

Meeting Summary

To: Meeting Attendees Organization: See Attendees List
From: Libby Bolling Organization: Capital Strategic Solutions
Meeting Date: 06/01/2023 Time: 9:00 AM
Meeting Location: Via Zoom (Meeting Recorded)
Subject: Town of Shrewsbury Comprehensive Transportation & Multimodal Study
KHA Project No.: 112801000

Attendees:

- 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
- Shawna Kitzman, Toole Design
- Mel Chacharone, Local Walgreen's Owner
- Nichol Figueiredo, CSS
- Blythe Robinson, CSS
- Libby Bolling, CSS
- Moira Miller, Shrewsbury Town Center Association (STCA)

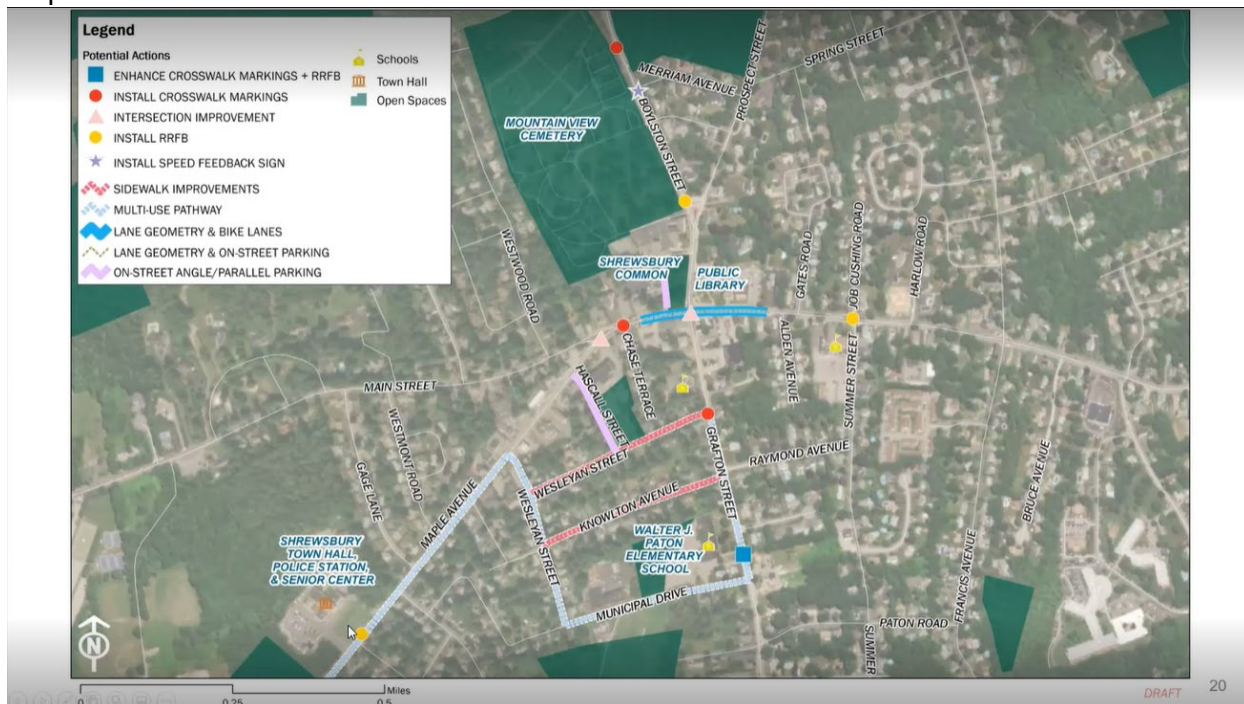
Discussion Items:

- ✓ Public Engagement Update
 - Survey received 542 responses to date
 - 40% visit once a week
 - 95% drive alone
 - 22% walk, bike, e-scooter
 - Barriers to walking, biking: unsafe feeling, too many cars, no sidewalks, sidewalks in poor condition
 - Top 3 reasons do not go to Center:
 - Parking
 - Traffic Congestion
 - Lack of businesses or places to visit
 - Most critical transportation issues:
 - Lack of sidewalks
 - Lack of separation between vehicles and sidewalks
 - Parking
 - Lack of pedestrian signals

