



CENTRAL MASSACHUSETTS REGIONAL PLANNING COMMISSION

The minutes of the Central Massachusetts Transportation Planning Committee Virtual meeting held Thursday, January 27, 2022 using Zoom.

T-Committee Members Present:

1. Bob Hassinger, Grafton, Committee Chairperson
2. Richard Baker, Boylston
3. Dick Williams, Rutland
4. Otto Lies, Holden
5. Brian Pigeon, Worcester
6. Jeff Howland, New Braintree

CMRPC Staff Present:

1. Rich Rydant
2. Kevin Krasnecky
3. Eric Gemperline

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Around-the-Room Introductions

Committee Chairperson Bob Hassinger opened the meeting at 6:00 PM and asked for around the room introductions.

Approval of the December 2, 2021 T-Committee Meeting Minutes

Minutes from the December 2, 2021 meeting were considered for approval. Rick Baker motioned to accept the minutes and was seconded by Otto Lies. All members voted unanimously to approve the minutes.

2023 – 2027 Transportation Improvement Program (TIP)

➤ 2027 TIP Candidate Project Presentations Summary

Kevin Krasnecky presented this agenda item to the group. Mr. Krasnecky said that staff is currently in the process of developing the new 2023 – 2027 TIP. For the projects that are not currently programmed, the proponents were invited to the January CMMPO meeting to make presentations about their projects. Below are the summaries from each of the three project presentations.

Shrewsbury – Project #610825 - Rehabilitation & Box Widening on Route 20, from Route 9 to South Street

Mr. Krasnecky noted that there was a Master Plan for Route 20 completed in January 2020 in the town of Shrewsbury. It was suggested by MassDOT that the section of Route 20, between South Street and Route 9, be evaluated for an early action project. Some existing issues include congestion, speeding, and vehicle crashes. Project development included three roadway cross-section alternatives. Further, a Road Safety Audit (RSA) was completed in September 2021 and an Alternatives Analysis Report was completed in December 2021.

There were two alternatives presented. They were:

- Alternative 1 – Two 11' travel lanes in each direction, a varying type of median, 10' shared-used path on south side, and 5' sidewalk on north side.
- Alternative 2 – Two 11' travel lanes in each direction, two-way left-turn lane median. Two 10' shared-used paths, one on each side of Route 20.

At the Route 20/South Street & Green Street intersection, additional lanes will be added. On the Route 20 westbound approach, a left-turn and a right-turn lane will be added. For the Route 20 eastbound approach, a through lane will be added and a left-turn lane will be added to the South Street southbound approach. At the Valente Drive intersection, a new left-turn/through lane will be added to the Valente Drive approach. A new traffic signal would also potentially be installed at this intersection, while another option being studied is the potential installation of a two-lane roundabout. The Walnut Street intersection would now be a right-

turn in only from Route 20. A new connector road would be built between Walnut Street and Valente Drive in order for Walnut Street vehicles to gain access to Route 20.

The next steps for this project would be to finalize the preferred alternative by Winter 2022 and involve the public in Spring 2022. The estimated advertising date would be sometime in the 1st quarter of FFY 2027. Mr. Krasnecky said the cost of the project is \$15.4 Million. Also, depending on the chosen alternative, the project cost could be between \$13 - \$15.5 Million. The project could also be phased, however MassDOT would like the design of the project to reach 25% before the project is phased.

Bob Hassinger asked about a roundabout being a much stronger candidate for this project. Rich said that it is a priority of MassDOT to consider a roundabout, as applicable/appropriate, in all projects. Jeff Howland noted that there is a bridge near the Valente Drive intersection that would likely require a lot of environmental work.

Uxbridge – Project #610931 - Rehabilitation of Douglas Street (Route 16)

Mr. Krasnecky said that Route 16 is an urban arterial and a major east-west connector highway through Uxbridge. The project length is about two miles. The goals of the project are to improve multi-modal accommodations, corridor safety, limit impacts to existing Right-of-Way, and consider resilient design practices. For the project schedule, the 25% design submission would be in Summer 2022 and the MassDOT Design Public Hearing would be in Winter 2022. Some of the roadway's existing conditions include poor pavement (due in part to utility patches), no bicycle or pedestrian accommodations, shoulder deterioration, and variable roadway widths. The estimated cost of the project is currently \$6.25 Million.

The town's consultant is working on three proposed alternatives for the roadway. These include:

- Alternative 1 – would include 11' lanes, 4' shoulder, 10' bi-directional bicycle lane, and a 5' sidewalk on the north side of Route 16.
- Alternative 2 – would include 11' lanes, 4' striped separation and 5' bike lanes on both sides, and 5' sidewalk on north side of Route 16.
- Alternative 3 – would include 11' lanes, 4' shoulders, 10' share-use path on north side of Route 16.

