

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

C/o Old Colony Planning Council, 70 School Street, Brockton, MA / Phone: 508-583-1833 / [www.ocpcrpa.org](http://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, September 15, 2020

Join Zoom Meeting from your computer, tablet, or smartphone:

<https://us02web.zoom.us/j/82868897278?pwd=WmkzMlZndFB5UHhBwcUjZzEoxYmPzd09>

Meeting ID: 828 6889 7278 | Passcode: 370367

Dial by your location: +1 646 518 9805

Meeting ID: 828 6889 7278 | Passcode: 370367

## AGENDA

1. Call to Order and Introductions
2. Public Comments
3. Minutes of June 16, 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. Performance Based Planning and Brockton Area Transit (BAT) Proposed Fiscal Year 2021 Transit State of Good Repair Targets
  - Presentation, Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Targets Pertaining to Transit State of Good Repair
7. Performance Based Planning and MassDOT Proposed Calendar Year 2022 Congestion Targets
  - Presentation, Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Targets Pertaining to Congestion (Non-SOV and Emissions)
8. FFY 2020 Old Colony Unified Planning Work Program (UPWP) Project Updates
  - Main Street (Brockton) Corridor Study - Status report and Next Steps
  - Route 139 (Hanover) Corridor Study - Status Report and Next Steps
9. MassDOT Mobility Dashboard
10. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)
11. 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](http://www.ocpcrpa.org). Please contact Mary Waldron Mary Waldron at 508-583-1833 Extension 202 for more information. Thank you.”

September 15, 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

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 2  
Public Comments

**Summary**

Public comments.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Meeting Minutes of the Old Colony MPO Virtual Meeting held on June 16, 2020 at 10:00 A.M.

## Signatories Present:

Lee Hartmann, Representing Chairman Kenneth Tavares, Plymouth Board of Selectmen  
Eldon Moreira, Chairman, West Bridgewater Board of Selectmen  
Dan Salvucci, Vice-Chairman, Whitman Board of Selectmen  
Steve Woelfel, Representing Stephanie Pollack, Secretary and CEO, MassDOT  
Pam Haznar, Representing Jonathan L. Gulliver, Administrator, MassDOT Highway Division  
Michael Lambert, Administrator, Brockton Area Transit Authority (BAT)  
Mary Waldron, Representing Christine Joy, President, OCPC

## Others Present:

Rob May, City of Brockton  
Deborah Pettey, Town of Hanson  
Joe Scardino, Town of Stoughton  
Noreen O'Toole, Town of Whitman  
Dan McCormack, BETA Group  
Glenn Geiler, Brockton Area Transit Authority (BAT)  
Cassandra Ostrander, FHWA  
Morgan Pratt, Harvard Kennedy School (Harvard University), Master in Public Policy Candidate  
Pine duBois, Jones River Watershed Association  
Ben Muller, MassDOT  
Barbara Lachance, MassDOT District 5  
Shawn Bailey, Old Colony Planning Council  
Paul Chenard, Old Colony Planning Council  
Ray Guarino, Old Colony Planning Council  
Bruce Hughes, Old Colony Planning Council  
Charles Kilmer, Old Colony Planning Council  
Bill McNulty, Old Colony Planning Council  
Jimmy Pereira, Old Colony Planning Council  
Unknown Caller 1  
Unknown Caller 2  
Unknown Caller 3  
Unknown Caller 4

## 1. Call to Order and Introductions

Chairperson Steve Woelfel called the meeting to order at 10:00 A.M. and then read the meeting accessibility statement, and the Title VI Notice of Protection Statement. The signatories in attendance then introduced themselves.

## 2. Public Comments

There were no public comments.

# OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

## 3. Minutes of the May 19, 2020 Meeting

Chairperson Woelfel asked the Old Colony MPO Members for comments or changes regarding the minutes of the May 19, 2020 meeting. There were no comments or changes. The Old Colony MPO then unanimously endorsed the minutes of the May 19, 2020 Old Colony MPO Meeting via roll call vote.