- Lack of bike lanes
- Difficulty walking/biking crossing Main Street
- STCA Meeting – May 11
 - Town working with some property owners for shared parking agreements
 - Library parking is available, though used extensively during daylight hours
 - Maple Avenue is currently owned/maintained by MassDOT, ownership change to remove limitations
 - An app for drivers to search/find available parking could be useful
- Food Truck Event – May 25
 - Limited destinations to visit
 - Do not know where bus stops are located
 - Lack of on-street parking
 - Prefer off-street parking
 - Lack of sidewalks on side streets to get to Town Center
 - Not in favor of widening roads, adding turn lanes
 - Long delays at Main Street and Grafton Street /Boylston Street
- STCA Meet & Greet – May 31
 - Need more attractions in Town Center
 - Dynamic wayfinding to know businesses are and how far is walking distance (feet/minutes) gives sense of not too bad to park further away
 - Include placemaking spots, like trash receptacles, landscaping, benches
 - Having mid-block crosswalk pedestrian signals
 - Walkability and accessibility to and from Center is very important
 - Having sidewalk on at least one side of the roadway
- ✓ Summary of Assessment
 - Vehicles: Capacity/Parking
 - Long queue delays at Main Street & Grafton Street/Boylston Street and Main Street & Maple Avenue, causing queues to spillover to side streets
 - Peak truck traffic not occurring during typical AM (7 – 9 am) & PM (4 – 6 pm)
 - Multi-Unit (trailer) truck volume greater along Grafton/Boylston Streets (Route 140)
 - Mostly smaller Single-Unit trucks travel along Main Street and Maple Avenue
 - Public Library parking is available for parking, particularly in the evening, but public doesn't perceive as a viable option possibly because of distance, perception
 - Lack of public parking available in "convenient" locations, perceived as possibly too far
 - Transit
 - Unsure of route
 - Do not know where the bus stops are
 - Lack of bus shelters/amenities

- Long headways
- Inconvenience
- Pedestrian/Bicycle/Scooter
 - Lack of separation between vehicles travel lanes and sidewalks
 - Obstructions (light poles, utility poles) block sidewalk width
 - Lack of pedestrian signals at midblock crossings
 - Large intersection for crossing at Main Street & Grafton Street /Boylston Street and people may not want to cross to get to retail shops south of Main Street
 - Bike detection marking & signage lacking
 - Shoulders on major streets in general, but no designated bike lanes
 - No shoulder along Main in Town Center
 - Moira asked if there were differences in age demographics in survey responses. Stated that the senior demographic may not want to walk as far as a younger demographic.
 - Lisa said they could look into the responses and age groups and look at the trends in that way. Younger demographic grew up biking/walking, used to it. Wayfinding signage with distances may help with perception of too much effort to park further away.
- ✓ Potential Improvements
 - Type of Action by Mode:
 - Vehicle: Capacity, Parking
 - Transit
 - Pedestrian/Bicycle/e-Scooter
 - Examples of Actions
 - Pedestrian Scramble: Main Street & Grafton Street/Boylston Street
 - Do Not Block intersection markings at key locations, not every location
 - Buffered bike lanes with pavement buffer or protected buffer
 - Furnishing zone with plantings of interesting species, benches, fixtures, adding safety and sense of place (but need space for deployment)
 - Transit amenities like bus stop shelters
 - Mobility hub – location where mobility options are linked to one another along with amenities
 - Bill said that the focus is multimodal transportation, could be the spot where all modes of transportation come together and scaled to the size needed, can market other methods of transportation, potentially on the corner of Hascall Street & Maple Avenue and tied-in with Beal Commons, all to tie transportation centers to main Town Center
 - Designated pick-up and drop-off zones
 - Parking for shared mobility devices
 - Prioritized parking for personal or shared electric vehicles, carshare vehicles
 - Digital information like wayfinding and real-time feeds of transportation options

