

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>06/22/2023</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:

- 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
- Moira Miller, Shrewsbury Town Center Association (STCA)
- Bill Scully, P.E., Kimley-Horn
- Lisa Juan, P.E., Kimley-Horn
- Peyton Graham, Kimley-Horn
- Jake Berman, Toole Design
- Shawna Kitzman, Toole Design
- Nichol Figueiredo, CSS
- Blythe Robinson, CSS
- Libby Bolling, CSS

Discussion Items:

- Big Data “StreetLight” Analysis
 - ✓ Overview of software
 - Cloud-based software that measures transportation mobility
 - Analyze travel patterns between locations/zones
 - Trips that originate in, have destinations in, or pass through the zones, get a wealth of metrics
 - Metrics help understand transport corridors without data collection or surveys
 - Based upon crowdsource mobile device data
 - Samples from cell phone apps that use location-based services (LBS)
 - Aggregate and average data across selected months
 - ✓ Top Routes Analysis—Shrewsbury Public Library, Routes to Public Library “Zone”
 - Routes going towards Library Zone, more vehicles are utilizing:
 - Boylston Street, north of Main Street
 - Main Street heading eastbound
 - Avoids the signalized intersection heading into the library
 - Routes leaving the Library Zone, more vehicles are utilizing:
 - Boylston Street, northbound from the Library

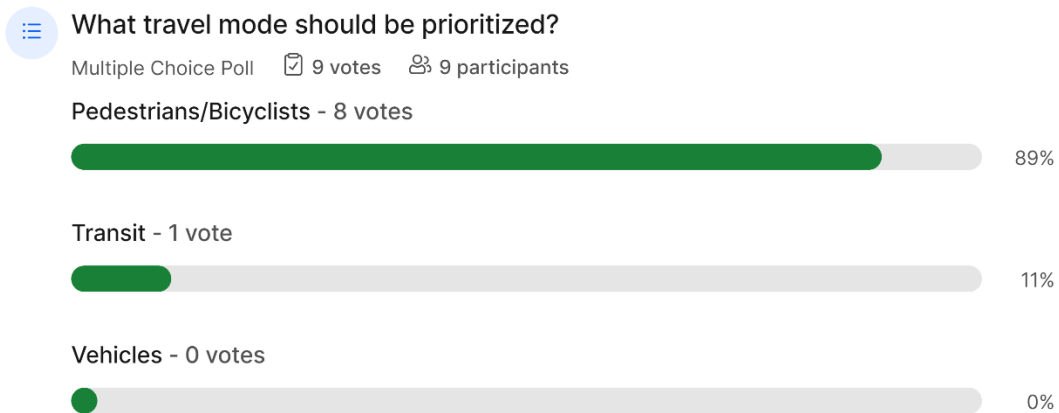
- Main Street, eastbound from Library
- Maple Avenue, southbound from Main Street
- ✓ Top Routes Analysis—Beal Commons, Routes to Beal Commons “Zone”
 - Routes going towards Beal Commons Zone, more vehicles are utilizing local roads:
 - Maple Avenue, south of Main Street
 - Grafton Street, south of Main Street, avoiding the intersection at Main Street by way of Wesleyan Street and Hascall Street
 - Routes leaving Beal Commons, more vehicles are utilizing:
 - Grafton Street, south of Main Street, avoiding the intersection at Main Street by way of Wesleyan Street and Hascall Street
- ✓ Finding that StreetLight Big Data has helped supplement the Data Analysis and Findings
 - Local routes are being used
 - People find different cut-through routes to avoid signalized intersections, especially at Main Street and Grafton Street
- ✓ Discussion about StreetLight Big Data Findings
 - What do the numbers actually mean? – A. Truman
 - Numbers are based on the StreetLight vehicle volume calculation, most important metric is the percentage of vehicles, StreetLight has its own proprietary methodology for how they get the numbers – L. Juan
- ✓ Draft Recommendations
 - Added Items to Interactive Map
 - Extended multi-use path along the southside of Maple Avenue, all the way to Chase Terrace to create a clear path with no obstacles for connectivity because people are walking
 - Recommending speed feedback signs southbound along Boylston Street towards the Center and northbound along Grafton Street towards the Center
 - Moving utility poles to provide a clear pathway along Boylston Street
 - Removed lane geometry along Main Street to remove one lane to convert it to parking or add a wider sidewalk
 - Recommend left-turn restriction at Church Street during peak hours
 - Adding, in general, either crosswalk markings, different intersection improvements and making sure there is a clear pathway for sidewalk or crosswalk markings
 - Recommending a Safety Corridor strict enforcement for speeding along the corridor on Boylston Street and Grafton Street to assure clear understanding that speed limit is enforced
 - Discussion about Recommendations noted above