## 4. Brockton Area Transit (BAT) Report

Michael Lambert stated that on Monday, June 15, 2020, BAT expanded their service to run the fixed route lines on a half hour schedule from 6:00 A.M. to 9:00 P.M. This was the second schedule change since the initial reduced service that began in April. The first change, which occurred on June 2, 2020, BAT increased fixed route service from hourly service from 6:00 A.M. to 7:00 P.M. to hourly from 6:00 A.M. to 9:00 A.M. and 4:00 P.M. to 7:00 P.M. with half hour service from 9:00 A.M. to 4:00 P.M. BAT increased the service to keep the supply ahead of demand to allow for social distancing on the buses. Michael Lambert then reported that like the MBTA, BAT continues to suspend their fare collection, which BAT plans to reinstitute over the summer. BAT has finalized their "Pay by Phone" Application which riders can use for BAT buses and the Application will be active soon. Lastly, Michael Lambert announced that BAT will soon be launching a new website.

## 5. FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) Adjustments and/or Amendments

Charles Kilmer stated there were no adjustments or amendments to the FFY 2020-2024 Old Colony Transportation Improvement Program (TIP) at this time. Pam Haznar announced that the cost estimate for Project 608088 (Brockton - Corridor Improvements on Route 123 (Belmont Street), From Angus Beaton Drive to West Street) had increased. Pam Haznar asked Charles Kilmer if an action was necessary because of this occurrence. Charles Kilmer noted that the project is being funded with regional target funds consisting CMAQ, HSIP, and STBG. Ben Muller replied stating that potential cost savings are being investigated to offset the cost increase, and that a TIP action is not necessary.

## 6. FFY 2020 Old Colony Unified Planning Work Program (UPWP) Budget Reallocation 1

### ▪ Review and Potential Approval

Charles Kilmer presented and discussed the following FFY 2020 UPWP Budget Reallocation 1 Request.

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	\$47,396	\$42,396	(\$5,000)	Budget reallocation needed

## OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Improvement Program (TIP)				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.
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.

Dan Salvucci asked if the reducing of budgets were due to the COVID-19 pandemic. Charles Kilmer replied by stating that it is not directly related to COVID-19, but rather due to a difference in the actual level of effort to complete the task than was originally estimated last year. Dan Salvucci then asked about the effects of moving funds from one line item and to another line item. Charles Kilmer provided an example of the \$10,000 in funds being removed from Task 2200, the task that includes the traffic-counting program. Funds are being removed from Task 2200 because OCPC is not currently conducting any traffic counts due to COVID-19, so those funds will be allocated to another task.

A motion was made to approve the FFY 2020 Old Colony Unified Planning Work Program (UPWP) Reallocation 1 and seconded.

The Old Colony MPO voted unanimously via roll call vote to approve the FFY 2020 Old Colony Unified Planning Work Program (UPWP) Reallocation 1.

### 7. FFY 2021 Old Colony Unified Planning Work Program (UPWP)

- **Public Comments and Potential Endorsement**



## OLD COLONY METROPOLITAN PLANNING ORGANIZATION (MPO)

Charles Kilmer stated that he presented the Revised Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) to the OCPC Board of Directors on May 27, 2020 and to the Old Colony Joint Transportation Committee on June 4, 2020 and both entities approved the document. During the 21-day Public Review and Comment Period, two people provided comments which were then read aloud, and the people who provided comments were Pine duBois of the Jones River Watershed Association and Ben Muller of MassDOT. Mary Waldron thanked Pine duBois for the comments and Pine duBois stated that she felt the coordination between Jones River Watershed Association and OCPC would be highly beneficial. Charles Kilmer replied that he looks forward to future collaboration between the two organizations.

A motion was made to endorse the Revised Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP) and seconded.

The Old Colony MPO voted unanimously via roll call vote to endorse the Revised Draft FFY 2021 Old Colony Unified Planning Work Program (UPWP).