Existing Right-of-Way appears to be largely sufficient for the corridor. There are perhaps no permanent land takings, but there would likely be many temporary easements necessary during construction. Mr. Krasnecky also noted that there is a MassWorks project at Route 146, just west of the proposed TIP project, starting in the spring to build roundabouts at both the northbound and southbound ramps.

Bob Hassinger asked who is responsible for repaving the roadway for the utilities. Jeff Howland commented that depending on which utility it is, the owner is responsible for the patching. Mr. Howland said it also depends on what material is used to fill in the trench. (MassDOT seeks to refine the criteria used to determine the appropriate patching methods necessary for site-specific needs.)

Worcester – Project #612011 – Chandler Street Resurfacing & Intersection Improvements, from Queen Street to Park Avenue

Mr. Krasnecky said that this section of Chandler Street is a priority for the City of Worcester. The section between Main Street and Park Avenue was actually considered a single project last year. The project was later split last year due to the high cost. Phase 1 was programmed last year in FFY 2026. Phase 2 of the project is discussed within this presentation. The Phase 2 project limits are between Queen Street and Park Avenue. The current estimated cost of the project is \$4.2 Million.

Some of the operational and safety issues for the corridor include:

- Inadequate traffic control and outdated traffic signal equipment
- Lack of left turn accommodations
- Intersection sightline issues
- Vehicle speeds
- Multiple crash clusters
- Traffic congestion, especially near Park Avenue
- Inadequate bicycle & pedestrian accommodations

The proposed corridor improvements include:

- Road Diet
- Protected bicycle facilities
- ADA-compliant ramps and curb extensions
- Midblock pedestrian crossing enhancements
- Improved streetscapes
- Bus stop consolidation (working with WRTA)
- Traffic signal upgrades
- Retain some on-street parking

Jeff Howland said that wouldn't delays get worse by reducing the number of lanes. Mr. Krasnecky noted that an analysis (conducted by the consultant) of the one lane in each direction does show operational improvements.

CY '22 Safety Performance Measures – State and Regional Trends

- *Potential Action Item:* Seeking recommendation to CMMPO concerning endorsement of the Safety Performance Measures.

Eric Gemperline presented this agenda item. Mr. Gemperline said that setting the regional safety targets for CY 2022 is a coordinated effort with FHWA, MassDOT and the CMMPO. The setting of safety targets was initially required under MAP-21 and continued with the FAST Act. It requires the annual coordination of target setting with the MPOs. The MPOs can establish their own quantifiable targets every year or adopt the State's performance targets. The MassDOT safety targets for CY 2022 are:

- Total Fatalities: **340**
- Fatality rate per 100 million VMT: **0.56**
- Total Serious Injuries: **2,504**
- Serious Injury rate per 100 million VMT: **4.11**
- Total Combined Non-Motorist Injuries + Fatalities: **471**

MassDOT's overarching goal is towards "Zero Deaths". The Performance Measures are presented in 5-year rolling averages and the trendline has been established using historical data. The non-motorized definition includes wheelchairs, skaters, and other motorized devices. It was noted that the inclusion criteria have changed for non-motorists. The non-motorist type "not reported" was removed because it appeared that many of the persons in this category were not actually pedestrians or bicyclists, but were bystanders.

Next, Mr. Gemperline discussed the five Statewide safety targets while also comparing them to the CMMPO safety numbers (provided by MassDOT). After the safety targets comparison, Mr. Gemperline reiterated that the MPOs must either set their own five quantifiable safety targets or adopt MassDOT's targets as an action item by February 28, 2022 and these targets must be included in the FFY 2023 – 2027 TIP's.

There were no questions from the members.

On a motion from Jeff Howland and a second from Dick Williams, the members unanimously voted to recommend that the CMMPO adopt MassDOT's CY 2022 safety targets.

Staff Updates

Rich Rydant mentioned to the group that the MARPA – MassDOT Annual Meeting will be held on Friday January 28th to discuss both regional TIP & UPWP funding and other related materials associated with the new, recently passed, Bipartisan Infrastructure Law (BIL).

New Business

None

Next Meetings

- CMMPO Meeting – Wednesday, February 16, 2022 at 4:00 PM
- CMMPO Advisory Committee Meeting – Wednesday, February 23, 2022 at 3:00 PM
- CMTPC Meeting – Thursday, February 24, 2022 at 6:00 PM

Adjournment

Upon a motion by Dick Williams and a second from Otto Lies, the members unanimously voted to adjourn at 6:45 PM.