



CENTRAL MASSACHUSETTS METROPOLITAN PLANNING ORGANIZATION

The minutes of the Central Massachusetts Metropolitan Planning Organization (CMMPO) meeting held **Wednesday, January 19th, 2022**. This meeting was held virtually using Zoom.

- **CMMPO Members Present:**

1. Steve Woelfel, MassDOT Planning Division, designee to MassDOT Secretary Jamey L. Tesler
2. Arthur Frost, MassDOT Highway Division District #3 office, designee to MassDOT Highway Division Administrator Jonathan Gulliver
3. Robert Hassinger, Grafton, CMRPC Commission Chair
4. Dennis Lamarche, Oxford, Southwest Subregion Representative
5. Brian Pigeon, City of Worcester
6. Jesse Limanek – Southeast Subregion Representative

- **CMMPO Ex-Officio Members Present:**

1. Chris Klem, MassDOT Office of Transportation Planning
2. Chris Timmel, FHWA
3. Derek Krevat, MassDOT Office of Transportation Planning
4. Adam Menard, MPO Advisory Committee Chair, Auburn

- **Guests:**

1. Ann Sullivan, MassDOT District #3
2. Daryl Amaral, MassDOT District #2
3. Ben Sherman, Uxbridge
4. Sarah Bradbury, MassDOT District #3
5. Colin White, HNTB
6. Alex Normadin, HNTB
7. Stephen Rolle, Worcester
8. Kwame Aidoo, WSP
9. Tracey Coppellotti, MassDOT District #3
10. Andy Truman, Shrewsbury DPW
11. Michelle Ho, MassDOT

12. Steve Tyler, HSH
13. Dave Adams, Southbridge
14. Matthew Houston, WSP
15. Nicole Parker
16. Matt Taylor, Fuss & O'Neill

- **CMRPC Staff Present:**

- Zack Blais, Assistant Transportation Planner
- Kevin Krasnecky, Principal Transportation Planner
- Rich Rydant, Transportation Project Manager
- Sujatha Krishnan, Deputy Director - Transportation
- Faye Rhault, Assistant Transportation Planner
- Robert Raymond, Principal Transportation Planner
- Eric Gemperline, Assistant Transportation Planner

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Agenda Item #1 – Introductions

CMMPO Chair Steve Woelfel opened the meeting at 4:00 PM. A roll call of CMMPO members was announced, followed by the rest of attendees.

Agenda Item #2 – Approval of December 15, 2021, Meeting Minutes

Minutes from the December 15, 2021, meeting of the CMMPO were considered for approval. Bob Hassinger motioned to accept the minutes and was seconded by Jesse Limanek. A roll call vote was announced, and members present voted unanimously to accept the minutes.

Robert Hassinger – Yes

Jesse Limanek – Yes

Arthur Frost - Yes

Dennis Lamarche – Yes

Stephen Woelfel – Yes

Brian Pigeon - Yes

Agenda Item #3 – Opportunity for Public Comment

There were no comments from the public.

Agenda Item #4 – FFY 2023-2027 Transportation Improvement Program (TIP)

- FFY 2027 Presentations by Project Proponents

Shrewsbury #610825 - Rehabilitation & Box Widening on Route 20, from Route 9 to South Street, \$15,401,050

Colin White, from HNTB, presented for this project for MassDOT. A Master Plan Study was conducted in January 2020 by HSH for MassDOT and the Town of Shrewsbury. With this, they examined the 5.1-mile segment of Route 20 from Northborough to Worcester town lines. They also examined safety and congestion concerns and potential future development. With that, they generated a preferred roadway and cross-section. Eventually, the 1-mile segment from Route 9 to South Street was selected by MassDOT to be evaluated for roadway improvement alternatives as an early-action project.

This project is limited to Route 9 to South Street along Route 20. Existing issues at this segment include congestion, speeding, and crashes. Additionally, the project development includes a review of up to 3 cross-section alternatives, and public involvement efforts prior to beginning of 25% design stage.

