

OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA / Phone: 508-583-1833 / www.ocpcrpa.org

OLD COLONY MPO VOTING MEMBERS

CITY OF BROCKTON

TOWN OF PLYMOUTH

TOWN OF WEST BRIDGEWATER

TOWN OF WHITMAN

BROCKTON AREA TRANSIT AUTHORITY (BAT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT)

MASSACHUSETTS DEPARTMENT OF
TRANSPORTATION (MASSDOT) HIGHWAY DIVISION

OLD COLONY PLANNING COUNCIL (OCPC)

OLD COLONY MPO EX-OFFICIO NON-VOTING MEMBERS

OLD COLONY JOINT TRANSPORTATION COMMITTEE
(JTC)

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
MASSACHUSETTS DIVISION

FEDERAL TRANSIT ADMINISTRATION (FTA)
REGION 1

NOTICE OF VIRTUAL MEETING

10:00 A.M., Tuesday, June 16, 2020

This MPO meeting will be hosted remotely.

Please join from your computer, tablet or smartphone.

<https://www.gotomeet.me/BenjaminMuller/old-colony-mpo>

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

Access Code: 467-773-485

AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of May 19, 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
6. FFY 2020 Old Colony Unified Planning Work Program (UPWP) Reallocation
 - Review and Potential Approval
7. Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP)
 - Public Comments and Potential Endorsement
8. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
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 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.
- Se esta informação é necessária em outro idioma, entre em contato com Mary Waldron em 508-583-1833 Ramal 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. If you would like 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 included on this meeting’s agenda, is posted in the conference room, and is available on the Old Colony Planning Council Website at www.ocpcrpa.org. Please contact Mary Waldron Mary Waldron at 508-583-1833 Extension 202 for more information. Thank you.”

June 16, 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

June 16, 2020 Old Colony MPO Meeting
Agenda Item 2
Public Comments

Summary

Public comments.

June 16, 2020 Old Colony MPO Meeting
Agenda Item 3
Minutes of May 19, 2020 Old Colony MPO Meeting

Summary

The Old Colony MPO is respectfully asked to consider approval of the May 19, 2020 Old Colony MPO Meeting Minutes.

June 16, 2020 Old Colony MPO Meeting
Agenda Item 4
Brockton Area Transit Authority (BAT) Report

Summary

Brockton Area Transit to provide report.

June 16, 2020 Old Colony MPO Meeting
Agenda Item 5

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

Summary

TIP Amendments and/ or Adjustments to be discussed.

FFY 2020 PROJECTS:

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

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

June 16, 2020 Old Colony MPO Meeting

Agenda Item 6

FFY 2020 Old Colony Unified Planning Work Program (UPWP)

Budget Reallocation

- Review and Potential Approval

Summary

The Unified Planning Work Program (UPWP) provides an overview and budgetary information for the transportation planning tasks and activities, which are to be conducted in the region. The UPWP is prepared and endorsed annually by the Old Colony Metropolitan Planning Organization (MPO). The Old Colony Planning Council (OCPC) has the responsibility of preparing and implementing the UPWP.

FFY 2020 UPWP Budget Reallocation Request 1

FFY 2020 UPWP Budget Reallocation 1

| Task and Description | Existing Amount | Proposed Amount | Amount Changed | Additional Explanation |
|--|------------------------|------------------------|-----------------------|---|
| 1100 - 3C Program Support | \$56,804 | \$61,804 | \$5,000 | Budget reallocation needed due to the underestimation in the level of effort. |
| 1400 - Transportation Improvement Program (TIP) | \$47,396 | \$42,396 | (\$5,000) | Budget reallocation needed due to the overestimation in the level of effort. |
| 2100 - Demographic Surveillance & Road Inventory | \$26,667 | \$21,667 | (\$5,000) | Budget reallocation needed due to the overestimation in the level of effort. |
| 2200 - Multi-Modal Data Surveillance and System Monitoring | \$83,111 | \$73,111 | (\$10,000) | Budget reallocation needed due to the overestimation in the level of effort. |
| 2300 - System Planning Resource Activities | \$47,778 | \$52,778 | \$5,000 | Budget reallocation needed due to the underestimation in the level of effort. |
| 2500 - Management Systems and Travel Demand Model | \$95,000 | \$105,000 | \$10,000 | Budget reallocation needed due to the underestimation in the level of effort. |
| 3100 - Regional Traffic Studies, ITS, and, Intermodal Planning | \$82,778 | \$97,778 | \$15,000 | Budget reallocation needed due to the underestimation in the level of effort. |

