FFY 2021 Unified Planning Work Program (UPWP) Amendments

The Southeastern Regional Planning and Economic Development District (SRPEDD) respectfully requests the following amendments to the Federal Fiscal Year 2021 Unified Planning Work Program (UPWP) endorsed by the Southeastern Massachusetts Metropolitan Planning Organization (SMMPO) on June 16, 2020.

This amendment reflects a change in the scope of work for Task 3.2 - Management Systems, but do not change the overall contract budget with the Federal Highway Administration (FHWA) PL/Federal Transit Administration (FTA) 5303 Consolidating Planning Grant (CPG) facilitated through the Massachusetts Department of Transportation (MassDOT).

Therefore, below are the proposed changes to the FFY 2021 UPWP for consideration by the SMMPO to release for a 21-day comment period.

Amendment #1: Task 3.2 Management Systems – Route 103 Corridor Study - Somerset

Objective:

In February 2020, the town of Somerset through their town planner requested a study of the Route 103 Corridor in the Brayton Point area to identify and recommend improvements to access points for business and residential properties. The current openings and curb cuts, combined with the potential increase in traffic volumes with the redevelopment of Brayton Point, suggest that roadside safety with access to various properties may be a concern.

Procedures:

I. ***Identify the full extent of the study***. Through meetings with the town planner and based on previous work along the Route 103 corridor and at the Lee's River Avenue Interchange with I-195 conducted by VHB, the specific study area will include, but not be limited to land use surrounding the Route 103 corridor between the Swansea town line to the west and a point east of the intersection with Brayton Point Road.

II. ***The Public Participation Process***. SRPEDD will conduct an active public participation process as defined by SRPEDD's Public Participation Process (PPP) for the duration of the study. The public process will identify issues, collect information to validate these issues, consider measures to address them, and seek support for recommendations leading to implementation. This process will include, but not be limited to the following:

   A. Prepare and distribute a press release on the study in conformance with SRPEDD's PPP. The press release will include a request for information and opinions on the issues from local residents, business owners, public officials (including the Police and Fire Departments) and the general public.

B. Host an initial meeting to garner input from all interested parties on what actual and perceived problems exist along the corridor. Information from this meeting will determine what additional data collection efforts are necessary to complete the analysis.

III. ***Transportation Data Collection***. Collect information to assist in the analysis of the study area. Conduct and compile traffic count data and crash reports, review intersection characteristics and plans, and document various characteristics of the intersection.

A. SRPEDD staff will collect existing information from previous studies (I-195 Interchange #4 Study by VHB) as well as traffic and crash data available through MassDOT. Staff will also utilize video and photographic footage collected for previous work.
B. SRPEDD staff will collect existing geometric dimensions, signal phasing and timings, and photograph various characteristics of the corridor for analysis and presentation;

C. Staff will obtain and utilize information collected from the community as part of the assessment of the exiting conditions as well as for projecting future development. This process will include, but not be limited to the following:

1. Collect assessor's information from MassGIS or the town of Somerset to determine property boundaries, land ownership, and proximity of structures to the Right-of-Way of the corridor;
2. Working with community officials, identify parcels for development or redevelopment that would impact the operations of the corridor;
3. Utilize this information to assist in analysis and public presentation of the issues.

D. In conjunction with MassDOT, staff will collect 24-hour traffic count data at various locations along the corridor as well as Turning Movement Counts (TMCs) at the signalized intersections. TMCs will be collected during the AM and PM Peak hours. It should be noted that because of the recent COIVD-19 Pandemic, traffic information may be inaccurate due to the reduced traffic volumes as a result of the stay at home directives and business closures from the Governor. Therefore, this analysis may be altered to use information collected prior to the pandemic and adjusted with growth rate methodology as approved by MassDOT. Another option is to use data collected by VHB as part of their interchange study;

E. Staff will utilize MassDOT GIS crash data to identify locations of high crash trends to assist with the collection of additional crash reports of the three most recent years available from the community's police department. Staff will then obtain and evaluate the crash reports and generate crash diagrams for the identified locations.

IV. ***Corridor Traffic Analysis*** - SRPEDD will analyze the existing operational characteristics of the intersections and the corridor. The analysis will also help to identify possible improvement alternatives under existing as well as for future traffic conditions. This will include, but not be limited to the following:

A. Analyze existing traffic operations of the corridor and its intersections using Synchro software. Provide a Level of Service for the overall operation of each intersections and provide detailed information on the cause of any congestion issues;

B. Analysis of Roadside access and curb cuts using information collected as part of Procedure III.B. with the number of curb cuts, estimate of turning traffic to and from these access points. Staff will use the roadway and driveway layout to identify and develop a conflict point diagram to determine potential conflicts between turning movements to and from driveways and the roadway traffic flows;

C. Examine and prioritize locations within the corridor with significant safety problems based on crash data analysis. This procedure will include, but not be limited to the following:

1. Staff will examine and analyze crash data to rank intersections based on crash severity and exceeding the state threshold crash rate for consideration as a safety problem;
2. Staff will review corridor crashes to determine crash severity at non intersection locations (curb cuts);
3. Staff will conduct a roadway audit to identify specific issues based on crash analysis and input from town officials to identify contributing factors to the safety problems;
4. Through the public process, identify pedestrian movements, traffic controls, physical obstructions, and other issues that contribute to safety problems.