Currently, this project has completed several items:

- Wetland Delineation Report (August 2021)
- Geotechnical Memo & Pavement Cores (October 2021)
- Road Safety Audit (RSA) (September 30, 2021)
- 3 meeting on Cross-Section Alternatives
- Alternatives Analysis Report (December 2021)

Following this, Mr. White reviewed both roadway cross-section alternatives; intersection improvements at Route 20 at South/Green Street, and Route 20 at Valente Drive. Additionally it was noted that Walnut Street would be a right turn in only from Route 20 and a new roadway would have to be build between

Walnut Street and Valente Drive for vehicles to enter Route 20 from the Valente Drive intersection. Both a traffic signal and roundabout is being studied as an option for this intersection.

Next steps for this project include:

- Finalized Preferred Alternative (Winter 2022)
- Public Involvement (Spring 2022)
- Begin 25% design
- Advertise Construction Contract (1st Quarter FFY 2027)

Arthur Frost commented on the possibility of phasing this project, which he said that this was entirely possible. MassDOT will continue to design it as a single project up to at least the 25% design stage, although it might be necessary to break it up for financial reasons.

Jesse Limanek asked if the roundabout would increase the cost of the project more than necessary. It was answered that yes, generally they are more expensive to construct, although maintenance costs are far less than a traffic signal.

There were no other comments or questions.

Uxbridge #610931 - Rehabilitation of Route 16 (Douglas Street), from Taft Hill Road to 200ft West of Main Street, \$6,250,600

Matt Taylor, from Fuss & O'Neill, presented this project for the town of Uxbridge. This project is located along Route 16 (Douglas Street) and is considered a urban arterial and it is a main east-west connector. The project is nearly two miles in length. The goals of this project are to provide multi-modal accommodations, provide corridor safety improvements, limit impacts to ROW/environmental resources, and utilize resilient design practices (i.e., evaluate major culverts or incorporating green infrastructure).

This project is scheduled to complete a Pre-25% MassDOT submission by Spring 2022. In Summer 2022, this project will complete 25% MassDOT submission. Finally in Winter 2022, this project is scheduled to hold a 25% Design Public Hearing. The final design for this project is currently unknown.

The corridor of this project is from 200' west of Main Street (Route 122) to Taft Hill Road. Existing conditions of this corridor include poor pavement conditions that are caused by utility patches, as well as having no bike/pedestrian accommodations across the entire corridor. A typical section of this corridor includes shoulder deterioration, unprotected structures (i.e., hydrant), and inconsistent roadway widths. The estimated total project cost is \$6.25 million.

Currently, three alternatives are under consideration for the corridor.

1. Bi-directional Bicycle Lanes with Sidewalk

- 11' lanes
- 4' striped separation/shoulder
- 5' sidewalk

2. Separated Bicycle Lanes with sidewalk

- 11' lanes

- 4' striped separation
- 5' bike lanes,
- 2' grassed buffer
- 5' sidewalk

3. Shared Use Path

- 11' lanes
- 4' shoulders
- 3' grass buffer
- 10' shared-use path

The existing ROW appears to be sufficient for the corridor with minor encroachments near Main Street (Route 122). There are no permanent land takings, but there will likely be many temporary easements during construction.

There were some comments and discussion following the presentation about ROW and bicycle accessibility. Jesse Limanek asked if the utility upgrades that were completed within the project area were adequate to handle the expansion of the ongoing development of the area. It was answered that generally, yes.

There were no other comments or questions.

Worcester #612011 – Chandler Street Resurfacing & Intersection Improvements, from Queen Street to Park Avenue, \$4,200,000

Steve Rolle, Worcester, introduced the project while Kwaime Aidoo, from WSP, presented this project. Moving forward with Phase 2, the construction limit of this project is from Queen Street to Park Avenue. This includes a total of 3 signalized. The conceptual construction cost estimate is about \$4.2 million.

Along this segment, there are several current operational and safety issues. Some of these include:

- Inadequate traffic control
- Excessive Vehicle Speed
- Intersection sightline issues
- Lack of left-turn accommodations/controls
- Major crash cluster areas
- Inadequate ped/bike accommodations

With this project, corridor improvements will include:

- | | |
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| <ul style="list-style-type: none"> ● Road Diet ● Protected bicycle facilities ● Bike boxes at intersections ● ADA compliant ramps and curb extensions ● Enhancements for mid-block crossings | <ul style="list-style-type: none"> ● Improved streetscapes ● Consolidated bus stops ● Upgrade traffic signal systems ● Left turn lanes at key intersections ● Consolidated and formalized bus stops ● Retain some on-street parking |
|---|---|