FFY 2020 UPWP Budget Reallocation Request 1

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| 3200 - Local Highway Technical Assistance | \$96,889 | \$91,889 | (\$5,000) | Budget reallocation needed due to the overestimation in the level of effort. |
| 3300 - Main Street Corridor Study (Brockton) | \$91,110 | \$96,110 | \$5,000 | Budget reallocation needed due to the underestimation in the level of effort. |
| 3400 - Route 139 Corridor Study (Hanover) | \$80,000 | \$70,000 | (\$10,000) | Budget reallocation needed due to the overestimation in the level of effort. |

June 16, 2020 Old Colony MPO Meeting
Agenda Item **7**

FFY 2021 Old Colony Unified Planning Work Program (UPWP)

- Public Comments and Potential Endorsement

Summary

The Old Colony Unified Planning Work Program (UPWP) provides an overview and budgetary information for the transportation planning tasks and activities, which are to be conducted in the region during the upcoming federal fiscal year.

As such, the Old Colony MPO is respectfully asked to review public comments and any revisions to the Draft FFY 2021 Old Colony UPWP, and then consider potential endorsement.

Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

| Date | Name | Representation | Comment or Comment Summary | Response |
|-------------|---|-----------------------------------|--|---|
| 5/27/2020 | Old Colony Planning Council (OCPC) Board of Directors | Old Colony Region | The OCPC Board of Directors, at their public meeting on May 27, 2020, reviewed and approved the Draft FFY 2021 Old Colony UPWP. | Noted. |
| 6/4/2020 | Old Colony Joint Transportation Committee (JTC) | Old Colony Region | The Old Colony JTC, at their public meeting on June 4, 2020, reviewed and approved the Draft FFY 2021 Old Colony UPWP. | Noted. |
| 6/11/2020 | Pine duBois | Jones River Watershed Association | <p>Task 2100 (1300 - Public Participation Program)</p> <p>I do think this would be valuable as a way to expand participation. Even having surveys to collect public ideas and forums to discuss unfulfilled planning goals like the MEPA requirement in 1989 that the Old Colony RR be electrified as soon as possible.</p> | <p>Noted.</p> <p>OCPC is seeking ways to expand its public participation. Recently, OCPC began issuing a weekly newsletter.</p> |

Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Now that MBTA and the town are considering various development options near the Kingston layover station and yard, electrification will be more important for health reasons—not to mention the continued impact on climate change from fossil fuel use.</p> <p>This is strengthened in Task 1400 where: Air quality significance and relationship of the TIP, State Transportation Improvement Program, and State Implementation Plan; and, Results of Greenhouse Gas (GHG) Emission Analyses must be reported.</p> | <p>The TIP includes the Results of Greenhouse Gas (GHG) Emission Analyses.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 1500 - Title VI and Environmental Justice</p> <p>We and regional watershed groups are beginning to work with Native Americans - the forgotten, neglected and minority people that are left out of planning, recruitment, and consideration.</p> <p>We are beginning to work with the Herring Pond Wampanoag Tribe in Plymouth. I don't know much, but I do know they have ancestral lands that should be included on the GIS maps and they have difficult social issues such as impacts from the coronavirus that should be recognized. I urge you to connect with them and see how OCPC should help. Melissa Ferretti is their</p> | <p>Noted.</p> <p>OCPC is expanding its contact list and seeking to include coordination with the Native Americans (including the Herring Pond Wampanoag Tribe in Plymouth). The Mashpee Wampanoag Tribe is already included on our contact list.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 2200 - Multi-Modal Transportation System Surveillance and System Monitoring</p> <p>This section does not seem forward thinking to me. It appears to be based on and report on existing uses and propose ways to facilitate travel by vehicle that is too fast and too dangerous in residential and trail network areas.</p> <p>As an example: a request from Kingston residents to review the speed and usage on Landing Road in Kingston produced the Road Safety Audit by OCPC in 2008. Although I can't find our comments on the fact that this is the last leg of the 200-mile Bay Circuit Trail and active bike route</p> | <p>This section includes bicycle and pedestrian transportation. Staff will review section and revise.</p> <p>Noted. OCPC will consider conducting an updated Road Safety Audit and include additional participation and modes.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>and designated Scenic Road~ I'm sure we made them.</p> <p>The complexity of the audit is admirable, however, the use of the audit is based on convenience of drivers, and not about public safety or the livability of our community, or preservation of the historic and scenic area along the river. I believe that the OCPC (and MassDOT) should review its prejudice that favors cars over other modes of travel that includes walking in one's neighborhood, riding bicycles, and hiking Massachusetts trails. Now of course, flooding is in the equation and we will be revisiting this issue in the near future.</p> | |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 2400 - Geographic Information System (GIS)</p> <p>I'm glad to see that "environmentally sensitive areas" will be included in the updated work products—but I'm not clear what this means to you.</p> <p>We use GIS as a tool to understand a variety of issues and I am so glad that it has evolved to the state it is, with the abundance of information—but I always find anomalies and I am not aware of a process to contribute information and to whom—usually the town is not able to do anything with the info, so guidance along these lines may help bolster and add to the usefulness of the system.</p> | <p>Noted. OCPC considers and includes the identification and inclusion of Environmental Sensitive areas in planning studies, project analyses, the TIP, and the LRTP.</p> <p>Noted. OCPC is available to coordinate with member communities to provide GIS technical assistance and mapping.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 2500 - Management Systems (Congestion, Pavement, And Safety), and Travel Demand Modeling</p> <p>Any crash or congestion southbound leads the GIS traveler to hop off Exit 10 and try 3A—if that is backed-up they get “smart” and travel the by-ways leading to Landing Road where they speed to a jam when the traffic has to stop because 3A is slammed too. There needs to be a plan to manage this type of situation—and I know it is not just here. But when the traveler tries to escape the inevitable, the problem spreads, it does not diminish. We need to invest in alternative crash management that will keep people moving on the highways or provide a system for managing the congestion better.</p> | <p>Noted. OCPC will consider undertaking an update to the Route 3A Corridor (circa 2007).</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 3100 - Regional Traffic Studies, ITS, And Intermodal Planning</p> <p>There is so much here but still need to include or recognize the issue of the spent nuclear fuel that may need transport from the region. The OCPC Executive Director is on the State's Pilgrim Nuclear Decommissioning Advisory Panel. This extensive decommissioning project should be highlighted with evaluation of the transportation options, including, (road or rail) and potential for at sea conveyance of components and spent nuclear fuel. Pros and Cons are complex.</p> <p>At JRWA, we are particularly interested in the climate change adaptation strategies - as a</p> | <p>Noted.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>current example, I am attaching our recent proposal to the Seaport Economic Council to address sea level rise and flooding impacts along Landing Rd.</p> <p># 4. Does not include MAPC though I know they work on the corridors in the region.</p> <p>Task 3400 - Active Transportation Study</p> <p>As mentioned previously this should include connectivity corridor with recommendations to support the Bay Circuit Trail network that is pedestrian and occasionally bicycle use. Sections 11-14 of map guide should be of interest and may offer thoughts about support potential</p> <p>https://www.baycircuit.org/maps/guides/</p> | <p>Will include reference to MAPC and regional coordination.</p> <p>Noted. As part of the study, recommendations to support the Bay Circuit Trail network will be developed and considered.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>Task 3500 - Climate Change Vulnerability Transportation Assessment</p> <p>1. Existing Conditions and Future Problem Identification This should include transitioning away from fossil fuels for all transportation modes and amplifying green energy infrastructure to support a greener transportation network as well as incentivize the use of electric vehicles in the region.</p> <p>2. Strategy and Policy Development Develop strategies and policies to reduce and manage climate change.</p> <p>We really need a program to make electric vehicles more</p> | <p>Noted.</p> <p>Noted.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | <p>affordable - including pickup trucks and the SUV phenomenon!</p> <p>3. Prepare Conclusions and Recommendations It would help to include an analysis of how our existing uses contribute to the problem, so that the people of the region will support and invest in a greener infrastructure.</p> <p>Thank you for your consideration of these comments. Our SEC application is attached as I believe OCPC is interested in the Landing Road issues we seek to address. There are other road issues here too, such as our ten year effort to get MDOT to address the tide gate under Route 3, the Route 3 overpass over the Jones River (that DOT will be working on this</p> | <p>Noted. Such an analysis will be considered for inclusion.</p> <p>Noted.</p> |
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Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) Public Comment Matrix

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| | | | summer) that includes an amenity built for the boatyard we now own that should be repaired for its intended function, the bridge over Stony Brook that is too low for rising tides, and under the RR bridge that floods, and the safety issues of concern that OCPC looked at in its 2008 Road Safety Audit. | |
| June 15, 2020 | Ben Muller | MassDOT | The FTA 5303 funds should be combined into the PL funding in all task budgets and in the overall financial summary, as the 5303 funds are transferred at the federal level now. FTA and FHWA have requested that we no longer show them as separate funding sources in UPWPs. | The funds will be combined and presented in the Final Version. |

Comments as of Close of Business (COB) on June 15, 2020



11 June 2020

Charles Kilmer, AICP
Assistant Director/Transportation Program Manager
Old Colony Planning Council (OCPC)
Old Colony Metropolitan Planning Organization (MPO)
70 School Street, Brockton, MA 02301

Re: Comments on [FFY 2021 Unified Planning Work Program \(UPWP\)](#)

Dear Mr. Kilmer,

The Jones River Watershed Association (JRWA) has its headquarters at, and is the parent organization of, Jones River Landing Environmental Heritage Center (the Landing) on the banks of the Jones River estuary in Kingston. Both organizations are 501(c)(3) non-profit corporations.