Map of Potential Actions with Location Indicators



✓ Potential Actions

- Focus is multi-modal ped/bike users, locations for on-street parking
- Having multi-use pathways along Maple, Wesleyan, Municipal Drive and Grafton
- Sidewalk improvements along Wesleyan Street and Knowlton Avenue
- Rectangular Rapid Flashing Beacons (RRFB) with pedestrian-activated buttons proposed for Maple Avenue at Town Center, crossing Boylston Street at Prospect Street (east/west), Main Street near Summer Street (north/south)
- Intersections improvements at Main Street & Maple Avenue, Main Street & Grafton Street/Boylston Street
- Speed feedback sign along Boylston Street near the cemetery
- Enhanced crosswalk markings with RRFB on Grafton Street near Walter J. Paton Elementary School

✓ Concepts

- Maple Avenue & Main Street – add safety zones for pedestrians due to crossing time being long
 - Extend island for pedestrian protection ensuring crossing distance is shorter
 - Stripe new crosswalk between island extensions
- Hascall Street – add more parking and better flow in anticipation of Beal Commons development
 - One-way southbound traffic pattern was discussed
 - Angled or parallel parking spaces along east side of northern half of Hascall Street is being reviewed; as well as useful pursuit of options and

- opportunities for increased convenient parking to continue including the inclusion of handicapped parking
- Review of 31 added parking spaces in plan with an additional 27 spaces included from Beal Commons proposed parking lot
- Potential mobility hub on northern end of Hascall Street and a pull-off for a RTA or shuttle bus off of Maple to stay out of way of traffic
- Discussions included the Beal Commons parking lot location alignment with the approved site plan, further information is needed
- Additional signage at the intersection of Maple Avenue & Hascall Street to be reviewed
- Traffic flows and safety on Wesleyan a residential road to be reviewed
- Church Road – on-street parking
 - Discussion of parallel parking spaces in front of funeral home entrance and alternate flows of traffic
 - A review of the widening of Church Road to provide more room for vehicles including emergency response time
 - Church Road is not a public roadway so there are limited options and a discussion would need to be had with the property owner
- Main Street, west of Grafton – on-street parking
 - One idea is one westbound through lane
 - Proposed driveway opening of 30 feet for 567 Main Street, removing one entrance and delivery access maintained from rear and exiting through same 30-foot driveway opening alongside business
 - Proposed new midblock crosswalk at Chase Terrace
 - The inclusion of multi-modal elements including the implementation of bike lanes at Main Street & Grafton Street /Boylston Street intersection
 - MassDOT would need to be brought into the discussion to allow for more parking
 - A mid-block crosswalk is being reviewed
- Main Street, east of Grafton – protected bicycle lanes
 - Reconfiguring current travel lanes, reducing westbound lanes from three down to two, with an outer through/turn lane and one dedicated turn lane to provide buffer spaces for protection and furnishing zones, as well as bicycle lanes that are buffered to respond to feedback about biking safety concerns; a review of the impacts to traffic to be reviewed
 - Implementation of bicycle and shared paths on Boylston Street and Grafton Street coming into the Town Center is being reviewed
- Grafton Street – multi-use pathway
 - Propose to add pedestrian buffer zones along new eight-foot multi-use pathway with a three-foot buffer on the west side, narrowing the road to decrease vehicle speed, would be in place between the school and Wesleyan Street, room in right-of-way needs to be considered
 - Potentially widening the sidewalk out to eight feet to allow room for pedestrians and bicyclists, the right-of-way provide enough width; Municipal Drive has the width, however Maple Avenue may be too complicated due to the high stress intersection
- Maple Avenue – multi-use pathway

- Propose to add pedestrian buffer zones along new multi-use pathway along the southside to provide protection between the road and the pathway
- Potential Transit Shuttle Service
 - An alternate transportation method maybe needed, it could be a shuttle that runs from the Town Center, back-and-forth to a portion of the Route 9 area, the route could be determined
 - RTA to be included in the discussion to enhance alternate travel and elevate its availability; as well as the implementation of a mobility hub

Next Steps

- Finalize alternatives evaluation
- Begin draft recommended plan
 - Scheduling one more meeting with the working group
 - Lack of alternatives for truck traffic
 - Route 140 is a major route that connects others and should be presented and should be in report
 - A presentation to the Select Board is being planned

Public Meeting

- This group meets again before July 1 to plan presentation to working group
- Presentation to the Select Board in late July
 - Presentations need to be provided two weeks before going to the Select Board.
- Public meeting to be scheduled in late September