D. Documentation and presentation of the existing conditions.

1. Staff will document the existing conditions of the corridor, highlighting the specific congestion and safety problems that are identified during this phase of the study.
2. Staff will present the results of the existing conditions and analysis in a public meeting forum addressing the issues identified during the initial public meeting.

V. **Future Traffic Analysis –** Working with community officials, staff will examine future development/redevelopment scenarios surrounding the study area that impact the future transportation operations through the corridor.

A. Through information provided by the communities, staff will work with the communities to develop various build scenarios that are anticipated in future years and include a no build scenario;

B. Based on the size and type of developments, staff will calculate the potential trips generated by those developments for each build scenario;

C. Using SRPEDD's Regional Travel Demand Model, staff will use existing and future regional travel patterns for the distribution of potential trips generated by the build and no build scenarios that will impact the existing and future transportation operations through the corridor;

D. Staff will analyze the future transportation impacts to the corridor from the projected trips using the Synchro software for the build and no build scenarios.

VI. Develop Alternative Improvements and Evaluation

A. As part of the public process and with MassDOT District 5 office, staff will identify, develop and test improvement alternatives under the build and no build scenarios for the study area. The alternatives will examine improvements to the existing corridor and traffic signal systems and evaluate access management of the adjacent properties to the Route 103 Corridor.

B. Staff will develop and recommend improvement alternatives to address safety problems identified through this process and consider access management improvements to adjacent land use.

C. Staff will host a public meeting or a series of meetings during this phase of the study that will include MassDOT, town officials, and other interested parties to present the anticipated problems and present solutions for mitigation and improvement. The public effort will assist with identification and review of improvement alternatives and assist with the review of written materials.

D. Develop final recommendations for improvements based on the analysis and input from public meetings. Prioritized the improvements for consideration through a capital improvement plan and rank these projects through the Evaluation Criteria used in conjunction with the SMMPO Transportation Improvement Program (TIP).

VII. **Draft Report**. Prepare a draft report on the results of the study with conclusions and recommendations for review by community, Federal and MassDOT officials. Prepare maps and graphics as needed. Present results at community meetings, the SRPEDD Joint Transportation Planning Group, and the SMMPO.

VIII. **Public Meeting**. Hold a general public meeting to present the study and recommendations for improvement. This effort will be in conformance with SRPEDD's Public Participation Process (PPP).

IX. **Final Report**. Prepare a final report and distribute to local officials, MassDOT and the SMMPO.

Total Hours	**756**
Salary costs:	**$23,107.18**
Indirect Costs (115%)	**$26,573.26**
Direct Cost	**$319.56**
Total Cost	**$50,000.00**

TIMELINE FOR IMPLEMENTATION

Task	20-Nov	20-Dec	21-Jan	21-Feb	21-Mar	21-Apr	21-May	21-Jun	21-Jul	21-Aug	21-Sep
Route 103 Corridor Study											
I. Study Area Identification											
II.A. Public Participation - Press Release/Public Meetings											
II.B. Public Participation - Host Public Kick-off Meeting											
III.A. Trans. Data Collection - Existing Data											
III.B. Trans. Data Collection - Geometrics											
III.C. Trans. Data Collection -Land Use & Assessor Info											
III.D. Trans. Data Collection - Traffic Counts and TMCs											
III.E. Trans. Data Collection - Crash Data Collection & Analysis											
IV.A. Traffic Analysis - Existing Operations											
IV.B. Traffic Analysis -Access Management											
IV.C. Traffic Analysis - Safety Operations											
IV.D. Traffic Analysis - Document and Present Results											
V.A. Future Traffic Analysis - Build-Out Scenarios											
V.B. Future Traffic Analysis - Future Traffic Forecast											
V.C. Future Traffic Analysis - Distribution of Projected Trips											
V.D. Future Traffic Analysis - Corridor Analysis from Build-Out Analysis											
VI.A. Improvements - Alternatives for Traffic Improvements											
VI.B. Improvements - Alternatives for Safety Improvements											
VI.C. Improvements - Public Meetings to Present Alternatives											
VI.D. Improvements - Recommendations for Improvements											
VII. Draft Report Preparation											
VIII. Public Meeting											
IX. Final Report											