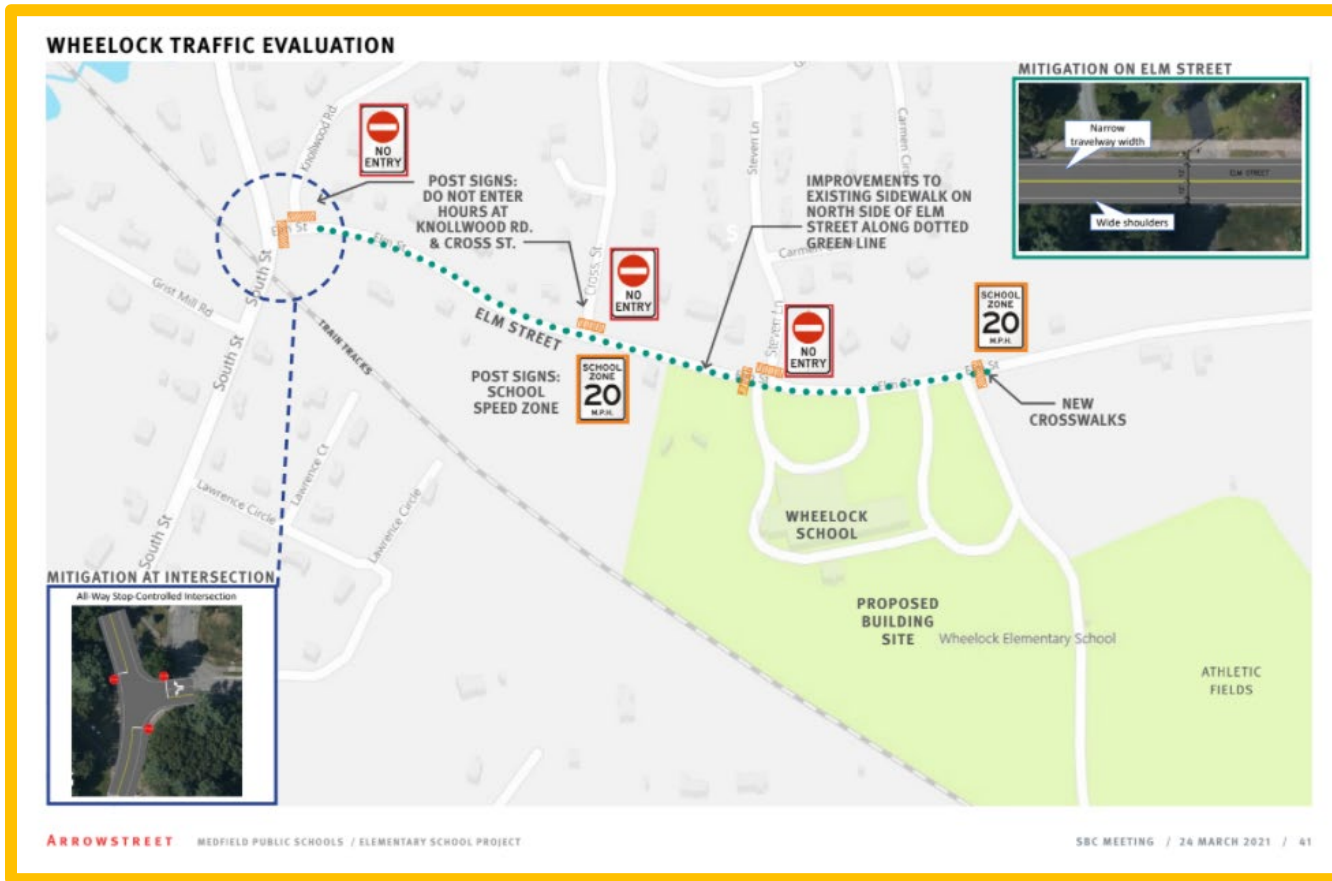


Traffic Mitigation, Sidewalks and Busing

Many questions submitted hit on the following topics:

- What are the traffic mitigation strategies proposed?
 - How much is budgeted and what isn't included?
- Where are the sidewalks in Medfield?
 - Can students walk to downtown via sidewalks?
 - Can students walk to school via sidewalks?
 - What is the density in the surrounding areas that can reach a school via a sidewalk?
- What will be in the increase in road usage?
 - Will busing traffic increase?
 - Will the amount of car traffic double along with the student population?