Moving forward, the tentative schedule aims to include:

- Preliminary Engineering Design (April 2022 – Phase 1 and 2)
- Public Hearing (September 2022 – Phase 1 and 2)
- Final Engineering Design Phase 1 (October 2023)
- Construction Plans, Specifications, and Estimates Phase 1 (February 2024)
- Final Engineering Design Phase 2 (TBD)
- Construction Plans, Specifications, and Estimates Phase 2 (TBD)

Mr. Limanek asked about the planned elimination of on-street parking and if there are any accommodations for any other parking areas to be available. It was answered that yes there was, for instance the existence of two parking garages to the east and the local side streets. The parking spots not currently being fully utilized would likely be the ones removed.

There were no other comments or questions.

Agenda Item #5 – CMMPO Alternates Update

Sujatha Krishnan recently introduced the new members to the MPO while noticing that 3 subregions do not have an alternate. To help with MPO involvement, staff thought it would be great to see all subregions to have an alternate. From there, the MPO charged CMRPC to look at this and come back to the MPO with any recommendations for this meeting. Selectboard members from the Southeast, Southwest, and West Subregions were contacted, as these are the towns that do not currently an Alternate. Some interest was received. 2 Selectboard members from the Southeast and 1 Selectboard member Southwest Subregion are interested in serving as Alternates. CMRPC staff will continue to work with the West Subregion to find an Alternate. Ms. Krishnan also told the members that Karen Cruise, North Subregion Alternate, had to step down from her Alternate position due to other family obligations.

There were no comments or questions.

Agenda Item #6 – Presentation on CY 2022 Safety Performance Measures (PM1)

Eric Gemperline (CMRPC Staff) presented “Setting Regional Safety Targets for 2022: A coordinated effort with FHWA, MassDOT, and CMMPO”.

As an overview, PM1 was originally required under MAP-21 and continued under the FAST Act. With this, there are annual requirements to coordinate target settings with MPOs. To set these targets, MPOs must establish their own set of quantifiable performance targets every year, or MPOs can adopt the State’s performance targets. With the State’s performance targets, these targets are for the entire Commonwealth and are not customized targets for our region. After selection and setting targets, MPOs incorporate them into Certification Documents.

For CY 2022, there are five MassDOT statewide safety targets:

- **Total Fatalities:** 340
- **Fatality rate per 100 million vehicle miles traveled (VMT):** 0.56
- **Total Serious Injury Rate:** 2,504
- **Serious Injury Rate:** 4.11 per 100 million VMT

- **Total Combined Non-Motorist Injuries and Fatalities: 471**

MassDOT anticipates a decrease in fatalities due to joint initiatives across the agency related to:

- Sustainable transportation initiatives
- Commitment to FHWA Every Day Counts initiatives
- Strategies and legislative proposals included in the 2018 Strategic Highway Safety Plan and other countermeasures
- Strategies included within the Sidewalk Bike Plan, and the Statewide Pedestrian Plan

In the CMMPO region, fatalities and fatality rate is plateauing. Despite that, the CMMPOs fatality rate is slightly higher than the statewide rate. Similarly, the statewide trendline for serious injuries and injury rate shows a decrease while the CMMPO trendline is projected to go up slightly. Conversely, the CMMPO trendline for total combined non-motorized injuries and fatalities is decreasing along with the state trend.

Next steps include the MPO setting either their own 5 quantifiable safety targets or adopting MassDOT's targets as an action item by February 28, 2022. These safety targets must be included in the FFY 2023-2027 TIP.

Agenda Item #7 – Staff Updates

Sujatha Krishnan mentioned that the Massachusetts Trails Grant is due on February 1st. These grants are available for any phase in a project. CMRPC staff are available for help.

Agenda Item #8 – New Business

Mr. Frost mentioned the Massachusetts Small Bridge Program. The deadline is on March 1st.

Agenda Item #9 – Next Meetings

- CMMPO Advisory Committee meeting (virtual) – Wednesday, January 26th at 3:00 PM
- CMMPO meeting (virtual) – Wednesday, February 16th at 4:00 PM

Agenda Item #10 – Adjournment

Bob Hassinger made a motion to adjourn and was seconded by Dennis Lamarche. The meeting concluded at around 5:00PM.

Meeting Minutes prepared by: Zachary Blais, Transportation Associate Planner