### **8. Administrative Matters, Other Business, and Date and Time of Next Meeting(s)**

Charles Kilmer reported that on Thursday June 18, 2020 at 10 AM, Paul Chenard will be one a panel hosting a webinar on “Outdoor Dining and Retail While Social Distancing” with Lee Hartmann of Plymouth, Kate Fichter of MassDOT, and Mark Minsky of the Easton Country Club. Paul Chenard will be discussing options for retailers and food establishments to function while adhering to the social distancing rules that require additional space.

Charles Kilmer then announced MassDOT’s new “Shared Streets and Spaces” Funding Program that will provide grant awards between \$5,000 and \$300,000 to provide necessary implementations and/or improvements to transportation infrastructure such as roadways, sidewalks, and bicycle lanes. For more information, you can visit the Program’s website at <https://www.mass.gov/shared-streets-and-spaces-grant-program>.

Steve Woelfel announced that the 2020 Moving Together Conference will be occurring whether it is in-person or virtually. The date for the Conference is November 17, 2020. Steve Woelfel then stated that a survey has been released on the University of Massachusetts Transportation Center website asking for opinions on how people would like to attend the Conference.

Eldon Moreira thanked Pam Haznar for looking into the status of the Heavy Commercial Vehicle Exclusion Request for River Street in West Bridgewater and stated that it looks like it will be free of truck traffic.

Charles Kilmer stated that the next two MPO meetings are tentatively scheduled for July 21 and August 18.

Charles Kilmer then thanked BAT, GATRA, and MassDOT for continuing to provide vital transportation services during the COVID-19 pandemic and keeping their services open and

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operational.

Charles Kilmer then thanked MassDOT for also keeping their planning and programs functional as well.

## 9. Adjournment

Chairperson Woelfel adjourned the meeting at 10:33 AM.

Respectfully submitted,

*Shawn Bailey*

Shawn Bailey, Transportation Planner

### List of Documents for the June 16, 2020 Old Colony MPO Meeting

1. Minutes of May 19, 2020, Old Colony MPO Meeting
2. Staff Reports for June 16, 2020 Old Colony MPO Meeting

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 3  
Minutes of June 16, 2020 Old Colony MPO Meeting

**Summary**

The Old Colony MPO is respectfully asked to consider approval of the June 16, 2020 Old Colony MPO Meeting Minutes.

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 4  
Brockton Area Transit Authority (BAT) Report

**Summary**

Brockton Area Transit to provide report.

September 15, 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 as needed.

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 6

Performance Based Planning and Brockton Area Transit (BAT)  
Proposed Fiscal Year 2021 Transit State of Good Repair Targets

- Presentation, Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Targets Pertaining to Transit State of Good Repair

**Summary**

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 USC 625 became effective October 1, 2016 and established four performance measures to approximate the State of Good Repair (SGR) for four categories of capital assets. Calculating performance measures helps transit agencies to quantify the condition of their assets, which facilitates setting targets that support local funding prioritization.

<b>Asset Category</b>	<b>FTA established Performance Measure</b>
Rolling Stock	% of revenue vehicles exceeding ULB
Equipment	% of non-revenue service vehicles exceeding ULB
Facilities	% of facilities rated under 3.0 on the TERM scale
Infrastructure	% of track segments under performance restriction

For each asset category, the performance measure is a characterization of the percentage of the number of assets that are not in a state of good repair. All of the performance measures have been designed with the goal of having low values. As the age increases or condition of assets deteriorates, the value of the performance measures will increase.

### Target Setting

A target is a goal associated with performance that is used to track the progress of capital assets towards achieving a state of good-repair. Targets connect a provider's strategic goals to the actions that the provider will take to reach those goals. The TAM Final Rule defines a performance target as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FTA.

## Planning Targets

The TAM rule requires transit agencies to coordinate to the extent practicable with their State and MPO planning colleagues as well as share TAM data with them. However, in addition to the transit provider requirements, the 2016 Planning Final Rule requires:

- States and MPOs to establish performance targets that address the performance measures or standards established in the TAM Final rule.
- States and MPOs to coordinate targets to the maximum extent practicable with providers of public transportation.
- MPOs to establish performance targets 180 days after the transit agencies establish their performance targets.