JRWA has worked for the past 35 years on improving the health of the river in Kingston, and re-establishing the connectivity between its headwater at Silver Lake and the bay, most particularly because of the decimated numbers of the once robust fisheries of the Gulf of Maine. We have worked with Kingston to protect the riverine corridor to conserve open space and native habitats to sustain river health. We have worked with state and local partners to improve water quality in the river through retrofits to stormwater infrastructure and construction of the municipal sewer in the tidal reach. And we have worked with state and federal partners and the town to remove dams, especially the two mainstem dams in the watershed. We have also worked for decades with state and regional partners to take water quality samples in the river and the bay leading to significant management strategies and improvements in the Kingston-Duxbury-Plymouth bay, including the opening of shellfish beds and development of the oyster industry.

We have turned our attention to strategic and capital planning at the Landing in the face of rising water levels on our site and periodically in our buildings. We consider ourselves to be among those at the front line of sea level rise and the impacts of climate change. Last week we submitted a grant application to the Seaport Economic Council to address these issues here and assist us in furthering science, education and contributions to advance the maritime economy. This brings me to your FY21 planning document, which I appreciate having the opportunity to review. I also want to thank you for continuing to include me on your email list for meetings, although until the zoom evolution it was difficult to make the time to get to Brockton for those.

In Task 2100 you include: *Review and evaluate the effectiveness of the public participation plan; identify innovative public involvement techniques and/ or programs that enhance public participation.*

I do think this would be valuable as a way to expand participation. Even having surveys to collect public ideas and forums to discuss unfulfilled planning goals like the MEPA requirement in 1989 that the Old Colony RR be electrified as soon as possible. The pollution from the train was worse before the fuel was apparently upgraded a few years ago—but the black soot in the river and our area should not have been allowed to continue for so long. Now that MBTA and the town are considering various development options near the Kingston layover station and yard, electrification will be more important for health reasons—not to mention the continued impact on climate change from fossil fuel use. Buses—same thing. Can we please plan to get rid of stinky buses? Including and especially school buses—this may not be in your mission—but you could have an impact!

This is strengthened in Task 1400 where: *Air quality significance and relationship of the TIP, State Transportation Improvement Program, and State Implementation Plan; and, Results of Greenhouse Gas (GHG) Emission Analyses must be reported.*

That's good! I hope we can address the flagrant disregard of some companies with black smoke billowing from their exhaust, which is continuing now. Kingston is a hotspot for ozone –trains, trucks, Route 3 all contribute because laws are not enforced—air quality and others, such as speed. I know Kingston is not the only one—whenever I do venture to Brockton I am horrified at the air quality. This is an enforcement issue, as well as a failure to plan our way to a brighter future. Want Environmental Justice? Clean the air in Brockton—the rest will follow.

TASK 1500 - TITLE VI AND ENVIRONMENTAL JUSTICE

We and regional watershed groups are beginning to work with Native Americans—the forgotten, neglected and minority people that are left out of planning, recruitment and consideration. Whether DPH is tracking the impact of the pandemic on people of color, or GIS is used to map our properties, the Natives are left out. We are beginning to work with the Herring Pond Wampanoag Tribe in Plymouth. I don't know much, but I do know they have ancestral lands that should be included on the GIS maps and they have difficult social issues such as impacts from the coronavirus that should be recognized. I urge you to connect with them and see how OCPC should help. Melissa Ferretti is their current chair melissaferretti@hotmail.com

TASK 2200 - MULTI-MODAL TRANSPORTATION SYSTEM SURVEILLANCE AND SYSTEM MONITORING

This section does not seem forward thinking to me. It appears to be based on and report on existing uses and propose ways to facilitate travel by vehicle that is too fast and too dangerous in residential and trail network areas. As an example: a request from Kingston residents to review the speed and usage on Landing Road in Kingston produced the Road Safety Audit by OCPC in 2008. The residents had experienced car crashes, danger to themselves and people walking and riding bicycles, and wanted a reduced speed limit on the road. The OCPC study was governed by the statement in 3.1.4 for speed surveys governed by the 85% speed...”at which most motorists feel most comfortable at and is used by MassHighway as a criterion for setting the legal posted speed limit.” Because the project team included only one resident, the former fire chief, who lives at the southern end of the road next to a stop sign, he was not as familiar with the extreme difficulty, danger and stress that the area near the RR bridge and intersection with Maple Street brings. Although I can't find our comments on the fact that this is the last leg of the 200-mile Bay Circuit Trail and active bike route and designated Scenic Road~ I'm sure we made them. Even this week trucks that ignore posted signs back up consistently multiple times a day due to the height of the RR Bridge. When they don't—they crash into it, creating havoc. My point is—the Study focused on making the road convenient for vehicle travel and ignored and diminished the 24-hour a day use by the people who live here. Since this report cars have crashed into the sewer pump station, 55 Landing Road, and 51 Landing Road on more than one occasion. Several weeks ago the utility pole on the

