NOTICE OF REMOTE MEETING

10:00 A.M., Tuesday, April 21, 2020

In compliance with the Governor’s orders with the Covid-19 Virus, the MPO meeting will be hosted remotely. We encourage all parties to participate remotely. Please see details on next page for access details.

AGENDA

1. Call to Order and Introductions

2. Public Comments

3. Minutes of March 24, 2020 Old Colony MPO Meeting

4. Brockton Area Transit (BAT) Report

5. FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Adjustments and/or Amendments
   ▪ Amendment 3 - Public Comments and Potential Endorsement

6. FFY 2021-2025 Old Colony Transportation Improvement Program (TIP)
   ▪ Review and Potential Release to Public Review and Comment Period

7. Update on Brockton - Main Street Corridor Study

8. Update on Hanover - Route 139 Corridor Study

9. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)

10. 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 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. Please contact Mary Waldron at 508-583-1833 Extension 202 for more information.

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. For more information or to request reasonable accommodation and/or language services please, contact Mary Waldron at 508-583-1833 Extension 202.
   ▪ If this information is needed in another language, please contact Mary Waldron at 508-583-1833 Extension 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).

THIS SECTION TO BE UPDATED
To participate in the meeting remotely:

Please join my meeting from your computer, tablet or smartphone.
https://www.gotomeet.me/BenjaminMuller/old-colony-mpo

You can also dial in using your phone.
United States: +1 (224) 501-3412

Access Code: 467-773-485

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https://global.gotomeeting.com/install/467773485
April 21, 2020 Old Colony MPO Meeting
Agenda Item 1
Call to Order and Introductions

Summary

Call to Order, Roll Call, Introductions, and Accessibility Statement and Title VI Nondiscrimination Statement
Summary

Public comments.
April 21, 2020 Old Colony MPO Meeting
Agenda Item 3
Minutes of March 24, 2020 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the March 24, 2020 Old Colony MPO Meeting Minutes.
April 21, 2020 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit to provide update.
April 21, 2020 Old Colony MPO Meeting

Agenda Item 5

FFY 2020-2024 Transportation Improvement Program (TIP) Amendments and/or Adjustments

- Amendment 3 - Public Comments and Potential Endorsement

Summary

FFY 2020

1. BROCKTON- CORRIDOR IMPROVEMENTS ON ROUTE 123 (BELMONT STREET), FROM ANGUS BEATON DRIVE TO WEST STREET (608088)
   - AMENDMENT: INCREASE COST - Increase cost from $7,350,265 to $7,778,744 and REMOVE Statewide CMAQ Funding Source (Cost increase and removal of funding source covered by adding $2,081,928 to Regional Target CMAQ funding and $428,479 to Regional Target STBG funding).
   - COST: $7,778,744 ($6,261,689 Federal; $1,517,055 State)

2. BROCKTON AREA TRANSIT (BAT)
   - AMENDMENT: ADD PROJECT - Expanded Rockland Service Operating Assistance
   - COST: $250,000 ($200,000 Federal; $50,000 Rockland AND BAT)
April 21, 2020 Old Colony MPO Meeting
Agenda Item 6

**FFY 2021-2025 Old Colony Transportation Improvement Program**
- Review and Potential Release to Public Review and Comment Period

**Summary**

The Transportation Improvement Program (TIP) is prioritized programming of highway, bridge, and transit projects for implementation during the upcoming five (5) federal fiscal years that reflect the needs of the regional transportation system.

**FFY 2021**

- Avon - Intersection Improvements at Harrison Boulevard and Pond Street ($4,969,007)
- Easton - Route 123 (Depot Street) Reconstruction from Newell Circle to Route 138 ($10,502,923)
- Stoughton - Improvements at Richard Wilkins Elementary School (SRTS) ($3,171,443)
FFY 2022

- Avon & Stoughton - Pavement Preservation and Related work on Route 24 ($6,314,880)
- Brockton - Intersection Improvements and Related work at Centre Street (Route 123), Cary Street, and Lyman Street ($3,232,320)
- Pembroke - Rehabilitation of Route 36 (Center Street) from Route 27 to Route 14 ($10,088,920)

FFY 2023

- Brockton - Route 123 (Centre Street) at Plymouth Street Signalization and Geometric Improvements ($2,523,420)
- Stoughton - Corridor Improvements on Route 138 AC Phase 1 of 2 (Total cost is $13,351,414)
- Stoughton - Intersection Improvements and Related Work at Central Street, Canton Street and Tosca Drive ($3,799,916)
**FFY 2024**

