SCHOOL (SRTS) (608829)
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- Cost Estimate is $3,171,443.

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AVON - STOUGHTON - PAVEMENT PRESERVATION AND RELATED WORK ON ROUTE 24 (608496)
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- Cost Estimate is $6,314,880.

BROCKTON - INTERSECTION IMPROVEMENTS AND RELATED WORK AT CENTRE STREET (ROUTE 123), CARY STREET, AND LYMAN STREET (609410)
- 25% Package received by MassDOT.
- 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**
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - 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**
  - 25% Package received by MassDOT Engineer (10/13/2020).
  - 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 (12/30/2019).
  - 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
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.

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 & Commuter Parking Trends During the COVID-19 Pandemic

Shawn Bailey
Transportation Planner
November 5, 2020 Old Colony JTC Meeting
COVID-19 Traffic Data Update

- Removed one of the MassDOT permanent locations (Shown on map).
- Overall, traffic has declined since August (Following normal trends).
- October 5th – Phase 3-2 allowed for Lower Risk Communities.
  - 50% capacity for all performance venues, all recreation businesses, gyms, museums, libraries, and driving/flight schools.
  - Fittings rooms in retail stores.
  - Outdoor gatherings at event venues & public settings maximum of 100 people.
- Plymouth location in September only 0.5% below September 2019.
- With new COVID-19 restrictions, traffic will likely continue to decline.
Eight (8) 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

Daily Traffic - Route 24, at North of Route 123 - Brockton

Monthly Traffic - Route 24, North of Route 123 - Brockton
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

![Daily Traffic - Route 3, North of Route 18 - Weymouth](chart1)

![Monthly Traffic - Route 3, North of Route 18 - Weymouth](chart2)
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

*LRC = Low Risk Communities
Traffic Volume Results/Going Forward

- Slight decline from August to September, steeper decline from September to October.
  - September 2020 traffic declined at a lesser rate than September 2019.
- August was 10.8% below August 2019, September was 7.2% below September 2019, & October was 9.7% below October 2019.
- New restrictions to go into effect on Friday November 6th will affect traffic.
- Input new data weekly from MS2, update graphics monthly: https://mhd.ms2soft.com/tcds/tsearch.asp?loc=Mhd&mod=
- Page on OCPC website with data and interactive map: http://ocpcrpa.org/traffic_during_covid.html
Commuter Rail Parking Trends

- MBTA provided April utilization data.

- April 2020
  - Five (5) locations with zero vehicles.
  - Highest vehicle count was 23 (Montello).
  - Combined utilization of 1.34% (Compared to 59.9% from previous 10 April counts).

- October 2020
  - No stations with zero vehicles.
  - Highest vehicle count was 88 (South Weymouth).
  - Combined utilization of 8.35% (Compared to 62.7% from previous 10 October counts).
## Commuter Rail Results - April

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Spaces</th>
<th>Bike Spaces</th>
<th>Bicycle Spaces</th>
<th>Total Parked</th>
<th>Bikes Parked</th>
<th>Survey Date</th>
<th>Staff Initials</th>
<th>Total Utilization</th>
<th>Parking Utilization</th>
<th>Bicycle Utilization</th>
</tr>
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<td><strong>Providence/Stoughton Line</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Canton Junction</td>
<td>762</td>
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<td>48</td>
<td>12</td>
<td>0</td>
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<td>MBTA</td>
<td>1.51%</td>
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<td>2</td>
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<td>4/30/20</td>
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<td>0.00%</td>
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<td>1.34%</td>
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**Source:** Old Colony Planning Council (OCPC)

**Note:** MBTA Total Spaces data counted by OCPC Staff

**Note:** Data Collection Period = 10AM - 2PM

**Data:** State DOT Connect Program - Bruce Lopez (617) 222-1552

**Notes:** April 2020 Agency Provided Data for MBTA

### Comments / Observations:

- **MBTA Parking Rate = $4.00 per day**
- **BAT Parking Rate = $4.00 per day, and $3.00 with Mobile Parking App or with Smart Card**
### Commuter Rail Results - October

