

Meeting Summary

To:	<u>Meeting Attendees</u>	Organization:	<u>See Attendees List</u>
From:	<u>Blythe Robinson</u>	Organization:	<u>Capital Strategic Solutions</u>
Meeting Date:	<u>03/23/2023</u>	Time:	<u>9:00 AM</u>
Meeting Location:	<u>Via Zoom</u>		
Subject:	<u>Town of Shrewsbury Comprehensive Transportation & Multimodal Study</u>		
KHA Project No.:	<u>112801000</u>		

Attendees:

- Kevin Mizikar, Town Manager, Town of Shrewsbury
- Andrew Truman, P.E., Town Engineer, Town of Shrewsbury
- Chris McGoldrick, Director of Planning & Economic Development, Shrewsbury
- Louise O'Neill, Assistant Town Planner, Town of Shrewsbury
- Taylor Galusha, Principal Department Assistant, Town of Shrewsbury
- Bill Scully, P.E., Kimley-Horn
- Lisa Juan, P.E., Kimley-Horn
- Peyton Graham, Kimley-Horn
- Jake Berman, Toole Design
- Nichol Figueiredo, CSS
- Blythe Robinson, CSS
- Libby Bolling, CSS
- Moira Miller, Shrewsbury Town Center Association (STCA)

Discussion Items:

- Project Overview and Update
 - ✓ Purpose of the Study
 - Project Background –
 - Review traffic congestion and travel speed data within the town center
 - Identify strategies that would accommodate active transportation modes while supporting local commerce and economic development; as well as improving safety and comfort for all users
 - Accounting for future growth – projecting 10 years ahead to 2033
 - ✓ Overall Approach – a five-month process
 - Conduct an inventory of existing conditions and gather traffic data
 - Perform an analysis of the data and a needs assessment
 - Gather stakeholder ideas and perform an evaluation
 - Plan Development and Implementation
 - ✓ Existing Conditions
 - Review of Historic Plans and Branding

- 2016 Master Plan
- 2016 Town Center Study
- 2018 Town Center Parking Plan
- 2021 Rapid Recovery Plan

- Bike/Pedestrian Infrastructure
 - Main street has nice wide sidewalks, well signed intersections with marked pedestrian crossings, there are no bicycle facilities

- Amenities for People with a Disability
 - Sidewalk widths
 - Audible signal pedestrian signals
 - Detectible warning signs

- Pedestrian Access
 - 15-minute walk to the Town center
 - Schools, historic sites, Town Hall and Library

- Review of street network for bicycle access
 - Main Street, Maple Avenue, Boylston Street and Grafton Street are highly stressed travel for bicyclists

- Transit Amenities/Routes
 - Bus 15
 - Lack of transit signs

- Corridor Improvements along Main Street
 - Removal on-street parking
 - Wider sidewalks
 - Removal of colored crosswalks, new wheelchair ramps

- Intersection Capacity Analysis
 - Traffic counts were performed in January
 - Fridays were noted to be the highest volumes
 - 1.06 or 1.01 applied to the existing traffic counts
 - Beal school traffic study for AM peak only

- Traffic Hourly Volume
 - Grafton Street north of Woodland = 700/peak hour
 - Maple Avenue east of Oak Street 350 to 400/ peak hour
 - **AM Peak Hour**
 - A = good or great for the signalized intersections
 - F= Failing for the signalized intersections
 - Grafton and Main have safety concerns and congestion, as well as delays.
 - Main and Summer – Operate an E or an F
 - Boylston and Prospect Street F

- Maple at Wesley graded at an E
 - Account for the growth for the 10-year progression, strong existing condition understanding
 - Queuing how far the cars backed up at a specific intersection
 - From the eastbound approach 530 ft
 - **PM Peak Hour**
 - During the schools at the PM peak hour there are delays and field observation shows that there are real issues.
 - Grafton and Main Street – queuing goes back to Hascall Street and Westwood Road, but is better in the PM
 - Intersection capacity analysis – D or better
 - Queue at Grafton and Main not as bad as the AM
- *Comments/input:*
- In the study were vehicle types included in the volume? – A. Truman
 - 95th percentile east bound Main to Maple, her experience frequently back up much further east of that to Gage Lane or further to east at a medical building. From Gage a left or right on the Richard or take a left on Maple Avenue and a right onto Hascall. – M. Miller
 - 140 is key to get to rte. 9 or 290; public feedback will be incorporated into the data models, so a more accurate picture is provided. The data tells one story, but the feedback provides another perspective. Community engagement process will assist with broadening the view and balancing the traffic with pedestrians. – B. Scully
 - There are no formal bus stops, you can hail the bus anywhere on the line. K. Mizikar
 - RTA indicates on their schedule at times where the bus will hit those stops; further communication with the RTA will provide a clearer picture – B. Scully
 - Type of Vehicle data would be helpful, trucking activity and distribution facilities add to roadways congestion and attempt to work with the business owners from the traffic standpoint. K. Mizikar
 - More information is needed about the intersection rating and cycles – an understanding of the timing and how the timing contributes to the roadway grading process – K. Mizikar
 - Is the criteria is the same for all traffic analysis? Arterial sections are evaluated differently. Kimley Horn to review the data and add in speeds. If traffic is backed up, the collector will show lower speeds. – B. Scully
 - The Town is in discussion with the DOT to take Maple Avenue under the Town's jurisdiction – K Mizikar
 - The Town recommends using hot and cold colors in the intersection rating system such as blue and purple to identify good to bad. Green and red can be misconstrued by the public – monotone colors – C. McGoldrick
 - Prospect Park and the Cemetery should be included in the Walkable locations – A. Truman
 - Town Center Parking Analysis
 - This was an update to the 2018 study

- Parking was monitored and data was collected in the morning, afternoon, and evening on a Thursday. None of the on-street parking is marked.
- Crash Analysis – 2017-2019 data studied
 - There was one fatality of a pedestrian at Grafton St/Municipal lot
 - 94 crashes at the 12 study intersections, 1/3 of which were rear end crashes
 - 2 intersections had above average crash data – unsignalized 0.62, signalized – 0.89
- Public Engagement
 - Strategies
 - Sign in is not necessary to complete the survey – T. Galusha
 - Survey to be open for a month and a half– T. Galusha
 - Survey addresses ADA needs – L. Bolling
 - Future Analysis
 - Future Known Developments
- *Next Steps*
 - Engaging the trucking facilities
 - Next Working Group Meeting – Thursday, April 20, 2023, at 9 AM
 - Business Association Meeting on May 11, 2023, at the Library at 8 AM