- Stoughton - Corridor Improvements on Route 138 AC Phase 2 of 2 (Total cost is $13,351,414)
- Plympton - Bridge Replacement, Winnetuxet Road Over Winnetuxet River ($2,220,987)

**FFY 2025**

- Abington - Intersection Improvements at Hancock Street and Chestnut Street ($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 ($4,872,000)
- Duxbury - Signal Installation @ Route 3 (NB & SB) Ramps & Route 3A (Tremont Street) ($2,784,000)
## Transportation Improvement Program (TIP)

### Draft Project List (FFY 2021)

<table>
<thead>
<tr>
<th>FTA Program</th>
<th>UPIN</th>
<th>Project #</th>
<th>Transit Agency</th>
<th>Project Description</th>
<th>Total Cost</th>
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**TOTAL COST FOR FFY 2021** $9,475,000

### Draft Project List (FFY 2022)

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**TOTAL COST FOR FFY 2022** $9,040,000
## DRAFT BAT FFY 2021-2025 PROJECT LISTING

### Transportation Improvement Program (TIP)

#### Draft Project List (FFY 2023)

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<th>FTA Program</th>
<th>UPIN</th>
<th>Project #</th>
<th>Transit Agency</th>
<th>Project Description</th>
<th>Total Cost</th>
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**TOTAL COST FOR FFY 2023**  $9,450,000

#### Draft Project List (FFY 2024)

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**TOTAL COST FOR FFY 2024**  $11,100,000
## DRAFT BAT FFY 2021-2025 PROJECT LISTING

### Transportation Improvement Program (TIP)

#### Draft Project List (FFY 2025)

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<th>FTA Program</th>
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<th>Project #</th>
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**TOTAL COST FOR FFY 2025** $8,070,000
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<th>Community</th>
<th>2010 Population</th>
<th>All Minority (Including White Hispanic) Population</th>
<th>Percent Title VI Minority</th>
<th>Median Household Income, 2010-2014</th>
<th>Number of TIP Projects, 2012 through 2025</th>
<th>Percentage of Total Projects</th>
<th>TIP Project Expenditures, 2012 through 2025 ($)</th>
<th>Per Capita Expenditure ($)</th>
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<td>8.3%</td>
<td>$20,388,279</td>
<td>$361.06</td>
</tr>
<tr>
<td>Plympton</td>
<td>2,820</td>
<td>112</td>
<td>4%</td>
<td>$94,505</td>
<td>0</td>
<td>0.0%</td>
<td>$0</td>
<td>$0.00</td>
</tr>
<tr>
<td>Stoughton</td>
<td>26,962</td>
<td>5,822</td>
<td>22%</td>
<td>$74,688</td>
<td>3</td>
<td>8.3%</td>
<td>$20,322,773</td>
<td>$753.76</td>
</tr>
<tr>
<td>West Bridgewater</td>
<td>6,916</td>
<td>440</td>
<td>6%</td>
<td>$81,573</td>
<td>1</td>
<td>2.8%</td>
<td>$7,615,278</td>
<td>$1,101.11</td>
</tr>
<tr>
<td>Whitman</td>
<td>14,489</td>
<td>886</td>
<td>6%</td>
<td>$76,494</td>
<td>1</td>
<td>2.8%</td>
<td>$5,990,816</td>
<td>$413.47</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>362,406</strong></td>
<td><strong>76,341</strong></td>
<td><strong>21%</strong></td>
<td></td>
<td><strong>36</strong></td>
<td><strong>100.0%</strong></td>
<td><strong>$158,177,326</strong></td>
<td><strong>$436</strong></td>
</tr>
</tbody>
</table>

The following project spanning multiple communities:

Abington and Brockton - North Quincy Street at Chestnut Street and Boundary Avenue Roundabout

Analysis does not include Bridge Projects or Limited Access Highway Projects.
April 21, 2020 Old Colony MPO Meeting
Agenda Item 7
Update on Brockton - Main Street Corridor Study

Summary

The Brockton - Main Street Brockton Corridor is programmed in the FFY 2020 Old Colony Unified Planning Work Program (UPWP).