#### October 2020 MBTA Commuter Rail Parking Lot Utilization

<table>
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<th>Location</th>
<th>Total Spaces</th>
<th>Spaces</th>
<th>Bicycle Spaces</th>
<th>Total</th>
<th>Parking</th>
<th>Bicycles</th>
<th>Survey Date</th>
<th>Staff Initials</th>
<th>Total Utilization</th>
<th>Utilization</th>
<th>Bicycle Utilization</th>
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</tr>
<tr>
<td>Canton Junction</td>
<td>762</td>
<td>12</td>
<td>48</td>
<td>80</td>
<td>0</td>
<td>0</td>
<td>10/21/20</td>
<td>KM</td>
<td>10.50%</td>
<td>0.00%</td>
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<tr>
<td>Canton Center</td>
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<td>16</td>
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<td>0</td>
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<td>KM</td>
<td>4.65%</td>
<td>0.00%</td>
<td>0.00%</td>
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<tr>
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<td>33</td>
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<td>0</td>
<td>10/21/20</td>
<td>KM</td>
<td>9.14%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Middleborough/Lakeville Line</td>
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<td></td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Holbrook/Randolph</td>
<td>362</td>
<td>14</td>
<td>24</td>
<td>24</td>
<td>0</td>
<td>0</td>
<td>10/20/20</td>
<td>WM</td>
<td>6.63%</td>
<td>0.00%</td>
<td>0.00%</td>
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<td>WM</td>
<td>9.29%</td>
<td>18.18%</td>
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<td>552</td>
<td>11</td>
<td>26</td>
<td>28</td>
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<td>0</td>
<td>10/20/20</td>
<td>WM</td>
<td>5.07%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
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<td>3</td>
<td>10/20/20</td>
<td>SB</td>
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<td>12.50%</td>
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<td>AV</td>
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<td>13</td>
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<td>25.00%</td>
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<td>PC</td>
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<td>0.00%</td>
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<td>PC</td>
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<td>0.00%</td>
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<td>0.00%</td>
<td>0.00%</td>
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<td>4</td>
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<td>2.30%</td>
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<td></td>
<td></td>
<td>8.35%</td>
<td>1.18%</td>
<td>2.46%</td>
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Source: Old Colony Planning Council (OCPC)
Note: MBTA Total Spaces data courtesy of OCPC Staff
Note: Data Collection Period = 10:00 AM - 2 PM
Note: Map of MBTA Contact Person - Bruce Lapin (508) 222-1543

Comments / Observations:
- MBTA Parking Rate = $4.00 per day
- BAT Parking Rate = $4.00 per day, and $3.00 with Mobile Parking App or with Smart Card
## Commuter Rail Results - Average

<table>
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<th>Total Spaces</th>
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<th>Total Utilization</th>
<th>Parking Utilization</th>
<th>Bicycles Utilization</th>
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<tr>
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<td>0</td>
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<td><strong>Middleborough/Lakeville Line</strong></td>
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<td></td>
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<tr>
<td>Holbrook/Randolph</td>
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<td>13</td>
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<td>17</td>
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</tr>
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<td>Hanson</td>
<td>428</td>
<td>8</td>
<td>16</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Halifax</td>
<td>412</td>
<td>10</td>
<td>12</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Kingston</td>
<td>1,030</td>
<td>22</td>
<td>32</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Plymouth</td>
<td>96</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Providence/Stoughton Line</strong></td>
<td>1,338</td>
<td>26</td>
<td>69</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Middleborough/Lakeville Line</strong></td>
<td>2,856</td>
<td>71</td>
<td>174</td>
<td>160</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total Kingston/Plymouth Line</strong></td>
<td>3,205</td>
<td>73</td>
<td>121</td>
<td>130</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total All Stations</strong></td>
<td>7,399</td>
<td>170</td>
<td>366</td>
<td>359</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: Old Colony Planning Council (OCPC)
Note: MBTA Total Spaces data counted by OCPC Staff
Note: Data Collection Period = 10/08 - 2PM
Note: MBTA Contact Person - Bruno Lopes (508) 323-5543