Following the presentation by BAT and discussion, the Old Colony MPO is respectfully requested to consider adoption of the proposed set of federally required Performance Targets pertaining to Transit State of Good Repair for FY 2021.



# BROCKTON AREA TRANSIT AUTHORITY

## FY2021 PERFORMANCE TARGETS

**Background:** In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The TAM Final Rule 49 USC 625 became effective Oct. 1, 2016 and established four performance measures. The performance management requirements outlined in 49 USC 625 Subpart D are a minimum standard for transit operators.

Performance Targets by Asset Category						
Category	Class		Performance Target for FY21	Total # Vehicles	# of vehicles that exceed ULB - FY20	% of fleet that exceeds ULB - FY20
Rolling Stock	Buses	X% of fleet exceeds default ULB of 14	<u>16.00%</u>	46	1	<u>2.17%</u>
	Cutaway Buses	X% of fleet exceeds default ULB of 10	30.00%	4	4	<u>100.00%</u>
	Vans	X% of fleet exceeds default ULB of 8	20.00%	58	10	<u>17.24%</u>
Equipment	Non Revenue - Service Automobile	X% of non-revenue service vehicles exceeds default ULB of 8	35.00%	3	1	<u>33.33%</u>
	Non Revenue - Service Truck	X% of non-revenue service vehicles exceeds default ULB of 8	40.00%	8	3	<u>37.50%</u>
Facilities	Admin/Maintenance Facility	X% of facilities rated under 3.0 on TERM scale	0.00%	3	0	<u>0.00%</u>

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 7

Performance Based Planning and MassDOT Proposed Calendar  
Year 2022 Congestion Targets

- Presentation, Discussion, and Possible Adoption of the Proposed Set of Federally Required Performance Targets Pertaining to Congestion (Non-SOV and Emissions)

**Summary**

In 2016, FHWA passed a rule establishing three performance measures (PM1, PM2, and PM3) that State DOTs and MPOs must track, as required by MAP-21 and the FAST Act.