Schematic Design: [Traffic Mitigation](#) budget of \$300,000



TOP 6 CONCERNS

1. Intersection Overload at South Street / Elm Street » [Mitigation part of School Project](#)
2. Roadway Capacity on Elm Street » [Mitigation part of School Project](#)
3. Lack of Sidewalks, Cross Street & Philip Street » [Town decision for improvements](#)
4. Cut-through Roads, Knollwood Road » [Mitigation part of School Project](#)
5. Bridge / Easterly Direction on Elm Street » [Town decision for improvements](#)
6. School Start Times Overlap with High School/Middle School vs. Elementary Schools » [HS/MS and Elementary Schools currently do not overlap school start times](#)

- Three way stop at Elm/South.
 - Restriping to add left only and right only turn lanes
 - New Crosswalks
 - Do not enter during hours... signage at Knollwood, Cross and Steven.
 - Rework sidewalk intersections to make them accessible.
-
- NO new sidewalks are in the plan

Note: \$300k is an allowance. If the above is all we do, it's unlikely to reach the full amount. If we end up adding a signal, we will need some more money from Contingency.

Town of Medfield Rapid Recovery Plan - 10/8/21

The Rapid Recovery Plan (RRP) Program was open to every municipality within The Commonwealth as part of the Baker-Polito Recovery Plan to revitalize downtowns, respond to the effects of COVID-19 on local businesses, and prioritize actions and strategies.

The state of Medfield Sidewalks was a recurring theme in the RRP.

Approximately 94% of survey respondents indicated that a thriving downtown is important or very important to their community.

Most "Liked" Public Comments from Online Engagement

Get the powerlines and cable wires underground, replacing the telephone poles with more attractive street lamps. Aesthetics matter in a downtown and clearing the skyline would make an enormous impact. People tend to spend more time in areas that are well maintained and attractive.

Lobby to the state for a commuter rail stop. Accessibility and commutability are top players in the economic viability of a downtown.

Amenities that Medfield residents would like to see downtown:

Budget-friendly family dining spot, dog park with fence, a permanent stage for music performances, a new or renovated playground, ice cream parlor, more sidewalks, upscale stores and restaurants, repainted crosswalks

Highlights from the Physical Environment

ACCESSIBILITY

The downtown sidewalks along Main Street, North Street, and South Street are generally in good condition; however, many side streets do not have sidewalks and the sidewalks along Main Street end just outside of the downtown area.

Diagnostic

Vehicle traffic and pedestrian access are a significant challenge to creating a more vibrant downtown Medfield and assisting local businesses in economic recovery. While Medfield has a relatively compact and walkable Town Center, businesses and municipal officials have found it difficult to draw people to spend time downtown due to a perceived lack of public parking and pedestrian crossings that many users consider to be dangerous, especially for young children and people with mobility challenges. Main Street is a heavily trafficked regional road, State Route 109. Busy intersections, long crossing distances and lack of safe sidewalks are barriers to increasing pedestrian activity downtown.

Town of Medfield Townwide Master Plan 2020 (March 2020)

Phase 1 was a key "community check-in" period which was pre-covid with hundreds of people participating in the survey.

School buses. Currently the district's bus fleet is staged on the site of the former State Hospital while a permanent parking solution is found. All children from Kindergarten through 5th grade are bussed to school due to the district's multi-school grade structure and inconsistent safe pedestrian routes. In grades 7-12 the decision to bus students is evaluated not only on distance, but instead on the accessibility of safe walking routes to school. Due to the timing and routing of the elementary bus system students are able to take advantage of about 20 minutes of before school outdoor recess. Many children at Wheelock and Dale bike to school as well. Many parents mention sidewalks to make more areas of town safely accessible to the schools and a late bus system would increase their child's ability to take part in school sponsored afterhours activities; the District is exploring a partnership with Parks and Recreation to manage some of these after school transportation needs at little cost.

- **Infrastructure improvements.** Roads, sidewalks and utility pipes are aging and will need repair and replacement. A Sidewalk Plan may be helpful to prioritize repairs and locations for extending walking paths.

Note: Planning Board will be hiring its own peer engineering reviewer to verify best practices were used in all aspects of the formal permitting submission i.e. traffic engineering review and stormwater management are usually dominant, but they also review landscaping and lighting plans as well.

Town of Medfield Sidewalks

Maurice Goulet, DPW Director has been creating a [map](#) to analyze the location and condition of all existing sidewalks.