Ray Guarino to provide update and presentation.
Main Street
Brockton Corridor
Study Update

Old Colony Planning Council
Main Street Brockton Corridor Study Purpose

- Develop short term and long-term specific improvement projects
- Decrease traffic congestion and improve safety, circulation, and mobility for all users, (Cars, Truck, Bicyclists, Transit users, and Walkers)
- Coordinate improvements with planned economic development and land use changes
Main Street Brockton Corridor Study Process Timeline

- **October 2019 - January 2020**
  - Review Scope, Data Collection, and Analyses of Existing Conditions

- **January 2020**
  - Begin Meeting with stakeholders and other Interested Parties

- **February 2020**
  - Review Existing Conditions, Public Outreach, public survey (Public survey stops April, 2020)

- **June - July 2020**
  - Complete Future Build Conditions, Develop and Review Study Improvements and Recommendations, develop draft report

- **August 2020**
Main Street
Brockton
Corridor Study
Geographic Scope
(5.2 miles total)

- Federal Functional Classification - Minor Arterial and Principal Arterial (eligible for federal funding)

- Mostly under Brockton jurisdiction

- State jurisdiction south of Sargent’s Way/Sylvia

- Two-lane facility that transitions to a four-way cross section headed south beginning at the Kmart Plaza

Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council (OCPC)
What we have Completed Thus Far

• Traffic Volumes - 48 Hour Counts, speeds, heavy vehicle counts at 19 Locations
• Peak Hour Turning Movements (Morning and Afternoon) at 25 key intersection locations
• Intersection Peak Hour Analysis (Levels-of Service) at 25 key intersections
• Safety - Crash experience from the latest three years 2017, 2018, 2019 (at intersections)
• Built Environment - Physical inventories condition of the road, sidewalks, signage, pavement markings, signal operations
• Transit Operations - Compiled bus ridership data and bus route accommodations
• Bicycle accommodation and amenities (existing and potential)
• Land Use, Zoning, compiled information on future developments
• Public Outreach
Main Street Brockton Corridor Study

Public Outreach Summary

• City of Brockton Website and OCPC Website
• Social Media Postings
• On-Line Survey and In-Person Survey
• Dissemination of Corridor Informational Flyers
• Brockton Area Transit Meeting - December 4, 2019
• Brockton Parking Authority Meeting - January 24, 2020
• Downtown Brockton Association - January 29, 2020
• Public Workshop (Brockton Library) - February 18, 2020
• Campello Business Association - February 25, 2020
• Brockton Ward 2 and Ward 5 Meeting - February 28, 2020
• Comprehensive Economic Development Strategy (CEDS) Meeting - March 2, 2020
• Metro South Chamber of Commerce Multi-Cultural Business Forum - March 5, 2020
• Multiple JTC and MPO Meetings
Survey Results

- 142 Respondents
- 95.5% regularly drive a car
- 3.5% regularly walk
- 1% regularly take the bus
- 3.5% use assistance device (walker, scooter, wheelchair)
- Afternoon peak hour was the worst time period for 60% of respondents
- 75% reported reoccurring delay all year long
- Combine different modes? 25% walk, 3% bicycle, 12% bus users, 8% trains, 2% ride hail (uber, lyft)
Main Street Corridor Study
Survey Results

At what intersection or location do you experience the WORST congestion or delays?

<table>
<thead>
<tr>
<th>Intersection/Location</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street at Legion Parkway/Centre Street - DOWNTOWN</td>
<td>26%</td>
</tr>
<tr>
<td>Main Street at Pleasant Street - DOWNTOWN</td>
<td>28%</td>
</tr>
<tr>
<td>Downtown from Belmont Street to Pleasant/Court Street - DOWNTOWN</td>
<td>16%</td>
</tr>
<tr>
<td>Main Street at Belmont Street - DOWNTOWN</td>
<td>6%</td>
</tr>
<tr>
<td>Main Street at Grove to Main at Forest (Vicente's Grocery)</td>
<td>4%</td>
</tr>
<tr>
<td>North Main Street at Oak Street</td>
<td>10%</td>
</tr>
<tr>
<td>Other</td>
<td>10%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>76%</strong></td>
</tr>
</tbody>
</table>

What improvements for safety and convenience do you think should be made?

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>More police enforcement</td>
<td>18%</td>
</tr>
<tr>
<td>Better Lighting and visibility of pavement markings and traffic control</td>
<td>10%</td>
</tr>
<tr>
<td>Improve sidewalks, infrastructure, and crossings</td>
<td>21%</td>
</tr>
<tr>
<td>Add signals, improve signal timing/phasing, and/or coordination</td>
<td>8%</td>
</tr>
<tr>
<td>Implement two-way system in the Downtown</td>
<td>10%</td>
</tr>
<tr>
<td>Add bicycle lanes, improve bike infrastructure (bicycle tracks, bike parking)</td>
<td>13%</td>
</tr>
<tr>
<td>Add bus lanes, more bus service</td>
<td>7%</td>
</tr>
<tr>
<td>Education</td>
<td>4%</td>
</tr>
<tr>
<td>Other</td>
<td>9%</td>
</tr>
</tbody>
</table>
Potential Improvements Summary (Thus Far)