curve was demolished by a teen admitting to going too fast. Our boatyard was not even mentioned once in the report—which is at the intersection on the blind curve and endures the most arrogant of drivers. Further—no improvements have been made, no recommendations pursued. The complexity of the audit is admirable, however, the use of the audit is based on convenience of drivers, and not about public safety or the livability of our community, or preservation of the historic and scenic area along the river. I believe that the OCPC (and MassDOT) should review its prejudice that favors cars over other modes of travel that includes walking in one’s neighborhood, riding bicycles, and hiking Massachusetts trails. Now of course, flooding is in the equation and we will be revisiting this issue in the near future.

TASK 2400 - GEOGRAPHIC INFORMATION SYSTEM (GIS) I’m glad to see that “environmentally sensitive areas” will be included in the updated work products—but I’m not clear what this means to you. We use GIS as a tool to understand a variety of issues and I am so glad that it has evolved to the state it is, with the abundance of information—but I always find anomalies and I am not aware of a process to contribute information and to whom—usually the town is not able to do anything with the info, so guidance along these lines may help bolster and add to the usefulness of the system.

TASK 2500 - MANAGEMENT SYSTEMS (CONGESTION, PAVEMENT, AND SAFETY), AND TRAVEL DEMAND MODELING

Just a quick comment relative to life on a historic, scenic, speed plagues road adjacent to heavily travelled Route 3. Any crash or congestion southbound leads the GIS traveler to hop off Exit 10 and try 3A—if that is backed-up they get “smart” and travel the by-ways leading to Landing Road where they speed to a jam when the traffic has to stop because 3A is slammed too. There needs to be a plan to manage this type of situation—and I know it is not just here. But when the traveler tries to escape the inevitable, the problem spreads, it does not diminish. We need to invest in alternative crash management that will keep people moving on the highways or provide a system for managing the congestion better. We can’t get out, leave, do business or go home when these kinds of conditions occur. This is a tough one, I know.

TASK 3100 - REGIONAL TRAFFIC STUDIES, ITS, AND INTERMODAL PLANNING

Procedures:

#1. There is so much here but still need to include or recognize the issue of the spent nuclear fuel that may need transport from the region. The OCPC Executive Director is on the State’s Pilgrim Nuclear Decommissioning Advisory Panel. This extensive decommissioning project should be highlighted with evaluation of the transportation options, including, (road or rail) and potential for at sea conveyance of components and spent nuclear fuel. Pros and Cons are complex.

At JRWA, we are particularly interested in *the climate change adaptation strategies*—as a current example, I am attaching our recent proposal to the Seaport Economic Council to address sea level rise and flooding impacts along Landing Rd.

4. Does not include MAPC though I know they work on the corridors in the region

TASK 3400 - ACTIVE TRANSPORTATION STUDY

Product:

Preparation of Active Transportation Study that will identify areas in need of connectivity and safety improvements and that will include recommendations for consideration for implementation.

As mentioned previously this should include connectivity corridor with recommendations to support the Bay Circuit Trail network that is pedestrian and occasionally bicycle use. Sections 11-14 of map guide

should be of interest and may offer thoughts about support potential <https://www.baycircuit.org/maps-guides/>

TASK 3500 - CLIMATE CHANGE VULNERABILITY TRANSPORTATION ASSESSMENT

1. Existing Conditions and Future Problem Identification

Examine and identify the root causes of the climate change, and estimate its impact on the transportation system. Tasks to include:

This should include transitioning away from fossil fuels for all transportation modes and amplifying green energy infrastructure to support a greener transportation network as well as incentivize the use of electric vehicles in the region.

2. Strategy and Policy Development

Develop strategies and policies to reduce and manage climate change. Tasks to include:

We really need a program to make electric vehicles more affordable—including pickup trucks and the SUV phenomenon!

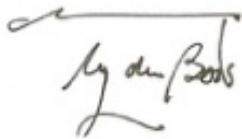
3. Prepare Conclusions and Recommendations

Prepare study that includes an overview of root causes of climate change and provides an analysis of its potential impacts on the transportation system. The study shall include an analysis of the impact of climate change on the transportation and formulate recommendations for planning, design, construction, evacuation, operation, and maintenance....

It would help to include an analysis of how our existing uses contribute to the problem, so that the people of the region will support and invest in a greener infrastructure.