**PM1 - Improving safety**

**PM2 - Maintaining pavement and bridge conditions**

**PM3 - Improving efficiency of the system and freight movement, Reducing traffic congestion, and Reducing emissions**

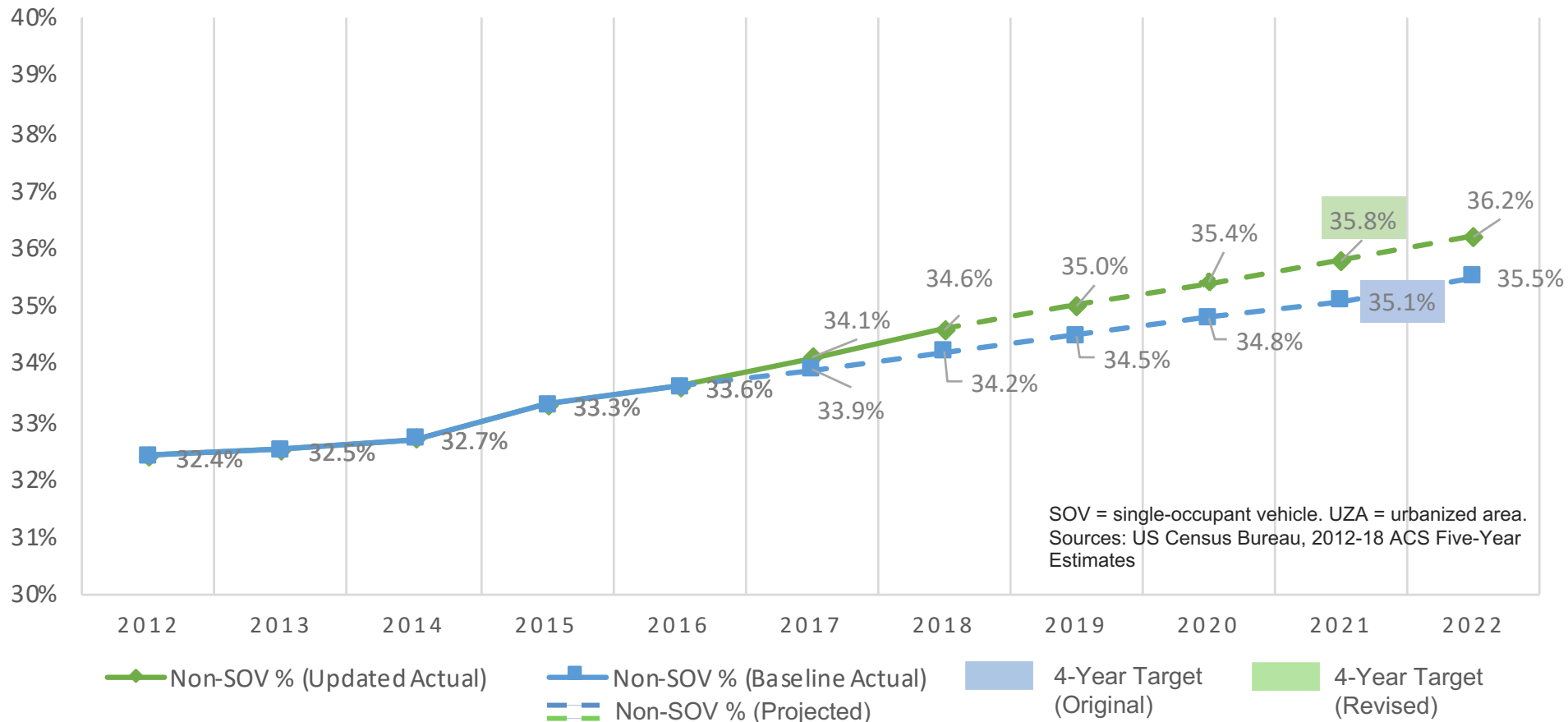
**Required Performance Measures (Congestion) under PM3**

- Percentage of non-single occupancy vehicle travel
- Peak hour excessive delay (PHED)

# Percentage of Non-SOV Travel

- New data from 2017 and 2018 (shown in green below) indicates that the non-SOV travel percentages originally projected for these years (shown in blue below) were exceeded.
- Based on this new data, it is proposed that the new trend line be used to revise the four-year target from 35.1% to 35.8%.

## NON-SOV TRAVEL IN THE BOSTON UZA (2012 - 2022)



# Non-SOV Travel (Census Table)

	Boston, MA--NH--RI Urbanized Area (2010)				
	2014	2015	2016	2017	2018
<b>Workers 16 years and over</b>	2,158,705	2,206,545	2,248,850	2,292,375	2,327,952
<b>Means of Transportation to Work</b>					
Car, truck, or van	74.8%	74.1%	73.7%	73.7%	72.6%
Drove alone	67.3%	66.7%	66.4%	65.9%	65.4%
Carpooled	7.5%	7.4%	7.2%	7.1%	7.2%
<i>In 2-person carpool</i>	6%	5.9%	5.7%	5.6%	5.6%
<i>In 3-person carpool</i>	0.9%	0.9%	0.9%	0.9%	0.9%
<i>In 4-or-more person carpool</i>	0.6%	0.6%	0.6%	0.6%	0.7%
Workers per car, truck, or van	1.06	1.06	1.06	1.06	1.06
Public transportation (excluding taxicab)	13.3%	13.7%	14%	14.3%	14.3%
Walked	5.5%	5.6%	5.6%	5.6%	5.6%
Bicycle	0.9%	1.0%	1%	1%	1.1%
Taxicab, motorcycle, or other means	1%	1.1%	1.2%	1.2%	1.3%
Worked at home	4.4%	4.5%	4.6%	4.8%	5%

# Emissions Reductions Description

- The on-road mobile source emissions measure provides an assessment of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program through the measurement of total emissions reductions from CMAQ-funded projects.
- This measure is calculated by summing 2-and 4-year totals of emissions reductions in kilograms per day for all CMAQ-funded projects located in municipalities classified as air quality maintenance areas (Waltham, Lowell, Worcester, and Springfield) or non-attainment areas (Oak Bluffs).
- Only CMAQ-funded projects in air quality maintenance or non-attainment areas programmed between 2018 and 2021 were used to calculate the four-year targets.