- Corridor wide - Lighting, update signage and pavement markings, optimize existing traffic signal timing
- Corridor wide - Improved bicycle lanes (where practicable) or sharrows, expand bicycle parking
- Main Street at Hayward Ave - Signalize
- Main Street at Perkins Ave/South Street - Upgrade signals and timing and phasing
- Main Street at Nilsson Street/East Nilsson Street - Signalize
- Main Street at Forest Ave - Signalize
- Brockton Downtown (Alternative if the City implements the two-way system) - Coordinate Five Main Street downtown signals Brockton
- Downtown (Alternative if the City maintains the One-Way system) - Install overhead signals at Main Street at Belmont and Main Street at Legion Parkway, coordinate signals at 5 downtown Main Street intersections
- Re-time signal phasing at the Main Street/Oak Street intersection
OCPC Contact

Questions, comments?

Raymond Guarino
Principal Transportation Planner
Old Colony Planning Council (OCPC)
Old Colony Metropolitan Planning Organization (MPO)
70 School Street, Brockton, MA 02301
Phone: 508-583-1833 Ext: 212
Fax: 508-559-8768
rguarino@ocpcrpa.org
www.ocpcrpa.org
April 21, 2020 Old Colony MPO Meeting
Agenda Item 8
Update on Hanover - Route 139 Corridor Study

Summary

The Hanover - Route 139 Corridor Study is programmed in the FFY 2020 Old Colony Unified Planning Work Program (UPWP).

Bill McNulty to provide update and presentation.
Hanover Route 139 Corridor Study

Project Status – April 2020

Update to Old Colony MPO
April 21, 2020
Hanover Route 139 Corridor Study – Project Scope

• Geographic Scope: Route 139 (Hanover Street and Rockland Street), from Rockland Town Line to Washington Street (Route 53)

• Timeline: October 2019 though June 2020 (anticipated completion)

• Provide comprehensive assessment of existing conditions (traffic volumes and speed, congestion levels (level of service), pavement conditions, lighting, signage, sidewalks and other pedestrian infrastructure, bicycle capacity, and crash history and crash rates)

• Forecast future conditions based on both baseline growth and anticipated development

• Identify deficiencies, and work with stakeholders (Town and MassDOT) on improvement opportunities

• Prepare Final Report detailing findings from Study and recommendations
Hanover Route 139 Corridor Study – Project Scope
Hanover Route 139 Corridor Study – Completed to Date

• Traffic data collection (volumes, speeds, and vehicle classification) from Route 139 and side streets, and peak hour turning movement counts at intersections

• Existing and projected morning and afternoon Level of Service (measure of delay) analysis at intersections

• Calculation of existing crash rates (crashes per million entering vehicles), Crash Data 2015 through 2019

• Updates to Old Colony Joint Transportation Committee (JTC), Old Colony Metropolitan Planning Organization (MPO), and Hanover Traffic Safety Committee, and Hanover Residents (Cable Ackees TV)
# Hanover Route 139 Corridor Study – Existing Mainline Traffic Conditions

<table>
<thead>
<tr>
<th>Location</th>
<th>Average Daily Volume</th>
<th>Speed Limit</th>
<th>85th Percentile Speed</th>
<th>% Heavy Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EB</td>
<td>WB</td>
<td>Total</td>
<td>EB</td>
</tr>
<tr>
<td>Route 139, at Rockland Town Line</td>
<td>5,424</td>
<td>5,310</td>
<td>10,734</td>
<td>35 MPH</td>
</tr>
<tr>
<td>Route 139, west of Plain Street</td>
<td>5,350</td>
<td>5,301</td>
<td>10,651</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Route 139, east of Plain Street</td>
<td>4,887</td>
<td>4,850</td>
<td>9,737</td>
<td>45 MPH</td>
</tr>
<tr>
<td>Route 139, west of Grove Street</td>
<td>4,904</td>
<td>4,807</td>
<td>9,711</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Grove Street</td>
<td>6,433</td>
<td>6,168</td>
<td>12,601</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, west of Main Street</td>
<td>8,433</td>
<td>8,429</td>
<td>16,862</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Main Street</td>
<td>7,245</td>
<td>7,825</td>
<td>15,070</td>
<td>40 MPH</td>
</tr>
<tr>
<td>Route 139, east of Hanover Street</td>
<td>6,745</td>
<td>6,471</td>
<td>13,216</td>
<td>45 MPH</td>
</tr>
</tbody>
</table>
## Hanover Route 139 Corridor Study – Existing Intersection Conditions