Comments / Observations:
MBTA Parking rate = $4.00 per day
S&T Parking rate = $4.00 per day, and $3.00 with Mobile Parking App or with Smart Card
Commuter Rail April Comparison

April 2019 vs. 2020 Commuter Rail Utilization

*Plymouth MBTA station had zero vehicles during both utilization counts.*
Commuter Rail October Comparison

October 2019 vs. 2020 Commuter Rail Utilization

[Bar chart showing the comparison of commuter rail utilization between October 2019 and October 2020 for various stops. The stops include Abington, Bridgewater, Brockton, Centreville, Canton Center, Canton Junction, Fall River, Hanson, Hopedale/Rapidville, Kingston, Middletown/Rapidville, Montello, Plymouth, South Weymouth, Stoughton, and West Newton.]
Commuter Rail 2020 Comparison

April vs. October 2020 Commuter Rail Utilization
Commuter Rail Results/Going Forward

- Every lot increased since April.
- Plymouth had vehicles present for first time since October 2018 count.
- Depending on future status of the State with COVID-19, April 2021 could continue trend.
- Plan to conduct all future counts.
Park & Ride Parking Trends

- In April, no data was collected.
  - Bus lines suspended.

- October 2020
  - Bridgewater - comparable to a normal year. (no bus line)
  - Every other location, significant decrease in utilization.
  - Highest vehicle count was 111 (Rockland).
  - Combined utilization of 22.79% (Compared to 74.2% from previous 10 October counts).
# Park & Ride October Results

Old Colony Planning Council  
70 School Street, Brockton, MA 02301  
508-583-1833  
www.ocpccrpa.org

## Congestion Management Process (CMP)

### October 2020 Park & Ride Parking Lot Utilization

<table>
<thead>
<tr>
<th>Location</th>
<th>Total Spaces</th>
<th>Bikes Spaces</th>
<th>Bicycle Spaces</th>
<th>Total Parked</th>
<th>Bikes Parked</th>
<th>Bicycles Parked</th>
<th>Staff Initials</th>
<th>Total Utilization</th>
<th>Parking Utilization</th>
<th>Bicycle Utilization</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Route 3 Corridor</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockland - Route 3, Exit 14 (Route 228)</td>
<td>440</td>
<td>8</td>
<td>0</td>
<td>111</td>
<td>0</td>
<td>0</td>
<td>10/22/20</td>
<td>25.23%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Kingston - Route 3, Exit 10 (Route 34 &amp; 53)</td>
<td>72</td>
<td>0</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>0</td>
<td>10/21/20</td>
<td>15.28%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Plymouth - Route 3, Exit 5 (Long Pond Road)</td>
<td>200</td>
<td>8</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>10/22/20</td>
<td>7.50%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Bourne - Route 3, Exit 10 (Route 6) (Sagamore)</td>
<td>377</td>
<td>6</td>
<td>10</td>
<td>48</td>
<td>1</td>
<td>0</td>
<td>10/22/20</td>
<td>12.73%</td>
<td>16.67%</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Route 24 Corridor</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Bridgewater - Route 24, Exit 16 (Route 106)</td>
<td>185</td>
<td>7</td>
<td>11</td>
<td>104</td>
<td>0</td>
<td>0</td>
<td>10/20/20</td>
<td>56.22%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Bridgewater - Route 24, Exit 15 (Route 104)</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>0</td>
<td>10/20/20</td>
<td>25.00%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Total Route 3 Corridor</strong></td>
<td>1,089</td>
<td>22</td>
<td>10</td>
<td>185</td>
<td>1</td>
<td>0</td>
<td></td>
<td>16.99%</td>
<td>4.55%</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Total Route 24 Corridor</strong></td>
<td>245</td>
<td>7</td>
<td>11</td>
<td>119</td>
<td>0</td>
<td>0</td>
<td></td>
<td>48.57%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td><strong>Total All Lots</strong></td>
<td>1,334</td>
<td>29</td>
<td>21</td>
<td>304</td>
<td>1</td>
<td>0</td>
<td></td>
<td>22.79%</td>
<td>3.45%</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