- Have developed a summary table of recommendations with every action included, that table will also eventually denote the priority level of each action, the table will go out with the meeting notes – B. Scully
- When posted on the website, it will be denoted with a draft watermark – L. Juan
- The Church Street left-turn restriction is a good recommendation. Wondering if a physical improvement restricting left turns permanently would be good. Could use a temporary test with cones to see how that goes. Do a slightly raised pavement so the fire trucks can still use the left turn if they need to. Looking at the usage of the area with the two ways out, you'd almost want to send the traffic to Boylston Street for an easier out at the intersection rather than trying to cut through on a right turn there – C. McGoldrick
- So do some periodic testing and do physical tests for the long term and it become a right-turn out only – B. Scully
- Maybe we do a pop-up solution and see if we get a lot of complaints or see if people like it or we get minimal complaints then we can look at something that works and is a little more permanent like the mountable curbing that the fire trucks can still use but guides traffic to take a right turn there instead of a left – C. McGoldrick
- Yes, there's no break in the double yellow line and you're not suppose to take a left – A. Truman
- We could do a quick analysis to see if people are even taking a left out of Church Street because we could see the volume with the thickness of the line along Main Street and that's a quick analysis to see what people are doing now – L. Juan
- Truck Routes
 - Trucks are traversing north/south on Grafton Street, Boylston Street
 - Trucks are traversing east/west on Main Street, Maple Street
 - Limited alternative routes available for truck traffic
 - Limited alternate routings for trucks because the roadway system isn't set up to move trucks away from the town center, actions along Route 140 are higher visibility pedestrian crossings, speed feedback signs and speed safety zones to improve corridor safety, DOT is not going to do a truck restriction on Route 140 – B. Scully
 - That's the trouble will all roads leading into Town Center (aka Rome) – C. McGoldrick
 - Most of the complaints about trucks are noise, like when they hit manhole covers, not sure it will be a big issue with people, is what it is – M. Miller
 - Building an alternate route is not feasible, but looking at what's really causing issues: noise, length of trucks causing delays, timing, need to make peace with the fact that trucks are going into the center of town, but we are not powerless to mitigate – C. McGoldrick
 - We could notify trucking companies with periodic reminders to slow down and follow safety protocols – B. Scully
 - Remind them not to use J brakes, air brakes too – A. Truman

- Maple Street & Main Street Improvements – Intersection Improvements
 - Extend pedestrian island along Main Street
 - Striping new high-visibility crosswalks along Main Street and Maple Avenue
- Hascall Street – Traffic Flow & On-Street Parking
 - Parallel parking and angles parking
 - Making Hascall Street one way
 - Mobility hub to be located at the top of Hascall Street at Maple Avenue
- Mobility Hub – encouraging different modes, usage
 - Areas of place-making, benches, becoming popular
 - Propose the concept of areas for quiet time, information kiosk, bike repair stand, bike parking, designate a stop for transit and sheltering, maybe a 20 x 30 space, EV charging stations on angles parking, solar canopies to charge EV stations, need to still work out Bus or Shuttle – B. Scully
- Discussion – Mobility Hub
 - Empire Cleaners site may be a more robust location for something like this, love it, think it's needed – C. McGoldrick
 - Agree, think Empire Cleaner's site a good choice, the concept location is adjacent to a World War I monument that the public is sensitive about but know it's just a concept, just be aware – M. Miller
 - Empire Cleaners site is located off Maple Avenue further east of mobility hub location – Group discussion
 - Mobility hubs exist in other areas like Grand Haven, MI – L. Juan
- Church Road – On-Street Parking
 - Modified Church Road recommendation
 - Tested firetruck leaving the station and going down Church Road
 - Reduced parallel parking spaces from 7 down to 5 to accommodate truck
 - Right-of-way is up in the air, but this option
 - Peak period left turn restrictions
 - Could also be a shuttle stop
- Main Street & Grafton Street – Intersection Improvements
 - Pedestrian scramble in intersection with diagonal crossings
 - Decrease corner radii
 - Stamped concrete but wide enough for trucks and cars
 - DOT owns intersections so needs coordination
- Grafton Street – Multi-Use Pathway/Sidepath (Municipal Dr. to Wesleyan Street)
 - Propose 8-foot multi-use pathway
 - Propose 3-foot grass buffer to tighten traffic pattern and slow down trucks
 - Can also stripe travel lanes to 11 feet