- The average costs of sidewalks are:

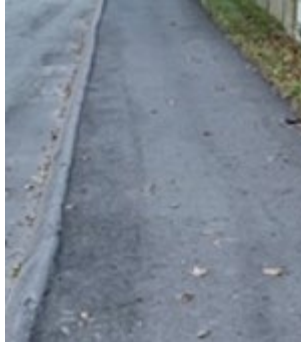
- Concrete Sidewalks 4'-5' wide with Granite curbing

- Example: Metacomet Street
- \$325K-\$375K per mile



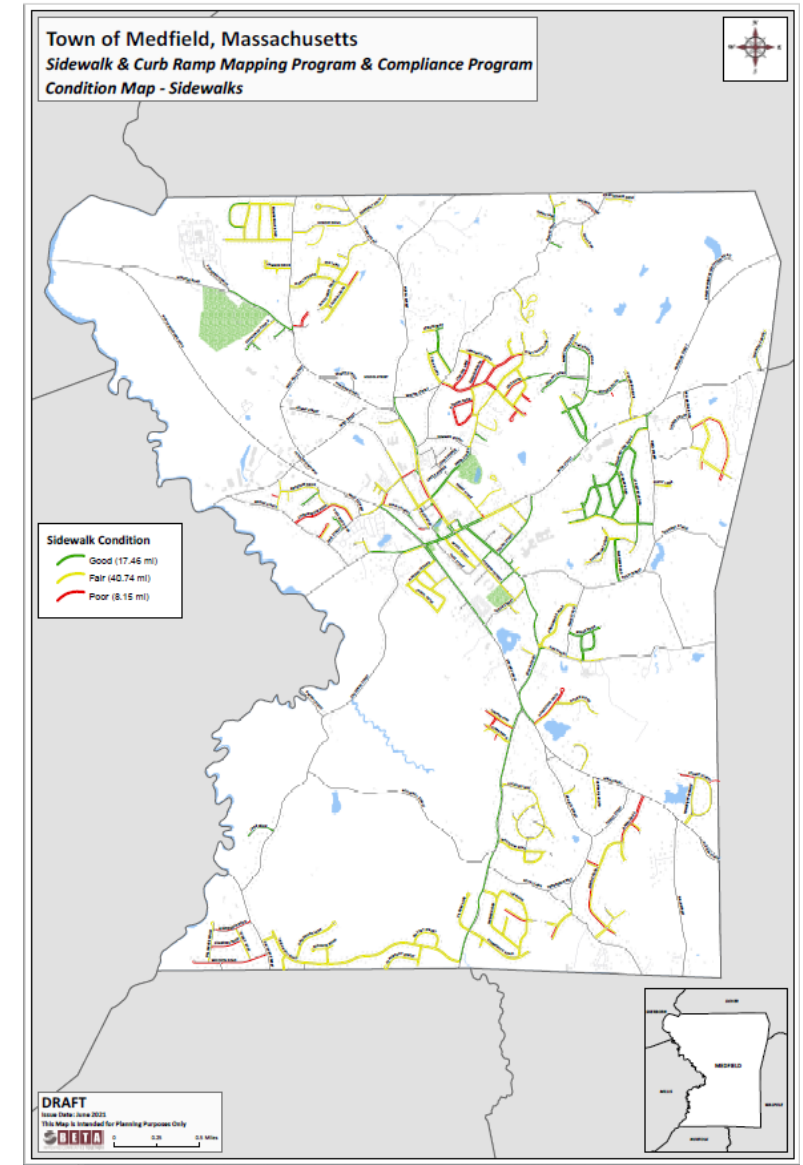
- Asphalt Sidewalks 4'-5' wide with Asphalt curbing

- Example: Main Street
- \$150K-200K per mile



- Medfield needs to determine an overall strategy for how to make the entire town more walkable.

- Estimates have been worked on to improve North Street and range from \$1.5M to over \$2M.