# Emissions Reductions Targets

Year	City	MPO	Project #	Project Name	VOC Reductions (kg/day)	Nox Reductions (kg/day)	CO Reductions (kg/day)
N/A	Waltham	Boston	N/A	N/A	N/A	N/A	N/A
N/A	Lowell	Northern Middlesex	N/A	N/A	N/A	N/A	N/A
2019	Worcester	Central Mass	603251	WORCESTER- SIGNAL & INTERSECTION IMPROVEMENTS @ HOLDEN STREET, DRUMMOND AVENUE & SHORE DRIVE, INCLUDES CULVERT EXTENSION OF W-44-122, SHORE DRIVE OVER (UNNAMED) STREAM	.541	1.441	6.386
2019	Tisbury	Martha's Vineyard	607411	TISBURY- BIKE & PEDESTRIAN IMPROVEMENTS ALONG BEACH ROAD, FROM THE TERMINATION OF THE EXISTING SHARED USE PATH WESTERLY TO THE FIVE CORNERS INTERSECTION	0.003	.002	.049
2021	Oak Bluffs	Martha's Vineyard	608142	OAK BLUFFS- CONSTRUCTION OF A SHARED USE PATH ALONG BEACH ROAD, FROM THE LAGOON POND BRIDGE NORTHERLY TO THE EASTVILLE AVENUE/COUNTY ROAD INTERSECTION	.002	.006	.082
2021	Springfield	Pioneer Valley	608782	SPRINGFIELD- INTERSECTION IMPROVEMENTS AT COTTAGE STREET, INDUSTRY AVENUE AND ROBBINS ROAD	.013	.261	.013
<b>TOTAL</b>					<b>0.559</b>	<b>1.71</b>	<b>6.53</b>

## Percentage of Non-SOV Vehicle Travel

- The metric for non-SOV travel is based on the percentage of people commuting to work using a mode other than a single occupancy vehicle (e.g. carpool, van, public transit, walking, bicycling, or telecommuting).
- Reporting Requirements:
  - Must be reported on the **urbanized area (UZA)** level for the Boston UZA, which includes parts of NH and RI.
  - MassDOT, NHDOT, and the affected MPOs must collectively establish a single target for the urbanized area.

Following the presentation by MassDOT and discussion, the Old Colony MPO is respectfully requested to consider adoption of the revised Congestion related Targets.

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 8

FFY 2021 Old Colony Unified Planning Work Program (UPWP)  
Project Updates

- Main Street (Brockton) Corridor Study - Status Report and Next Steps
  - Route 139 (Hanover) Corridor Study - Status Report and Next Steps

**Summary**

**Main Street (Brockton) Corridor Study - Status Report and Next Steps**

On Wednesday September 9, 2020, a virtual public meeting was held in collaboration with Brockton Mayor Sullivan to present the study recommendations. A video of the meeting is available for viewing on the OCPC web page. Several recommendations were presented including signalizing three intersections in the corridor (Main Street at Hayward Avenue, Main Street at Nilsson Street and East Nilsson Street, and Main Street at Forest Avenue and Martin Place.) A summary of the recommendations is this report, which includes corridor-wide improvements to lighting and bicycle and pedestrian accommodations, follows this update. In addition to the public meeting, a draft report has been distributed to stakeholders for comment and review. Comments are due to OCPC by close of business on September 25, 2020.



For information about the Brockton Main Street Corridor Study, please direct inquiries to Raymond Guarino ([rguarino@ocpcrpa.org](mailto:rguarino@ocpcrpa.org)) at 508.583.1833 Extension 212.