Thank you for your consideration of these comments. Our SEC application is attached as I believe OCPC is interested in the Landing Road issues we seek to address. There are other road issues here too, such as our ten year effort to get MDOT to address the tide gate under Route 3, the Route 3 overpass over the Jones River (that DOT will be working on this summer) that includes an amenity built for the boatyard we now own that should be repaired for its intended function, the bridge over Stony Brook that is too low for rising tides, and under the RR bridge that floods, and the safety issues of concern that OCPC looked at in its 2008 Road Safety Audit.

Sincerely,



Pine duBois, Executive Director

c. Paul Basler

June 16, 2020 Old Colony MPO Meeting
Agenda Item **8**

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

Summary

Webinar: Outdoor Dining and Retail while Social Distancing

When: Thursday, June 18 at 10 a.m.

Join OCPC and more as we discuss options for accommodating retailers and food establishments during these times of social distancing.

- Paul Chenard, OCPC Senior Transportation Planner, will present on temporary design solutions for providing outdoor space for businesses while taking into account transportation access.
- Lee Hartmann, Director of Planning and Development for the Town of Plymouth, will talk about the challenges municipalities face as well as some solutions Plymouth is exploring and implementing.
- Kate Fichter, Assistant Secretary for Policy Coordination at the Massachusetts Department of Transportation, will share information about MassDOT's recently announced funding opportunity, the Shared Streets and Spaces Program.
- Registration: https://us02web.zoom.us/webinar/register/1015919026546/WN_vccQHdl_SDuXcJnFsWaZLg

MassDOT Announces Shared Streets and Spaces Funding Program

MassDOT is pleased to announce the launch of a new funding program for the Commonwealth's municipalities - "Shared Streets and Spaces"- providing technical and funding assistance to help Massachusetts cities and towns conceive, design and execute shared streets and spaces projects while engaging their residents and businesses in that process. This program is a quick-launch/quick-build grant program that will provide grants as small as \$5,000 and as large as \$300,000 for cities and towns to quickly implement or expand improvements to sidewalks, curbs, streets, on-street parking spaces and off-street parking lots in support of public health, safe mobility, and renewed commerce in their communities. MassDOT Shared Streets and Spaces Grant Program Webpage: <https://www.mass.gov/shared-streets-and-spaces-grant-program>

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).

- July 21, 2020
- August 18, 2020



Shared Streets and Spaces A Quick-Launch/Quick-Build Grant Program for Cities and Towns

June 10, 2020

1. Program Overview

The COVID-19 pandemic has placed a premium on the need for expanded outdoor spaces for people walking, bicycling, and using bus transit to have safe and sufficient space to physically distance themselves from one another, as well as the need for dining and commerce to relocate outdoors to improve safety and confidence for customers wary of the coronavirus. Streets and sidewalks, parking spaces and lots are public spaces that – used safely and well – can be re-imagined and repurposed to serve as a key ingredient in the reopening and economic recovery process, as well as to help make our communities more resilient for the future.

Across Massachusetts, the United States, and the world, sidewalks, curbs, streets, and parking spaces and lots are being re-imagined in innovative ways to meet the need for safer and shared streets and spaces. **The Massachusetts Department of Transportation’s Shared Streets and Spaces quick-launch/quick-build grant program will provide grants as small as \$5,000 and as large as \$300,000 for cities and towns to quickly launch or expand improvements to sidewalks, curbs, streets, on-street parking spaces and off-street parking lots in support of public health, safe mobility, and renewed commerce in their communities.** These improvements can be intentionally temporary, in the style of tactical urbanism, or can be pilots of potentially permanent changes to streets and sidewalks.

Grants will be made expeditiously and on a rolling basis; once awarded, funding will be made available as simply and quickly as possible so that projects can be built and used this summer and fall. MassDOT has allocated \$5 million for this 100-day program: applications will be accepted from June 22 through September 29.

In partnership with the Barr Foundation, the program will also provide technical and other assistance to help Massachusetts cities and towns conceive, design, and execute shared streets and spaces projects and engage their residents and businesses in that process. Information on Shared Streets and Spaces grants and technical assistance, as well as a resource library about shared streets and spaces, can be found at <https://www.mass.gov/shared-streets-and-spaces-grant-program>. Every city and town in the Commonwealth is encouraged to access the resource library and make use of the technical assistance, and to apply for funding. Applying is simple and eligibility criteria are intentionally broad to encourage wide participation.