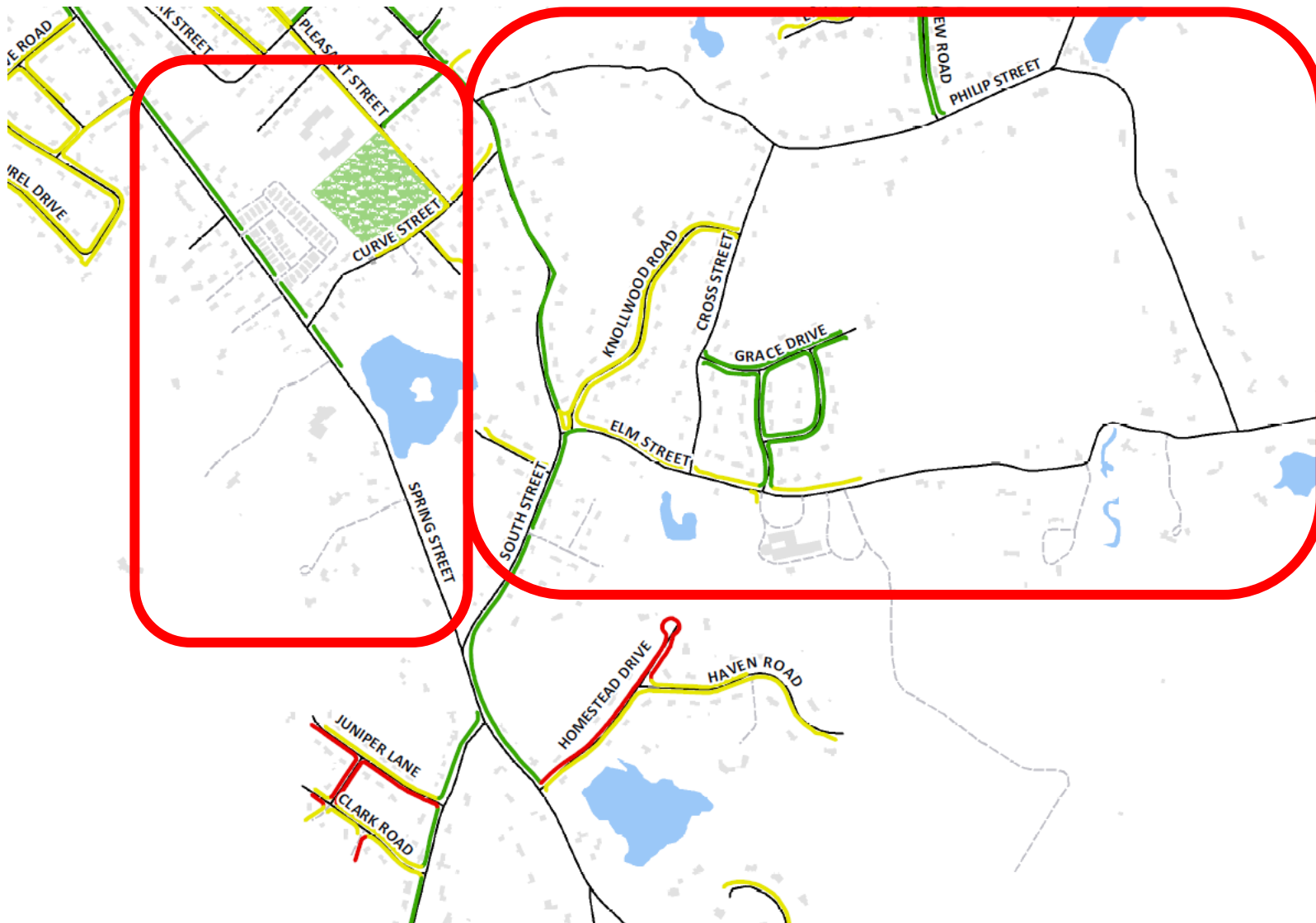


DESIGNATED SAFETY STREETS

The following is a list of "Designated Safety Streets" that have been recommended to the School Department by the Safety Officer and accepted by the School Committee.

As a 'designated safety street', we must provide transportation as follows:

Street Name	Section of Street	RHS PU only	House Stop	Half/Mini Only	Unpassable Road
Adams Street	Bet. West & West Mill		X		
Bridge Street	All of		X		
Causeway Street	All of		X		
Elm Street	#36+		X	Mini Bus	
Frairy Street	All of (due to bridge)			Mini Bus	
Granite 140+/ Plain/ Rocky	All of (due to U turn)			Half Bus	
Foundry Street	All of		X		
Granite Street	Rte 27 to Forest St	X			
Harding Street	All of	X			
Hartford Street	All of	X			
High Street	All of	X			
Main Street	All (except cntr for HS/MS)	X			
Nebo Street	All of		X		
Noon Hill Road	All of	-	-	-	X – no buses
North Street	#206+	X			
Philip Street	#1 – Foundry		X		
Philip Street	Foundry to Elm (culvert)		X	Mini Bus	
Pine Street	#67+	X			
Plain Street	All of		X	Half Bus	
South Street	#110 to Rte 27	X			
South Street Extension	All of	X			
Spring Street (odd #s)	All of	X			
(even #s – HS/MS)	2-Curve/Curve to Walpole	Walk/RHS PU			
(even #s – D/M & RW)	All of	X			
West Street	Rte 27 to Millis	X			
COTTAGE ST (hill)	Bet. Adams & Frairy	-	-	-	No bus is to travel