## DRAFT POTENTIAL RECOMMENDATIONS

Location	Findings	Potential Recommendations	Future Plans
<b>Main Street and corridor wide</b>	Poor lighting, especially south of Main Street to Plain Street. Signage is old and faded in some locations. Pavement markings at some locations are faded.	Evaluate and improve lighting for vehicles, pedestrians, and bicycles. Replace signs with MUTCD compliant retro-reflective signs. Restripe faded pavement markings. Upgrade signal timing and phasing and coordinate signals where possible.	
<b>Main Street and corridor wide</b>	The corridor lacks bicycle amenities, except for Downtown Brockton.	Improve bicycle accommodations at specific locations; add	

		striping for bike lanes, bicycle tracks, bicycle parking, and Sharrows where appropriate.	
<b>Main Street (Route 28) at Skyview Drive</b>	Skyview Drive is a private drive. Pavement markings, signs, and lines are faded.	Restripe pavement markings and lines and replace faded stop signs with retro-reflective (MUTCD compliant) signs.	
<b>Main Street (Route 28) at Hayward Avenue</b>	Poor intersection alignment and long delays (forced flow LOS "F") on the Hayward Avenue stop sign approach.	Long-term re-align the intersection and install traffic signals.	The intersection meets the MUTCD threshold for signal installation.
<b>Main Street at Perkins Avenue and South Street</b>	The traffic signals are antiquated with a fixed timing and phasing that includes a pedestrian phase indicated by a simultaneous red ball and yellow ball. The signals are post mounted.	The lack of pedestrian actuation creates a stop on all approaches on every cycle regardless if any pedestrians are present, thereby adding delay to the intersection. Overhead signals will also improve signal visibility	

		for drivers.	
<b>Main Street at Nilsson Street/East Nilsson Street</b>	MassDOT Top 200 Crash location, failed LOS on the side street approaches, fatal crash 2012.	Signalize the intersection and improve lighting.	This intersection meets the MUTCD Threshold for signal installation and an all-way stop sign.
<b>Main Street at Forest Avenue and Martin Place</b>	Poor LOS on the minor street approaches.	Install traffic signals. Improve lighting.	This intersection meets the MUTCD Threshold for signal installation and an all-way stop sign.
<b>Brockton Downtown Two-Way Conversion</b>	The purpose of the two-way conversion is to improve safety and mobility for all road users as well as to utilize Complete Streets Guidelines to improve bicycle, pedestrian, and transit accessibility. This alternative implements infrastructure improvements to support	The City of Brockton is seeking funding to implement the two-way Main Street conversion. The plans include signal coordination and incorporate Complete Streets design, which includes infrastructure for all road users including walking, bicycling, and	The City of Brockton is currently seeking funding to implement the two-way Main Street conversion.

	economic growth and the revitalization of the downtown.	transit.	
<b>Brockton Downtown Maintain one-way system</b>	Main Street at Legion Parkway and Main Street at Pleasant Street are high crash locations. Red light running at Main Street and Crescent Street and at Main Street at Legion Parkway.	Install overhead signals at Main Street and Crescent Street and at the Main Street/Legion Parkway intersection. Coordinate traffic signals. Install pre-emption for emergency vehicles, and extended green for buses.	
<b>North Main Street at Oak Street/Howard Street</b>	Poor LOS during the PM Peak hour. Parking and traffic entering exiting drives close to the intersection interfere with operations.	Revise the timing and phasing at the intersection, install pre-emption for emergency vehicles, and extended green for buses. Prohibit left turns into driveways close to the intersection. Add left turn arrow on EB approach.	

## **Route 139 (Hanover) Corridor Study - Status Report and Next Steps**

Old Colony Planning Council is conducting a planning level corridor study of the Route 139 Corridor in Hanover, from Columbia Road (Route 53) to the Rockland Town Line.

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

### **Potential Improvements**

#### **Hanover Street (Route 139 at Plain Street)**

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

#### **Hanover Street (Route 139 at Grove Street)**

Conducting a Road Safety Audit at this location could facilitate continued coordination between Old Colony Planning Council, the Town of Hanover, and MassDOT on

identifying both short term and long-term options for improving safety at this intersection.