- Maple Avenue – Multi-Use Pathway/Sidepath (Crescent St. to Chase Terrace)
 - Similar to Grafton Street
 - Tighten traffic pattern by narrowing buffer and adding 2-foot grass buffer
 - Widening right-side multi-use pathway
 - Chase Terrace is where the wide sidewalks start once in Town Center
- Potential Transit Shuttle Service
 - Provide connection to Bus Route 15, with service to Union Station
 - Designated stops at Marketplace Shrewsbury, Lakeway Commons, Town Hall, Mobility Hub and Town Common
 - Frequent service with shuttles running two-way along all routes along Maple Avenue, Main Street, Old Mill Road and Harrington Street
 - Define stops on the loop
 - Grants could be available for an electric small vehicle shuttle
 - Plan to connect with RTA, show the plan and get feedback


✓ Setting Priorities – A Discussion








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 What is most important to the Business Community?

Open text poll  5 responses  5 participants

-  Anonymous
Business visibility, signage that fits all transportation modes
-  Anonymous
Access and enjoyment to town center for people visiting on all modes - from students who walk to people who drive and individuals who want mode choice.
-  Anonymous
Walkability/ "better" access
-  Anonymous
Parking
-  Anonymous
Accessibility - get to places

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- Parking, accessibility, easy access, walkability “better” access, access and enjoyment, all modes of travel are most important to business community
- People feeling comfortable coming to Town Center, limited traffic, parking, walkability – M. Miller
- Might be nice to improve wayfinding for parking in Town Center, kiosks to show where they are parking and where they want to go, town website to show where to park, encourage private property owners to allow lots to be used after hours, publicize Library Lot, making it easier to cross intersection from Library Lot – B. Scully
- The recommendations at Main Street and Grafton Street may make that crossing easier, especially the northeast corner with the stamped concrete decreases visibly the distance right where the library is, pedestrian scramble where you can cross with an all red – L. Juan
- Communication, wayfinding map, kiosks, a high priority, overcome/erase perception about parking problem with communication – M. Miller
- Do we do anything at Main Street and Grafton Street? It’s a DOT discussion that we will be opening up, does the Town take over Maple Avenue and Main Street? That’s the next step. Main Street and Maple Avenue are bigger priorities. We’ll bring it up at the public meeting – B. Scully
- Funding for priorities – Grants
 - Mobility hub could be funded by a grant
 - Town has applied for Complete Street construction grant

- Shared Streets grant comes out annually, \$5,00 - \$15,000 for bikes, sidewalks and pedestrian
- Community Compact Grant—if you haven't applied in the last year—can support safe mobility and age-friendly efforts
- EV grants are available for charging stations and technology
- Massachusetts Complete Neighborhoods Grant for human-centric and community-oriented neighborhoods, checking to see if available when Town ready
- TNC funds for share of Uber, Lyft rides for signage
- Bottleneck Reduction Grant may be available, determined by data
- Many grants available
- Discussion – Grants
 - Is Shrewsbury a Housing Choice Community? – B. Scully
 - Believe they are, but need to check if current – C. McGoldrick
 - They are a Community Choice Community through 2027 – B. Robinson
- ✓ Next Steps
 - Public Information Meeting/Select Board Meeting
 - Draft document by end of July
 - Afterward will prepare draft slide deck
 - Probably won't have another working group meeting
 - Need date for September meeting, late September better
 - Coordination with MassDOT
 - With Town permission, we can touch base MassDOT and review recommendations
 - A. Truman and C. McGoldrick would like to be a part of the meeting with DOT
 - Identify Potential Funding
 - Will send all in the draft final plan
 - Finalize Plan
 - Kimley-Horn is very supportive that there is some implementation, making sure they come into fruition, making sure the Town Center is a better place with these plans, really excited to get projects put in place in the next couple of years – L. Juan