Wheelock Area

Designated “[Safety Streets](#)” without sidewalks (Elem Families)

- Philip Street (5)
 - Foundry to Elm (Mini Bus only)
- Foundry Steet (0)
- Elm Street 36+ (Mini Bus only) (1)

Designated “Safety Streets” with partial Sidewalks

- Spring Street (3)

Designated “Safety Streets” with Sidewalks

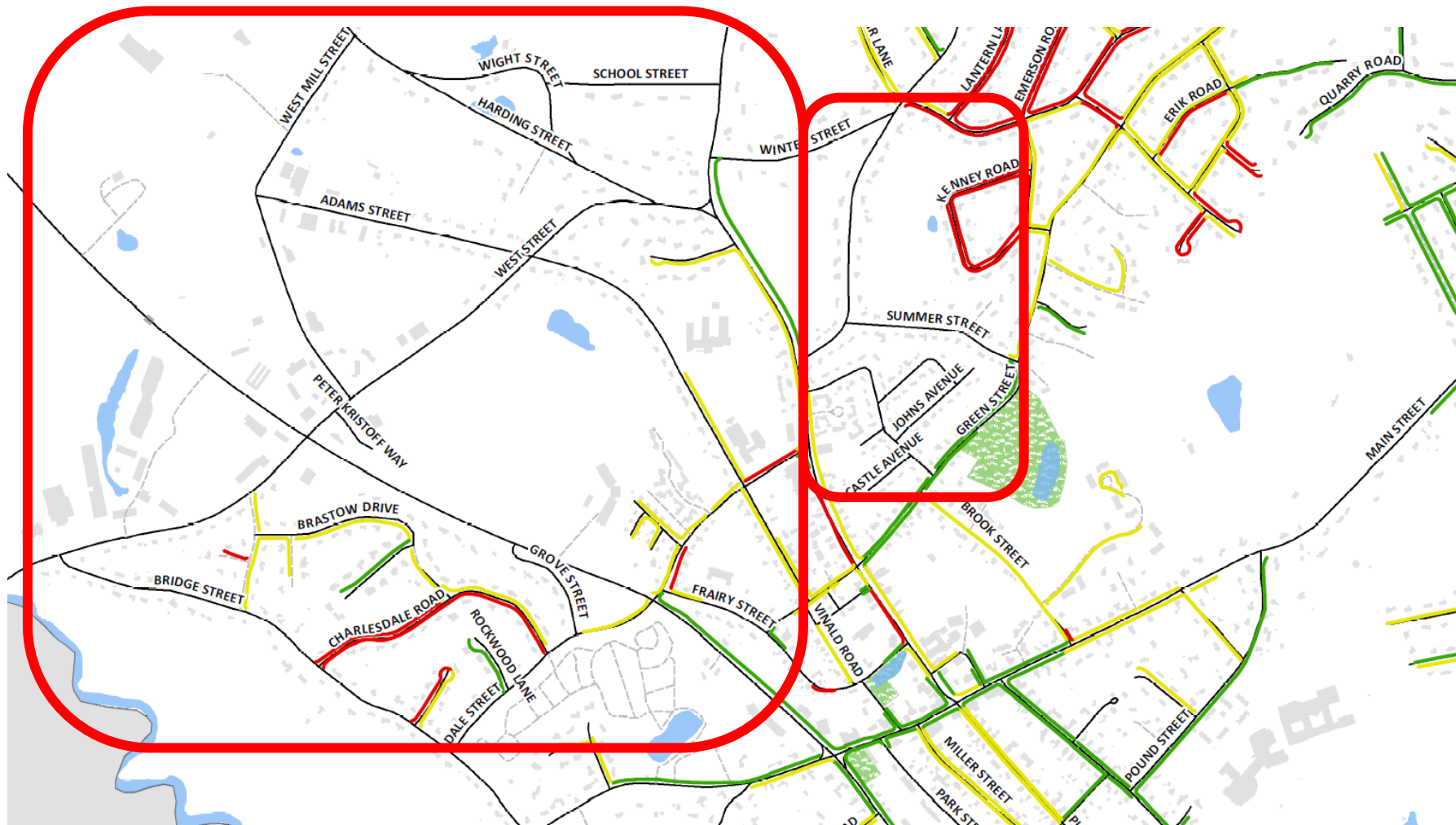
- South Street (32)