### Hanover Center

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

### Bicycle and Pedestrian Improvements

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

### Lighting, Striping, Signage

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

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

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



# Hanover Route 139 Corridor Study

## Virtual Public Meeting

Thursday, September 17, 2020, at 7:00 PM

Join us, in conjunction with the Town of Hanover and the Massachusetts Department of Transportation (MassDOT), to learn about and comment on the findings from the Route 139 Corridor Study and draft proposed recommendations to help improve the transportation experience along Route 139 in Hanover.

Zoom Webinar ID: 839 4407 3978

Password: 797483

[http://ocpcrpa.org/corridor\\_studies.html](http://ocpcrpa.org/corridor_studies.html)

Old Colony Planning Council



September 15, 2020 Old Colony MPO Meeting  
Agenda Item 9  
MassDOT Mobility Dashboard

**Summary**

MassDOT is continually monitoring the impacts of COVID-19 on the state's transportation network, including roadways, transit services, and Registry transactions. The MassDOT Mobility Dashboard is an interactive roundup of key indicators that reflect **how much** people are traveling, **how** they are getting around, and **where** they are going. This data is updated weekly *unless otherwise noted*.

The Mobility Dashboard compiles and visualizes data from a variety of sources and links to additional relevant dashboards. Sources for data are noted in each section.

<https://mobility-massdot.hub.arcgis.com/>

September 15, 2020 Old Colony MPO Meeting  
Agenda Item 10  
Administrative Matters, Other Business, and Date and Time of  
Next Meeting(s)

**Summary**



**Ride Your Way, Every Day!**

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

<https://gomasscommute.com/#/pages/massbike>



## **OLD COLONY PLANNING COUNCIL**

### **Bicycle Pedestrian Advisory Committee**

**Tuesday, September 22, 2020 10:00, AM**

**Via Zoom**

<https://us02web.zoom.us/j/83228861162?pwd=eGVDD1QzNHE2QlArUDQ3WW9JRWR2QT09>

**Password: 769042**

**By Phone:**

**+1 646 518 9805 or +1 646 558 8656**

**Webinar ID: 832 2886 1162**

**Password: 769042**

### **AGENDA**

- 1. Welcome and Introductions**
- 2. Commonwealth of Massachusetts Bicycle and Pedestrian Initiatives**
- 3. Shared Streets & Spaces Program Funding Program and Awards - OCPC Communities**
- 4. Brockton Main Street Corridor Study - Bicycle /Pedestrian Recommended Improvements**
- 5. Upcoming Old Colony Active Transportation Study**
- 6. Open forum for discussion of bicycle and pedestrian related improvements in the region**
- 7. 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 him/herself or any specific class of persons, to be subject to discrimination prohibited by Title VI may by him/herself 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. 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.
- 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)

## 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!**

## **MassDOT Shared Streets and Spaces Funding Program**

Every municipality in the Commonwealth is eligible and encouraged to apply for funding under this program. Please note that only municipalities can apply as the lead applicant.

The Covid-19 pandemic has highlighted some existing mobility needs and has also created new ones, such as the need for sufficient space for people walking to physically distance themselves from one another and the need for meaningful commerce to now be safely conducted on the sidewalks and in the streets of our cities and towns.

The Massachusetts Department of Transportation's Shared Streets and Spaces quick-launch/quick-build grant program will provide cities and towns with grants as small as \$5,000 and as large as \$300,000 to improve sidewalks, curbs, streets, on-street parking spaces, and off-street parking lots in support of public health, safe mobility, and renewed commerce.

These improvements can be intentionally temporary or pilots of potentially permanent changes. Grants will be made expeditiously and on a rolling basis 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 22.

To learn more, please visit the MassDOT Shared Streets and Spaces Grant Program Webpage: <https://www.mass.gov/shared-streets-and-spaces-grant-program>

## **Date and Time of Next Old Colony MPO Meeting(s)**

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

- October 20, 2020
- November 17, 2020
- December 15, 2020