Proposed projects should advance one or more of the following goals:

- **Shared Streets and Spaces:** Supporting increased rates of walking and/or biking by increasing safety and enabling social distancing
- **Outdoor Dining and Commerce:** Calming roadways, modifying sidewalks and streets, and/or repurposing on- or off-street parking to better support curbside/sidewalk/street retail and dining
- **Better Buses:** Supporting safer and more reliable bus transit, including expanded bus stops and lanes dedicated for bus travel (extra scoring credit will be granted for dedicated bus lanes)

- **Safe Routes to School:** Creating safe routes to schools (and childcare and programs for children and youth), including safer walking and biking networks with lowered vehicle speeds

Although projects of all types and sizes are welcome and will be funded, preference will be given to the following types of projects:

- **Quick Launch/Quick Build:** projects that can be operational within 15-30 days of award
- **Equity:** projects in designated Environmental Justice areas
- **Pilots for Permanence:** projects that show strong potential to be made permanent

2. What Makes a Successful Project?

Successful projects will be those that can be implemented quickly, flexibly, at low cost, and without substantive reconstruction of roadways. Applicant municipalities are encouraged to consider the use of inexpensive and readily available materials, such as traffic cones, temporary plastic barriers, flexible delineators, planters, and temporary paint¹. Applicants should also consider how, if the project is successful, it could eventually be made permanent.

Eligible expenses can include, but are not limited to, the purchase of materials, labor to implement a project, and costs associated with operating a project. Reasonable costs to cover the time spent by municipal staff to implement a project will be considered sufficient local contribution. Following award of funding under this program, the applicant municipality and MassDOT will work together to define the precise scope of the project.

MassDOT is partnering with the Barr Foundation to provide technical assistance to cities and towns interested in applying for participation in this program. Barr funding will make resources available that municipalities can use for technical and engineering assistance at a time when municipal staff are managing a variety of critical issues. The Barr support will help cities and towns meet the accelerated timeframe of this program while ensuring responsible projects that serve residents, local businesses, and others, as well as adhere to safe physical distancing guidelines. This technical assistance is an available resource; using it is not a requirement to apply for the program.

Eligible project types include changes to streets, curbs, sidewalks, and/or parking (both on- and off-street); illustrative examples are provided below. Proposed projects can draw from any of the categories or individual elements identified here, or introduce alternative ideas. Applications will be scored based on the number of different project elements included, and the functionality, creativity, and capacity to advance the program goals of the overall proposal. Project elements suggested here can be relevant to multiple project types.

Proposals must include at least one project type and two elements listed below, but any additional elements – provided they together form a coherent whole – will garner extra points.

Project Types:

- **Shared Streets and Spaces:** Support for increased rates of walking and/or biking by increasing safety and enabling greater physical separation on re-imagined sidewalks, streets, and parking and/or travel lanes

¹ Materials purchased using funds from this program become the property of the municipality.

- Converted neighborhood streets for exclusive and/or shared use by people walking and/or biking
 - Expanded sidewalks
 - Safety, traffic calming, and speed reduction measures
 - Modified traffic signals to support safe walking and biking²
 - Protected bicycle lanes, bicycle parking, signage, pavement markings
 - Accessibility upgrades to curb-ramps, crosswalks, and/or related facilities
 - Contiguous walking and/or biking corridors among neighborhoods and/or destinations
- **Outdoor Dining and Commerce:** Safe and functional environments for curbside or sidewalk retail, dining, and civic programming
 - Repurposed and/or expanded portions of streets, curbs, and/or sidewalks to create more safe space for pedestrians, retail activity, dining, and community programming
 - Repurposed parking areas – on- and off-street – for walking, recreation, outdoor seating, retail and/or dining
 - **Better Buses:** Better facilities for bus transportation
 - Dedicated bus lanes (inclusion in any project results in extra credit in project scoring)
 - Transit signal priority
 - Bus stops and related facilities and infrastructure
 - **Safe Routes to School:** Creating safer routes and spaces for children and parents to walk or bicycle to school (and childcare and programs for children and youth), and for safe drop-off and pickup
 - Converted neighborhood streets for exclusive and/or shared use by people walking and/or biking
 - Signage, crosswalks
 - Delineated areas for safe child drop-off and pickup
 - **Innovation:** Any other project types not identified here that reimagine and repurposes streets, sidewalks, curbs, and parking areas for safer walking, biking, retail, dining, and/or other civic purposes will be considered.

Applications may not:

- Detour or suspend public transit service in the area of the proposed project
- Impede the use of travel routes by people with disabilities or violate the Americans with Disabilities Act or the requirements of the Massachusetts Architectural Access Board
- Repurpose parks or parkland for transportation purposes.

By and large, proposed projects should be implemented on roadways and/or other public infrastructure owned or controlled by the applicant municipality/municipalities. Nothing about this program will change the control or ownership of any municipal roadway. **MassDOT will consider the inclusion of roadways owned or controlled by MassDOT or by the Department of Conservation and Recreation, but applicants are**

² Changes to traffic signals require plans stamped by a registered Professional Engineer, usually a municipal staff member.

strongly encouraged to contact MassDOT in advance of submitting an application if a Commonwealth-owned/controlled roadway is part of a proposed project.