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Average Daily Entering Volume</th>
<th>AM Peak LOS</th>
<th>PM Peak LOS</th>
<th>Crash Rate (Crashes/MEV)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 139 at Pleasant Street and Circuit Street</td>
<td>23,167</td>
<td>F</td>
<td>F</td>
<td>0.73</td>
</tr>
<tr>
<td>Route 139 at Plain Street</td>
<td>12,078</td>
<td>F</td>
<td>F</td>
<td>0.73</td>
</tr>
<tr>
<td>Route 139 at Circuit Street</td>
<td>13,756</td>
<td>C</td>
<td>C</td>
<td>0.08</td>
</tr>
<tr>
<td>Route 139 at Grove Street</td>
<td>14,967</td>
<td>F</td>
<td>F</td>
<td>0.77</td>
</tr>
<tr>
<td>Route 139 at Center Street</td>
<td>18,611</td>
<td>F</td>
<td>D</td>
<td>0.06</td>
</tr>
<tr>
<td>Route 139 at Center Street / Town Hall Drive</td>
<td>18,611</td>
<td>F</td>
<td>F</td>
<td>0.24</td>
</tr>
<tr>
<td>Route 139 at Main Street</td>
<td>22,356</td>
<td>F</td>
<td>F</td>
<td>0.44</td>
</tr>
<tr>
<td>Route 139 at Spring Street</td>
<td>16,933</td>
<td>F</td>
<td>F</td>
<td>0.16</td>
</tr>
<tr>
<td>Route 139 at Hanover Street</td>
<td>16,133</td>
<td>B</td>
<td>C</td>
<td>0.27</td>
</tr>
<tr>
<td>Route 53 at Route 139</td>
<td>32,789</td>
<td>D</td>
<td>E</td>
<td>0.42</td>
</tr>
</tbody>
</table>

Crash rate based on MassDOT Crash Data from January 1, 2015 through January 31, 2019. Regional MassDOT District 5 average crash rates are 0.75 for signalized intersections and 0.57 for un-signalized intersections.
Potential Improvements to Hanover Route 139 Corridor
Hanover Street at Plain Street

• Deficiencies Identified
  • Poor Level of Service
  • High Crash Rate
  • High Rate of Crash Severity

• Potential Mitigation
  • Short Term / Lower Cost
    • Close off southern leg of Plain Street connecting Hanover Street to Circuit Street (0.2 miles)
  • Longer Term / Higher Costs
    • Reconstruct Intersection with Roundabout
    • Reconstruct Intersection with Traffic Signals
Hanover Street at Grove Street

- Deficiencies Identified
  - Poor Level of Service
  - High Crash Rate

- Potential Mitigation
  - Longer Term / Higher Cost
    - Reconstruct Intersection with Roundabout
    - Reconstruct Intersection with Traffic Signals
Deficiencies Identified

- Complicated Layout – High Volume of Turning Movements in Concentrated Area
- High Levels of Congestion During Peak Demand
- Poor Levels of Service

Potential Mitigation

- Longer Term / Higher Cost
  - Signalization of Hanover Street at Main Street and Hanover Street at Center Street (southern leg)
  - Close northern leg of Center Street connecting Hanover Street and Main Street?
  - Access Management / Consolidation of Driveways
Bicycle and Pedestrian Improvements

- Enhanced connections to Colby Phillips Recreational Area and athletic fields and sports courts at Hanover Playground
  - Improves Safety
  - Improves Community Health
  - Reduces reliance on automobile
    - Shared-use side path where sufficient right-of-way is present (western end of corridor)
    - Sharrows in other locations
    - Pedestrian crossing controls at Hanover Street at Pleasant Street and Circuit Street
    - Enhanced pedestrian crossing safety in Hanover Center
      - HAWK signals?
      - Rectangular Rapid Flashing Beacons
Hanover Route 139 Corridor Study – Happening Now and Next Steps

- Continue Engage Public and Solicit Input on Potential Improvements
  - Survey Public on Priority and Interest in Potential Improvements
- Continue to Work with Town on identification of preferred improvement options and scenarios
  - Hanover Town Center
- Consultation with Massachusetts Department of Transportation (MassDOT)
  - Corridor is under jurisdiction of MassDOT
- Development and Presentation of Report
Questions/Thoughts/Suggestions?

Bill McNulty – Project Manager
Principal Transportation Planner
wmcnulty@ocpcrpa.org
April 21, 2020 Old Colony MPO Meeting
Agenda Item 9
Administrative Matters, Other Business, and Date and Time of Next Meeting(s)

Summary

Administrative Matters and Other Business to be discussed.

Date and Time of Next Meeting(s)

The Old Colony MPO members are respectfully requested to schedule the date and time of their next meeting(s).

- May 19, 2020
- June 16, 2020