Source: Old Colony Planning Council  
Note: Data Collection Period = 10AM - 2PM  
Note: Total Spaces = regular spaces & Handicap spaces  
Note: MassDOT Contact Person - Tony Zumbato (617) 368-9039  
Note: Due to COVID-19, lots were not visited in April 2020. Data collection resumed in October 2020, however utilization rates were low.

## Comments / Observations:

- [List of comments or observations here]
Park & Ride October Comparison

October 2019 vs. 2020 Park & Ride Utilization

- Bourne - Route 3, Exit 18 (Route 6) (Sagamore) - October 19: 384, October 20: 48
- Bridgewater - Route 24, Exit 15 (Route 104) - October 19: 20, October 20: 15
- Kingston Route 3, Exit 10 (Routes 3A & 53) - October 19: 70, October 20: 11
- Plymouth Route 3, Exit 5 (Long Pond Road) - October 19: 196, October 20: 15
- Rockland Route 3, Exit 14 (Route 228) - October 19: 372, October 20: 111
- West Bridgewater - Route 24, Exit 16 (Route 106) - October 19: 164, October 20: 104
Park & Ride Results/Going Forward

- Unable to determine trend with no April data (Probable increase over April).
- Lots along Route 3 corridor - probable carpool.
  - Undetermined when P&B bus will resume service.
- West Bridgewater - only CMP location above 50% utilization.
- Plan to conduct all future counts.
Questions? Comments?

Shawn Bailey
Transportation Planner
sbailey@ocpcrpa.org
(508) 583-1833 ext. 217
Understanding Disparate Impact Training

Summary

UNDERSTANDING DISPARATE IMPACT IN OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO) ACTIVITIES AND DECISION MAKING

Disparate impact is a part of equity in transportation. Participants will hear how civil rights laws factor into transportation planning decisions and how disparities across diverse populations are identified and addressed.

Panelists include: Gregory Sobczynski, MassDOT Office of Diversity and Civil Rights, and Paul Chenard, Old Colony Planning Council

When: November 5, 2020 at 6:00 pm
Where: Virtually Via Zoom

Please Register in advance at:
https://us02web.zoom.us/meeting/register/tZ0tfu6hqjouHdSQ1Ckq2BAFxHEkU1Dg6m7E
Meeting ID: 890 9794 1470
Password: 510733
UNDERSTANDING DISPARATE IMPACT

in
OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO) ACTIVITIES AND DECISION MAKING

Disparate impact is a part of equity in transportation. Participants will understand how civil rights laws factor into transportation planning decisions and how disparities across diverse populations are identified and addressed.

When: November 5th 2020 at 6:00pm
Where: Via Zoom
Register Below:
https://us02web.zoom.us/meeting/register/tZ0tfu6hqjouHdSQ1Ckq2BAFxHEkU1Dg6m7E
Meeting ID: 890 9794 1470
Password: 510733

Brought to you by:

OLD COLONY PLANNING COUNCIL

If you need translation or accommodations, please contact Senior Transportation Planner, Paul Chenard, at pchenard@ocpcrpa.org or by phone at 508-583-1833 Ext: 209
Summary

The development of the FFY 2022-2026 Transportation Improvement Program (TIP) is underway. The TIP serves as a prioritized listing of highway, bridge, and transit projects for implementation during the next five (5) federal fiscal years that reflect the needs of the regional transportation system. In addition, the TIP is fiscally constrained based on expected federal funding, and it contains projects that are consistent with the Long Range Transportation Plan (LRTP).