Housing Units added in last 10 years
Within 1.5 miles

- 0 Units w/o Sidewalk access
- 16 Units w/Sidewalk access

Commuting thoroughfare issue: Norfolk residents avoid Medfield Center by traveling via South – Knollwood – Cross – Philip to reach Rt 95 via 109 @ Lovells

Nearby problem intersection: South and 27



Dale & Memorial Area

Designated “[Safety Streets](#)” w/o Sidewalks (Elem Families)

- West Street (21)
- Adams Steet Bt. West and West Mill (5)
- Bridge Street (5)
- Cottage Street Bt Adams and Frairy (1)
- Harding Street (16)
- Pine Street 67+ (13)

Designated “Safety Streets” with partial Sidewalks

- Frairy Street (Mini Bus only) (5)

Designated “Safety Streets” with Sidewalks

- None

Housing Units added in last 10 years Within 1.5 miles



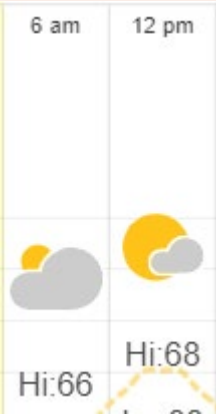




- 164 Units w/o Sidewalk access
- 52 Units w/Sidewalk access

Commuting thoroughfare issue: Millis/Medway residents avoid Medfield Center by traveling up West – Harding – North to reach Rt 95 via Needham

Nearby problem intersections: West & 27 and West – Harding - North


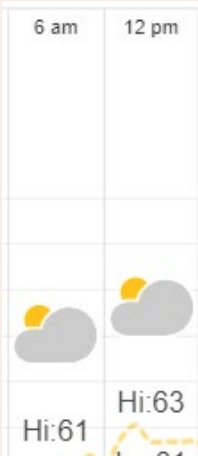
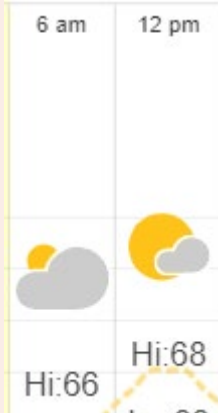


Dale Street School

How are students going home from school?

	10/4	10/5	10/6	10/7	10/8	10/12	10/13
Bus Riders	300	296	282	308	312	345	347
Pick-Ups	14	9	10	13	7	9	9
MAP	43	46	41	41	19	16	16
Walkers/ Bikers	16	22	43	17	29	5	9
Total	373	373	376	379	367	375	381
Weather (timeanddate.com)							

Wheelock School

How are students going home from school?

	10/4	10/5	10/6	10/7	10/8
Bus Riders	266	263	268	265	280
Pick-Ups	47	49	45	46	43
MAP	61	61	63	60	38
Walkers/Bikers	4/4	5/4	9/4	6/4	4/4
Total	382	382	389	381	369
Weather timeanddate.com					

Enrollment: Students vs Families and effect on car & bus traffic

2021-2022	Memorial PK, K and 1	Wheelock 2 and 3	Dale 4 and 5
Enrollment	437	398	392
Families	400	378	364

Elementary Schools	Families
Memorial only	201
Wheelock only	155
Dale only	188
Memorial & Dale	63
Memorial & Wheelock	110
Wheelock & Dale	87
All Three	26

Due to the fact that families may have multiple children in multiple schools, enrollment does not equal the amount of families frequenting the school.

Based on 9/28/21 enrollment data, there would be 113 less families frequenting the new Elm Campus versus the total enrollment by student.

All three elementary schools are currently on one bus route, there is no plan to change that system therefore no additional buses are assumed to be needed.

	If NO Sibling Overlap	With Sibling Overlap
Wheelock & Dale	742	629

Source Documents

[SBC Traffic Mitigation Presentation](#)

- March 24, 2021

Rapid Recovery Plan

- Prepared by DHCD Massachusetts

[Sidewalk Condition Map](#)

- Draft June 2021

Medfield Public Schools Enrollment Data

- School Year 2020-2021

Designated [Safety Streets](#)

- Last revised July 2014

Townwide Master Plan 2020

- [Volume II: Inventory and Assessment of Existing Conditions](#)
 - Chapter 5: Transportation and Circulation begins on page 144