3. Program Details

- Successful applications will be ones that advance the following Program Goals:
 - To calm roadways, modify sidewalks and/or streets, and/or repurpose on- or off-street parking where needed to better support curbside/sidewalk/street retail and dining
 - To create safe connections to essential destinations and workplaces, including new and expanded facilities for bus transportation
 - To create safe, family-friendly neighborhood walking and biking networks that reduce crowding and provide opportunities for physical activity, including lowering vehicle speeds for safety
 - To create safe routes to schools and other facilities for children and youth, including walking and biking networks with lowered vehicle speeds
- Projects ranging in cost from \$5,000-\$300,000 will be considered, based on speed of implementation and project scope.
- Proposals will be accepted for 100 days on a rolling basis, beginning on June 22, 2020, and municipalities will be notified of funding decisions within 14 business days of the closest business day to proposal submission. MassDOT will continue to accept applications until Tuesday, September 29, 2020.
- Projects are expected to be mostly or completely implemented by Friday, October 9, 2020, and preference will be given to projects that can be operational within 15-30 days of award. MassDOT will also consider projects with longer time-horizons if they are exemplary and the applicants can justify the additional time needed for project development and implementation.
- Every application must be led by a municipality, which must control the roadway(s) and other infrastructure needed to implement the proposed project (see Page 3 for discussion of Commonwealth-owned roadways).
- No more than three proposals will be accepted with the same municipality as lead applicant. Proposals can include multiple contiguous projects, which will then be scored as a single proposal. Municipalities may sign on to the applications of other municipalities as supporters without limit.
- Municipalities may also work together to propose cross-municipality projects, provided one municipality acts as the lead applicant.
- Applicant municipalities must secure all necessary local approvals prior to funds being awarded under this program, including but not limited to sign-off on the proposal concept(s) by the relevant public safety entities.
- At the completion of a project, a report detailing the project, lessons learned, process of implementation, whether it met anticipated goals, whether it was widely used, whether there were

any safety concerns, public and business feedback received, and whether it will be made permanent (if not, why not?), along with photographs, should be submitted to MassDOT. MassDOT may work with municipalities to evaluate particular successes or lessons from the projects. Unless otherwise noted, final reports should be submitted by December 30, 2020.

- Municipalities are encouraged to work in partnership with other entities, such as local businesses, civic organizations, chambers of commerce, schools, camps, and other childcare or youth-oriented facilities, Transportation Management Associations, houses of worship, and community centers to develop and implement proposed projects.
- Applicant municipalities are encouraged to work with their local Regional Planning Agency and Regional Transit Authority in support of a proposed project.
- Project costs incurred prior to the issuance date of a Notice to Proceed given under this program will not be considered eligible expenses. Municipalities may apply for funding to augment projects currently underway, so long as the funding requested under this program supports the specific goals of this program and will not be used to fund the base, in-process project.
- All materials should be submitted to sharedstreets@dot.state.ma.us.

4. How to Apply

Proposals can be as short as a few pages and should be no more than ten written pages, and should include maps or illustrations of the project. Proposals should be signed by the Mayor, Town Administrator, Town Manager, or Chair of the Board of Selectman of the lead applicant municipality.

Proposals should include the following information:

- A project goal of 1-2 sentences
- Explanation of the benefits of the project and how it will meet the goals of this program
- A description of the project and the project location
 - GPS coordinates for the project location
- Confirmation of ownership/control of the relevant municipal infrastructure, as well as indication of whether any Commonwealth-owned infrastructure is integral to the proposed project
- Demonstration of compliance with safety and accessibility-related regulations (ADA and MAAB)
- Explanation of whether the project is intended to be temporary or to pilot a potentially permanent change (preference will be given to projects with the potential to be lasting)
- Description of the roles and responsibilities of the applicant(s)
- A project timeline, with milestones, and a project budget

5. Scoring Criteria

- Proposed project meets Program Goals (Page 5)
- Proposed project includes required Project Type(s) and Project Elements (Pages 2-3)
- Extra Credit for Quick Launch: Proposed project can be implemented within expeditiously (within 15 to 30 days)



- Extra Credit for Permanence: Proposed project shows strong potential to be made permanent
- Extra Credit for Equity: Proposed project is in a Census Block Group identified by the relevant Regional Planning Agency as an Environmental Justice area
- Extra Credit for Bus Lanes: Proposed project includes a dedicated bus lane

All questions should be sent to sharedstreets@dot.state.ma.us.