Draft FFY 2022-2026 Old Colony TIP Development Schedule

November-January
- Annual Solicitation of Projects
- Outreach, coordination, and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Communities and Consultants provide project updates and schedules at JTC and/or MPO meetings
January-March
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- MARPA - MassDOT Coordination Meeting and provision of Draft Financial Funding Targets
- TIP Readiness Day - Discussion of Projects by RPAs and MassDOT
- Equity Analysis and Greenhouse Gas (GHG) Emissions Analysis of Projects
- Transportation Evaluation Criteria Analysis of Projects
- Determination of Preferred Set of Projects by MPO (March)

April
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Staff Recommendation and Draft TIP Development
- Draft TIP release to public review and comment period by MPO

April-May
- Continued coordination and consultation with communities, BAT, MassDOT, JTC, MPO, and stakeholders
- Draft TIP Public Review Period
- Intake of Public Comments and Preparation of Revised Draft TIP
- TIP Endorsement by MPO (May)
May-June
  - Preparation of Draft STIP and Draft CIP (MassDOT)

June-September
  - Draft STIP review by FHWA, FTA, and DEP
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.

Old Colony Planning Council completed a traffic study for **Summit Road in Abington**. Data and findings from this Study have been distributed to the Town.

Old Colony Planning Council completed a traffic study for **Belmont Street (Route 123) in Easton and Brockton**. Data and findings from this Study have been distributed to the Town of Easton and City of Brockton.

Old Colony Planning Council completed a traffic study for **Chapel Street in Pembroke**. Data and findings from this Study have been distributed to the Towns of Pembroke and Kingston.
Old Colony Planning Council completed a traffic study for **Scotland Street in West Bridgewater and Elm Street in Bridgewater**. Data and findings from this Study have been distributed to the Towns of West Bridgewater and Bridgewater.

The Town of Easton has requested a traffic study of the **Union Street corridor between Easton and Brockton**. This Study will include traffic counts on the approaches to the recently improved Washington Street (Route 138) and Union Street intersection. Data collection for this traffic study is currently underway.

The Town of Plymouth has requested a traffic study for the **Clark Road / Beaver Dam Road corridor in Plymouth**. Data has been collected and analysis is underway.

**Project Status Updates**

**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 collected; Analysis underway
Brockton
- Signal Warrant Analysis for Warren Avenue at Market Street: Data collected; Analysis underway

Easton
- Union Street Traffic Study: Data collection in progress.

Plymouth
- Clark Road / Beaver Dam Road Corridor Traffic Study: Data collected; Analysis underway.

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.
November 5, 2020 Old Colony JTC Meeting  
Agenda Item 8B  
Staff Reviews on ENFs, EIRs, and NPCs

Summary

The reviews on Environmental Notification Forms (ENFs), Environmental Impact Reports (EIRs), and Notices of Project Change (NPCs) 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 October 22, 2020

EEA #16283 – Duxbury, Marshfield – Beach and Dune Nourishment

The Towns of Marshfield and Duxbury applied for and received a CZM Grant in FY20 for $175,842 to fund field data collection, an alternatives analysis, and initial permitting for beach and dune nourishment at suitable beaches. A previous CZM Grant (FY18) ($36,000) funded an evaluation of beneficial reuse opportunities for material dredged annually from Green Harbor by the US Army Corps of Engineers.

The proposed project includes beach and dune nourishment at four (4) locations:
- Rexhame Public Beach (Marshfield)
- Winslow Ave Beach (Marshfield)
Fieldston & Sunrise Beaches (Marshfield)
Bay Ave (Marshfield) and Gurnet Rd (Duxbury) Beaches

EEA #16287 – Stoughton – Lawler Lane

The proposed project consists of the construction of a cul-de-sac roadway, infrastructure, and a stormwater basin to service a proposed nine-lot residential subdivision. The proposed roadway will be located fully outside the 100 ft. BVW Buffer. Minor roadway grading is proposed within the outer 100 ft. BVW buffer. All the stormwater structures will be located outside of the BVW buffer by being installed within the roadway. A portion of the stormwater basin will be located within the outer 50-100 ft. BVW buffer. A 2 ft. high field-stone retaining wall will be installed along the rear grade of the proposed basin in order to limit grading to the 50-100 ft. buffer zone only. Without the proposed retaining wall, grading would be required within the outer 0-50 ft. BVW buffer. Proposed lot development will include areas of grading, lawn, rooftop and driveway within the 50-100 ft BVW buffer.

A proposed sewer main will be installed to connect to an existing main located in an existing 20 ft. sewer easement to the southwest. This configuration eliminates the need of a force main to pump sewerage up the proposed roadway into an existing sewer line in Walnut Street, which the Town of Stoughton Engineering Department specifically stated they did not recommend. Following review of preliminary subdivision plans, the Town requested that sewerage flow via gravity through a connection to the existing easement line. A portion of the existing sewer main within the southwestern easement already travels underneath the
BVW and contains an existing manhole, to which the proposed connection will be routed. Only one additional sewer manhole will be installed within the BVW buffer outside of the BVW boundary. The proposed design generates the least amount of disturbance to the BVW and buffer. A 30 ft. easement will be granted for the proposed sewer connection to allow for access and maintenance. Based on Conservation comments, the proposed sewer connection has been designed to cross the BVW at the shortest possible length from border to border.

A water main will also be installed within the proposed easement in parallel to the proposed sewer main, as per the request of the Town of Stoughton Department of Public Works (DPW). The proposed water main will travel farther south within the existing easement and connect to the existing main in Walnut Court to create a looped system. The utility lines will be laid on a crushed stone base for stability. Clay dams will be installed along the length of the proposed utility lines to prevent the crushed stone from becoming a conduit in which groundwater would freely flow. This practice will help to combat alterations in the natural hydrology of the area.

Portions of BVW and buffer will be temporarily trenched approx. 10 ft. wide for each utility main. Proposed utility work will occur during low or no-flow conditions, upon coordination with the Town Engineer and Conservation Agent, and will be performed as quickly as practicable to reduce the extent of disturbance to wetland resource areas. Since the proposed utility construction will occur within a period of low or no-flow, it is not anticipated that the stream will require diversion. The utility lines are proposed to be jacked underneath
the intermittent stream, and only the proposed water line will continue farther south under a section of well-defined bank, which measures approx. 6 ft. in width. As the connections are installed, the jacking pits will be backfilled as soon as possible. When seasonal conditions allow, the areas of temporary disturbance will be seeded with an appropriate seed mix or will be otherwise stabilized by appropriate means (i.e. jute mesh, coconut matting) - 4 - as needed until the vegetation becomes established. The jacking process for utility installation will ensure that no areas of the flagged bank will be disturbed. Proper erosion controls will be established for the duration of proposed work within the BVW boundaries.

Disturbance shall be kept to the minimum extent practicable to perform the required site work, and in no case shall permanent alterations extend beyond the limits of work at the 50 ft. BVW buffer boundary. All proposed disturbance involving the installation of the sewer and water main connections within the BVW and 100 ft. buffer zone will be temporary in nature. Required site clearing will be kept to a minimum and will be mostly limited to the proposed 30 ft. easement. Temporarily disturbed areas in the easement will be seeded or otherwise stabilized by appropriate means to allow the area to revegetate naturally. Performing utility work during low or no-flow conditions will reduce impacts within wetland resource areas. All proposed impervious areas within the site will be located outside of the BVW and the 100 ft. BVW buffer. The limits of clearing will be marked with applicable erosion control barriers and will be monitored throughout the course of active site work to ensure appropriate performance.
Regional Concerns and Local Community Transportation Issues

Summary

Regional Concerns and Local Community Transportation Issues.